

STARSHELL

FALL 2020 | ISSUE 90

NAVAL ASSOCIATION OF CANADA

HMCS Harry DeWolf Joins the Fleet

What are the
AOPS for?



HMCS Sackville and the Battle of the Atlantic
Are Chinese Submarines Coming to the Arctic?
A Navy in Transition: Reflections from an Outsider



Starshell

ISSN-1191-1166

PATRON: HRH THE PRINCE PHILIP, DUKE OF EDINBURGH

OFFICERS OF THE CORPORATION

PRESIDENT: Bill Conconi

VICE PRESIDENT: Bruce Belliveau

TREASURER: Tom Conway

SECRETARY (EX. DIRECTOR): David Soule (ex-officio)

COMMITTEE CHAIRS

NOMINATING COMMITTEE: Mike Hoare

NAC ENDOWMENT FUND COMMITTEE: Michael Morris

NATIONAL AWARDS SELECTION COMMITTEE: Bruce Belliveau

NAVAL AFFAIRS COMMITTEE: Tim Addison

MEMBERSHIP COMMITTEE: King Wan

FINANCE AND INVESTMENT COMMITTEE: Tom Conway

NATIONAL APPOINTMENTS

NATIONAL ARCHIVIST: Richard Gimblett

CHAIR, HISTORY AND HERITAGE: Alec Douglas

EDITOR, STARSHELL: Adam Lajeunesse

ASSISTANT EDITOR: Chris Yurris

EXECUTIVE DIRECTOR, SECRETARY/COMMUNICATIONS:

David Soule | 613-837-4026 | executivedirector-nac@outlook.com

STARSHELL magazine is published three times per year (with occasional special editions) by the Naval Association of Canada (NAC). The editor is solely responsible for the selection of material.

Contributions are encouraged and should be sent direct to the editor at adam_lajeunesse@outlook.com.

NOTE: All material must reach the editor no later than the 15th day of the month prior to the month of publication. All photographs submitted for publication must be accompanied by suitable captions and accreditation. Photos should also be high-resolution (at least 200dpi). Changes of address are to be sent to the executive director, David Soule, ExecutiveDirector-NAC@outlook.com.

The opinions expressed in this publication are deemed to be exclusively those of the author(s) and are not necessarily shared by the Naval Association of Canada, the Royal Canadian Navy, or the Department of National Defence. If copyright is specified for any item, permission to copy must first be obtained through the editor, otherwise material may be copied without permission provided appropriate attribution is given to both the author(s) and STARSHELL.

DISTRIBUTION and SUBSCRIPTIONS

STARSHELL is circulated electronically via email and displayed as a flipbook accessed through the NAC website.

Cover Image: HMCS *Harry DeWolf* in Bedford Basin (Photo: Irving Shipbuilding)

From the Editor Adam Lajeunesse



As society begins to work its way out of its Covid-19 paralysis naval activity around the world is picking back up. American and Chinese naval exercises are taking place in the south China Sea, RIMPAC saw allied and partner nations come together off Hawaii, RCN ships are deployed to Europe and Asia, and Canada's allies have joined it in the Arctic.

Closer to home, the National Shipbuilding Strategy is seeing results and HMCS *Harry DeWolf* has now formally joined the fleet. I offer an analysis of the new AOPS, with a focus on its purpose and capabilities. A contrasting opinion is found in the Letters to the Editor, as Roger Cyr questions both the cost and utility of our new Arctic-capable ships.

Department of National Defence historian Michael Whitby has contributed the first section of a serialized article from letters written by Gordon Stead, HMCS *Iroquois* officer during the Second World War. This edition also provides a summary of a recent NAC-Ottawa talk, examining Chinese interest in the Arctic Ocean as a future zone for military conflict.

Finally, we have excellent profiles of artist John Horton and NAC member Paul Baiden, two exceptional individuals with deep roots in the service and a lasting impact.

Adam Lajeunesse

Editor, *Starshell*

adam_lajeunesse@outlook.com

Starshell Number 90 (Fall 2020)

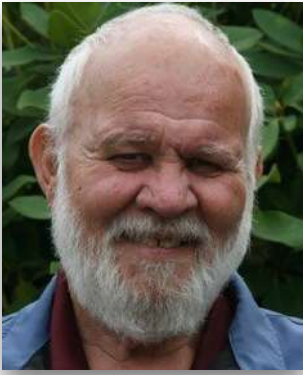
Table of Contents

Articles & Sections

From the Bridge, Bill Conconi.....	3
The Front Desk, David Soule.....	5
Navy Bike Ride: Virtual Success, Jeff Topping.....	14
The Barber Pole, David J. Freeman.....	17
Ship to Shore, Teri McKinnon.....	19
A Submariner's Perspective, Fraser McKee.....	21
Navy Changes its Ranks, Chris Yurris.....	22
National Shipbuilding Strategy: Update.....	24
PLAN Submarines in the Arctic? T. Choi/A. Lajeunesse.....	26
A Long-Delayed Victoria Cross, Fraser McKee.....	33
Red Team / Blue Team.....	37
A Navy in Transition, Michael Whitby.....	42
HMCS Sackville, Len Canfield.....	48
Memoires of RAdm Welland.....	51
Carriers of Necessity, Fraser MacKee.....	56
Paul Baiden: A History of Service, Richard Archer.....	59
What are the AOPS for? Adam Lajeunesse.....	63
John Horton: Artist, Mary Horton.....	67
Letters to the Editor.....	73
Book Reviews.....	74
Last Post.....	78



HMCS Halifax sails through the Atlantic Ocean during Operation Reassurance on July 20, 2019 (Photo: Corporal Braden Trudeau, Formation Imaging Services).



From the Bridge

Bill Conconi, National President

Shortly following our 2017 AGM held in St. Johns, our association embarked on a new initiative, our Naval

Affairs program. This had long been a goal as we looked to fulfil our mission statement. It was also possible due to needed funds being generated by NAC-O in their hosting of the BOA Gala. The business plan going forward was based on these funds continuing as our dues would not cover the expense of retaining the staff needed nor the attendant expenses. History though, as it unfolded, had other ideas. Sponsorship became more of a challenge in itself once the CSC decisions were made and potential major funders fell to the side.

On the positive side we now have an excellent Naval Affairs team in place, Ann Griffiths and Adam Lajeunesse. This team, ably directed by Ian Parker, got us off to an excellent start. Also, special recognition is due to the initial work done by Past President Jim Carruthers and Past Director Dan Sing, who got this all started. A quick visit to our website will show the depth and breadth of our work to date.

We also came to realize that conducting the needed research and producing excellent materials, in and of itself, was not enough. We needed to be more proactive in our marketing, and in pushing out the material to our desired audiences. These two factors, production and marketing, would require extra efforts, and funding, on our part. This need, which could not rely on a few overworked volunteers led us to develop a working relationship with a development and marketing company, AMP (Associated Marketing Professional) a Canadian company

headquartered in Ottawa and Montreal.

Our first initiative was to be the 2020 BOA Gala, planned for Ottawa at the end of April. Efforts by AMP and Tim Addison (President NAC-O and a National Director), managed to obtain all the needed financial support to hold the event. Covid, however, had other ideas, and event was deferred to a future date when restrictions are eased. As a legacy, we have the start of a list of sponsorship prospects and contacts.

When we next hold a Gala, we are well positioned for a good start. However probably not enough if we wish to maintain our momentum. To do this we will need to secure a minimum of about \$150K per year, however a bit more would be nice as we look to establish a small office staff. As we considered possible paths going forward that benefits from our earlier work, we settled on the concept of sponsorship for the association as a whole. This would be in addition to any special event sponsorship and would focus more on all the other things we do and to possible support by potential funders. Our research included experiences by similar organizations (ANI, RCAF Association, CDA, etc.)

As we move to possible affiliations with other defense area corporations we will move carefully and put into place best practices by others. This corporate affiliation/sponsorship is very different from event sponsorship which is a much more confined to a specific time and place while an association sponsorship will focus on longer term goals and benefits.

To this end we have connected with AMP and are working with them to build our support program going forward. First steps

are building our value proposition which in turn will lead to the development of a prospectus we would send to potential corporate affiliates.

Plans for the near future will see a special webinar/meeting that will introduce AMP and ensure that all branches and members across the country have the latest information and a chance to ask questions. A small group of the national board is taking the lead here from our end: David Soul (ED), Tim Addison (NAC-O President and National Director), Bruce Belliveau (NAC-NS President and National Vice President), along with myself (NAC-VI President and National President). We are cautiously confident that we are working on the best plan for moving forward. This group as well, is open to hearing any constructive ideas that will further our goals with this initiative.

The next part, the marketing component, is equally important and, as funding comes together, we will be moving forward in this area as well. The next few months will be challenging, and I hope rewarding, as we move forward in the support of our Navy.

Yours Aye,
Bill Conconi
National President.

Keep in touch with the NAC

If you are receiving NAC News, but are not a member, please consider joining. Or, keep in touch through social media.

Join the NAC

navalassoc.ca/branches/

View our newest Naval Affairs work

navalassoc.ca/naval-affairs

Archived weekly NAC new links

navalassoc.ca/naval-affairs/nac-news/

Follow us on Twitter

@navalassn

Should you wish to donate or leave a memorial visit:

[NAC Endowment Fund](#)

NAC reference to assist veterans and/or seniors is located at [Veteran's Corner](#)



*Cyclone CH-148 helicopter aboard HMCS Fredericton
(Photo: Corporal Simon Arcand, CombatCam)*



The Front Desk

“10,000 Gallons Heavy or Spot on”

David Soule, Executive Director

I must admit I have struggled with writing this edition's column based on current events, lack of opportunity to socially gather face-to-face with fellow members and friends, our future challenges as an organization going forward, and some readings I have done over the past several months. That said, not all is doom and gloom as there are some real opportunities to explore, execute, and as always things change - in adversity lies opportunity!

NAC Sponsorship and Marketing

The President has outlined our plan to seek assistance for a sponsorship campaign and to determine and implement better ways to market our brand – a brand that is largely defined by our Naval Affairs program. This initiative is not only crucial for this program's future, it is critical for the long-term future of NAC. The plan is practical, prudent and within our means. That said, we will have to provide oversight and guidance. You can hire an expert but the expert needs to understand what you want and can deliver.

“10,000 gallons heavy or spot on”

On a lighter note, while I know some of the outcomes and measures of success of our of the sponsorship and marketing effort will rely on metrics, polls, and other scientific means to measure success. This focus brought back the memories of my time in submarines. We had just completed a three-year refit (the usual refit was a 24-month adventure) which included a significant upgrade to our operational systems.

On completion, the boat conducted what is essentially a controlled dive in Halifax as part for a trim and incline experiment (dive just enough to essentially submerge the pressure hull with the fin – I was the volunteer bridge safety number dressed in wetsuit, flotation device and line tethered to the submarine so I would not float away!) The weight changes incorporated in the refit were all supposed to be logged in a journal. Some of us did wonder how complete or correct these entries were. Just before the trial I recall the engineer busily checking his trim calculations while we looked on listening to him mumble about this or that. After some time the Commanding Officer began to query the EO as to whether or not the EO was confident in his final numbers. The EO, who had a very mischevious grin and a sparkle in his eye, looked up and into the CO's eyes and said “Sir, we will be either 10,000 gallons heavy or spot on! No one said another word! (by the way to be off by 10,000 gallons is a lot!) Outcome was a successful trial plus or minus a few hundred gallons and I stayed dry on the bridge! Moral of this dip - Metrics – use the right ones!

RCN – The Sailor Poll

I want to use this opportunity to thank the RCN leadership for including us; veterans and others with an interest in our Navy, with the opportunity to vote and provide comment on this change. I think this is a first in my lifetime, and to be included was a real privilege in my view. While it was the RCN's right to do this without including us, it was a sign that we are part of the RCN family. I also note, that while the pandemic

forced us and others to cancel large gatherings to honour and recognize those who served in the Second World War (BOA Gala and other branch events across the country), the RCN did put together a great series of media clips and other such activities to recognize our Navy and those who served. All to say Bravo Zulu to the RCN for this effort.

And finally, I encourage you to have a look at this web-link to comments by Rear-Admiral Goldrick, RAN ret'd, on the need to study naval/maritime history and value (or not) of tradition.

Your Opinion Counts

Polls and other metrics aside, I am asking you directly for feedback that you think is important to you as the member. For example, Rod Hughes and I know that NAC News is very popular but are there areas where we can improve the service? Should we re-arrange how the material is presented (example, post the monthly RCN history to the website with the week's "events" in the News for that particular "News" week); NAC News Notices – should they be posted at the end of the News close to SCUTTLEBUTT or perhaps we advertise specific events less when announced with lots of time ahead of the event, then more frequently as the final registration date approaches? Starshell – do you like the current format, what can be improved, etc... Website – does it meet your needs? Is it easy to use? Do we need to split the website in two so that in one section we have what I call member services like application forms for the EF grant applications, award recommendations and admin manual and another section for our naval affairs program and other related information. All to say we plan to do surveys and polling in the future but sometimes hearing directly from you with your kudos and complaints is just as valuable. This is your organization.

2020-2021 Program and Opportunities

As most of you know NAC sponsored events such as the 2020 BOA gala and conference have been cancelled for 2020. This decision was reached in discussion with the RCN. At this point in time scheduling major events for the first half of 2021 is tenuous at best, given current COVID restrictions and

concerns and the fact planning these events starts many months in advance of the event.

The National BOD recently approved a tentative plan for a two-day workshop on the East Coast in the Fall of 2021. The theme will be "*Working Together in the Arctic - Options and Opportunities for Canada and the United States*". Two potential meeting sites are under consideration, either in Halifax or at St Francis of Xavier University in Antigonish. The BOD also discussed the possibility of combining this with a NAC/RCN special event in Halifax, similar to the BOA gala. While this is tentative, I will keep all informed on how this plan evolves.

We are now using electronic media such as Zoom and GoToMeeting to share branch speaker events across the country. The first two, hosted by NAC-Ottawa, were a success and we will continue to offer the service. These events have been recorded and we are looking at the best means to share with those members who could not participate. We are also working with other like-minded groups such as RUSI(NS) to provide an interesting range of maritime related presentations on topics of interest to our members. Check NAC News, the NAC websites, and NAC member updates for future events.

2020 Event Sponsors

I want to extend a personal thanks, as well as a sincere thank you on behalf of all NAC members, to our sponsors for the 2020 BOA Gala. While the Gala and associated NAC national conference event was cancelled, and other opportunities to host a similar event are being explored, our sponsors have stood with us. All have expressed their willingness to support a future event as well. For some this commitment may be a challenge given the unknowns moving forward due to the pandemic outcomes facing all of us, but their intent is greatly appreciated. We simply cannot execute the program we are committed to without their support. Please take time to view page 13 and see who these companies are. This list is also on the website with links to what services they provide our Navy and other related Canadian maritime and other related business they are engaged.

National Member Database

To date nearly 95 percent of NAC members are in the database. The system (based on the WildApricot software application) can be used for a variety of branch and National applications including event registration, member focused emails such as NAC News, branch newsletters, among other uses. I need branches to nominate/identify a member who will “manage” their branch database and liaise with Gerry Powell and myself to ensure the system “works” and you the member can access it with ease.

Over the coming month I will be transitioning NAC News to the WildApricot platform from our current “MailChimp” service. I am sure there will be the odd glitch or two but the intent is to have a single system handle membership services. Over the coming year we will also be working to incorporate a membership payment system, a bit of a challenge due to how we are currently organized, that should ease the burden on the few folks who manage this. It should enable members to use electronic means to pay dues and other association offerings. BUT branch executives will still need to encourage potential new members to join and current members to renew.

I want to extend my thanks to Gerry Powell (NAC-O), Bill MacDonald (NAC-VI), and Barry Walker for their dedication in getting us this far.

NAC Committees

So you do not want to serve on the national board of directors as a member? Perhaps participating as a member of a national committee of interest is more appealing where you can support the committee to progress and execute its mandate. All you need to do is contact by email at info@nac.org and I will put you in touch with the committee chair.

Endowment Fund (EF) Campaign

Most of you will have received the annual EF Campaign letter in the mail in the recent past. As EF Chair, Mike Morres notes, this is your fund. For 2020, we have received grant proposals totaling almost \$55,000. We realize that in this COVID-19 world many organizations are enduring financial challenges, and therefore we would like to substantially increase

our grants for this year. We seek your help in doing this.

Your Fund serves as a catalyst in supporting suitable branch and community projects. As Mike said in a previous letter, if every member of NAC gave at least \$100 annually, we could maintain the fund at about \$1,000,000 – and that could allow us to continue to make annual grants of as much as \$50,000. Can we count on your support?

2020 NAC awards

I am very pleased to announce the following awards for 2020:

- Gold Medallion: Ian Parker (NAC-O)
- Silver Medallion: David Critoph (NABC, formerly NOABC)
- Silver Medallion: Gerry Powell (NAC-O)
- Bronze Medallion: Peter Chipman (NABC, formerly NOABC)
- Bronze Medallion: Lynn Harrison (NABC, formerly NOABC)
- Bronze Medallion: Sean Livingston (NAC-TO)
- Presidential Letter of Recognition Bob Lancashire (NSNAC)
- Presidential Letter of Recognition: Donald Uhrich (NSNAC)

On behalf of our member, I want to express my congratulations and appreciation of your service to NAC.

New Book

We are working on a second book as part of a youth series about the Navy. The second book, about service in submarine, is being edited as I write this column. We hope to have it available for sale for Christmas. Our naval affairs program coordinator Dr Ann Griffiths is the author and the illustrator, Lin Luo illustrated “Mom’s in the Navy”. We think you will like it.

We also have a number of French versions of “Mom’s”. The translation was done for free by a member of the Canadian Leaders at Sea program (CLaS), Ms. Catherine St-Jacques of Ottawa. I want to personally thank her for her kindness, dedication,

and enthusiasm in supporting us.

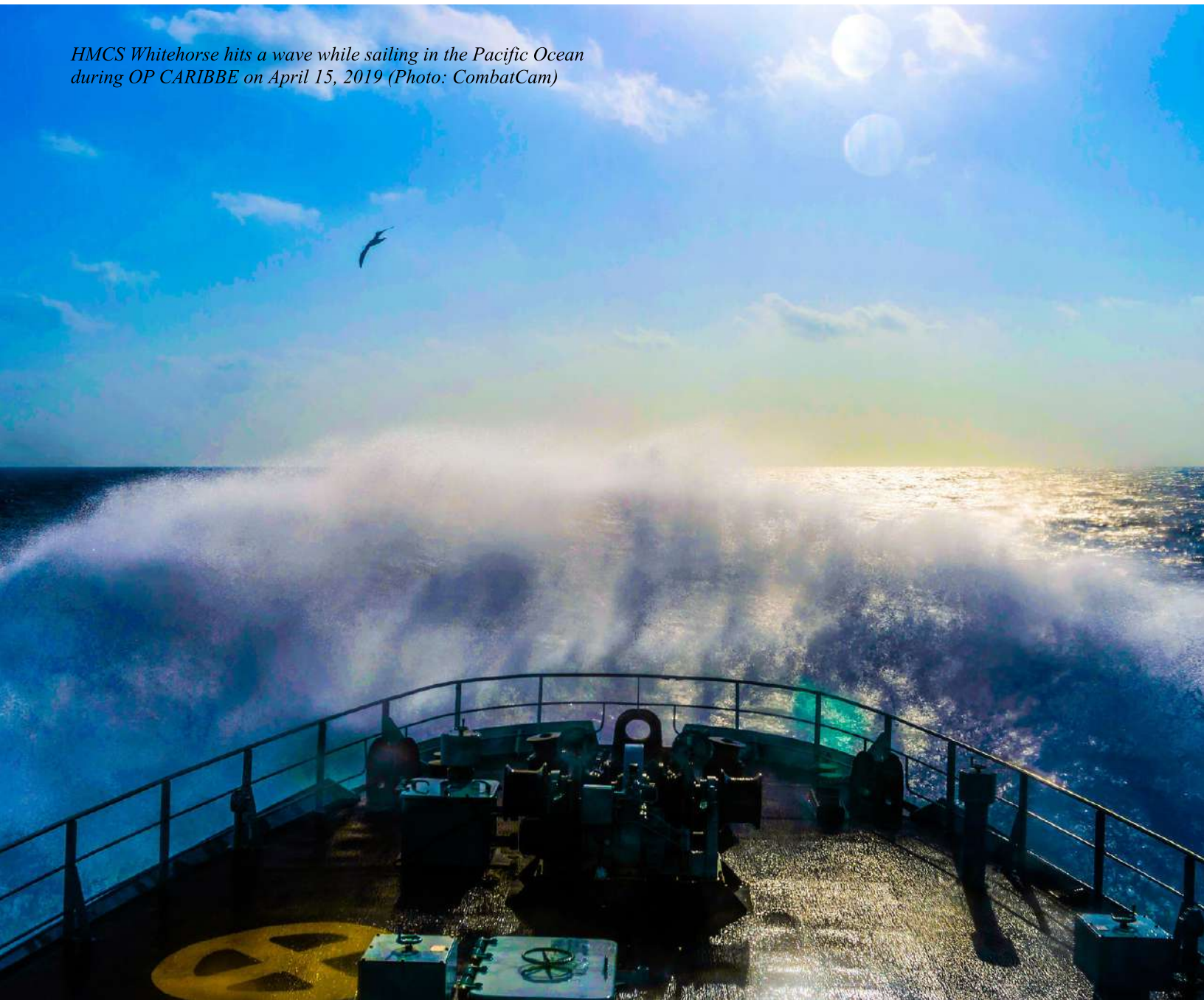
If you know of a school or library that could use the French or English version of “Mom’s” please let me know. We will be supplying copies to the Family Resource Centres on both coasts and are working on a plan to donate to local public libraries as well. And they are for sale so we can recoup some of our production costs. Need a Christmas gift? Just saying; see the advert in this edition! Sub Book price will be the same as “Mom’s” - \$10 direct from me or \$15 (includes shipping and handling and these costs are not insignificant!)

Concluding Remarks

I said in my introduction that this was a difficult column to write. That said, amid some gloom there is a bright light if we work on that outcome together. GotoMeeting and other media tools have enabled some members to connect, we still have a great naval affairs program in place, we are looking to the future – the challenges notwithstanding so we must move on. And the RCN is now fully manning and trialing the future HMCS *Harry DeWolf* at sea!

I want to thank all those members who support me and the organization no matter how big or small. Stay safe, healthy and please do have a laugh or two every day! As the logo on my favourite ballcap says “Life is good!”.

HMCS Whitehorse hits a wave while sailing in the Pacific Ocean during OP CARIBBE on April 15, 2019 (Photo: CombatCam)





The Naval Association of Canada L'Association Navale du Canada NAC Endowment Fund

PO Box 42025 Oak Bay | 2200 Oak Bay Avenue, Victoria, BC, V8R 6T4

19 August 2020

Dear fellow NAC Members,

Once again it's time to consider your annual donation to the NAC Endowment Fund.

The Fund report was published in the spring/summer edition of *Starshell* (pages 9 and 10). In it you will see how the grants were distributed last year.

The Fund awarded grants totalling \$38,331 in 2019 to assist with (amongst other things) Sea Cadet scholarships (through the Royal Canadian Sea Cadet Education Fund) and support to Sea Cadet activities in the Montreal area. Post-secondary Scholarship support was also provided to the Quadra Education Foundation (for former sea cadets trained at HMCS QUADRA), and funding was provided toward a scholarship (organized by NAC Calgary) for a post-graduate scholarship in military & strategic studies. You also continued to provide support for the funding of the Shipbuilder Statue in Vancouver (to be completed in 2021). As in previous years you supported the Veterans Memorial Lodge at Broadmead (Victoria), and grants were made to the Maritime Museum of BC, and the Esquimalt Naval Museum. However, as in most years, the total of requests was greater than amount available – most were very worthwhile, and some very difficult decisions had to be made.

A particularly interesting grant we made last year was toward a statue, being erected in Cobourg, Ontario, to commemorate Fern Sunde – the first woman wireless operator on a merchant ship in the Battle of the Atlantic (she made 78 crossings and married the captain of her ship!).

For 2020, we have received grant proposals totalling almost \$55,000. We realize that in this COVID-19 world many organizations are enduring financial challenges, and therefore we would like to substantially increase our grants for this year. We seek your help in doing this.

Your Fund serves as a catalyst in supporting suitable branch and community projects. As I said in a previous letter, if every member of NAC gave at least \$100 annually, we could maintain the fund at about \$1,000,000 – and that could allow us to continue to make annual grants of as much as \$50,000. Can we count on your support?

Please be generous in completing and returning the attached donation form!

Yours aye,

Cdr. Michael F. Morres, RCN (ret)
Chair, NAC Endowment Fund,

On behalf of the Trustees

Michael Morres | Derek Greer | Doug Plumsteel | John R Anderson | Richard Lewis

NAC Endowment Fund - Distribution of 2020 Grants

<i>Branch/Requesting Agency</i>	<i>Request</i>	<i>Description</i>	<i>Category</i>	<i>Grant Approved</i>
NAC Naval Affairs	Educational publications	Publishing books for youth	Present	\$5,000
NAC NL	Crow's Nest Officers' Club	Refurbish U190 periscope	Past	\$2,000
NSNAC	HMCS Sackville (see Note 1)	Canopy for brow area	Present	\$0
NAC National	NB Naval Memorial project, Saint John	New Brunswick Naval Memorial	Past	\$5,000
NAC O	RCSCEF Scholarships	Scholarships	Future	\$5,000
NLOC Oshawa	Support to NLCC Hawkins and RCSCC Sir Francis Drake	Urgent building repairs	Future	\$3,000
NAC Toronto	RCSCC Chaudiere	Navigation facility	Future	\$4,000
NAC Toronto	Canadian Naval Tribute Project	Monument at HMCS York	All	\$5,000
Naval Association of Edmonton	Post-secondary scholarships	Scholarships for HMCS Quadra cadets and junior officers	Future	\$3,000
NOABC	Shipbuilder statue	Statue to commemorate BC shipbuilding industry	Past	\$5,000
NAC-VI	Broadmead Lodge	Vehicle replacement		\$4,000
			Total	\$41,000
Note 1: Deferred pending further review by applicant. Required to meet CCG and safe distancing requirements. Public display area on jetty			Past	\$16,000
			Present	\$5,000
			Future	\$15,000
			Other	<u>\$5,000</u>
				\$41,000



NAC Endowment Fund Donation

Yes, I want to help!

Yes, I want to support our Naval Heritage and Endowment Fund! My donation is my gift of:

\$100 ____ \$150 ____ \$250 ____ \$500 ____ \$1,000 ____ or other amount \$ ____

Please make your cheque payable to: **NAC Endowment Fund** and mail to:

**NAC Endowment Fund
PO Box 42025 Oak Bay
2200 Oak Bay Avenue
Victoria, BC V8R 6T4**

Receipts will be provided for income tax purposes (in the case of a donation through Canada Helps, they will be issued by that organization). The Canada Revenue Agency charitable registration number is 11924 6551 RR0001

Name _____

NAC Branch (If applicable) _____

UNTD ____ Venture ____ Other ____ (Check all applicable)

Address _____

City _____ **Province** _____

Postal Code _____ **Telephone** () _____

Email address _____

There are significant income tax advantages available to those who donate securities to the Fund. If you would like to do this, please check here _____ and the necessary information will be sent to you.

If you wish to leave a legacy to the Fund, please check here _____ and information on including the Endowment Fund in your will be provided to you.

You may, alternatively, donate on-line through Canada Helps. Go to their website (CanadaHelps.org), enter Naval Association of Canada in the search field, and follow their instructions.

Thank you for your support!



Don au Fonds de dotation de l'ANC

Oui, je veux aider!

Oui, je veux supporter notre patrimoine naval et notre Fonds de dotation.
Mon don est de :

100\$ ____ 150\$ ____ 250\$ ____ 500\$ ____ 1 000\$ ____ or autre montant ____\$

Veuillez faire votre chèque payable à **Association navale du Canada-Fonds de dotation** et le poster à :

**Association navale du Canada-Fonds de dotation
B.P. 42025 Oak Bay
2200 Oak Bay Avenue
Victoria BC V8R 6T4**

Des reçus seront émis aux fins de l'impôt sur le revenu (dans le cas d'un don fait par l'intermédiaire de CanaDon ou CanadaHelps en anglais, cette organisation émettra les reçus). Notre numéro d'enregistrement comme organisme de bienfaisance auprès de l'Agence du revenu du Canada est 11924 6551 RR0001.

Nom _____
Chapitre de l'ANC (si applicable) _____
UNTD ____ Venture ____ Autre ____ (Cocher tout ce qui s'applique)

Adresse _____
Ville _____ **Province** _____
Code postal _____ **Téléphone** () _____
Adresse courriel _____

Il y a des avantages fiscaux importants pour ceux qui donnent des valeurs mobilières au Fonds. Si vous voulez faire cela, veuillez cocher ici _____ et les renseignements nécessaires vous seront envoyés.

Si vous voulez laisser un legs au Fonds, veuillez cocher ici _____ et les renseignements sur l'inclusion du Fonds de dotation dans votre testament vous seront fournis.

Vous pouvez également faire un don en ligne par l'intermédiaire de CanaDon ou CanadaHelps en anglais. Allez à son site web (www.canadahelps.org/fr/), inscrivez *Association navale du Canada* dans la case «Recherche» et suivez les instructions.

Merci de votre soutien!

A Thank You to Our 2020 Sponsors

The Naval Association of Canada would like to thank our sponsors, who make our programs and outreach possible and contribute to raising awareness of the importance of the Royal Canadian Navy and maritime security to Canada. Today, Canada faces an uncertain future, with new global challenges and threats appearing across the world's oceans - from state competitors to unconventional safety and security perils. Now, more than ever, a strong navy and a national re-dedication to a safe and secure global maritime commons is essential. The NAC will continue to do its part to educate and inform and we appreciate the invaluable support from our partners.

Signature Plus

The logo for BAE SYSTEMS, featuring the company name in white, bold, sans-serif capital letters on a red rectangular background.

Signature



Premier



Corporate



Supporters



Navy Bike Ride 2020

A Virtual Success

STATS & FACTS



Number of Participants: Over 2750



Funds Raised: \$59,266.22



Number of Rides: 26,270



Distance Covered: 398,360.7 km



Jeff Topping

Jeff Topping is the Director of Real Estate and Construction at McDonald's Restaurants of Canada Limited. He is also a Canadian Leaders at Sea alumni and a team leader in the Navy's 2020 bike ride challenge.

For the last few years, the Royal Canadian Navy has organized and grown a rather successful community fundraising event in our nation's capital known as the Navy Bike Ride. The aim of the ride is to bring cyclists together for a non-competitive, fun and family-friendly activity. This fun family event is open to cyclists of all skill levels and all ages, including beginners. The event is an outstanding way to promote physical fitness, taking cyclists on a closed circuit family or challenge ride around Ottawa and Gatineau. In addition to the main ride the Royal Canadian Navy also concurrently conducts "shadow rides" all across Canada and around the world wherever you may find sailors doing what they do best, their duty in service to Canada.

At the beginning of this year, the organizers of the 2020 version of the Navy Bike Ride were working to build upon the success of the previous three rides. Each year the event hopes to increase the number of participants and funds raised for the charities involved.

With planning well underway targets for 2020 were established at 2000 total participants and raise \$15,000 total for two very worthy charities The Royal Canadian Naval Benevolent Fund and Support Our Troops each supporting the military family in their own ways.

The Royal Canadian Naval Benevolent Fund was

established in 1942 with a mandate to provide financial assistance to members of the navy family in order to relieve distress and promote their well-being. This has primarily been achieved through loans, grants, and educational support programs to qualified naval personnel and their dependents.

'Support Our Troops' was established in 2007 to meet the unique needs and special challenges faced by members of the Canadian Armed Forces community as a result of military service. It operates within Canadian Forces Morale and Welfare Services.

This important organization provides financial assistance to promote family resiliency and to support the recovery, rehabilitation, and reintegration of members with a physical and/or mental illness or injury.



Jeff Topping alongside HMCS Haida the Flagship of the Royal Canadian Navy and Museum located in Hamilton. Haida, a Tribal Class Destroyer, was originally commissioned on August 30, 1943 and quickly joined The Battle of The Atlantic with great success becoming known as "Canada's Fightingest Ship"



Lieutenant Commander Kray Robichaud, CD wearing the Navy Bike Ride 2020 Battle of The Atlantic Challenge Jersey alongside HMCS Moncton painted in the Dazzle Camouflage scheme as a tribute to the 75th anniversary of The Battle of The Atlantic.

Both of these organizations depend upon donations from supportive Canadians and fundraising events like the Navy Bike Ride.

The 2020 edition of the Navy Bike Ride was shaping up to be the best yet and then the country was thrown into crisis due to COVID-19 and the lockdown it created. The in person event that was to be held in Ottawa was simply not going to be possible. With sponsors committed, registration numbers growing, and fundraising started the organizing team needed to react quickly and decide the fate of the event. It would have been easy to just cancel or postpone indefinitely as so many others had been doing. The option of cancelling or quitting when things become difficult is simply not the “Navy Way” of doing things.

Strategically the event team plotted a new course towards a virtual ride. Leveraging the 75th anniversary of The Battle of The Atlantic, which was already the theme for the in person event, The Battle of The Atlantic Challenge as a virtual event began to

take shape.

Rather than a one-day event, the virtual version would challenge participants to join as teams or as an individual all logging completed rides online from June 13 until August 30. The new format came with a challenge to the participants to collectively complete 25,000 total rides; 25,000 being significant as it represented the number of voyages across the Atlantic Ocean that the Royal Canadian Navy and Merchant Marine endured during The Battle of The Atlantic. Even the participant jerseys carried the theme with a “Dazzle Camouflage” inspired look.

When June rolled around many teams had formed and the sense of competition kicked in with individuals and teams challenging one another to get involved, ride, and raise funds.

Personally, I had originally intended to ride with a few friends from the Royal Canadian Navy’s Canadian Leaders at Sea program. Instead, I was able to form a Canadian Leaders Alumni Team and “virtually” ride alongside fellow supporters from across the country and abroad throughout the summer. The team did not let me down as together we were able to complete a respectable 364 rides and raise some funds along the way. Having the Battle of the Atlantic as the theme gave great purpose to our rides and was a fitting way to pay tribute to those who served during the longest battle of the Second World War.

This came to life for me during two of my stops on my personal rides. The first being at HMCS *Prevost* in London, ON where Commanding Officer Lieutenant Commander Derek Niles, CD took me on a “socially distant” tour of The Battle of The Atlantic Memorial that is situated alongside *Prevost*. The memorial pays tribute to each of Her Majesty’s Canadian Ships and the members of the ship’s crew lost during The Battle of The Atlantic with a stone marker bearing the proud ships names and date lost. A reminder that so many of our Sailors do not have a gravesite as the sea became their eternal grave.

The second stop was in Hamilton, ON alongside HMCS *Haida*, the flagship of the Royal Canadian Navy and a floating tribute to all who have served our great Navy. *Haida* saw great success when engaged with the enemy during The Battle of The Atlantic and

she reminded me of the great sacrifices made so that we could enjoy freedoms such as cycling for a great cause. *Haida* was built for the purpose of war and did not feature many comforts for her crew while on the cold Atlantic Ocean or on station in the English Channel.

The virtual ride provided organizers with a platform to share the history of The Battle of The Atlantic, provide updates regarding the current Royal Canadian Navy and its Sailors, interact with participants, inspire others, and create engagement over a sustained period. Navigating towards a virtual event enabled reach beyond that of a single day in person event.

It was inspiring to see social media posts from participants who broke personal distance records, families & colleagues who got together for a ride or simply individuals getting active rather than being locked in isolation at home. The posts and pictures brought the virtual event to life and created a sense of community during a difficult time.

A great example of this came from Lieutenant Commander Kray Robichaud, CD who posted many inspiring and at times humorous moments from his rides. At the same time, he supported others to get involved or to keep riding through encouraging comments online.

Lieutenant Commander Robichaud was able to cover an incredible 5,968 kilometers during his 79 rides intentionally one ride short of his personal goal the reason for which he said was this – “I purposely stopped short as a symbol of honour, to pay respect and recognize the “*absent*” brave souls who paid the ultimate sacrifice 75 years ago.”

My personal moment of inspiration came during a Navy Ride 2020 Facebook Live event hosted by Commander Roy. Those who joined heard from Canadian Football League legend Henry Burris who talked about teamwork and leadership. Additionally, the stories of personal struggles and perseverance were shared by Vice-Admiral (Ret’d) Mark Norman, Chief Petty Officer 2nd Class (Ret’d) Joseph Kiraly and Master Corporal (Ret’d) Natacha Dupius. These inspiring veterans of the Canadian Armed Forces brought to life the need for *The Royal Canadian Naval Benevolent Fund* and *Support Our Troops*. The programs and support provided by these two



Lieutenant Commander Derek Niles, CD and Jeff Topping at The Battle of The Atlantic Memorial alongside HMCS Prevost in London discussing the importance of honouring and remembering those who have served our country.

charitable organizations has had a positive impact on the members who presented, as well as countless others.

These are simply a few examples from the event and the participants from across Canada and almost 50 other countries.

Everyone involved can be incredibly proud of the results as they are impressive. Such an event would not be possible without the support of great sponsors and a dedicated team of organizers. They along with all of the participants created an outstanding event that far exceeded any expectations and provided more support for the *Royal Canadian Naval Benevolent Fund* and *Support Our Troops* than was originally planned.

Plans are underway for a virtual event again in 2021. Organizers are looking forward to building upon the tremendous success of the Navy Bike Ride 2020. In true Navy fashion, they are looking for ways to strengthen execution and are committed to making next year’s event bigger and better.

Bravo Zulu to all involved in the Navy Bike Ride 2020!

The Navy's Barber Pole

David J. Freeman

This article was originally published by the Royal United Service Institute, July 2020

apparently started with a conversation in the Crow's Nest Club about October 1942 between the first lieutenants of the two destroyers who wanted to distinguish the ships in their group from others. They decided that a ring of red and white barber pole stripes painted around the top of the funnel would permit instant recognition. So it came to be. Photographs of the era show one destroyer wore her ring on the after funnel. As opposed to group, they referred to themselves as the Barber Pole Brigade.

Escort Group C-3: The Barber Pole Brigade

The original Barber Pole group was Escort Group (EG) C-3. This group first developed and wore the best known RCN Escort Group insignia, the slanted red and white stripes of the barber pole. Formed in April 1942, C-3 originally consisted of two destroyers and six corvettes.

Alan Easton, a Commanding Officer in the group from 6 April 1942, indicates the acceptance date for the barber pole device as being in early June 1942. According to Easton, his ship sailed as part of the "newly formed" group C-3 from St. John's on 26 May and had a nine-day crossing to Londonderry. On the next day, 4 June 1942, there was a meeting of the officers from the group. The junior destroyer captain, Ken Dyer, "submitted a design for a group insignia which he said his first lieutenant had conceived." "Since there were no other suggestions forthcoming, the design was adopted there and then." While the location rings true, the date put forward by Easton does not agree with other evidence.

Radioman Allan Riley kept a diary which he eventually turned into a book, *A Sparker's War*. In his book, his notes for October 1942 state that C-3 ships now had the barber pole. The insignia for this group

Escort Group C-5: The Barber Pole Group

Shortly after EG C-5 was formed in April 1943, this group adopted the barber pole emblem of C-3 and this insignia is now identified with that group. According to Admiral Ken Dyer, the C-5 senior officer "wished to form a group identity as quickly as possible ... As there were a number of old C-3 ships or their Captains ... formed in his group, he decided to have the Barber Pole symbol ... carried on the funnels of his group."

Tony Paddon was serving in the corvette *Kitchener* when she joined C-5 in the summer of 1943. One day that August, while in port in Ireland, he was inspired to write a song about his group. In about two hours,



with the assistance of Dan Hannington, they completed the song. Sung to the tune *Road to the Isles*, the song became an instant hit. As Tony was later to write, “I thought no more about [my song] until we met an escort group at sea a few weeks later and passed close alongside and to my astonishment got my Barber Pole Song from all the escort’s loud hailers at full blast, a solo from each of the six or eight captains involved, in thunderous unison.”

In some instances, the red and white barber pole spirals were painted sloped to the right and sometimes, sloped to the left. This fact was queried in a March 1958 article in *The Crowsnest*. In the author’s opinion, this is simply a case of different ships, different painters who probably did not have a pattern to follow.



As early as September 1944, as seen in several photographs, the funnels of EG C-5 ships had a maple leaf containing the letter V, the Roman numeral for Arabic number five. Above, the best photograph located of a vessel in EG C-5 wearing the letter ‘V’ superimposed on the maple leaf as a funnel insignia, the frigate *Long Branch*.



The barber pole design continues to be used today. Pictured above is the design on HMCS *St. John's*

Ship to Shore Project Connects Students to the RCN

Teri McKinnon

Project Manager, Ship to Shore Program

This summer saw the successful completion of the first Ship to Shore project – designed to connect the Royal Canadian Navy to young students, in an effort to build understanding, awareness, and learning opportunities covering the role, value, and professionalism of the Navy in its service to Canada. This pilot enabled elementary school students to learn about the world through the lens of sailors aboard HMCS *Calgary* and HMCS *Tecumseh*, providing an immersive inquiry-based learning opportunity

program persevered. Indeed, it is a testament to the value of S2S in that it continues to serve our students, and our country, in this very unique, surreal ‘virtual’ environment. Ever optimistic, the program contributes with even greater relevance to participating teachers and students, and its organizers have called it a poignant “good news” story in turbulent times.

For their part, educators recognized that these connections serve an important role in providing continuity for children whose worlds are otherwise being turned upside down. Because these connections were largely based on a virtual platform, which the students and teachers had gotten used to, we now find it serving a very important role as an ‘anchor’ to their learning and as a familiar learning methodology for the students moving forward.

The pilot project successfully reached its primary audience of students and teachers; extemporaneously the project very successfully extended interest and learning to audiences such as families, other school grades within the schools, as well as civic leaders. Her Honour, The Honourable Lois Mitchell, previous Lieutenant Governor of Alberta, was an avid supporter and participated in the capstone video. His Worship, Naheed Nenshi, Mayor of Calgary, also held a special session of City Council to issue a proclamation for the 25th Anniversary of HMCS *Calgary* (12 May 2020), and Council formally established a ‘Friends of HMCS *Calgary* Committee that will report to City Council on enhanced awareness of the Ship-City relationship, Canadian Leaders at Sea program, and development of Calgary based employment and wellness/support programs for retiring HMCS *Calgary* sailors.

The Ship to Shore pilot project exemplified the ability of the RCN to engage with students – particularly, students in land-locked cities with ties to namesake ships. The project demonstrated to the Royal Canadian Navy, participating schools and teachers, students and their parents, and Canadian Leaders at Sea Alumni the fundamental value of employing interactive, inquiry-based, learning experiences to engage and educate youth, all while fostering new friendships and generating future Navy ambassadors.



through curriculum topics such as geography, community, culture, science (buoyancy, sonar, etc...) and charts/maps while HMCS *Calgary* was in Esquimalt alongside or at sea.

During the event, sailors were assigned to the participating schools (two from HMCS *Calgary*, and one from HMCS *Tecumseh* to each school), and a continuous communication link was established for the exchange of questions, resources on class activities, assignments, and reciprocal sharing of videos and photos.

Even in the face of the COVID-19 epidemic the



A Submariner's Perspective

Fraser McKee

In the March, 1982, just as the Falklands arguments between Britain and General Leo Galtieri of Argentina and the landing of a group of the latter on South Georgia, a Falklands dependency, was causing a significant increase in tensions on both sides, CDR Roger Lane-Knott of the RN's SSN HMS *Splendid* was quietly involved in tracking a rather noisier Soviet SSN off the NW coast of Ireland. This had been the primary occupation of the RN, and the USN, for many years, as described in the 2016 Penguin book *The Silent Deep* by Peter Hennessy and James Jinks.

The C.O. brought *Splendid* to periscope depth to receive a message and the latest intelligence up-dates. A radio operator came into the Control Room. "There's a Blue Key message for you, sir." These

were heavily encrypted and could only be deciphered by the Captain. Lane-Knott retired to his cabin, where he used the special crypto keys to decode and record his orders. They instructed him to 'Proceed with all dispatch back to Faslane and store for war.' "I'd waited my entire career for one of those!" recalls Lane-Knott. "It was wonderful!"

He went on to join the Falklands Force of RADML Sandy Woodward, and to sink the Argentinian cruiser *Belgrano* two months later. Interestingly, this assigning of, in fact, two RN SSN's to the Falklands area considerably annoyed the Admiralty and FOSM. They complained to PM Margaret Thatcher that this diversion of their scarce SSN resources to the South Atlantic from their primary role of tracking Soviet submarines in the NE Atlantic and northern ocean area made that role very difficult to continue as planned.

HMS Splendid is pictured off Scotland in 1995 (Photo: Wikimedia Commons).



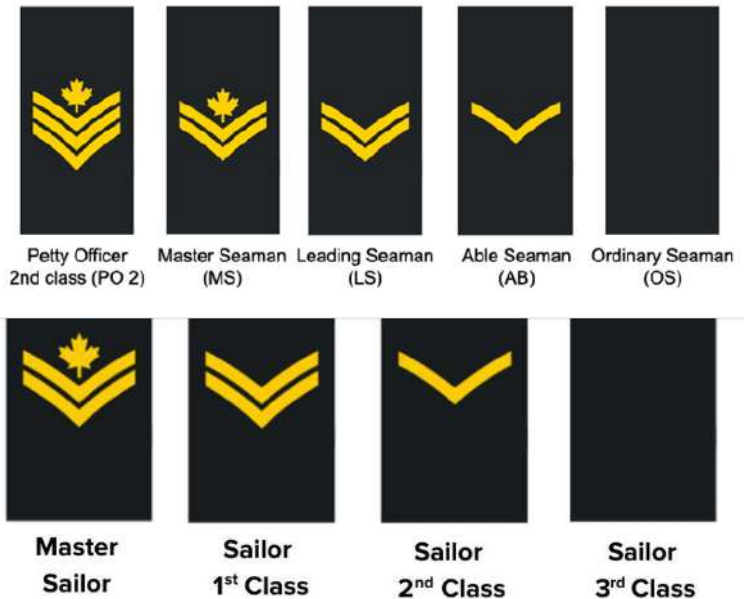
The Navy Eliminates Seaman Ranks in Quest for Gender Neutrality.

Chris Yurris

In July 2020, the Royal Canadian Navy announced that the term ‘seaman’ would be dropped from the rank structure, in favour of a more gender-neutral term. Members of the Navy and the general public were able to vote online for an alternative name, with both options incorporating the term “sailor” in place of “seaman.” There was a huge response, with the poll seeing participation from 18,000 people, about 30% of which included write-in or commentaries.

On August 27, 2020 the RCN announced the new rank structure, with the ranks “ordinary, able, leading, and master” seaman being replaced with “sailor third class, sailor second class, sailor first, class and master sailor” respectively. In informal conversation, the ranks will be referred to as “sailor” except for the master sailor rank. The change to the ranking structure terminology is effective September 4 2020.

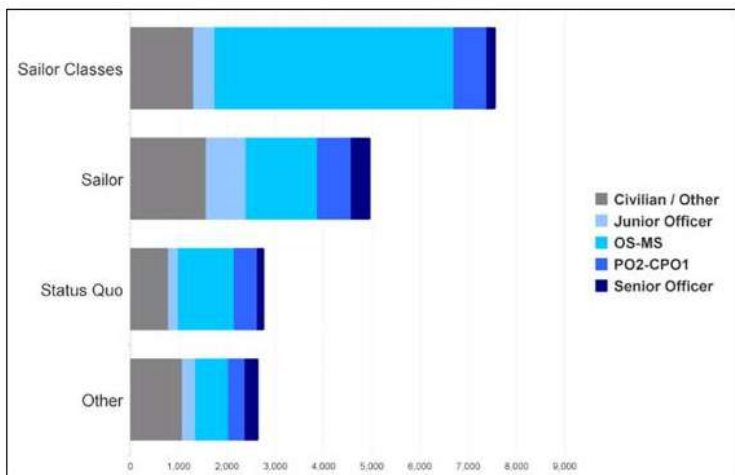
The decision is part of an effort to make the force, which has been facing challenges in recruiting, more diverse and inclusive. Still, the response to the proposed change was not entirely positive, with



Rear-Admiral Chris Sutherland issuing a statement decrying “hateful, misogynistic, and racist” comments by individuals criticizing the change, stating “to those of you currently serving with these beliefs, I would like to emphatically state you have no place in our Navy ... If you cannot live by or support the values of the Canadian Charter of Rights and Freedoms, then you cannot defend them.”¹

Nevertheless, polling conducted by the RCN regarding the change suggested it was supported by more than 75% of respondents. A statement released by Vice-Admiral Art McDonald, Commander Royal Canadian Navy, recognized that while the RCN is an Service steeped in tradition, “it’s equally, necessarily, and proudly a modern service that prides itself on striving to continuously evolve in-step with the nation and which merits our recent recognition as one of Canada’s top employers – the Service you would encourage your family and friends to join, knowing it to be striving to be diverse, inclusive and welcoming!”²

This change is part of the Canadian Forces



Opinion Poll Results (17,950) broken down by rank.

concerted effort to recruit women in recent years. The CAF has a goal of females filling 25 percent of the ranks by 2026 (women currently make up 15.9 per cent). The Navy is currently the branch of the CAF with the highest percentage of women at 20.6 percent, with the Air Force second at 19.5 percent, and the Army trailing behind at 13.4 percent. To meet these targets, RCN Vice-Admiral Haydn Edmundson, commander of Military Personnel Command, asserted that “there are going to be times when as much as 30 per cent of new recruits will have to be women.”³ A 2017 ‘Tiger Team’ report suggested various reforms to make the force more attractive to women; many of the suggestions were rejected, including “running advertisements that compare medals to ‘bling’ and ‘war paint’ to makeup.”⁴ The report suggested uniform changes, such as shorter skirts, which was also rejected.

Nevertheless, there have been some changes to women’s uniforms, including permitting flat shoes and allowing ponytails instead of the standard bun. Regarding the uniform changes, Chief Warrant Officer Alain Guimond stated that “We know that greater control over personal appearance is good for the morale of current CAF members and that it helps us attract future members to our team.”⁵ The changes to women’s uniforms is part broader reforms to the uniforms of service members, with tattoo policies being relaxed, allowing tattoos on more parts of the body, while prohibiting potentially offensive designs.

Apart from these basic changes, there has also been discussion of selecting a woman as the next Chief of the Defence Staff, a role vacant following the retirement of Gen. Jonathan Vance. Potential options include Lt.-Gen. Christine Whitecross, recent commandant of the NATO Defense College in Rome, and Lt.-Gen. Frances Allen.

Before her role at the NATO Defence College, Whitecross played a prominent role as the commander and head of military personnel of the Canadian Forces Strategic Response Team on Sexual Misconduct. Recent efforts have been made to crack down on cases of sexual harassment in the forces, which have previously described as “endemic.”⁶ Moreover, in March 2019, as part of International Women’s Day, the RCN welcomed 20 women from across the country aboard the HMCS *St. John’s*, as

part of the Canadian Leaders at Sea (CLaS) program.

The urge to increase female representation in the Navy is part of a broader effort by the force at increasing recruitment, as there has been a struggle in recruiting new sailors in recent years. The RCN regular force typically consists of 8,000 sailors; however, according to Commodore Steve Waddell, the Navy is currently about 10 percent short. Retired Commander Ken Hansen identified several reasons for the shortage, including leadership issues, and operating on a “command drive culture” that is considered ‘unattractive’ for younger generations, along with the lifestyle at sea.⁷ Telling women they no longer have to be called Seaman is probably a decent start.

Notes

¹ Lee Berthiaume, “Navy Admiral ‘Shocked’ by Hateful Comments in Wake of Decision to Drop ‘Seaman’ Title,” *Global News* (July 27 2020).

² Lookout, “RCN Rank Change Initiative” (August 31, 2020).

³ David Pugliese, “Canadian Forces Nixes Post about Military ‘Bling’ but Moves Ahead with Other Initiatives to Recruit Women,” *Ottawa Citizen* (February 14, 2020).

⁴ Lee Berthiaume, “Navy Admiral ‘Shocked’ (July 27, 2020).

⁵ Lee Berthiaume, “Military Shaves Restrictions on Women in Uniform Wearing Ponytails,” *CTV News* (April 11, 2019).

⁶ David Pugliese, “Canadian Forces Nixes Post about Military ‘Bling.’”

⁷ Alicia Draus, “Royal Canadian Navy Culture a Barrier to Recruitment Efforts: Retired Commander” (February 18, 2020).

National Shipbuilding Strategy: Update

The National Shipbuilding Strategy (NSS) has seen significant progress over the past year. On July 31, 2020, the Navy welcomed HMCS *Harry DeWolf*, the first of six first Arctic and Offshore Patrol Vessels (AOPV) slated to join the fleet over the next several years.

Construction on the remaining five vessels was slowed by the Covid-19 pandemic but is now back on track. To ensure that the RCN can berth these new ships, jetty infrastructure is being upgraded on the east and west coasts, as well as in the Arctic. Construction of the new B jetty at Canadian Forces Base Esquimalt is expected to be completed in the late 2020s. Additionally, work to establish a docking, replenishing and refuelling facility in Nanisivik, Nunavut, is underway, and is expected to be fully operational in 2021.

The third and final Offshore Fisheries Science Vessel, the future CCGS *John Cabot*, was delivered in October to the Canadian Coast Guard. On August 18, it was announced that the Seaspan Shipyard built vessel has finally started sea trials. Those trials, which lasted 10 days, were the final phase of the shipbuilding process, ensuring the ship operates as designed and that all systems – including mechanical, electrical, hydraulics, fishing, and laboratory, communications, navigation, as well as fire and safety systems – are fully operational. Earlier in the summer, on July 3, under strict COVID-19 protocols, British Columbia Provincial Health Officer Dr. Bonnie Henry broke the customary bottle of champagne against the bow of the

future ship. Now that those trials are complete, the vessel will make her way to a new home port: St. John's, Newfoundland.

In August 2020, Davie Shipyard in Lévis, Quebec announced the yard has begun work on the \$1.5 billion Canadian frigate maintenance program. Davie welcomed HMCS *St. John's*, which is the first frigate to undergo refits. The Quebec yard was initially awarded the contract for the refurbishment program in July 2019, alongside Seaspan's Victoria Shipyard and Irving Shipbuilding in Halifax, with each shipyard awarded \$500 million in work.



*CCGS John Cabot at Seaspan Shipyards
(Photo: Seaspan Twitter)*

In a statement regarding the announcement, Mayor of Lévis, Gilles Lehoullier stated that “The creation of 400 jobs in Lévis, in addition to all jobs for regional suppliers, is excellent news for Quebec and Canada. The frigate contract, which could reach close

to \$2 billion in the long term, will make all the difference in the durability of this industrial jewel that continues to mark the history of Lévis. I am proud to support Davie Shipbuilding and its workers in becoming one of the world leaders in its field.”

In more good news for Davie, bidding for Canada's icebreaker construction program closed on August 30, 2019 with Davie becoming Canada's national icebreaker builder, as the “only qualified and experienced shipbuilder capable of delivering the required vessels.” Pierre Drapeau, Vice President of the Davie Suppliers Association commented, “Though we have not yet received confirmation from the company nor the government, due to the fact that the original NSPS requirement criteria from 2011 was maintained, it is clear that Davie was the only compliant bidder. According to company officials, we expect to receive official confirmation anytime now.”



Acceptance of HMCS Harry DeWolf - the ship makes its way from the Irving yards to the Halifax Naval Base (Photo RUSI(NS) Twitter)



Are Chinese Submarines Coming to the Arctic?

Adam Lajeunesse & Tim Choi

In September, NAC Ottawa Branch hosted a talk by Dr. Adam Lajeunesse and Mr. Tim Choi, the latest in its growing speaker series. This lecture explored China's Arctic interests and the possibility that Beijing might see the Arctic Ocean as an area of military confrontation.

Here, Lajeunesse and Choi summarize their presentation and lay out the possibilities and perils of Chinese submarines in the Arctic. This article is based on an earlier North American Arctic Defence and Security Network Report

In a May 2019 speech to the Arctic Council in Finland, Secretary of State Mike Pompeo issued a clear warning to the circumpolar world. China was moving into the Arctic and its influence would be destructive. The secretary decried China's "pattern of aggressive behavior" around the world and asked the assembled dignitaries: "do we want the Arctic Ocean to transform into a new South China Sea, fraught with militarization and competing territorial claims?"¹

A self-described 'Near Arctic State,' China's interests and investments in the North have been growing for the past decade. What is relatively new

however, are the growing concerns that China may seek to militarize the region; specifically, that the People's Liberation Army Navy (PLAN) may develop and deploy an under-ice submarine capability. That concern was voiced by Secretary Pompeo, who in turn was citing a recent Department of Defence report. Academics have joined in this trend, pointing to the potentially serious strategic implications of PLAN missile or attack submarines roaming the Arctic Ocean. The message is clear: Chinese subs are coming and the West is vulnerable.

That vulnerability is often taken for granted, with commentators frequently pointing to the sparse US and Allied military infrastructure north of 60°, with unfavourable comparisons to Russia's robust Arctic defences a common criticism. At a glance that vulnerability appears very real. The US has only one reliable icebreaker, no ice-strengthened surface combatants, and nothing like the surveillance and area access and denial capability boasted by the Russians. If the Arctic is to become a crossroads of global shipping and a significant resource base, as many expect, this would leave the US vulnerable to a Chinese presence.

At first glance the danger seems very real, yet the basic assumptions underpinning the threat narrative

are rarely gamed out to their logical conclusions. Rather than drawing a straight line between a PLAN submarine presence and the presumption of strategic threat, far more consideration needs to be given to what those boats might realistically accomplish, how they would do it, and whether it would be an efficient use of PLAN resources. While the prospect of Chinese vessels in the Arctic is not an attractive one from any standpoint, such a deployment would not

to open the region and these routes may grow busier. Despite this, the geography of the Arctic won't change. As a sea route, the Arctic offers shorter routes between Europe and the US Eastern Seaboard to Asia. Even in a future of heavy transpolar trade, much of this commerce would be to or from China. That trade would be closed in times of conflict regardless of what the PLAN. Asian-Atlantic trade could still be interdicted in the North, though it is hard to see how

doing so would be easier than attacking South Korean, Taiwanese, or Japanese shipping closer to home, where ports lie within easy reach of Chinese missiles.

Military sealift has also been identified as a potential target as the Arctic appears to offer avenues for more rapid deployment of forces to Asia. This assumption is found in the Navy's 2019 *Strategic Outlook for the Arctic*; the US Coast Guard's recent Arctic policy also warned of potential Chinese efforts to impede American navigation in the region. These concerns are real but operationalizing such a threat would be a tall order.

As is the case with commercial shipping, the Northwest Passage does not lend itself to military sealift, offering travellers both unpredictable ice conditions and an extremely short open season. Even in an ice-free (or reduced) future, the region will remain inaccessible to non ice-strengthened ships during the winter, with hazardous sailing conditions persisting in the shoulder seasons.

Interdicting convoys in the Arctic would also be an unnecessary overextension of PLAN resources since sealift would still need to pass through the more accessible, deep waters of the Bering Sea. This area would also present better hunting grounds than the littoral waters of the Northwest Passage or Beaufort Sea where water depth is normally less than 60 metres. Sea-denial operations under these conditions are certainly possible, but far from a safe or optimal



The submarine USS Hartford surfaces near Ice Camp Sargo during Ice Exercise 2016 in the Arctic Circle, March 19, 2016. (Photo: Navy Petty Officer 2nd Class Tyler Thompson)

represent the kind of “fundamentally destabilizing” event that is sometimes supposed.²

Growing fears of Chinese militarization are commonly linked to the Arctic's growing and anticipated importance as an international thoroughfare. As the region's ice melts, shipping will increase – perhaps creating what Secretary Pompeo called the 21st century Suez and Panama Canals. Indeed, there are significant time and distance savings through Arctic routes, however the value for China in sea denial and commerce raiding is questionable. Neither the Northwest Passage nor the transpolar route are currently used for global commerce. Destinal traffic is far heavier but mostly involves community and mine site activity, nothing that would be of strategic importance in a great power conflict.

In the years to come, climate change will continue



use of Chinese assets.

Apart from seeking to deny access to the Arctic, the PLAN may also use the ice-cover as a hiding spot for its ballistic missile submarines (SSBNs). This was possibility raised by the DoD's 2019 China security review and raised by Secretary Pompeo in Finland. China scholar Ann-Marie Brady writes that such deployments "would alter the nuclear balance between China and the United States."³ There is certainly value in using the Arctic as a launch position. It would place all of North America within range of China's JL-3 missiles while the ice-cover provides for the noisier Chinese boats. Despite this, getting there presents serious issues. The only realistic route is through the Bering Strait: 80 km wide with the deeper submarine route running only kilometres off the coast of Alaska. Transiting means passing over detection systems within very easy range of naval and air ASW assets.

Overlooked environmental factors offer an equal deterrent. Shallow and choked with ice for much of the year, the strait is a dangerous place for a large submarine. Commander William Anderson of USS *Nautilus* described the region as an incredibly diverse "jungle" of ice ridges extending into the water from the surface. Some of these "ice pinnacles" reach down dozens of metres, with the net result being a dramatic reduction in the amount of open water available to a transiting submarine between the seafloor and the bottom of the ice keels. The result of these ice dynamics is that the shallowness of the Bering Strait is amplified, and transit made more dangerous,

something Anderson described as akin to a "small boy trying to squirm under a low-hanging fence."⁴

The size of a Chinese *Jin*-class SSBN would pose serious difficulties. In an internal study of the marginal ice zones, noted submarine expert Richard Boyle suggested that the constrained nature of the Bering region require "superb ship handling" from nimble vessels, while any boat longer than 107 metres is probably incapable of meeting the maneuverability requirements under ice in shallow water.⁵ At 135 metres, a *Jin*-class SSBN will struggle to move safely through the region for much of the year. That is not to say that a transit is impossible, but simply a very dangerous and uncertain proposition for an important strategic asset whose safety and stealth is prioritized by the PLAN at all times.

Why a SSBN would brave the ice and SOSUS nets to enter the Arctic is an open question. At present, Chinese SSBNs can strike the US from anywhere east of Hawaii. Concerns that US SSNs might be better positioned to track PLAN boats in open water are legitimate, however that possibility is only magnified moving into the Arctic where they would almost certainly be identified and followed by waiting American boats. Canadian expert Ernie Regehr puts it well when he asked: "what possible strategic advantage could there be to entering a hostile region that is difficult to navigate and certain to mean facing intense anti-submarine warfare operations?"⁶

As the PLAN expands from a coastal defence force into a budding blue-water navy the world can expect more far-ranging Chinese naval activity. The Arctic

has been identified as a particularly worrying target for Beijing's attention. On the surface there would seem to be some justification for this concern and Chinese submarines may very-well appear under the ice. Still, a sober look at the operational realities and real strategic benefits of an Arctic presence suggest some of this concern is over-blown.

Notes

¹ Mike Pompeo, "Looking North: Sharpening America's Arctic Focus," Speech to the Arctic Council, Rovaniemi, Finland (May 6, 2019).

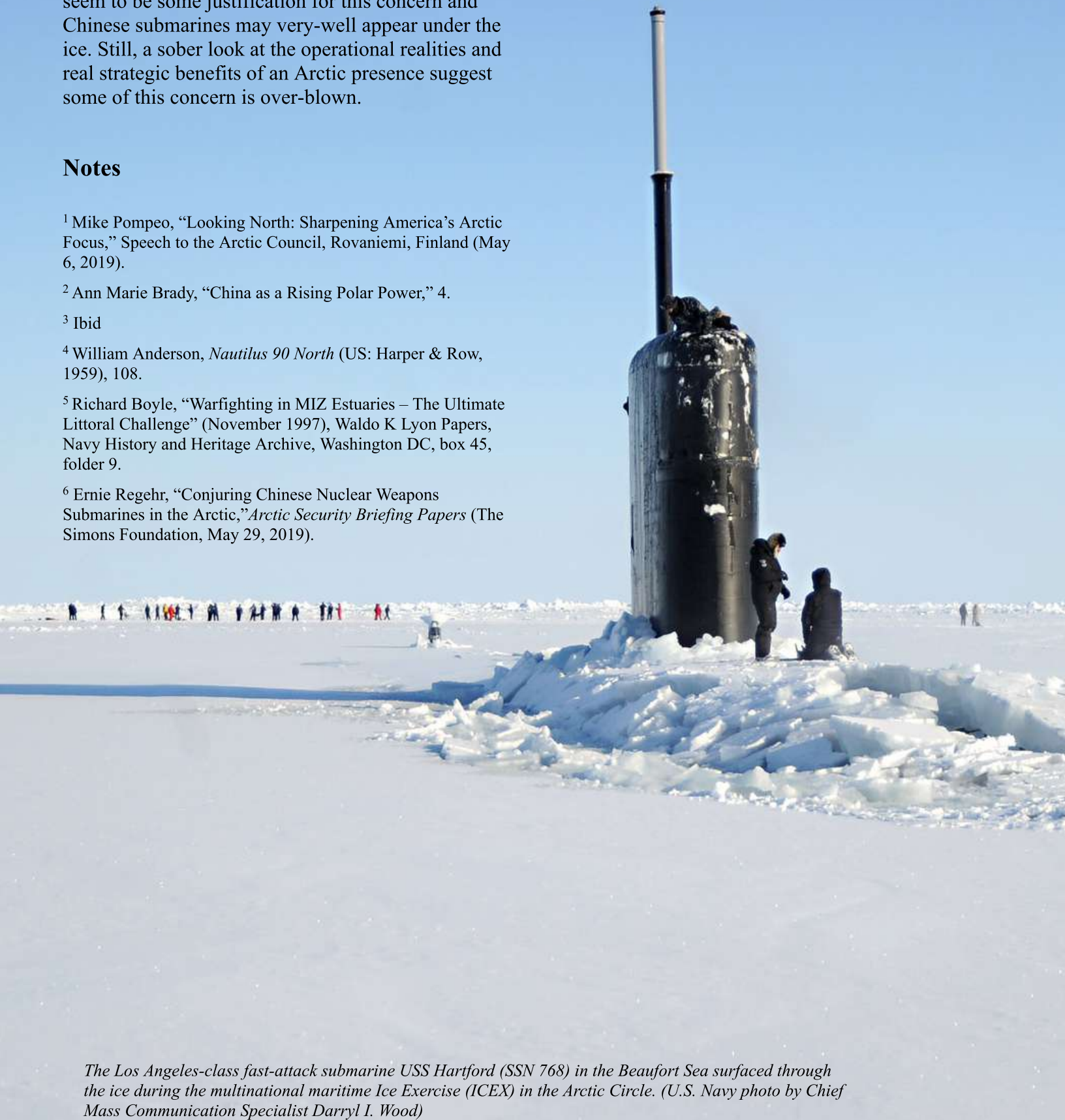
² Ann Marie Brady, "China as a Rising Polar Power," 4.

³ Ibid

⁴ William Anderson, *Nautilus 90 North* (US: Harper & Row, 1959), 108.

⁵ Richard Boyle, "Warfighting in MIZ Estuaries – The Ultimate Littoral Challenge" (November 1997), Waldo K Lyon Papers, Navy History and Heritage Archive, Washington DC, box 45, folder 9.

⁶ Ernie Regehr, "Conjuring Chinese Nuclear Weapons Submarines in the Arctic," *Arctic Security Briefing Papers* (The Simons Foundation, May 29, 2019).



The Los Angeles-class fast-attack submarine USS Hartford (SSN 768) in the Beaufort Sea surfaced through the ice during the multinational maritime Ice Exercise (ICEX) in the Arctic Circle. (U.S. Navy photo by Chief Mass Communication Specialist Darryl I. Wood)

OPS Update

In the Summer of 2020 RCN operations were curtailed by the Covid-19 pandemic, however, the seasons still saw significant deployments all around the world.

HMCS *Regina* and *Winnipeg* represented Canada at RIMPAC 2020 from August 17 to 31 around the Hawaiian Islands. The exercise was a shrunk version of its normal self, with fewer ships involved and far less personal interaction, with each ship forming its own “bubble” to avoid contact with members from other participating nations.

Over the course of the exercise, *Regina* and *Winnipeg*, and their embarked Cyclone helicopters, participated in a number of capacity-building serials, including multinational anti-submarine warfare scenarios, maritime interception operations and live-fire training events.

After concluding their participation at RIMPAC, HMCS *Winnipeg* deployed on Operation *Projection* Asia-Pacific, which demonstrates Canada’s ongoing commitment to global peace and demonstrates how the Royal Canadian Navy (RCN) is ready to defend Canada’s interests in the region. HMCS *Regina* began its transit home to Esquimalt, B.C.

In the Pacific, HMCS *Toronto* deployed with Standing NATO Maritime Group 1 on Operation REASSURANCE in the Baltic. The ship and its embarked Cyclone helicopter have been conducting maritime security patrols to support NATO assurance and deterrence measures in the region.



While there, *Toronto* and Navio da República Portuguesa *Corte-Real* conducted a port visit in Riga, Latvia and hosted Canada's Ambassador to Latvia, Estonia and Lithuania, Kevin Rex, along with members of Task Force Latvia, NATO's enhanced Forward Presence Battle Group. The port visit provided an opportunity for NATO soldiers to tour HMCS *Toronto* and get a better understanding of how their maritime colleagues operate. Additionally, members of *Toronto's* Naval Boarding Party were able to train with members of 2 Royal Canadian Regiment at their small arms ranges.

In the Canadian Arctic, HMC Ships *Ville de Québec* and *Glace Bay* and MV *Asterix* took part in Operation *Nanook-Tuugaalik* 2020 in August. The ships conducted sea trials, helicopter serials, and boarding scenarios with the Danish ship

Triton, the US Coast Guard Cutter *Tahoma*, and the US Navy destroyer *Thomas Hudner*. This operation is a whole-of-government exercise to practice joint and combined responses to a variety of safety, security, and defence scenarios.

Off the West Coast, HMCS *Whitehorse* rescued two sailors from high seas off Vancouver Island. On August 16, a distress call was issued by an 11-metre sailing vessel that had been caught in a storm in the northwestern waters off Vancouver Island. At the time, *Whitehorse*, was conducting a planned search-and-rescue deployment in North Island waters and was able to come to the distressed boat's assistance. The MCDV successfully tied lines to the mast of the sailboat, and over the course of four hours, towed the boat through the raging water to the safety of Winter Harbour.

Training during the Basic Submariner Qualification Course, sailors fight a blazing inferno during damage control rounds at Naval Fleet School (Atlantic) (Photo: Braden Trudeau, Combat Camera)





Members of HMCS VILLE DE QUEBEC take the ship to anchor in Sydney Harbour, Nova Scotia during a peaceful evening sail on April 30, 2020 (Photo: RCN Flickr)

A Long Delayed Victoria Cross

Fraser McKee



The awarding of medals for great valor, particularly the Victoria Cross, is a complicated process, most with carefully restricted criteria. Canadians, as members of the British Commonwealth, are eligible for its awards and the VC still holds pride of place in the Canadian Armed Forces. It is also rather unique in that only the VC and a Mention in Dispatches can be awarded posthumously. Not the DSO, DSC, the CGM, or any other Commonwealth awards. Also it must have been earned only in the face of the enemy, although for a brief period in the 1850's this was relaxed. In total, 16 VCs were awarded to Canadians in the Second World War, the only one in the Royal Canadian Navy to LT R.H. Gray, RCNVR, and this was posthumously.

The Queen has just approved the posthumous award of a Victoria Cross to an Australian Ordinary Seaman for an action that took place on December 1, 1942. O/S Edward 'Teddy' Sheean, RANVR, was serving in HMAS *Armidale*, a Bathurst-class escort, called 'corvettes,' by the RAN. He was an Oerlikon gunner as the ship was attacked repeatedly by Japanese torpedo and fighter aircraft during their invasion of Papua New Guinea, NE of Australia. The ship was hit by a bomb, then two torpedoes, and orders were given to abandon ship. Sheean, already injured, helped launch life rafts and their boat, which the Japanese fighters began to strafe in the water. Sheean, seeing this, returned to his Oerlikon, strapped himself in and

fired at the circling aircraft, being wounded further. According to survivors he reportedly downed one aircraft and was still firing as the ship sank and he was lost, still valiantly firing.

Recommended for a VC by some of the 49 survivors, Sheean was merely awarded an MiD, as the only other option. A low-level

campaign was maintained by family and the Navy over the years to have this reconsidered, with no results, on the basis that 'no further evidence than had originally been submitted had been offered.' Then a short while ago the Awards Committee in Australia and in the U.K. again reconsidered, and the Queen approved the award of the VC to Teddy Sheean – after 78 years. Like Hammy Gray's, his is the only VC ever awarded to the RAN. The medal will be handed to his family descendants.

Unusual VC awards have occurred in the past, but none has been so long delayed. One, earned in 1940, was awarded posthumously in 1945 to LCdr Gerard B. Roope, RN, C.O. of the destroyer HMS *Glowworm*, on the recommendation of Capt. Heye,

Commander of the German heavy cruiser, *Admiral Hipper* he had attacked. When gunfire and torpedoes had proved relatively ineffectual, Roope sacrificed his ship to ram *Hipper* when encountered in a gale and fog. An unusual recommendation indeed.



HMCS Regina Shows its Teeth at RIMPAC



HMCS Regina firing a harpoon missile at RIMPAC (Photo: RCN Facebook)

Chris Yurris

This summer saw the latest edition of the world's largest gathering of allied naval power when the biennial Rim of the Pacific Exercise (RIMPAC) took place off the coast of Hawaii. Ten navies, sending 22 ships, participated, though this was considerably scaled-back by Covid-19 concerns from an initial 30 countries and 50 ships, with more than 200 aircraft and 25,000 personnel meant to participate.

The exercise has become more important than ever before as China's growing strength in the Pacific creates new dangers and highlights the need to strengthen international partnerships and interoperability. In a pre-recorded message, U.S. 3rd Fleet Commander Vice Adm. Scott Conn stated that "the exercise would still meet its goal of building interoperability and trust among Pacific militaries participating in the at-sea-only event."¹ Likewise, Capt. Jay Steingold asserted that "it's really paramount that we maintain those partnerships and alliances so we are ready as a team to face whatever

crisis may arise ... RIMPAC, no matter what it looks like, will help us increase our ability to operate together and build that trust."

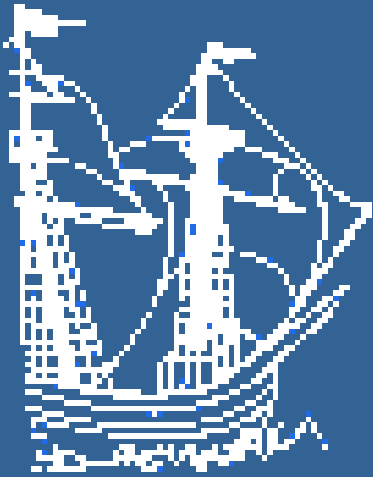
RIMPAC has traditionally been a venue for high-end weapons tests and this year was no exception. USS *Durham* served as the target for a Sinking Exercise (SINKEX) that wrapped up RIMPAC in spectacular fashion. Decommissioned in 1994 after almost 25 years of Navy service, the old *Charleston*-class amphibious cargo ship had been cleaned and readied to meet Environmental Protection Agency standards before it was sunk to its permanent resting place in the Pacific Ocean. HMCS *Regina*, took part in the exercise, firing two Harpoon missiles at the cargo vessel.

Proficiency with this missile system is essential for the Navy's frigates since it provides the ship's anti-surface ship combat power. It's also a complex system requiring knowledgeable crew familiar with its use. In a statement after the exercise, Lt. Mike Vanderveer, HMCS *Regina*'s weapons officer, said that "shooting a Harpoon missile is a difficult and perishable skill, so any opportunity to plan and execute exercises with combined forces increases our skills, proficiency, and overall capability."²

Notes

¹ Megan Eckstein, "Scaled-Back, At-Sea RIMPAC 2020 Exercise Kicks Off Near Hawaii," *USNI News* (August 17, 2020).

² Shelbourne, Mallory. "RIMPAC 2020 Exercise Wraps Up After Sinking Former U.S. Warship." *USNI News* (August 31, 2020).



Annual Conference

The Canadian Nautical Research Society / Société Canadienne Pour la Recherche Nautique

June 10-11, 2021.

The conference theme will be Canada's Pacific Gateway, past present and future.

Proposals are invited for papers or presentations related to the general theme of Canada's wider Pacific Ocean dimensions or other maritime contemporary and historical topics. This will be a virtual conference to commemorate the 150th anniversary of British Columbia joining Canada on July 25, 1871.

Earlier plans to hold a traditional conference in Victoria on these dates have been canceled. Presentations will be for a maximum of twenty minutes, followed by time for discussion.

Proposals should be sent by email no later than March 15, 2021 to Michael Hadley: pilgrim33@telus.net or David Collins: birchinall@gmail.com.

Please include your name, affiliation (if any) and title, as well as a brief description of 250 words or less. Abstracts for accepted papers will be published in the CNRS newsletter *Argonauta* prior to the conference. The Annual General Meeting of the society will be held virtually on Saturday June 12, 2021.

New Scholarships for Canada's Sea Cadets

Twelve Royal Canadian Sea Cadets from across Canada are recipients of a total of \$21,000 in university scholarships from Irving Shipbuilding in partnership with the Royal Canadian Sea Cadet Education Foundation (RCSCEF). The scholarships, ranging from \$5,000 to \$1,000, are the first to be awarded through the partnership and encourage Canada's Sea Cadets to explore careers in marine industry. Irving Shipbuilding has committed \$100,000 in Sea Cadet scholarships through this partnership.

The awards focus on a wide variety of marine and shipbuilding careers, such as naval architecture, industrial engineering, as well as key trades. In all, the Foundation received 123 applications, with 12 recipients from five provinces qualifying for the Irving Shipbuilding Scholarships:

Irving Shipbuilding's support to the RCSCEF is part of the Value Proposition commitment under the National Shipbuilding Strategy. To date, Irving Shipbuilding has committed more than \$18 million in Value Proposition investments toward creating a sustainable marine industry across Canada. One focus area of the Value Proposition is to support workforce development and the attraction of people into the marine industry in Canada.



Maggie Lewis from Paradise, Newfoundland and Labrador, was the top Scholarship winner.

USS Essex and HMCS Winnipeg conduct manoeuvres off the coast of the Hawaiian Islands during RIMPAC (Photo: Valerie LeClair, MARPAC Imaging Services)





Russian battlecruiser Peter the Great (Wikimedia Commons)

RED TEAM

GLOBAL DEVELOPMENTS FROM COMPETITORS & ADVERSARIES

Russia's Dusting off old Battlecruisers

The pride of Russia's Cold War navy was the Kirov-class nuclear-powered guided missile cruiser. Weighing 25,000 ton and with a nearly unlimited range, the huge ships were designed to sink American carriers in the event of a war. The collapse of the Soviet Union meant that of the four ships built, only one – *Peter the Great* – was retained in the fleet past the late 1990s.

In recent years the Russian Navy has sought to de-mothball the *Admiral Nakhimov* – which was completed in 1988 and taken out of service only four years later. The decision to modernize came in 2006 and, like the American Iowa-class life-extensions in the 1980s, the Russians are looking to give these old platforms new teeth. No longer a Cold-War relic, the renovated vessel has been modernized and equipped with SA-N-6 Grumble and SA-22 Greyhound air defense systems, as well as the high-power Paket-NK and Otvet antisubmarine warfare weapons. It looks like the cruiser will be also armed with the new 3M22

Zircon hypersonic anti-ship missile – possibly up to 60 missiles in total. Powered by a two-stage solid-fuel propellant rocket and scramjet engine, the Zircon can fly in excess of Mach 5 - a speed that is incredibly hard to defend against, and full of incredibly destructive kinetic energy potential. In addition to the wide array of weaponry, it can carry a few (possibly up to five) anti-submarine warfare helicopters for underwater defense.

The reconstruction of *Admiral Nakhimov* has been a marathon process. In August 1999 it docked in Severodvinsk and has been on site ever since. Only in 2020 did it leave the Sevmash Shipyard and berth at the embankment for systems fitting out. The next step is to update the ship's life-support systems, radio-technical equipment, power supplies, and missiles with sea trials expected around 2022.

US and Chinese Navies Show Capabilities in the South China Sea

Tensions in Asian waters have not been lessened by the outbreak of Covid-19. This Spring the U.S. and Chinese navies held competing naval exercises in the South China Sea, with America formally rejecting

China's claims to sovereignty in July and Beijing continuing to accuse Washington of militarizing the region. The American deployment to the region included the USS *Ronald Reagan* and *Nimitz* carrier strike groups, which transited from the Philippine Sea to the South China Sea to hold the first dual-carrier drills there since 2014.

"The *Nimitz* Carrier Strike Force celebrated Independence Day with unmatched sea power while deployed to the South China Sea conducting dual-carrier operations and exercises in support of a free and open Indo-Pacific," read a statement from the Navy. The exercise is also a demonstration of capability following a lull in U.S. carrier operations in the Western Pacific while *Theodore Roosevelt* was recently side-lined in Guam dealing with a COVID-19 outbreak.¹

Beijing conducted parallel drills off of the Paracel Islands, largely focused around amphibious assault activities. Leading the exercise was a large Type 071 amphibious transport dock, joined by other PLAN units, as well as the China Coast Guard.

The involvement of the 'civilian' Coast Guard was a new development. It follows the approval of changes to the Chinese law governing the People's Armed Police Force by the National People's

Congress' Standing Committee earlier in June. The Coast Guard is now eligible to participate in wartime activities under the command of the Central Military Commission of China.

The Pentagon said the Chinese exercises are a departure from the 2002 Declaration on the Conduct of Parties in the South China Sea in which China and other nations with overlapping claims agreed to curtail military exercises in the region. In a press conference, Chinese officials pushed back against the assertion that their exercises violated any agreement and reaffirmed their territorial claims in and around the islands off the coast of Vietnam.

"I want to stress once again that the Xisha Islands are indisputably China's territory. China's military training in the waters surrounding the Xisha Islands is within China's sovereignty and beyond reproach," said Chinese Ministry of Foreign Affairs spokesperson Zhao Lijian, using the Chinese term for the Paracel Islands

Notes

¹ Same LeGrone, "U.S., Chinese Navies Hold Dueling Exercises in the South China Sea," USNI News (July 6, 2020).



USS *Nimitz* and *Reagan* strike groups sail in the South China Sea in July 2020 (Photo: Keenan Daniels USN, US Pacific Fleet, Facebook)

BLUE TEAM

GLOBAL DEVELOPMENTS FROM ALLIES & PARTNERS

Operation Nanook Expands

Operation *Nanook* is Canada's premier Arctic whole-of-government exercise that brings together CAF and civilian departments and agencies to prepare for threats to Canada's northern safety and security. Historically, Canada has invited other Arctic allies to participate but this year that foreign component has expanded considerably, demonstrating a broader and growing circumpolar concern over Arctic defence.

This August, Canada led a multinational naval deployment dubbed *Nanook-Tuugalik* (one of several *Nanook* components). The RCN deployed HMCS *Glace Bay*, *Ville de Quebec*, and MV *Asterix* to the Eastern Arctic where they were joined by USS *Thomas Hudner*, an Arleigh Burke-class guided-missile destroyer, the US Coast Guard cutter USCGC *Tahoma*, as well as the French vessel FS *Fulmar* and the Royal Danish Navy's HDMS *Triton*.

In participating, the U.S. Navy told the public that it was looking to increase

interoperability between allies, gain understanding on operational hazards in the Arctic Ocean and gain new insight from allies operating in the Arctic region. That training has taken on a new importance for the USN in recent years as it has increasingly looked to regain some of the Arctic

operational capabilities that were lost after the end of the Cold War. Recent deployments with the British and other allies into the Barents Seas have raised Russian hackles and made headlines around the world.

Nanook is a less aggressive deployment and far removed from Russian waters. Still, it is an important step in building that circumpolar alliance capability.

Thomas Hudner Cmdr. Brett Litchfield told reporters that his ship came away with many important lessons that the USN was looking to apply to future operations, including search-and-rescue live-hoist helicopter operations with the Royal Danish Navy and a coordinated response with *Ville de Quebec*, and *Glace Bay* to assist *Asterix*— which was simulating a vessel in distress with structural damage and medical casualties after hitting an iceberg.

“Operating in the Arctic is no small task,” said Lt. Madina Petashvili, *Thomas Hudner*'s navigational officer. “Having received the news of the operation, I had to educate myself with Canadian, Greenland and Arctic waters through various publications to include sailing directions. I wanted to ensure the information I learned was also shared with the bridge junior officer watch standers who not only have never been a part of such a mission, but were also young in their experiences on the bridge.”¹ This return to the Arctic meant relearning many



HMCS Ville de Quebec and an Aurora during Op Nanook '20

of the skills that the Canadian and Danish Navy have been rebuilding over the past two decades. Environmental conditions were a huge challenge; sea state and fog impacted gunnery exercises, grounded flights, and limited small boat operations.

As the United States Navy rebuilds its Arctic capabilities this kind of cooperative approach to relearning lost skills is essential – and will likely lead to a lot more northern deployments in the years ahead.

Notes

¹ US Navy Press Office, “USS *Thomas Hudner* Concludes Operations in NANOOK 2020” (August 24, 2020).



USCGC Tahoma and HMDS Triton on Op Nanook '20 (Photo: HMCS Glace Bay Facebook)



Northern Lights shimmer above HMCS Glace Bay during Operation NANOOK 2020 on August 18, 2020. (Photo: David Veldman, Canadian Armed Forces Photos, Combatcam)

A Navy in Transition: Reflections from an Outsider, Part I

This article is being serialized into three parts

Edited by Michael Whitby

In 1988, Gordon Stead, a Second World War Lieutenant-Commander RCNVR, published *A Leaf Upon the Sea*, an insightful memoir of his experiences commanding the Royal Navy motor launch *ML-126* in the harrowing Mediterranean theatre from 1941-43. Well received – one reviewer called it “entertaining, human and very literate” – Stead’s memoir took on added appeal from my standpoint when, as an aside, he mentioned that upon leaving *ML-126* he had been appointed to the Tribal-class destroyer HMCS *Iroquois*, then a focus of my research. An exchange of correspondence ensued and, impressed by his keen insights, in 1990 I asked Gordon to reflect on the contrasts between his wartime experience in a small British motor launch and a big Canadian destroyer.

Navies and the individuals who serve in them are buffeted by continual transition and change, and in his response to my query Gordon highlighted those he witnessed in *Iroquois*, both institutional and personal. In the former category he noted some ramifications of the RCN’s transition from North Atlantic escort duties to more of a focus on Fleet operations in advance of the planned deployment of an RCN task group to the Pacific. At the personal level, he described the contrasts between service in the long-established RN to a still-maturing RCN trying to forge its own identity; from British ways of doing things to Canadian; and from command of a small Fairmile B motor launch to a

diminished role in the well-populated wardroom of a big destroyer. Ever expansive, he added comments on the distinctions between RCN regulars and RCNVR reservists, as well as observations about the leadership of *Iroquois*’ command team and the differences in character between the three Canadian armed services. One may not share his opinions but one cannot deny their value. And such was his candour, Gordon asked that I be discreet in using his comments so as not to give offense to those about



HMCS Iroquois underway, circa in 1942. (Photo: DND, wikicommons)

whom he expressed opinions. I honoured that request, but now, 30 years on and with all concerned having sadly passed away, I am confident Gordon would embrace the decision to share his reflections. Although they are focussed on the Second World War era, he would hope they might still provide lessons and provoke discussion.

Before Gordon speaks for himself, allow me to introduce him, albeit briefly. Born and raised in

Vancouver, after graduation from the University of British Columbia, Gordon went to sea as a purser's writer on the Australian run before going ashore for other pursuits, including managing a coastal tug company in BC. Considering naval service "too complex for amateurs", he initially joined the militia instead of the local naval reserve division. That attitude changed with the outbreak of war, and in September 1940, at 27 years of age and happily married, he joined the RCNVR, setting out on the adventure he describes so well in *A Leaf Upon the Sea*. After the war, like so many of his RCNVR contemporaries, he went on to a distinguished post-war civilian career that included being appointed Director General of the Department of Transport's Marine Division in the late 1950s.

Gordon's reflections on life in *Iroquois* began when he joined the ship in Halifax in March 1944. The intent of the Canadian naval brass was to give him destroyer experience before appointing him First Lieutenant of one of the new *Crescent*-class destroyers destined for Canada's planned Pacific fleet. To Stead's disappointment, this heady appointment for a reservist never came to fruition due to the abrupt end of the war, nonetheless, his time in *Iroquois* achieved the objective of broadening his naval expertise. Despite the high expectations accompanying her as Canada's first Tribal-class destroyer, after being commissioned in late November 1942, *Iroquois* had experienced an uneven early career that saw her bear more than her share of teething troubles, which limited opportunities for action and ultimately contributed to the largest mutiny in RCN history. Things improved after that with a change of command to Commander James C. Hibbard, and before she headed home for refit, *Iroquois* performed useful service with the British Home Fleet in the final months of 1943, including two challenging Russian convoys. Although her return to Canada brought some personnel changes, Gordon Stead – a relative outsider after almost three years with the RN – was joining a ship largely settled in her ways. ■

To: Michael Whitby

From: Gordon Stead

HMCS *Iroquois*– 1944-1945 – Attitudes and Morale

Reference your letter 18 January, 1990

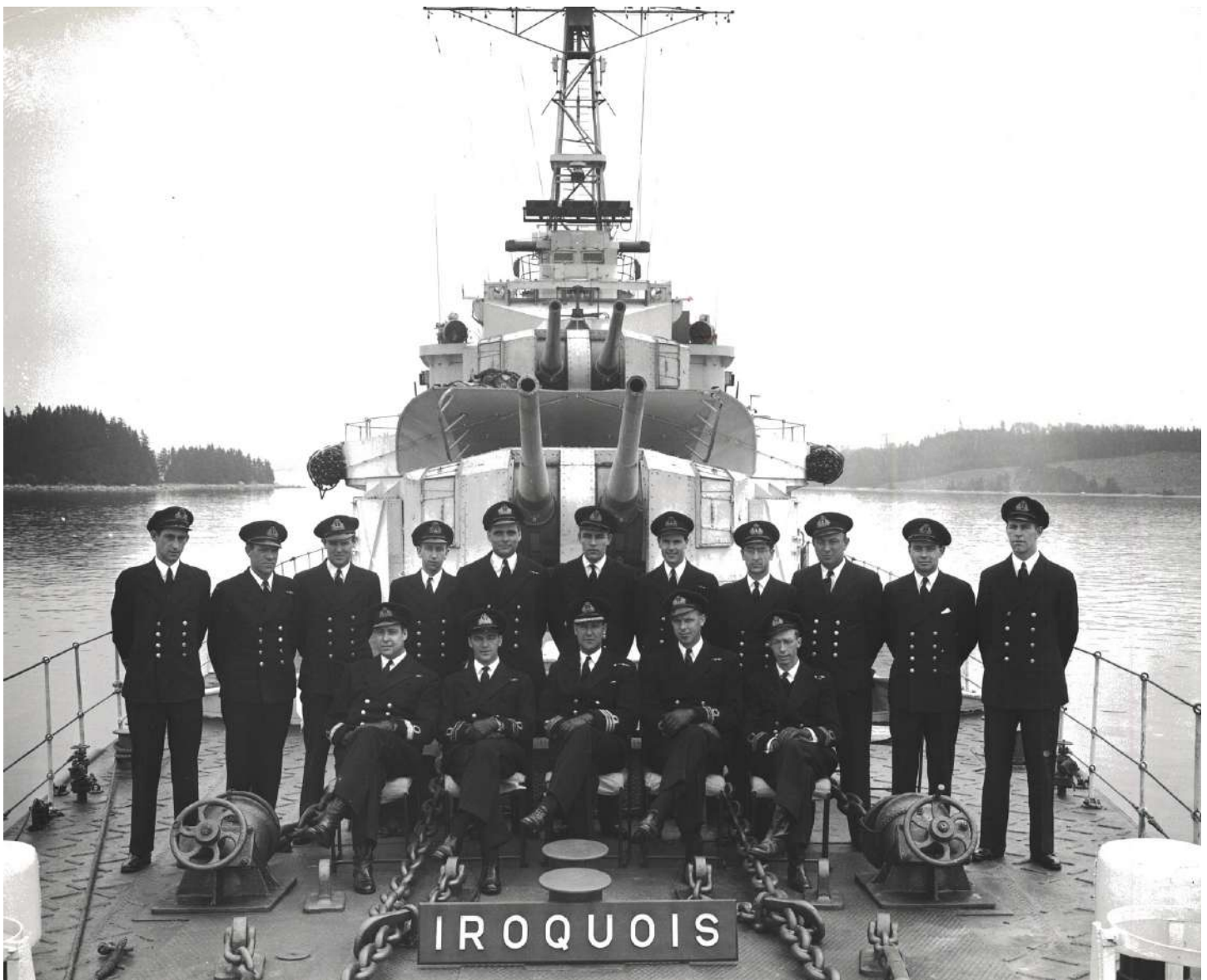
I. Context

By the time I joined *Iroquois* in March, 1944, it was apparent that a year or so after the impending Normandy invasion the war in Europe would be over. Meanwhile our job was to help with the final push and ease the pressure on the RN as it shifted its emphasis to South East Asia and the Pacific. At the same time, we had to prepare ourselves to follow with an effective striking force [for the Pacific] as befitted a country that had done so much when the need had been for convoy escort.¹ As well, these new experiences could form the basis of the post-war RCN.

Thus, *Iroquois* was at once an operational Fleet destroyer and a training ship. I am not aware that there were supernumerary ratings borne for training; perhaps the normal manning scale would provide sufficient experienced men to fan out to the new-building ships as they became available. However, we certainly had a superfluity of officers, which is evident from the photograph I have before me as I write.

This photograph, taken in St. Margaret's Bay [before *Iroquois* sailed for Europe], shows the full complement of sixteen officers in [May] 1944. I do not remember the names of a couple of them, but can identify most of their roles. Of this group, five were supernumerary: myself; Gordon Ford, Paymaster Lieutenant-Commander; either Jack Shirley, my cabin mate, or the Warrant Officer (I do not know which one, but both were torpedo officers and only one would have been normal); the second Engineer, whose name I do not recall; and John Hall, signal Lieutenant RCN, who had come up the hawse pipe, aboard to get his watch-keeping certificate. As well we had a doctor, John Ross, not carried in all Fleet destroyers.

Moreover, the ship was top-heavy with rank. Whereas it was normal in the twin-gunned destroyers



for their COs to be Commanders, some, like my friend in *Nubian*,² were Lieutenant-Commanders. The other officers would be Lieutenants with the exception of one Sub-Lieutenant and one Warrant Officer, for a total complement of officers of nine or ten. Compared to this scale, we had one Commander, four Lieutenant-Commanders, nine Lieutenants, one Sub-Lieutenant and one Warrant. All this was quite understandable in the circumstances of rapid expansion of the RCN and the stage that had been reached in changing over from convoy escort in the North Atlantic to fleet work in the Pacific, but it created a somewhat strained atmosphere.

While the spare Engineer and the spare Torpedo Officer (both of whom were non-watchkeeping specialists) no doubt shared in the work of their departments, the spare deck officers, John Hall and I, as trainees did not fit into any one of the deck

departments, although John grumbled to me that Hibbard was trying to use him as Signals Officer which was the job of somebody else – I think Saks or Hasselfield – and not what he was there for. I was given charge of the Plot in action to make use of my background. This not only made operational sense but was valuable experience for me, as was watchkeeping on the bridge. Hibbard also made me Mess Deck Officer and Divisional Officer for the Chiefs and Petty Officers, both almost nominal roles. On the other hand, I – and no doubt Hall as well – had virtually nothing to do off watch or in port. Meanwhile, the real work was being done by the lower ranking officers: to them, their ship must have seemed cluttered with passengers.

That the officer team worked as well as it did in this over-crowded topsy-turvy situation was to the credit of the good sense of this varied lot of

individuals, although there was some tension. In the early stages of this commission when the tone was set, it was also to the credit of [First Lieutenant] Tony Coughlin who was a strong leader who unified the wardroom by his personality. In due course, after the actions in the Bay of Biscay had the effect of settling us in, I was able to report in a letter home that “things are better aboard here...there is less bickering.”³

For myself, whose sole experience was in MLs and whose next appointment was to be a great leap upward to First Lieutenant in a Fleet destroyer, there was no training program whatever. I was simply borne aboard and expected to become a full-fledged professional by some process of osmosis. This did not bother me at the time. I had been pitched into similar situations before. With the confidence of youth, I was only mildly concerned that I should know more about the inner workings of the various departments in the ship when I took up my next appointment even with the help of competent officers. I now think that I should have been rotated through the gunnery, torpedo and communications branches, not as an interloper, but frankly as a makee-learn.

After Willie Hayes got settled in as First Lieutenant,⁴ he undertook the development of a voluminous book of ship's standing orders. It covered everything aboard. It would have been a real education for me had I been involved, or at least sat in on the process, but I did not hear of the project until it was practically completed. I gather it was done with the aid of Chief Petty Officers. At least it was arranged that I would take a copy with me when I went to my new appointment and would otherwise have to go through the unfamiliar commissioning process without a model. It was a rather obvious missed opportunity.

II. Indicators

I did not feel at all at home in the naval world of Halifax. I soon gained the impression that the shore establishment was staffed by little martinets whose interest lay in maintaining their egos rather than supporting the sea-going ships. How else to explain, for example, an incident I particularly remember when I had just joined [*Iroquois*] and was living

aboard as quasi-permanent officer-of-the-day with duties undefined. A deadlight had been left open to the inshore side and as soon as it got dark this produced a heavy-handed signal demanding “reasons in writing” why a light was showing. In the RN this situation would have set off a helpful signal saying “You have a light showing port side aft,” to which the answer would have been “Thank you.” The attitudes were worlds apart. In this, to me, alien situation, the next morning I turned the problem over to [First Lieutenant E.T.G.] ‘Mook’ Madgwick and heard no more about it.

Nor was I impressed with many of the corvette officers I met. As our officers drifted back from leave, their friends from the escort vessels dropped in on us from time to time and I tagged along on social visits to their ships. While the corvette types usually had too much to drink – and I did my share – I remember that many of them, especially the COs, as bumptious and objectionable. They were the same type as some of those in the class I had gone overseas with in 1940 and thankfully got quit of as soon as I made friends in England.⁵

After a few weeks my wife joined me and we lived ashore with my friend Bob Malkin and his wife who had a rented house.⁶ Thus, I was able to get clear except when on duty or for the occasional party in our wardroom. There was no Officers' Club as in all UK ports and Admiralty House was the preserve of the shore staff. No doubt there were too many of us. Nor was there much to do ashore except the movies and the ‘Rat Race’.

This latter was a weekly dance laid on at the Nova Scotian Hotel. It was mass hysteria. I do not remember running into anyone from home at these affairs. Perhaps those from Vancouver that I had known and had joined the Navy had all gone on loan to the RN. This was the case with many I can name although, if this was so, I do not know how it came about.

When our refit was completed [in May 1944], we went to St. Margaret's Bay for a week or so of work-ups. Clear of the land, the officers began to settle in and show the first signs of developing into a team. The line between the hold-overs from the first commission and the new boys began to fade. In

subdued times we heard all about the recent mutiny under [Commander W.B.L.] Holms – whom I had met in Washington – which led to his replacement by Hibbard. We also heard about the speech to the crew that Hibbard made on taking over, in which he promised “there would be blood on the funnel” under his command. This had not been well-received by the assembled company.⁷

While lying anchored in St. Margaret’s Bay, an announcement came over the CBC that I had been awarded a Bar to my DSC.⁸ Already over-ranked and over-decorated for this ship, this hardly endeared me to the others, especially Hibbard, from whom some expressions of annoyance came back to me. However, later on in England, a Bar to his DSC came out and I heard about it when his steward arrived at my cabin to ask if I could lend him a rosette, which I did from a spare uniform.⁹

It is only fair to say at this point that after the actions in the Bay of Biscay [in August 1944] I was able to write home a say that as a result of my performance in the Plot “my stock had soared in the Old Man’s view and things are happier.”¹⁰

As I became familiar with the Ship’s Company, I formed the view that the ratings were much superior to those in the RN, while the officers were less so. Our sailors were better educated, had more individual initiative and were more generally coherent as a team. RN seamen, while generally sound, tended to have lacklustre feelings of being ‘working class’. All the officers in *Iroquois* were professionally competent to a high degree, especially Hibbard, but they did not measure up – particularly the regulars – to their RN equivalents in leadership, or what was then called ‘officer-like qualities’. The VRs, especially my friend [Lieutenant] Max Heyberd with his RN upbringing, but also [Lieutenants] Saks and Seagram, were closer to the mark, as, most certainly, was Coughlin.

With the refit having taken longer than planned, we were only half way across the Atlantic when we heard – over the Berlin radio, I gathered – that the landings in Normandy had taken place. Perhaps because we had missed D-Day and the forces in the Channel were getting along quite well without us, we were sent to Liverpool to have our PPI and other equipment fitted. Our time there was one of utter boredom, for me in particular as I had nothing to do.

After a few weeks of this with no end in sight and having been three months in the ship, and with all the action going on in the Channel, I went to Hibbard and asked to be transferred back to the RN. He understood my frustration but talked me out of it; of course, it would not have been feasible anyway on short notice.

We went on to Scapa for a brief work-up and then on to join the 10th DF. In answer to one of your specific questions, I have no recollection of there having been any feeling in the ship that we had to out-do ourselves to catch up with the other RCN Tribals that had been in action. Indeed, we ourselves took part in a successful pair of actions as soon as we arrived, so any such feelings as may not have gotten though to me would immediately have been overtaken by events.

However, there were two sets of incidents that may bear upon your question. The first affected me personally, but may inferentially say something about attitudes towards the RN. Everywhere we went on runs ashore in the next few months I kept bumping into people I had known in the Med where the naval war was now over. In the Officer’s Clubs in Plymouth and the Adelphi Hotel in Liverpool, and even in Scapa, there were boisterous reunions of this sort, all of which involved some catching up on what each of us had been doing since we last met. I do not recall the specifics but only that these warm encounters produced cracks indicating jealousy, even from my staunch friend Max [Heyberd].

The same thing happened on official visits by senior officers. I have mentioned one of them in *A Leaf Upon the Seain* which Admiral Leatham, C-in-C Plymouth and formerly Vice-Admiral Malta, greeted me by name, even if this was coupled with a snide remark.¹¹ In Scapa when later on we joined Force 1, Commodore Reginald Hutton, whom I did not know, came aboard to look us over. When he and Hibbard got to me in the line-up of officers, Hibbard introduced me with the words, “This is Lieutenant-Commander Stead, Sir. He is borne aboard for training.” Hutton peered at my ribbons; DSCs, Africa Star and so forth and said, “He doesn’t look as though he needs any training.” In the atmosphere I have described, this well-meaning wise-crack was hardly helpful; and Hibbard had little sense of humour.

I should emphasize that these scattered incidents – told here only to throw light on your question – were just momentary bothers. All the rest of the time I felt no discomfort with my shipmates within the limits of the context I have sketched in the previous section.

The other set of incidents relating to attitudes towards the RN had to do with protocol. From time to time when we were swinging around a buoy in Scapa Flow or as Duty Destroyer in Plymouth Sound, some senior ship would pass which called for our sounding off. This was fair enough when the vessel passed close to, but Hibbard insisted on it even when the ship was so far away as to make the whole thing quite ridiculous.

Formally, it was custom to pipe aboard all foreign officers as well as the usual senior ones in the British services. In the RN, with Allied ships fully integrated into RN flotillas, this courtesy had been allowed to lapse especially with ships nestled alongside one another. But not in *Iroquois* with the two Polish ships in our flotilla,¹² with whom we were particularly friendly. Alongside in Devonport, this led to the Officer-of-the-Day being repeatedly summoned on deck by bell in the wardroom flat, activated at the Quartermaster's station, to do the honours for one of our exuberant Polish friends usually clambering over the guard rails rather than going out of his way to use the gangway. Much of the time the Poles were merely on their way to the Polish ship lying outside us. It was some time before this nonsense stopped. This sort of thing prompted me to comment that we were trying "to out-RN the RN", which I knew the RN did not want.

Notes

¹ If it had deployed, Canada's Pacific task group would have included two light fleet carriers, two cruisers, 14 Fleet destroyers and more than 20 frigates.

² Lieutenant-Commander T.A. Pack-Beresford, RN. For their first commission, three of the four RCN Tribals were captained by Commanders.

³ In the summer of 1944, *Iroquois* played a significant role in night actions against enemy light forces in the Bay of Biscay. See, Douglas, Sarty, Whitby et al, *A Blue Water Navy: The Official Operational History of the Royal Canadian Navy in the Second World War, 1943-1945* (St Catharines: Vanwell Publishing Ltd, 2007).

⁴ Stead had three first Lieutenants in *Iroquois*: Lieutenants E.T.G. Madgwick, C.R. Coughlin and W. Hayes, with Coughlin being the only VR.

⁵ Stead makes no mention of this in *A Leaf Upon the Sea*.

⁶ Lieutenant Robert Malkin, RCNVR, then at HMCS *Stadacona*.

⁷ In a strop, but perhaps necessary, address, Hibbard announced he was stopping all leave for three months. For the mutiny see, Whitby, "Matelots, Martinets and Mutineers: The Mutiny in HMCS *Iroquois*, 19 July 1943", *The Journal of Military History* Vol. 65 (January 2001), p. 77-103. Reprinted in Howard G. Coombs (ed), *The Insubordinate and the Noncompliant: Case Studies in Canadian Mutiny and Disobedience, 1920 to the Present* (Toronto: Dundurn Press, 2007), p. 211-242.

⁸ Stead's initial DSC was "for bravery and devotion to duty in keeping the Approaches to the harbours of Malta clear of mines"; the second was "for good service in attack on Salerno".

⁹ Hibbard, who had been awarded the DSC for his outstanding performance with the convoy SC-42 when in command of HMCS *Skeena*, was the only other officer in *Iroquois* to have been decorated. He received a Bar to his DSC in November 1944.

¹⁰ *Iroquois* was one of the first Canadian or British destroyers fitted with a sophisticated Action Information Organization. In the night actions in the Bay, Stead relayed tactical information from the operations room to Hibbard on the bridge as well as to the other ships engaged. See, *A Blue Water Navy*.

¹¹ Leatham apparently remarked "Hello, Stead. Killed any more Frenchmen lately?", in reference to an incident in the Mediterranean when an unarmed neutral was killed in a boarding operation conducted by Stead in *ML-126*.

¹² ORP *Blyskawika* and *Piorun* were the Polish destroyers in the 10th Destroyer Flotilla.

HMCS Sackville and the Battle of the Atlantic

Len Canfield

HMCS *Sackville* is Canada's only official National Naval Memorial. This status was declared and made official in May 1985 by the Government of Canada on completion of the principal restoration of the ship to her 1944 configuration.

The Naval Officers' Association of Canada (NOAC) played a key role in the early 1980s in restoring and preserving HMCS *Sackville* and in standing up a non-profit Trust, the Canadian Naval Corvette Trust (CNCT) to oversee the necessary fund raising. This action reflected a widely-held belief that we needed to save the last of the world's wartime corvettes and preserve this ship which represents such a pivotal role in the history and development of the RCN and a significant national achievement.

The CNCT with the help and leadership of many members of the NOAC raised the money necessary for her salvaging and restoration. Vice Admiral Andy Fulton understood the significance to the Navy of *Sackville* and once the CNCT had demonstrated its money raising and custodial capability, facilitated the transfer from Crown Assets Corporation to the Trust. When the Canadian Government proclaimed HMCS *Sackville* the official Canadian Naval Memorial, the Trust was reconstituted as the Canadian Naval Memorial Trust (CNMT). With great assistance from the RCN under the annual MOU, the donations and fundraising of the CNMT and the sweat equity of numerous volunteers, *Sackville* has become one of Canada's most unique and important symbols and national treasures.

HMCS *Sackville* is thus the symbol of not only

extraordinary achievement by Canada as a country but also of the RCN as an organization, forced to grow exponentially to meet the demands of the war. No less important is the fact that the ship is tribute to the thousands of Canadians who transformed the very small prewar Navy, which was very dependent upon the professional support and resources of the Royal Navy, into a self-reliant Navy that took its full place in the NATO Alliance during the Cold War and continues today to play an important role in supporting international peace and



*A painting by John M. Horton depicts HMCS Sackville on North Atlantic
convoy duty. Canadian War Museum*

security.

The Battle of the Atlantic was the crucible which transformed the RCN into one of the most professional navies in the world. *Sackville*, as the last of the 123 Canadian corvettes in which thousands of Canadian served, is the symbol of all that went into that achievement. As such she represents the “Soul of the Navy” deserving of perpetual preservation and is fittingly the Naval Memorial of Canada.

It is also very significant that *Sackville* is not just any Corvette left over from WWII; she had a very distinguished war record which has been well recorded in Alan Easton's *50 North-Canada's Atlantic Battleground*; Marc Milner's *HMCS Sackville 1941-1985*; Donald Grave's *In Peril on the Sea' - The RCN and the Battle of the Atlantic* and in the memoirs of one German U-Boat captain.

HMCS *Sackville* is much more than simply a symbol of remembrance of the Battle of the Atlantic; the ship represents where Canada stood as a nation in 1939, industrially, economically, and technologically. Thus, *Sackville* depicts the best in warship construction that Canada could produce and equip in the early years of WWII. As a Canadian-built ship, *Sackville* is representative of the hundreds of ships built in Canada during the war. The corvettes were the ships in which most RCNVR sailors, drawn from all parts of Canada, served. They were the small ships which helped save the day during the critical period of 1940-1943. While fighting a war, the RCN had to simultaneously build the fleet, build the training establishment, train the new entries, learn the ASW skills and tactics provide the leadership and manage a fighting force that multiplied in almost exponential growth. All these factors are embodied in the fact, lore, history, human endeavour and spirit of what *Sackville* represents.

Overall, what HMCS *Sackville* means to the RCN and this nation can be expressed this way, “*Sackville* as the symbol of our most important



conflict, is the embodiment and culmination of the efforts of all those who came before to create the RCN, and who provided the inspiration to those that followed through WWII, Korea, the Cold War, and in maintaining and upholding peace and security in the world by the RCN, and will continue to provide the inspiration for the Navy of today and the RCN of tomorrow.”

At the CNMT semi-annual meeting in January, Wendall Brown, Chair of the Trust outlined “the way ahead” including the launch of “Just For the Hull of it Campaign” in support of the CNMT Preservation Fund for the critical and necessary hull work to safeguard and preserve the 79 year-old ship for future generations. At the same time he advised that the Trust is partnering with Develop Nova Scotia (former Waterfront Development Corporation), Maritime Museum of the Atlantic and the Canadian Maritime Heritage Foundation to formalize a MOU to develop a Maritime Heritage District on the Halifax waterfront (in area of *Sackville’s* summer berth at

Sackville Landing).

For a number of years, through the Nova Scotia Branch’s lead, the NOAC/NAC have generously made grants from the Endowment Fund to HMCS *Sackville* on an annual basis. This funding has been used to improve displays and interpretation of *Sackville* as a memorial to the Battle of the Atlantic, and as a memorial to all who have lost their lives at sea in the service of Canada, and have no known grave.

At no time has support for the long-term preservation and operation of HMCS *Sackville* been more important. In continuing to endorse *Sackville*, the Naval Association of Canada will not only provide visible evidence of its ongoing support of the Royal Canadian Navy but also establish a common bond with the other naval associations in advancing the preservation of naval heritage which does not enjoy widespread public recognition.



HMCS Sackville by Fred Thearle (Canadian War Museum)

Canadian Naval Heritage

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



"The Higher Up A Tree A Monkey Climbs ..."

Where last we left off, Admiral Welland had been tasked with establishing the Navy's new training college HMCS Venture and was planning the opening celebration ...

With the commissioning ceremony behind us, I sought ways to get Venture known to the general public. I knew that was necessary; we'd be entering sport teams into the local scene, against the universities, Royal Roads, and schools in both Victoria and Vancouver - just as Royal Roads was doing. We would be holding dances so the cadets could have a reasonable social life. They would be on the downtown streets in uniform; people should know who they were. I wanted them invited into homes so they wouldn't lose touch with normal civilian life. Phillips and I recognized the desirability of doing at least some of these things and promised each other to think about it.

We needed to get into the city newspapers, the *Victoria Times* and the *Daily Colonist*. We needed to do something the papers more or less had to report, but what? We got lucky. Stephanie and I were invited to government house to a reception and dance (she had dutifully 'called' on Government House when we arrived from Halifax.) I knew the Lieutenant Governor, Clarence Wallace, slightly. He owned a shipyard that repaired our warships, we had met four years

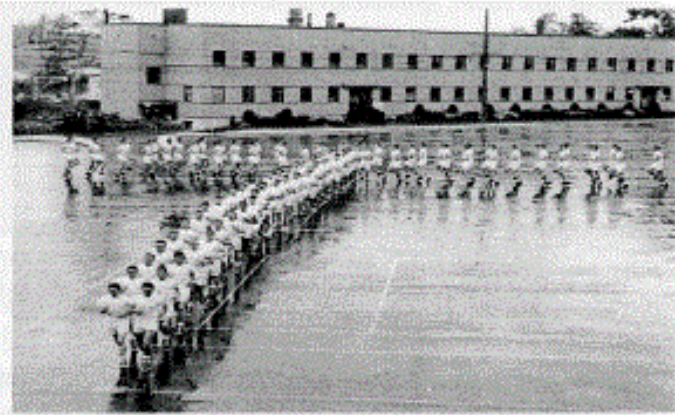
earlier when I had the *Athabaskan*. Wallace was a big good-humoured man. He must have liked being in the public eye or he wouldn't have volunteered for the unpaid job of Governor. I bagged him for a minute; I reminded him that he knew me, "Sir, would you take the salute at my armistice-day parade?" He didn't even hesitate, "of course I will, should I wear my feathered hat and grand uniform?" I then explained what Venture was and why I wanted him to do it. He said it was a good idea and that was what he was for. "I'm supposed to be seen by the people." I told him I'd see his secretary and make the arrangements.

"Now go and bring that pretty girl of yours over here." I extracted Stephanie from a bunch of women and soon she and the Governor were dancing.

George and Ray showed mild signs of panic when I told them we were having an Armistice Day parade with the Governor inspecting. There were about 20 days to go till November 11th, and just maybe we would have the cadets in proper uniform, and adequately trained for a public parade. Just maybe. I said uniforms didn't matter that much, what mattered was to have smart cadets, a good crowd, and all the newspapers attending our Armistice Day ceremony. "Which we had better start inventing." said Ray Phillips"

Two days later Admiral Hibbard sent for me. His secretary, the lady who had taken charge of designing the invitations to the commissioning ceremony, and bullied me in the process, guarded the door. She was a permanent civil-servant and

had held her job over the years as admirals came and went. She said the admiral was really upset at me, "What have I done?"



They would be ready for our Armistice Day show.

"It's what you haven't done", she said, "You have invited the Governor to your establishment and not the Admiral and he thinks you must be stupid."

"You know I'm not stupid."

"Do I?", she said, "You may go right in." I knew then that she had a point.

I had intended to tell Admiral Hibbard about my chat with the Governor the very morning after, but somehow it had slipped through the netting. I also knew that I should have got his OK before even talking to the Governor, as a matter of courtesy. But I was busy.

"Welland," said Jimmy, putting on his mad face, "The Governor tells me he is inspecting your cadets on Armistice day." He didn't invite me to sit; I stood in front of his desk like a schoolboy before the headmaster.

"I realize I should have got your permission Sir."

"I have just this to say to you." I could tell he was quite worked-up, he looked the same as when he missed a two-foot putt. He then said, in a petulant tone, "The higher up a tree a monkey climbs the more you can see of its ass." This, no doubt, was a reference to my recent elevation to the rank of captain. They would be ready for our

Armistice Day show.

I was a bit penitent that he was embarrassed before the Governor, but I didn't feel like grovelling. Surely he could have bluffed his way with the Governor; moreover he should have been happy that I had recruited the most important man in BC to visit his dockyard and my cadets, all of whom belonged to him anyway, including me.

"I'm having formal invitations delivered in a few days, Sir."

He waved me out. I knew he'd get over it in a day or so, because he was a happy person, had a nice wife, and besides we played golf in the same foursome once a week at the Royal Col wood course. Maybe I'd let him win!

I knew the publisher of the Daily Colonist newspaper, Stuart Keate. This is the same Keate who was an 'Information Officer' during the war. I have mentioned him earlier, when I described taking him along on a raid on the French coast in *Assiniboine*. When I told Keate our new Venture needed publicity and we had the Governor for a November 11th armistice ceremony he took instant interest.

The sun shone on Armistice day. All the cadets were in uniform, the Governor wore his plumed hat, the Naden band played. An organist had us singing the right hymns. And I had adopted Stu Keate's idea on how to display our cadets. They were arranged according to the province they came from. A sign, tastefully painted, was in front of each group. Only Prince Edward Island was missing. There were thirty-four cadets behind 'Quebec', twenty-six behind 'British Columbia' and so on for all the provinces. Keate's photographers and reporters spent an hour, after the ceremonies, getting information on them.

This 'Provincial' identification stunt was generously displayed over the next week in Keate's newspaper. Every cadet was identified, and he sent an 8 by 10 photo to each boy, "To send to your mother." Stu gave Admiral Hibbard and his wife, Inez, a special write-up, with photos. He praised the Admiral for creating and operating

“This new officers college.” He ran a photo of Jimmy, bare-headed, piously reading the lesson. The Governor in his plumed hat, along with his lady, looked most distinguished in several blow-ups. A copy of his short speech (that I wrote) was on the front page. Armistice day was a great day. Soon Venture was in the legitimate news for social events, yacht races, flying stories (we crashed two Tiger Moths) and our sport teams began to win at almost everything they played; Joe Connor an ex-pro football player, our athletic director, simply insisted We moved everything right along!

I give great credit to George Amyot for organizing and executing many basic things that has resulted in Venture being a success. (It is still operating, after 48 years). Some of the notable ones were these. Proportional representation by province. Acceptance of the widely different provincial standards for the junior matric entry. Mandatory French and English language training for all cadets so they were truly bi-lingual. A ‘school’ year of 11 months that enabled the equivalent of four years university to be accomplished in two years. If you wanted to quit, you just had to ask and we’d send you home with no penalty, and a free ticket. (Not one did). If your medical condition changed and you were not able to continue in the ‘executive’ branch (flying or ship driving) or didn’t want to, you could do something else (Like go to MIT, the Navy picking up the tab, for a degree in engineering - some did). Those were George’s ideas, and they have worked.

Ray Phillips, my XO, kept the place organized. He was clever (and still is) and skilful, with unfailing good humour. He had a tough upbringing in the Navy; he was at sea the whole war and saw his comrades killed and drowned. If a cadet was having trouble Ray’s five-minute chat would probably fix it. To this day he is a great favourite with the, now, grey-haired ex cadets at the Venture reunions.

I spent two years with Venture, I stayed for the



*Formal dance for the cadets and their new Victorian friends.
We moved everything right along!*

graduation of the first class at the end of their second year. Not a single cadet was expelled, a few withdrew for medical or family reasons, none got killed or seriously injured. From this class several attained flag-officer rank. Most became naval-air-arm carrier pilots; when they retired they flew for commercial airlines. Many became engineers; two became members of parliament. The only cadet from Newfoundland, Freddie Mifflin, became an admiral and later a federal cabinet minister. The Venture boys became unusually successful people. They have their own Venture Society, it is composed of ex-cadets and is a vibrant organization of these once-teenagers from all across our country. The cadets in my photos ran the Navy until they retired, and their Venture successors will continue to do so.

I attended a reunion in September 1999, 45 years after I welcomed the first recruits. I played golf with Vice Admiral Chuck Thomas who, as a cadet, was the quarterback of our football team. We played against Fred Hallas, who became a naval pilot then went into commercial flying to become the Chief Pilot of American Airlines, and with Ted Loney, also a naval pilot, who later became the Chief Pilot of United Airlines. Thomas and I won, but he is a scratch player. Fred Mifflin

was at the reunion, he was then our Federal Minister of Veterans Affairs; Freddy had only got a bit older, but he could still play the piano.

At this reunion I was button-holed by ex-cadet McTavish and an ex-cadet from Belgium named DeGroot (We had four cadets from foreign navies) “Sir,” said DeGroot, McTavish and I have decided to confess.”

“Yes,” said McTavish, “We have, possibly a bit late.”



Admiral Harry DeWolf succeeded Admiral Mainguy as the CNS. He found time to visit and inspect the Venture cadets. In his talk he extolled the virtues of aircraft-carrier flying (He was preaching to the converted). He encouraged us to form a 'Glider Club'. Hard-over-Harry was an ardent glider pilot, and a major instigator of our Navy getting into carrier flying. At golf, at the Royal Ottawa, he shot his age at 83. He died last year, age 95.

A group gathered around us. DeGroot started; he reminded me that when he joined Venture he spoke not a word of English, he had just arrived from Belgium. “I knew no English.” He then reminded me that he and McTavish had been invited to tea by Mrs. Wurtele, the wife of a naval officer. I remembered the social program we had of getting friends to invite the cadets in two or

threes to help them get over homesickness and being young. I remembered the Wurteles especially; he had been a commander in the Navy. So I knew what he was talking about.

“I spoke no English,” said DeGroot, “But McTavish, being from Montreal, spoke French and could interpret and make Mrs Wurtele feel comfortable about me.” McTavish was one of those Montrealers who were a mix of French and English, like Trudeau, and spoke both languages perfectly. “It was a most pleasant occasion,” said McTavish, “And I remember being appreciative that you had arranged for us to meet homey older people, people like our parents.” McTavish, who had become a fighter pilot and was now a retired stock broker, had the group’s attention, and mine.

“During the tea McTavish took me aside,” said DeGroot, “He explained that I was required by Canadian custom to thank Mrs. Wurtele in the English language.”

“Quite so,” said McTavish, “That is historically correct.”

“So I practised carefully the few words he taught me,” said DeGroot, “Finally McTavish said I had learned them well enough.”

De Groot then said, “When it was time to leave, McTavish thanked Mrs Wurtele in English, then said to me, in French,” DeGroot, c’est votre tour.” So I bowed, as is our European custom, and said exactly what he had taught me, “Mrs Wurtele, thank you for the fucking tea.” Then DeGroot added, “Mrs. Wurtele seemed so surprised I could speak English.”

Crossing the Line

HMCS Glace Bay and Ville de Quebec cross the Arctic Circle

August 17, 2020, HMCS *Glace Bay* and *Ville de Quebec* crossed the Arctic Circle during Operation Nanook 2020. As per tradition, the crew held a Crossing the Line Ceremony, where participants volunteered to stand before King Neptune and his court, to be inducted into the Order of the Blue Nose.

Becoming part of the sea king's court means the crew must meet with Neptune's royal barbers, doctors, and police officers, who will whip "unclean" sailors (those who have yet to cross the line) into courtly shape. The ceremony sees the crew, largely dressed in outlandish getups, line up to see the doctor, taking a pill that is really a Corn Pop coated in something spicy, followed by a syringe of liquid syrup. The barber gives each crew member a clean shave, using salty whipped cream. Neptune's royal police then finished off the cleansing with a rapid dunk of each uninitiated 'tadpole' into a kiddie pool. After the ceremony, sailors are given a certificate marking them as bluenosers in Neptune's court, along with a laminated card to keep with them wherever they go.¹



HMCS Ville de Quebec crossing the line ceremony, Photo from HMCS Ville de Quebec Facebook

Tradition surrounding this 'sailor's baptism' dates to the 1700s when the French and British developed traditions for passing over significant lines of longitude and latitude. This includes the Arctic Circle, as well as the Antarctic Circle, the International Date Line, the prime meridian, and the equator. The ceremony ties in seafaring lore and requires a ship's company to pay tribute to Neptune's court before passing into his realm.

For the purpose of the ceremony, a "tadpole" is a sailor who has yet to cross the Arctic Circle, while those who have already made the crossing are now "bluenosers." Following the ceremony, the two youngest members of the ships' companies, representing the Officers and the Non-Commissioned Members, paint the bull ring blue to mark the ship's voyage across the Arctic Circle.

Notes

¹ Beth Brown, "Baptism at sea: A Navy Tribute to Neptune's Arctic Realm," *Nunatsiaq News* (September 10, 2018).



HMCS Ville de Quebec crossing the line ceremony, Photo from HMCS Ville de Quebec Facebook

Carriers of Necessity

Merchant Ships and Air Support in the Second World War II

Fraser MacKee

Early in the Second World War the Admiralty began to worry as it became clear that the Germans were sinking ships in significant numbers. These sinkings were the result of not only submarine attacks but aerial strikes by the German *Luftwaffe*, and not only around the U.K. but by KG-40 “Condor” long range patrol and bomber aircraft well out into the Atlantic.

While anti-aircraft guns were promptly provided for most ships (largely manned by DEMS gunners from the RN, a few Royal Marines, the Army’s Royal Artillery Maritime Regiments, and even a few hundred infantry AA gunners), this proved insufficient defence. The only aircraft carriers in the Fleet were large, few, and required for naval fleet operations, not for convoy defence.

As such, Churchill sent a memo to the Minister of Defence on March 6, 1941:

We must assume that the battle of the Atlantic has begun ... Extreme priority will be given to fitting out ships to catapult or otherwise launch fighter aircraft against bombers attacking our shipping. Proposals should be made within a week.

It was not an entirely new concept, since cruisers and other large naval ships had carried catapult-launched aircraft, usually the venerable Walrus or Seafox seaplane, for many years for scouting purposes. But launching fighters, while not unique, was novel.

Thus was born two temporary and emergency measures in early 1941. The first was provided by merchant ships fitted with a single fighter aircraft on a catapult, all but one right forward in the bows. While it could be fired off via its rocket-propelled cradle, there was no provision to recover the aircraft. If within reach of land after driving off any enemy aircraft, the pilot could aim for some local field. But if beyond reach, either the plane was ditched in the ocean or the pilot bailed out and hoped to land close

to an escort who would pick him up. A small dinghy was provided with his parachute pack.

Of the first five trial ships one, HMS *Pegasus* was already in hand as an aircraft transporter, the other four were taken into the Navy as HMS. These five were referred to as Fighter Catapult Ships (FCSs) and the four merchantmen carried no cargoes. They had naval ship and air crews and Lieutenant or Sub Lieutenant pilots; at first they flew Fulmar two-seater fighters. But these proved too slow to catch the ex-airliner Condors and were replaced by Hurricanes Marks 1 and 1A, referred to as “Hurricats” or “Catafighters.” These Hurricanes, with a large engine air scoop under the mid-body, did not ditch well, so most that had to be abandoned were left to crash into the ocean while the pilot parachuted down.

Although two of these FCS were sunk and their successes were modest, the concept seemed worth pursuing, failing other options and against RAF objections. Those models of Hurricanes were being superseded by later models and by the Spitfire in front line service, the protection was vital. As such, aircraft were available and a Merchant Ship Fighter Unit (MSFU) was established at Speke, near Liverpool.

Thus the second measure: thirty-five CAM’s – Catapult Aircraft Merchantmen - were taken in hand and the catapults installed. This time the ships remained as merchant ships, carried cargoes, and the Master was the final arbiter as to when a plane should be launched to drive off any shadower. The first ship in the group, *Michaele*, was still manned by a Naval Fleet Air Arm air crew. All subsequent ships’ flying parties were RAF. All but two of the 35 were new construction, 27 owned by the Ministry of War Transport as ‘Empire’ ships, the oldest being David MacBrayne’s 1922 ex-*Lochgoil* which became *Empire Rowan*.

Both these FCS and CAM’s were later replaced by the MAC ships - Merchant Aircraft Carriers. These were bulk freighters – grain ships or tankers – carried their almost full cargoes, but fitted with small full



British seaplane tender HMS Pegasus in 1917 (Photo from Wikicommons)

flight decks and miniature combined bridges and “islands.” They carried usually Swordfish anti-submarine aircraft, not fighters, as by that time – 1943/44 - the Condor danger was largely passed or only used for cautious distant shadowing. The same applied for the Escort Carriers, the first, HMS *Audacity* (ex-captured German passenger-cargo ship *Hannover*) was commissioned June 20, 1941. She and her successors were RN-manned true small carriers with full flight decks and hangars, carrying fighters and Swordfish. The RCN manned two of them, still HMS *-Nabob* and *Puncher*.

ASSESSMENT

The value of these temporary air defence measures was more in what they prevented than in what was achieved. The FCS and CAM ships were assessed to have caused a significant reduction in ship sinkings

by aircraft when they were present in convoys. The Condors, Heinkles, and other attackers were considerably more wary of low-level attacks, made their passes more quickly, and hence less accurate when they saw an FCS or CAM ship within a convoy. Only 7 German aircraft were shot down, at the cost of over 25 Hurricanes in total. But the merchantmen *not* sunk is immeasurable, but significant and valuable.

With the MAC ships in convoy the “Black gap” in air cover in mid-Atlantic was closed in 1943, and almost no ships were sunk in convoys that had MAC protection except those that straggled away from its air cover. Again, it is a case of what was prevented by their Swordfish, driving down shadowing and attacking U-boats rather than actual sinkings of those attackers.

Contribute to the NAC's Naval Affairs Program

The Naval Association of Canada Naval Affairs program through research, national and local programs, provides a voice to educate Canadians and their leaders on the importance of Canada's Navy to our nation's well-being, economic prosperity, sovereignty, and defence.

Our Mission is to inform and educate Canadians about Canada in a maritime world and to explain the application of sea power in the national interest. We do this through our new suite of publications, which includes research papers, Briefing Notes, and Bibliographies – products that provide a solid base of understanding for Canadians of the importance of Canada's maritime interests.

Crucial to this program is getting the right information. The NAC's membership is one of the country's best reserves of knowledge and we need you to contribute to the Naval Affairs program. So, consider working with us to produce an informative briefing note on a subject of your choice, or use our NIOBE Paper series to offer your thoughts on maritime security.

Visit the Naval Affairs Website to see our work:

<https://www.navalassoc.ca/naval-affairs/about-naval-affairs/>



Paul Baiden, MMM, OStJ, SC, CD, KStG

A History of Service

Richard Archer

This is the fourth in a series of articles on members of NAC-Ottawa who have contributed so much over the years. Previous articles addressed the contributions of Fred Herndorf, Rick Guitar, and Jim Carruthers.

This is the fourth in a series on stalwart members of NAC-Ottawa (NAC-O), and this time let me tell you the story of NAC-O member Paul Baiden, a member since 2010. It is a narrative of a working life full of service to Canada, to veterans, and to the branch. And yes, there are also episodes of bravery.

Paul was born in Toronto in 1946 and joined the RCN as an ordinary seaman in 1963. Thereafter, he became an Airborne Electronic Sensor Operator in the fleet air arm. During his extensive maritime flying career, he accumulated a total of 7,115 flight hours on four aircraft types: the CP121 Tracker, the CH124 Sea King, the CP107 Argus, and the CP140 Aurora. This air time also included service aboard HMCS *Bonaventure*, where he endured the rigors of 63 catapult launches and 70 arrested landings in Trackers. In fact, he was in the last Tracker to make a night landing before the Bonnie was paid off. He also served in the helicopter detachment of HMCS *Ottawa*. In total he logged a total of 607 frigate and destroyer deck landings while flying in Sea Kings with HS 50 and VT 406 squadrons based at CFB Shearwater, Dartmouth, NS.

In 1972, then-Corporal Baiden was recognized for “an act of conspicuous courage in circumstances of great peril.” It involved the rescue of the crew from the Gulf Gull, a trawler that had run aground in Cape Breton. The citation reads:

On February 16th, 1972 when a fishing trawler with a crew of nine was driven aground near Baleine Bay, Nova Scotia, a helicopter rescue mission was dispatched from Canadian Forces Base Shearwater, Nova Scotia. One of the trawler’s crew, who was hoisted to safety reported he thought others might still be in the ship’s cabin. Corporal Baiden volunteered to investigate and was lowered to the vessel’s shifting deck. At great risk to his life, Corporal Baiden managed to force his way into the cabin and made a careful check for survivors before he was lifted back into the aircraft.

For this heroic act, Governor General Roland



In 1972 Governor-General Roland Michener presents Paul Baiden with the Star of Courage.

Michener presented Paul with the Star of Courage.

Over his time in military service, Paul was recognized several more times for performance above and beyond the call of duty. In 1986, in recognition of his ongoing exemplary service he became a Member of the Order of Military Merit, while in 1995, due to his numerous years as the Base First Aid/CPR Instructor Trainer for both military and civilian programs in CFB Summerside, CFB Comox and National Defence Headquarters, he was inducted into the Order of Saint John. He was also the recipient of a number of other commendations.

That's the bare bones of Paul's time in the service, but if you get the chance to chat with him over a beer, get him to tell you some tales about his experiences and even his near misses, such as getting catapulted off the Bonnie and later recovered by the arresting wire in a dark night in a heavy sea state on a small carrier that, lore tells us, USN pilots refused to land on. Or how about being in a helicopter bear-trapped on the tiny deck of a pitching and rolling steamer at night under darkened ship or radio silence conditions.

He found himself involved in the operations in support of the ship's crew fighting the fire in HMCS *Nipigon*, and those combatting the HMCS *Kootenay* explosion and fire, undoubtedly saving sailors' lives in the process. Ask him about flying to the aid of the *Cape Brulé*, a brand new three-million-dollar trawler belonging to Atlantic Seafood Products that had run aground on her maiden voyage, just thirty days after being commissioned. Perhaps he'll also relate the occasion during another stormy, foggy night when his helicopter crew was tasked with extracting a diabetic, chronically ill, senior woman from the lighthouse on Devils Island. When they arrived on scene with the base Flight Surgeon and his assistant in tow, it was immediately concluded that she would require hospitalization. This quite large elderly lady had

already lost both of her legs below the knee and was extremely unhappy and very vocal to find them crowding her bedroom while she was dressed only in her nightie!

But the excitement and endeavours at sea and in the air had to come to an end. In 1991 he was posted to the National Defence Headquarters, Communication and Electronic Development Division as the NATO Emitter Data Base Manager. His responsibilities included constant involvement in executive level decisions and guidance to the senior staff of NATO's Electronic Warfare Division in the first Gulf War and the Bosnia/Kosovo eras.



The trawler Cape Brulé having run aground off Cape Breton, another rescue mission for Paul Baiden and the crew of a Sea King.

After 32 years of service, Paul retired in 1995 as an Air Force Master Warrant Officer. He soon joined three organizations in which he has had a continuing influence on policy and activities. The first of these was the Canadian Naval Air Group (CNAG), Hampton Gray Chapter in Ottawa. In CNAG his dedication and enterprise has been recognized. He rose to the presidency of the Chapter and is currently the CNAG National Chairman. He also joined the Maritime Air Veterans Association, where he is now a Vice-President.

And, of course, he joined NAC-Ottawa where for a number of years he has been on the board of directors as the Director for Member Services. This is an area initiated originally by NAC-O member and retired

admiral the late Denny Boyle. Denny was aghast at how poorly some naval newly-bereaved widows were being treated, waiting far too long for their entitlements to become active. So, using his contacts in NDHQ, Denny campaigned to streamline the process. He managed to get the delay down from several months to just one. With this success in mind, the branch formed the new directorate of Member Services to aid branch member families, and particularly the elderly. Denny in due course turned this position over to branch past-president Heather Armstrong and her husband, retired Captain(N) John Pickford, but their tenure was short-lived as the couple shortly thereafter moved back to Nova Scotia. As CNAG National Chairman, Paul had worked with Denny on the entitlements issue, and so was able to step in as Director Member Services right away. He has been the Director ever since.

With these organizations under his belt, both the Royal Canadian Legion and Veterans Affairs Canada invited Paul to participate in veterans support meetings, including Legion Veterans Consultation Assemblies and VAC Stakeholder Summits. In 2018 he was elected to be Vice-President of the National Council of Veterans Associations. He continues to represent his organizations as a member of the Canadian Coalition for Retirement Security, hosted by the National Association of Federal Retirees. The principal effort lately has been the work to dissuade the federal government from converting existing civil service, military, and RCMP pensions away from “defined benefit” to “defined contribution” plans, something that would have a significant impact for all of us who have served in the armed forces. Given that NAC represents serving as well as retired armed forces members, it had to stay well clear of the pension debate, but on occasion Paul was able to keep

the national board apprised of developments.

For his continuing work on behalf of Veterans, he was inducted into the Order of Saint George in 2012, and in 2013 he was awarded a Minister of Veterans Affairs Commendation. Undoubtedly, Paul’s activities to do with the well-being of veterans will continue, but he says the time has come to relinquish his position as NAC-O Director of Member Services. So, one aspect of his outstanding history of service is coming to an end. The Branch offers its appreciation, Paul, and wishes you well, but you’ll certainly be a hard act to follow.

Cpl Paul Baiden is lowered to the deck of the Gulf Gull from a Sea King helicopter



Canada's New Polar Icebreaking Centre

After several decades of not building icebreakers, Canada seems to be back in the game. With several medium and heavy vessels now on the order books the Coast Guards polar fleet is set for a significant recapitalization. Looking to provide more than the ships, Chantier Davie is setting up a national icebreaking centre of excellence.

Details of this initiative are still taking form but it is meant, very generally, to support a community of Arctic experts and maritime specialists in studying the future of the Arctic maritime region, while showcasing Canadian ingenuity and innovation on the world stage. Presumably that entails collaborative engineering and Science and technology projects to advance icebreaking

Icebreaker Orderbook & Pipeline

3 interim medium icebreakers (MIBs)



6 new building Program icebreakers (PIBs)



1-2 Polar Icebreakers



design, and social science projects to anticipate Coast Guard tasks as the Arctic ice melts and the safety and security dynamic in the region shifts. In the Centre's first event – the new “Davie Dialogue” – the company intends to bring together to debate and envision what marine assets and infrastructure are needed to drive future economic and social development. Whether this new centre evolves into a meaningful driver of Canadian thinking and research in the North remains to be seen, but it's a promising start.





Canada's New Arctic and Offshore Patrol Ship is in the Water But what is it for?

Adam Lajeunesse

The first of the Arctic and Offshore Patrol Ships, HMCS *Harry DeWolf*, has been turned over to the RCN and, for the first time since 1958 the Navy has a dedicated Arctic capability. It's an important milestone but questions remain, what are they really for? With an ice-rating of Polar Class 5 (PC 4 on the bow) they're not purpose-built icebreakers. With a maximum speed of 17 knots they're relatively slow as well. The ship's main armament is a 25mm gun, like that found on an armoured personal carrier. They're not icebreakers and they're not warships – what are they?

Criticism of the AOPS capabilities and design arose early in the development process, with DND Deputy Minister Robert Fonberg famously referring to them as “Frankenboats,” made from a compromise design which limited their utility as either Arctic or patrol craft. A 2009 NDP criticism of their icebreaking capability left the enduring term “slush-breakers” and this line of attack was crystalized in 2013 by an oft-cited policy paper authored by Michael Byers and Stewart Webb, entitled *Titanic Blunder*. In it, the authors noted that the ships were too slow for open ocean patrol, too unstable, too lightly armed, and too limited in range

and icebreaking power. These criticisms are normally noted in academic/expert analysis and often embraced by journalists in opinion pieces and newspaper stories. Recently, defence commentator Robert Smol¹ reignited a debate, begun years ago by Political Scientist Rob Huebert, surrounding the vessels' limited armaments.² What good, they argue, is a warship that can't go to war?

While most of these criticisms are based on legitimate concerns, they all seem to miss the forest for the trees, misunderstanding the intent of the ships and how they fit into Canada's evolving Arctic security situation. Defining a role for the AOPS, *SSE* states that the vessels will “provide armed, sea-borne surveillance of Canadian waters, including in the Arctic. They will enforce sovereignty, cooperating with partners, at home and abroad, and will provide the Government of Canada with awareness of activities in Canada's waters.”

To put specific missions to this broad objective, the Navy's 2015 “Concept of Use” lists the following tasks: search and rescue; support for other government departments (OGD); maritime domain awareness; assistance to law enforcement; aid to civil power; logistical support to the CAF and OGD; and sovereignty protection.



Importantly, the AOPS are not intended to be combatants. That is not a mistake, it was a careful decision stemming from several years of government and CAF assessment of threats and requirements. The 'security threat' to the Canadian Arctic is, and will likely remain unconventional, centred around monitoring, policing, and assisting civilian and commercial activity. These are the low risk, high probability security threats projected to emerge as a result of the increased use and development of the Arctic.

Comparisons to more heavily armed Scandinavian equivalents, such as the Norwegian *Svalbard* or Danish *Knud Rasmussen* class, miss the point. Both Norway and Denmark have a real need for ice-strengthened warships in the event of a conflict with Russia in the Baltic, Barents, or Norwegian Seas. There is simply no realistic possibility of the RCN engaging in high-intensity kinetic operations in the Canadian Arctic or surrounding areas.

Nor are the AOPS icebreakers. Their limited ice-strengthening will not allow them to enter parts of

the High Arctic, or to operate in the Northwest Passage during the winter months. Designed primarily to monitor, assist, and police activity in the region, these ships really only need to be able to operate in the North when other ships are there too. If ice conditions are too dangerous for the AOPS, it stands to reason that that same ice will close off the Canadian Arctic to most

other activity as well.

Many of the more technical complaints, surrounding ship speed, helicopter support capability, and fuel capacity were well addressed by Tim Choi in 2015.³ Its armaments and speed are limited but suited to the kinds of constabulary duties it is likely to support, while its range is sufficient when paired with new facilities at Nanisivik.

What the AOPS offer was best described by Rear-Admiral David Gardam, then Commander of Maritime Forces Atlantic. According to Gardam, they are a "a big empty ship" that can "embark doctors, dentists, scientists, marine biologists, police and fisheries officers, environmentalists and many other personnel with an interest in, or a mandate for, the development and sustainment of Canada's north."⁴ They are versatile, general purpose vessels which should be able to contribute to Arctic security across the spectrum at a lower price than icebreakers at the times of the year when shipping and other activity in the Northwest Passage really demands a presence.



HMCS Harry DeWolf bridge during builders trials
(Photo from HMCS Harry DeWolf Facebook)

Because threats to the Canadian Arctic will likely fall in the safety and security categories, rather than defence, the RCN will never play a leading role in Arctic security. Rather, it will have to *support* other government departments and agencies in fulfilling their northern mandates. This is what the AOPS will be doing with their time. They will be assisting in hydrographic surveying with the Canadian Hydrographic Service, fisheries patrols with the Department of Fisheries and Oceans, and constabulary operations with the RCMP. In such cases, the RCN will enable others rather than engage in typical naval operations, a less glamorous role than that normally played by frigates and submarines but an equally important one.

No discussion of the AOPS is complete without reference to the defence of sovereignty. That term is frequently used in government publications on the subject, and sovereignty protection is listed as a key operational task in the Navy's Concept of Operation for the *DeWolf* class. While a patrol ship (or several) will not directly affect the legal status of the Northwest Passage, or convince the United States to

recognize Canada's longstanding position that these are internal waters, the presence and control that they represent is essential.

The AOPS were designed to provide that measure of control, manifested in the increased awareness and response and support capability which they will provide. It is not the physical act of being there which is so important – they are not intended as floating flagpoles – it is the ability to support and police activity as it increases in the region and to support OGD as they invariably see their responsibilities expand. The *Statement on Canada's Arctic Foreign Policy* (2009) explains that “Canada exercises its sovereignty daily through good governance and responsible stewardship. It does so through the broad range of actions it undertakes as a government ... We exercise our sovereignty in the Arctic through our laws and regulations, as we do throughout Canada.” That policy statement, while slightly dated, is not going to change under a Liberal government and the AOPS will be an important tool in enforcing those laws and regulations and enabling that good governance and responsible stewardship.

*HMCS Harry DeWolf multi-role rescue boat in Halifax
(Photo from HMCS Harry DeWolf Facebook)*



Canadian Warship Acceptance

Information Note

This article was originally published by the Royal United Service Institute, July 2020

Acceptance marks the transfer of care and custody of a Canadian naval ship from the shipbuilder to the Royal Canadian Navy. The date of acceptance is not normally considered to be a significant one in the life of a ship as are the dates for launching, naming and commissioning ceremonies. In the past, several of these events could occur at the same time. Modern shipbuilding practices and the need due to the complexity of modern ship systems for extensive pre- and post-acceptance trials now often means that the events are spread out over months and years.



*Acceptance of HMCS Harry DeWolf (October 2020)
Photo from DND*

An acceptance occurs when a shipbuilder has met certain contractual requirements. Acceptance does not mean that a ship is completely fitted out and ready for active service – the commissioning ceremony can be taken to mean that a ship is taken into service, though some trials may remain outstanding. It is progress with contractual requirements, including the pre-acceptance trials, that is the major determinant of

the date of acceptance. Acceptance is much an administrative matter. Other dates in the building of a ship may be determined more by arrangement between the builder and government and may be more ceremonial.

Though acceptance is the term usually used by naval and other government staff, from the shipbuilder's perspective and therefore at times the term used, the occasion is considered a delivery. Public communications may use either or both terms, but they refer to the same date.

An acceptance may appear to be as simple as the signing of official and ceremonial certificates in the ship captain's cabin by project and shipbuilder staff (though in reality the acceptance is preceded by days of reviewing trial reports).

Or an acceptance may be accompanied by parades on the jetty, speeches and formally marching aboard similar to the activities of a commissioning ceremony. In addition, there may be a small ceremony on the bridge of the ship where the shipbuilder's master and the new naval captain sign ceremonial certificates and official documents such as the ship's log to mark the transfer of command. The ship is legally in commissioned service as of this time, albeit still undergoing trials, and the identifier HMCS (Her Majesty's Canadian Ship) is put as part of the ship's name. A commissioning ceremony is conducted later, sometimes many months later, as a more public event to mark the availability of the ship for active naval operations.

A. CF 1148 "Report of Inspection" which certifies that prescribed work has been inspected and the vessel, her equipment, stores, etc., are complete and properly fitted, subject to noted exceptions.

B. CF 702 "Acceptance of (ship) into the Canadian Armed Forces" which transfers a ship from contracted builder to the Department of National Defence to the Canadian Armed Forces to the ship's captain. The shipbuilder President, Assistant Deputy Minister (Material), Chief of Defence Staff and ship Commanding Officer are the respective signatories.

► A Request from John Horton

As we are well aware “The Three Musketeers” are a precious part of the RCN’s history and because they all come from Vancouver it is also part of local legend.

Before the Naval Centennial I produced a group of sketches including one of the MTB’s in the Mediterranean. I now want to do a finished oil painting of the dog boats and am seeking any photographs or better still, a model that I might borrow to ensure accuracy.

Any help you can give will be much appreciated.

Yours aye.

John

Email: john@johnhorton.ca

Studio Address

John M. Horton, Marine Artist
326 52nd Street
Delta, BC, V4M 2Y4, Canada

Studio and Office phone 604 943-4399



John Horton: Architectural Artist, Mariner and Marine Artist

Courtesy of Mary Horton

John Malcom Horton was born in London (England) 18 November 1935 to working class parents. On leaving school at 16 his dream was to be a Naval architect, but this was quickly dashed when it was realized that his mathematical skills did not rise to the extremely high level demanded by the profession of the day. However, he was offered an apprenticeship in

the shop fitting industry and was submitted to 5 years of training as a designer. Through his training his artistic abilities and draughtsmanship were honed and part of his training required him to attend night classes and at both the Poole & Bournemouth Schools of Art.

During his apprenticeship an attitude of excellence was demanded – “Every line you draw must be better than the last ... nothing is ever good enough.” An



Dinner presentation of the MV Asterix

attitude he learned to apply to all his undertakings; for constantly in search of excellence ensures you continue to improve. This attitude was not only to serve John well, but he has attempted to pass it on to others, young and old, throughout his life.

Having moved to Poole in Dorset in the early days of WW II he became fascinated with the sea. In fact, it became difficult to keep him away from the water which drew him like a magnet. Drawing and painting the warships and merchantmen that crowded the harbour, nobody realized that a foundation was being laid that would become a lifetime interest and commitment. His Mother often said that where other children had a stuffed toy under their arm, John always had a model boat and he learned to sail at about 7 years.

Also, at sixteen, his Uncle Jack, who had just retired as the Recruiting Officer for the Royal Navy's Portsmouth Command, encouraged him to join the Royal Naval Volunteer Reserve prior to his required National Service and he volunteered, joining as a boy seaman. For the next 5 years John was engaged in naval training that was held every Tuesday and Thursday evening and most weekends. Starting as a lowly Boy Seaman, he was fortunate to be trained by very experienced Chief and Petty Officers most of who had served through the war.

John soaked up his training with great enthusiasm. Weekend training at sea on HMS *Wessex's* 2 fairmile M.L.S gave him a wonderful grounding. Equipped as inshore minesweepers meant basic and advanced seamanship training was conducted at a very high level. A few years later all of the UK RNR divisions commissioned "Ton" class minesweepers forming the "101 Minesweeping Squadron".

Owing to the Cold War, the 101 was to be a frontline squadron able to be on a full war footing within hours. Training was stepped up to an even higher level which included sailing to Invergordon every year where a mine field would be laid and the Squadron would sweep for the next week deploying wire- acoustic and magnetic sweeps.

At 21 John transferred to the regular force. His first ship was the aircraft carrier HMS *Warrior* which had been returned to the Royal Navy by Canada. After *Warrior*, John was drafted to HMS *Wave*, a fleet minesweeper but also senior ship in the Fishery Protection Squadron. Voyages included Norway and the Arctic before being involved in the first "Cod War" off Iceland.

In 1966 the young Horton family decided to immigrate to Canada. John set up a successful

architectural rendering and design practice carrying out commissions for many of Canada's leading architects. He produced work for projects in Canada as well as around the world. One such project was the winning design for the Canadian Government Pavilion at the Osaka World Exposition. His work ranged from hospitals and schools to high rises, city centres and shopping malls. Bridges, dams and even Olympic ski resorts blossomed on his drawing board.

For his own enjoyment John turned his skills to marine paintings. John had also started sailing again and volunteered his time to help young sailors enjoy the water as much as he had at their age. Being on the water was good exercise, but it also opened his eyes to the magnificent beauty of the Pacific Northwest coastline. It was time to make another bold step. Over a period of about 2 years he did less architectural work and more painting. Exhibitions were held and gradually his name became established with major serious collectors. Already his paintings had been exhibited by London's Royal Academy and the Royal Society of Marine Artists. He was also elected a full member of the Federation of Canadian Artists (FCA).

Together with several of his fellow marine artists he proposed and helped establish The Canadian Society of Marine Artists (CSMA) and was elected its first president in 1984. Its mandate was to establish standards and support and encourage good marine art in Canada and record Canada's Marine heritage. Now administered out of Picton, Ontario, the society continues to grow. Many local art groups and artists have benefited from the lectures and personal help passed on by John.

In 1979 John acquired a 35' ex fishing vessel to help him gather material for his constant need for canvas.

Spending more and more time on the water, he often found himself assisting other mariners in distress. After a while he decided to volunteer himself and his vessel into the Canadian Marine Rescue Auxiliary, then in its infancy. He served with the auxiliary for 15 years logging over 500 rescues- an accomplishment that was recognized by the Royal Canadian Lifesaving Society when he was presented with their Governors Gold medal.

In 1988 he purchased an historic 51' ex US Navy

vessel, now named "Delta Lifeboat" and he transferred to the "Canadian Lifeboat Institution" a non government sponsored service modeled on Britain's Royal National Lifeboat Institute (RNLI). He continues to this day to offer a lifesaving service largely at his own expense. While all mariners in distress have been the focus of his attention, John has found a special kinship with the difficult life of our commercial fisherman and the majority of his many rescues have involved fisherman during commercial openings on the Fraser River and the Strait of Georgia. Safety patrols consisting of many, many hours of non stop patrols (up to 42 hours for one fishery during the Adams River run) have prevented



accidents and ended up in over 850 rescues.

For many years John Horton has dedicated thousands of hours providing safety patrols to the BC fishing fleet, especially in the area of the lower Fraser Estuary. Patrols during native and commercial fisheries help ensure safe passage for transiting deep-sea ships, tugs with barges and the numerous scheduled Seaspam train ferries that transit the River on a daily basis. If a fisherman gets into trouble or needs assistance - medical, breakdowns, fires or sinking – Horton's vessel "The Delta Lifeboat" with its all volunteer crew is there to help.

A keen supporter of the Royal Canadian Navy and its Reserve, Horton has also made his vessel available for combined exercises with HMCS *Discovery* and local army reserve units.

He now lives and paints in Tsawwassen. John's

long contribution to Search and Rescue was recognized by the Company of Master Mariners when they elected him a life Honourary Member in 1999.

While serving as Chairman of the CLI John was responsible for raising private money to acquire a fine 44' SAR lifeboat from the Royal NLI in Britain. In April 2001 John hosted HRH the Duke of Kent (Patron of the RNLI) for a visit to BC for a rededication ceremony for the vessel and an awareness tour of the CLI work.

John's contribution to Search and Rescue has been recognized many times when he received the medals and awards listed below:

- Silver Merit Medal Royal Lifesaving Society
- Gold Governors Medal Royal Lifesaving Society
- Diamond Jubilee Medal Royal Lifesaving Society
- Silver Service Medal Canadian Lifeboat Institution
- Gold Service Medal Canadian Lifeboat Institution
- Caring Citizen Award (renamed the Sovereigns Volunteer Medal) Government of Canada
- SS Beaver Medal for Service HMCS *Discovery*
- SS Beaver Medal for excellence in the Marine community Maritime Museum of BC
- Queens Golden Jubilee Medal Government of Canada

For his service to the following organizations, Horton was made an honorary life member of the Honourable Company of Master Mariners of Canada and the Royal Naval Sailing Association of England, because he founded the British Columbia squadron.

In 2002 a completely new challenge opened up. Following the 9/11 attack on New York Canada's Navy was quick to deploy to the Arabian Gulf on Operation Apollo to assist on the war on terrorism. John was sent to join two of Canada's ships – HMCS *Algonquin* and HMCS *Ottawa* by the newly formed "Canadian Forces Artists Programme". In fact, John was the first artist to be sent into theatre. The result was six paintings illustrating Canada's role along with the work and dedication of our serving men and

women. These were donated to the Nation by John, and this valuable collection now resides in Ottawa.

John again was invited to sea for the 2004 RIMPAC multinational exercise in mid Pacific. This 5-week deployment resulted in 21 paintings and strong continuing relationship with all from the ordinary seaman to admirals.

2004 also saw the unveiling of two special commissions for a client in Galveston Texas, before 250 special guests including the Canadian and British Consul Generals. These paintings depicted a critical action in Galveston during the Civil War. This further illustrates the wide appeal of John Horton's paintings.



John at work during Op Apollo

In 2009 Horton was commissioned by the Royal Canadian Navy to create 3 of 6 special works to commemorate the Royal Canadian Navy's 100th Anniversary in 2010. That same year a special RCN 100th anniversary calendar was produced with Horton's paintings to earn seed money to produce a very successful Naval Tattoo at the Pacific National Exhibition in 2010.

In the last few years John has produced a wide variety of Naval works, for example - Canada's First Submarines C1 & C2, a decommissioning painting for HMCS *Algonquin*, a welcome home picture for the Lower Ranks Mess, a fine rendition of HMCS *Oriole* for her 90th birthday, three special commissions for the 100th anniversary of the Navy and most recently a very special commission from

Federal Fleet Services of the M.V Asterix, Canada's latest fleet replenishment vessel, which was unveiled at the 2019 Military Ball in Ottawa.

He has also produced many historical naval paintings including the voyages of Captain Cook and Captain Vancouver as well as the ill fated arctic exploration by Franklin in "Erebus" and "Terror" and Drakes rumoured exploration of the Pacific Northwest.

A few designs for the Royal and the Royal Canadian Mints contain naval content such as the capture of the USS Chesapeake by HMS Shannon and Canada's first submarines. Others record maritime history such as the loss of the Edmund Fitzgerald, the Franklin ships and the Empress of Ireland.

John's latest coin depicts Captain James Cook's

arrival in Nootka Sound and is so superbly crafted that you can even read the name "Resolution" on the stern – albeit by magnifying glass!

John has also been commissioned by the Royal Canadian Mint to design a number of historical commemorative coins.

Horton is a senior member of the Canadian Society of Marine Artists, The Federation of Canadian Artists and a fellow of the Pacific Rim Institute of Marine Artists. In 2020 John was appointed to the Order of British Columbia in recognition of his art and search and rescue achievements. Having just completed a successful solo exhibition in Vancouver he is now painting hard for an exhibition in Victoria later in 2020.



Join us!

The Naval Association of Canada:

- Actively supports the Royal Canadian Navy.
- Educates. We do not lobby.
- Produces position papers, not opinion papers. Members are encouraged to state opinions, but NAC does not.
- Educates all politicians of all parties for they will certainly change and naval ships are around for many political cycles.
- Welcome all who are interested in ensuring Canada has a capable and effective Navy for all three oceans.
- Has local Branches in many major cities across Canada with local activities, social and otherwise.

Visit www.navalassoc.ca for information on your local Branch and its website.

All memberships include a subscription to our quarterly magazine, Starshell (yep, you'll get this snazzy magazine delivered four times a year electronically!).



NAC Regalia Sales

New Stock and Lower Price Now Available

Blazer Badge (NAC or RCN)	\$25 each
Blazer Buttons (NAC), large for blazer front <i>Note: small sleeve buttons are no longer in stock but can be special ordered.</i>	New, Much Lower Price
Cuff Links (NOAC or NAC)	\$35/ pair
Medallion Lapel Pins – Gold, Silver, Bronze	\$5 each
Medallion Neck Decorations	\$95 each
Necktie – NOAC/NAC/RCN	\$35 each

Prices include all taxes and shipping.

Email Executive Director, David Soule, executivedirector-nac@outlook.com to confirm availability. Payment: Cheque payable to "NAC National" and mail your order to Executive Director-NAC, 1138 Sauterne Pk., Orleans, ON K1C 2N8 (e-transfer option coming soon)





Letters to the Editor

Re: Navy Takes Delivery of First Warship in Arctic Armada

Roger Cyr

The Royal Canadian Navy is poised to enter a new era by taking possession of the first Arctic Offshore Patrol Ship. It is indeed great for the navy to finally get new ships. But these six ships are certainly not warships. Even the navy refers to these ships as non-war fighters. The design is based on the Norwegian Coast Guard ship Svalbard, but the Canadian version has no combat

systems. The ships lack significant force projection with no real tangible weapon systems, with a top speed of 17 knots. The mission of these ships is to provide armed sea-borne surveillance of Canada's coasts, and to enforce Canadian sovereignty. The ships will be armed with a 25mm gun whose purpose is to support constabulary, or non-military, actions. The weaponless Canadian version cost is estimated at \$600M per ship, whereas the Norwegian combat ship cost is estimated at \$100M, or six times less, and equipped with naval weapon systems. Surely Canada could have come up with a naval ship that has more capability, more punch or more bang for the buck. Unarmed ships will not impress anyone.



HMCS Harry DeWolf under construction (Wikimedia)



Book Reviews

The Cruel Sea

(London: Cassell & Co, 1951)

By: Nicholas Monsarrat

HMS Leviathan

(Seyn House Publishers, 1967)

By: John Winton

Reviewed by Gord Forbes

During these months of shut-down, isolation and just having to stay home, I'm sure many of you turned to reading to while away some time. I know I did. And that led me to rediscover a couple of wonderful books. These were not the usual history books that are often found in these pages, but a couple of works of fiction. Both deal with the Navy, in fact they both deal with the Royal Navy. They both cover the 20th century, but in different times, one takes place during the Second World War, and the other take place during the 1960s. Both were first published many years ago but were reprinted in hard cover format in the 1980s and 1990s. Both are by well known British writers of the day. Both have given me hours of pleasant reading this spring.

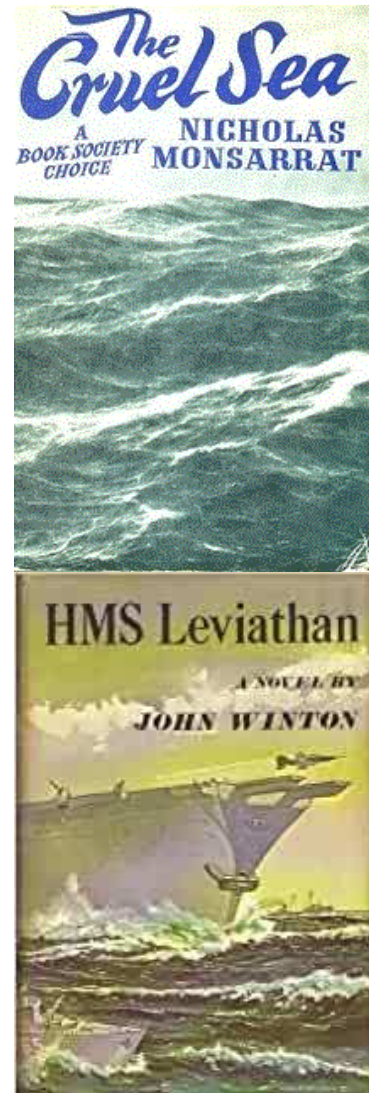
I acquired one of the books from a neighbour who was moving and downsizing. He had unloaded a large number of books on me, some of which are now in the MacK Lynch library in the Bytown Officers' mess in Ottawa. Some went to the Friends of the Canadian War Museum book room. I kept the best for myself. The other book was bought through Amazon.

The first, and probably the more famous of the books is *The Cruel Sea* by Nicholas Monsarrat. *The Cruel Sea* was published in 1951 and was a fictional

account of many of the things Monsarrat experienced during the war. He joined the RN as an RNVR officer at the beginning of the war and first went to sea in 1940 as a Sub-Lieutenant but soon was promoted to Lieutenant and First Lieutenant of a Corvette. Throughout the war, he served on five ships, three as Commanding Officer. By the time he wrote *The Cruel Sea* he was already an established author, having had his first book published in 1934. His first war time book was *H.M. Corvette* published in 1943 based on notes that he took during his first year at sea. This was combined with his later experiences in *Three Corvettes* of 1945. These experiences became the basis for *The Cruel Sea*. After the war he left the Navy he went in the diplomatic service where, among other places, he served in Ottawa in the early to mid 1950s. In all he wrote 41 books of many genres.

The Cruel Sea was made into a movie in 1953 with Jack Hawkins and Donald Sinden in the title roles (I have two copies of the movie). The movie is very true to the book. Both tell the story of an RNR

Commanding Officer (Hawkins) and a young



RNVR Sub-Lieutenant (Sinden) (obviously modelled after Monsarrat) and their experiences during the war, first in a Corvette and later in a frigate. It is a story of the war against the weather as much as against the U-boats. There are long periods of boredom followed by brief periods of action and other tense moments. It is, in my mind the best war novel to have come out of World War 2.

The second book is probably less well-known and is called *HMS Leviathan* by John Winton published in 1967. John Winton was the pen name of John Pratt. He also served in the Royal Navy but after the war, including service in Korea and the Suez Crisis. He started writing while still in the Navy with a series of humorous stories about the submarine service including, *We Joined the Navy* (1959), *We Saw the Sea* (1960), *Down the Hatch* (1961) and *Never Go to Sea* (1963). *HMS Leviathan* is an entirely different kind of story. It takes in the peacetime Navy of the 1960s. The main character is a Commander in the Royal Navy who is appointed as the Executive Officer of the largest and newest ship in the Navy, an

aircraft carrier name *HMS Leviathan*.

The ship has had a calamitous first year in commission and the Commander, a fish head officer, has been given the somewhat thankless job of trying to sort it all out. He is joined by a new Commanding Officer who is also a fish head and neither one of them has ever served on an aircraft carrier before. The personnel issues and tension between the ship's crew and the air squadrons forms the backdrop of the story. The Commander tries very hard to overcome these problems but seems to be set back with one tragedy after another when he appears to be making progress. The story moves quickly and tends to keep you wanting to keep turning the pages (as my wife can attest to from the many nights I kept reading long after she had put out her light).

Both of these books make very compelling reading. They are very well written and certainly seem very close to reality. Both of these books are available on Amazon.

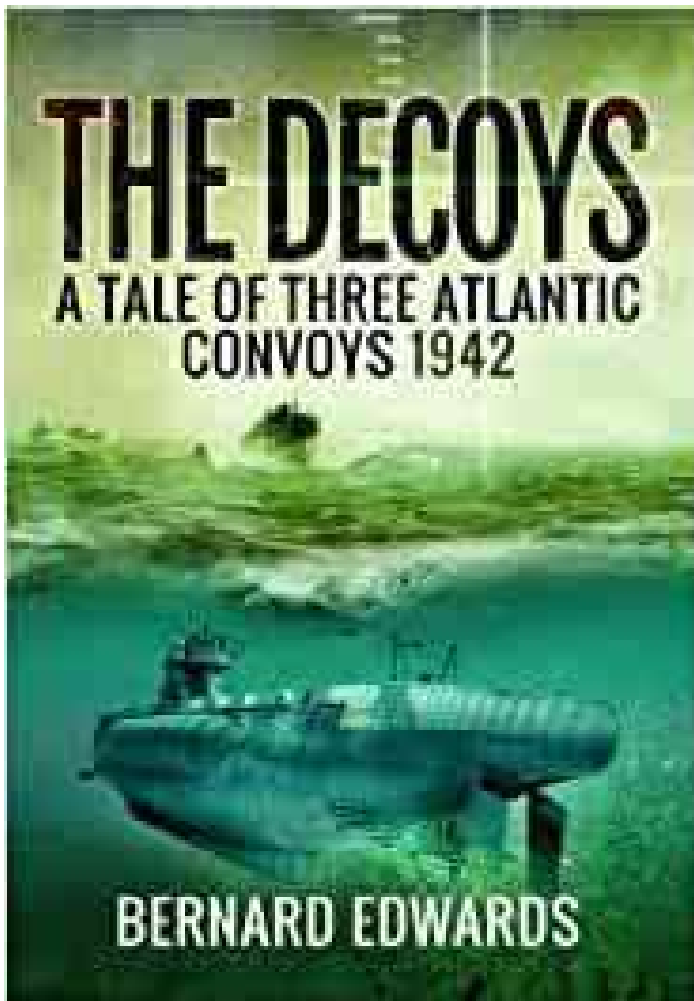
The Decoys – A Tale of Three Atlantic Convoys 1942.

(Barnsley, U.K: Pen & Sword Books Ltd. – Maritime, 2016)

By: Bernard Edwards

Reviewed by Fraser McKee

This is a story in considerable detail of three bad 1942 fall convoys, intended primarily for those that collect such tales. One of them, SC 107, had then-LCdr Debby Piers, RCN as its unfortunate close escort commander. Its story has been told several times before by Marc Milner and others. Those of RB 1 from St. John's and SL 125 (out of Freetown, Sierra Leone) will be less well known. Thus, early on I might note that my only criticism of this book is its lack of even a basic track chart or layout of the three convoys that Edwards follows for almost all of the book. Unless one is reasonably familiar with the whole North Atlantic and Western Mediterranean, the detailed arrangements of convoys and their all too frequently scarce escorts and air cover, it is sometimes difficult to keep track of what is happening and why.



There were desperate days for these three passages. The timing overlapped the movement of massive troop convoys, which were also at sea in October 1942 for the invasion of North Africa, on the Atlantic coast of Morocco and in the Mediterranean at Oran and Algiers. Ten from the U.K and four direct from the U.S. These all had escort priority, stripping the North Atlantic supply lines of defenders: from battleships and carriers, to destroyers and even corvettes. This is where the sub-title comes from.

While the author has found no actual reference to the trade convoys he covers being deliberately allowed to continue their voyages as decoys that was, in effect, what they turned out to be. Oddly in a way, although the Germans had broken the British convoy escort codes and knew in quite specific detail where these three convoys were, and disposed Donitz's U-boat lines and individual boats accordingly, due to excellent radio security they had no idea whatsoever of the Torch plans. That invasion came as an almost complete surprise, while the U-boats savaged each of Edward's convoys. While the German B-Dientz decrypting service suspected something was afoot, they presumed it was probably another relief convoy for beleaguered Malta.

The three convoys in this story, all bound for the usual ports in the U.K., were RB 1 from Newfoundland, departing 21 September, with 8 ships defended by two elderly V & W RN destroyers; SC 107 from New York, with 25 ships, plus 14 more from Halifax and 5 from St. John's as it passed, defended eventually by LCdr Pier's destroyer *Restigouche*, three RCN and one RN corvette; and SL 125 from Freetown, Sierra Leone on 16 October, with 37 ships, defended by four RN corvettes. Before two weeks were out, RB 1 had lost 3 merchantmen and one of the destroyers, SC 107 lost fifteen ships, and SL 125 eleven ships. In total, 29 valuable merchantmen and crews, or 24% of those that set out. In contrast, not one ship of the Torch invasion ships was lost to U-boats at sea.

The story gives us a very good picture of the Battle of the Atlantic at its most difficult, whatever the intent was. Knowing the broader circumstances in retrospect, one suspects that the various merchant convoys were just assigned in the normal rotation, continuing their efforts to supply the United Kingdom

with goods. The fact that they fully occupied the U-Boats' attentions was not planned as such, thus 'decoy' was circumstantial. It becomes a very well told story through Edwards' use of frequent direct quotations from those that survived. A concentration of attention, convoy by convoy, on their all too slow progress, eastward and northward (out around the Azores) of often elderly (and slow) tramps. Frequent descriptions of torpedo hits, abandonments in major fall gales, ill-discipline in convoy by over-use of 'snowflake' in ships next to those hit. The unsolvable coverage protection problems of the young escort commanders (LCdr Piers was 30), most only fitted with early asdic and HF/DF, few of the escorts equipped with radar, and with still-to-be-learned experience.

The book gives an excellent picture of what it was really like, reminding me of Jimmy Lamb's *The Corvette Navy*. A very clear picture of the night by night, even hour by hour events in the crucial mid-war Atlantic battle. What is missing is perhaps a wider view of those organizing such convoys. Were they compelled to sail them, after three years of the battle, with so few, slow and ill-equipped escorts? Could not three or four more a/s warships not have been found somewhere? Or was the need just not appreciated, at that organizing level? It was unfortunately a time when the Allies at Bletchley Park had lost most of their ability to read the Germans' 'Enigma' codes, revealing where the waiting U-Boats were. Worth the addition to any Battle of the Atlantic bookshelf.

Naval Minewarfare. Politics to Practicalities

By: Captain Chris O'Flaherty, RN
Gloucester, U.K.: The Choir Press, 2019

Reviewed by Fraser McKee

This fascinating volume is one long overdue, by an expert. CAPT Chris O'Flaherty, RN, Captain, Maritime Warfare Centre at HMS Collingwood, has spent much of his career involved with clearance diving and mine warfare. While the first 50 pages are

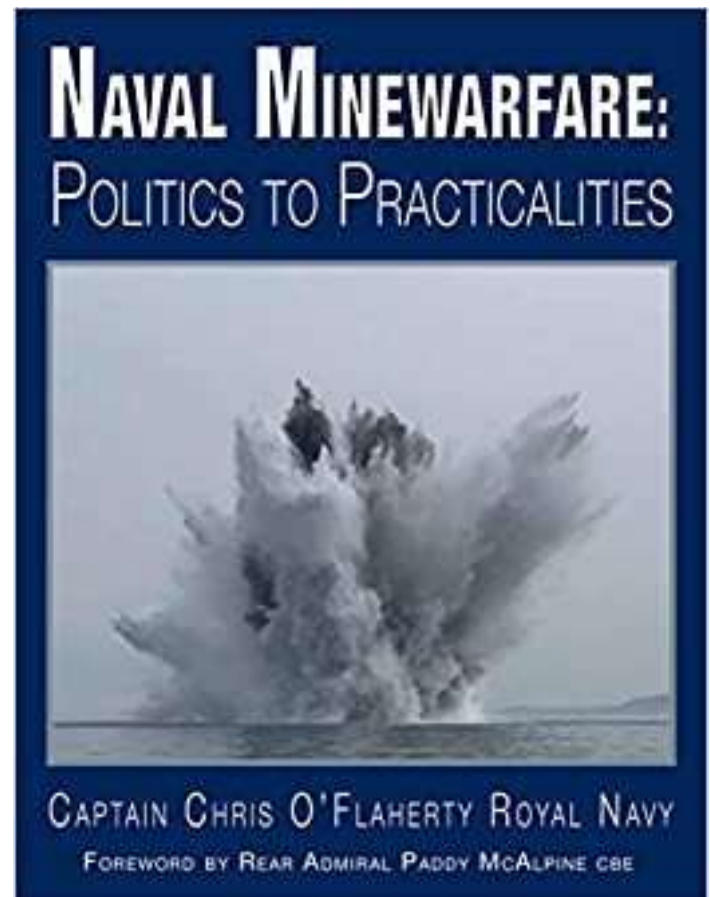
a general review of the development of mines and mine warfare, this volume concentrates on the *principles of the threat*; the current ongoing use of this ‘pernicious device’; a review of the rarely observed legalities involved. These are surprisingly still measured by infractions to the Hague Convention of 1909. For civilized nations, these are conceived as applicable at least in part by major powers. Just not from most of those employing mines these current days.

The author provides a fascinating, and educational, recording of mining use in 24 tactical and operational occasions throughout the world since the end of the Second World War. This is a sobering review of the actual recent and on-going use of sea mines. The problems faced by various warships and merchantmen, from the severe damage to two RN destroyers in the Corfu Channel in 1946, in a supposedly free passageway, through sea mine use in the Indo-China war of 1965-1973, the Falklands in 1982, the Gulf War in 1991 (where Canada’s ships had to be cautious of them), and more recently off Yemen in 2017. (Chapter 3, pp.57- 161, + 15 pages of published reference notes to these events). Each a tale of threatened or actual encounter with opposition mining, some of several pages. In itself this section is a serious warning to those who may regard this ancient weapon of little or easily handled concern; ‘just a threat.’ It’s not just that – it’s actually in use.

The major point of Captain O’Flaherty’s work is to serve as that warning. Throughout, he makes the point that while publicised mining of sea passages and harbour approaches may be complied with, by civilized major nations who at least notionally are adhering to those 1909 Hague Peace Conference Conventions, at published warnings to allow free passage to non-belligerent ships, the rise of inter-nation squabbles and outright wars by semi-rogue states has lead to completely unregulated sea mining, costing many ships – and lives. And due to the availability of some relatively simple mining devices, manufactured or obtained by the smallest of non-state organizations. He goes into and provides diagrams of increasing levels of possibility, threat ... and actuality. The correlation of effort to threat to measures of success, not necessarily related to ships sunk. That is too easy a measurement. The *threat* of mining is its major advantage, at almost nil cost.

The final chapter headings indicate the value of this text above the normal ‘this is what happened’ earlier books on minewarfare: ‘The Law of Naval Mining’ and ‘of Naval Mine Countermeasures,’ ‘The Statecraft of Naval Minewarfare.’ His conclusions in ‘Measures of Effect’ and his valuable actual ‘Conclusions (pp. 336-342)’ are what give importance to this volume as different from earlier histories of the use of mines as a mere adjunct to wider naval warfare.

Thus this text should not only be on the bookshelves of those navally responsible for preparations to meet the threat of hostile mining of our harbours and passages, such as the St. Lawrence estuary, but available to those providing the funding for at least a minimal countermeasure. Here Captain O’Flaherty gives a close scrutiny of what is required in statecraft to meet the all too real threat alone. The application of preparations to deal with the potential mining of ours ports, quite possibly by the most minor of groups – not major civilized powers even – is where this volume is at its most valuable here. An unusual, an essential, read for quite a range of leaders, apart from anyone with an interest in the subject.





Last Post

Compiled by Pat D.C. Barnhouse | Starshell Obituaries Editor

Kindly forward all obituaries to Pat at:
535 Kenwood Avenue, Ottawa, ON K2A 0L7
or by email: pat.barnhouse@sympatico.ca

NAC MEMBERS

Lt(S) George Barry BEERS, RCN(R)(Ret'd)
NSNAC, 86 in Charlottetown, PE 12/05/20. Jn'd RCN(R) as A/S/Lt(S) at *Queen Charlotte* 21/07/57. Prom S/Lt(S) same date and Lt(S) 21/07/59. To Ret'd List 12/64 with closing *Queen Charlotte*. Civ career with Revenue Canada.(SR)

LCdr William Henry EVANS, RCN(Ret'd)
NACVI, 88 in Nanaimo, BC 27/08/20. Jn'd *Royal Roads* 09/50 as RCN(R) Cdt (sen. 21/04/51). Prom RCN Mid 09/52 thus *Ontario* same month and *Magnificent* 09/53. Prom A/S/Lt 01/54 (and S/Lt same date) fl'd by *Toronto* 01/54 and *Niobe* (RN trg Greenwich and Portsmouth) 04/54. Prom Lt 12/55 (later backdated) thence *Huron* 12/55, *Cornwallis* (Long Comms Cse.) 09/57, *Niagara* (USN Exchange Naval Air Atlantic, Norfolk) 09/58 and MARLANT (SO Comms) 11/60. Prom LCdr in '63 and retired same year. Civ career as head of North American fur breeders associations. Bronze medallion 1982. (NB, RNDM)

MS Walter Paul HANSEN, RCN
NACVI, 71 in Victoria 19/05/20. Jn'd 14/10/64, prom LS 11/68 and MS 06/72. Srv'd, inter alia, *Cornwallis*, *Grilse*, *Rainbow* and MARPAC HQ. Rls'd in '73. Civ career in various business and industrial organizations and in several volunteer groups, including the Submariners Association.

(RNDM)

LCdr Charles Harvey JONES, CD, RCN(R)(Ret'd)

Edmonton Br., 91 in Leduc, AB 24/08/20. Jn'd as UNTD Cdt at *Chippawa* 15/01/50, prom RCN(R) A/S/Lt 01/09/52 and tsf'd to *Griffonin* '58. Prom Lt 05 05/59 and LCdr (WHA) 05/64 when appointed XO. Career in the oil industry and industrial chemical sector. Bronze medallion 2006.(WC)

LCdr Kenneth Maxwell ISLES, CD*, RCN(Ret'd)

NSNAC, 90 in Dartmouth, NS 16/04/20. Jn'd as OS 24/02/48 and service included tour in Korea. CFR'd as CMD O 05/62 fl'd by *Haida* 08/62 and SUPLANT 01/63. Prom Lt 01/65 thence *Athabaskan* 01/65, CFB Halifax and *Iroquois* (commissioning crew) 07/70. Prom LCdr 03/73 fl'd by CFSRU(A) 07/75. Ret'd 11/03/76. In retirement involved with *Scotian* and as a CNMT trustee. (WG, SR, *Chronicle Herald*)

Lt(S) Kevin Patrick KAVANAGH, CM, OM, RCN R)(Ret'd)

Winnipeg Br., 87 in Winnipeg 15/06/20. Jn'd UNTD at *Chippawa* as Cdt(S) 02/01/51. Prom RCN(R) S/Lt(S) 01/07/53 and Lt(S) 07/55. To Ret'd List in '58. President and CEO Great West Life 1979-92 and Chancellor Brandon University 1996-2002.(WC)

Cdr Maurice TATE, CD, RCN(Ret'd)**

NAC-VI, 89 in Duncan, BC 04/04/20. Jn'd RCN(R) as Mid at *Carleton* 25/11/51, prom A/S/Lt 05/52 and Lt 05/54. Tsf'd to RCN(SSA) 21/12/54 as Lt (sen. 05/54) thence *Stadacona* (for CID Course fl'd by Diving duties) 12/54, *Athabaskan* 09/56 and *Naden* 06/57. Tsf'd to RCN in '58 as Lt (sen. 06/58) fl'd by *Niagara* (USN S/M Course and s/m experience) 06/59, FOPC 01/63, *Grilse* (XO) 06/64 and *Niobe* (RN S/M Perisher) in '66. Prom LCdr 04/66 thence *Grilse* (i/c) in '66. Prom Cdr 06/69 fl'd by CANSUBRON ONE (i/c) 07/69, CFFS Halifax 08/72, RN Exchange (RN Staff College DS) 07/73, NDHQ 08/75, CFLS OTTAWA 08/77, CFA Moscow 09/78, CDLS(L) 08/80 and NDHQ 08/83. Ret'd 08/05/85.(RNDM)

OTHERS

Lt Frances Roberta (nee ARBOTHNOT) ALEXANDER, CD*, RCN(Ret'd)

82 in Perth, ON 23/06/20. Srv'd RCN(R) at *Carleton* 1956-60. Tsf'd to RCN as S/Lt 25/04/60 and prom Lt 01/64. Srv'd *Cornwallis*, MARCOM HQ, *Shelburne*, CFB Toronto (CFSS course), NDHQ, CF Comm Command, UNEF Egypt and CFS Carp. Ret'd 27/08/85. (*Citizen*).

LCdr(Ret'd) James BARTHOLOMEW, CD

62 in London, ON 22/04/20. Jn'd as NCdt at RRMCM 08/74 thence RMC 08/76. Prom S/Lt 05/78, Lt 05/81 and LCdr 07/85. Srv'd NTDC(P), CFFS (Halifax), *Nipigon*, *Chaleur*, *Miramichi*, *Athabaskan*, NDHQ and *Cataraqui*. Ret'd 01/90. (e-Veritas)

PO2 Arthur George BODDEN, CD, RCN(Ret'd)**

83 in Dartmouth, NS 29/05/20. Jn'd 24/09/53, prom LS 12/56 and PO2 09/61. Srv'd, inter alia, submarines, *Saskatchewan*, *Algonquin*, *Nipigon*, FMG(A) and MARCOM HQ. Ret'd 07/07/87.

(SR,*Chronicle Herald*)

Lt(P) Leslie Harold CASLAKE, RCN(SSA)

89 in Halifax 05/20. RCAF pilot thence jn'd RCN on SSA (04/54 to 10/57) as a Lt(P) (sen. 12/04/54). Srv'd *Shearwater*, HU-21, VT-40 and HS-50. Rls'd 10/57. (SR,*Chronicle Herald*)

MS Joseph Wilmer Ernest

CHARBONNEAU, CD*, RCN(Ret'd)

88 in Halifax 06/05/20. Jn'd RCN 09/08/57, prom LS 10/66 and MS 07/80. Srv'd *Cornwallis*, *Shearwater*, *Bonaventure*, *Annapolis*, *Ottawa*, *Athabaskan* and CFB Shearwater. Ret'd 16/04/85. (SR, *Chronicle Herald*)

LCdr [MAJ(AERE)] Bud CHURA, CD*, RCN(Ret'd)

83 in Ottawa 15/06/20. Jn'd RCN 09/08/56 and prom PO2 10/60. CFR'd as S/Lt 03/69, prom Capt(AERE) 03/72 and Maj(AERE) 07/80. Srv'd *Shearwater*, *Bonaventure*, VS-880, VU-33 (Pat Bay), 407 Squadron Comox, LFC HQ, 10TAG, CFB Moose Jaw and NDHQ. Ret'd 05/02/87. (*Citizen*)

LCdr John Baudains COTTLE, OMM, CD, RCN(Ret'd)**

94 in Ottawa 04/09/20. Srv'd RN WWII. Jn'd RCN 02/04/48, CFR'd as CMD RAD O 27/10/58, prom Lt 01/63 and LCdr 07/69. Srv'd *Cornwallis*, *Bytown*, *Bonaventure*, *Shearwater*, HS-50, *Protecteur*, MARCOM HQ and MAG HQ. Ret'd 18/12/90. (*Citizen*)

Lt(S) Norman Robert CUMMING, RCN(R)(Ret'd)

87 in Ottawa 28/04/20. Jn'd *Prevost* as UNTD Cdt(S) 02/01/52, prom RCN(R) A/S/Lt(S) 09/54, S/Lt(S) same date and Lt(S) 09/56. Also srv'd *Star* and from 10/58, *Carleton*. Ret'd in '60. (*Citizen*, WC)

PO1(Ret'd) James David DACEY, CD*

51 in Halifax 03/06/20. Jn'd as AB 10/02/69, prom LS 01/73, MS 01/77, PO1 10/81 and PO1 12/90. Srv'd *Preserver*, CF Hospital Halifax, *Ottawa*, *Annapolis*, CFB Toronto, *Saguenay*, CFS Barrington, CFB Halifax, *Terra Nova*, *Nipigon* and CFB Gagetown. Ret'd 07/09/00. (SR, *Chronicle Herald*)

CPO2 Francis Charles DOOLITTLE, CD, RCN(Ret'd)**

86 in Brickton, Annapolis Co., NS 14/05/20. Jn'd 04/02/52, prom LS 07/55, PO2 05/58, PO1 12/62, and CPO2 10/69. Srv'd, inter alia, CANFLOTANT HQ, NDHQ and *Ottawa*. Ret'd 17/07/77. (SR, *Chronicle Herald*)

CPO2 John William EDWARDS, MMM, CD*, RCN(Ret'd)

95 in Dartmouth, NS 13/06/20. Jn'd as OS 04/03/20, prom LS 03/54, PO2 10/57, PO1 06/61 and CPO2 03/62. Srv'd, inter alia, Korean tour of duty and SECLIST CIDA (Nairobi). Ret'd 04/03/75. (SR, *Chronicle Herald*)

PO2 Harry Milford EISENHAUER, CD*, RCN(Ret'd)

81 in St John, NB 16/01/20. Jn'd as a Bandsman 27/12/56, prom LS 04/62 and PO2 12/63. Srv'd *Naden*, *Stadacona*, *Shearwater*, *Cornwallis*, *Bonaventure*, *Cape Scott* and with the RCR Band in CFB's London and Gagetown. Ret'd 24/05/87. (SR, *Chronicle Herald*)

CPO1 Murray Elwood EISNOR, MMM, CD, RCN(Ret'd)**

85 in Chester Basin, NS 21/02/20. Jn'd as OS 06/03/56, prom LS 04/59, PO2 03/64, PO1 09/71, CPO2 07/74 and CPO1 04/82. Srv'd, inter alia, CFFS Halifax, *Assiniboine*, FDU(A) and NEU(A). Ret'd 09/08/88. (SR, *Chronicle Herald*)

CPO2 Gary Moody FALOON, CD, RCN(Ret'd)**

80 in Dartmouth, NS 13/07/20. Jn'd 17/05/65, prom LS 05/65, PO2 09/71, PO1 11/74 and CPO2 06/79. Srv'd *Yukon*, *St. Croix*, *Margaree*, *Fraser*, *Ottawa*, CFFS Halifax, NEU(A), FMG(A) and NDHQ. Ret'd 06/11/93. (SR, *Chronicle Herald*)

CPO2 George A. FRIIS, CD*, RCN(Ret'd)

In Halifax 02/05/20. Jn'd 26/11/51, prom LS 08/54, PO2 02/57, PO1 06/61 and CPO2 04/66. Srv'd, inter alia, Korean tour of duty and CFFSD Halifax. Ret'd in '73. (SR, *Chronicle Herald*)

PO1(Ret'd) Peggy GALE, CD**

67 IN Ottawa 05/07/20. Jn'd as OS 19/04/73, prom AB 10/75, LS 04/77, MS 01/82, PO2 06/84 and PO1 06/03. Tsf'd to Primary Reserve List 07/04. Srv'd CFB Cornwallis, CFB Borden, CFB Halifax, FMG(A), CF Recruiting Detachment Victoria, CFB Esquimalt, Royal Roads Military College, CFB Comox, CFS St. John's, HQ NS District, 39 Combat Engr. Regt., *Protecteur* and NDHQ. Ret'd 06/17.(WM)

LCdr Sir Charles Theodore GUNNING, CD*, RCN(Ret'd)

Former NAC-O, 84 in Ottawa 01/06/20. Jn'd as Cdt(E) at *Royal Roads* 12/09/52. Prom Mid E) 09/54. A/S/Lt(E) 01/56, S/Lt(E) 05/57. Lt(E) 04/58 and LCdr 01/65. Srv'd *Antigonish*, *Ontario*, *Naden*, *Niobe* (RNEC and later stand by *Ojibwa*), *Niagara* (S/M trg.), *Grilse*, *Ojibwa* and CFHQ. Ret'd 30/12/80. Civ career as DND S/M consultant; long time supporter of Commonwealth Society. (*Citizen*, WC)

Lt Barry Vincent HAGEN, CD, RCN(Ret'd)

81 in Nanaimo, BC 08/06/20. Jn'd *Venture* as Cdt 01/09/57, prom A/S/Lt 09/59, S/Lt 09/60 and Lt 08/64. Srv'd *Stadacona*, *St. Laurent*, *James Bay* and *Antigonish*. Ret'd in '71.(RNDM)

Canada's Naval Aviators)

**Cdr Donald Aiden HATFIELD, CD,
RCN(Ret'd)**

91 in Victoria 24/07/20. Jn'd as a Ch2 01/09/64, prom LCdr 04/69 and Cdr 07/78. Srv'd *Naden, Royal Roads*, CFB Petawawa, NDHQ, HQ CCUNME, CFB Kingston, AIRCOM HQ and CFB Esquimalt. Ret'd 06/05/86. (e-Veritas)

**CPO2 Brian Carl HAUSMAN, CD*,
RCN(Ret'd)**

75 in Halifax 30/05/20. Jn'd 02/01/63, prom LS 10/66, MS 05/76, PO2 06/77, PO1 06/80 and CPO2 06/87. Srv'd *Cornwallis, Stadacona, Preserver*, CFB Halifax, *Algonquin*, CFFS Halifax, FMG(A), *Annapolis, Huron*, NEU(A), MARCOM HQ and NDHQ. Ret'd 20/10/92. (SR,*Chronicle Herald*)

**PO2 David Michael HEMING, CD*,
RCN(Ret'd)**

81 in Bridgewater, NS 09/06/20. Jn'd 15/10/56, prom LS 03/61 and PO2 06/75. Srv'd, inter alia, *Iroquois, Annapolis*, CFB Halifax and FMG(A). Ret'd 14/10/81. (SR,*Chronicle Herald*)

**CPO1 John Harold HENDERSON, CD*,
RCN(Ret'd)**

92 in Ottawa 05/06/20. Jn'd RCN 25/07/46, prom PO2 07/50, PO1 05/53, CPO2 07/58 and CPO1 12/64. Srv'd, inter alia, *Shearwater*, CFHQ and CFB Cold Lake. Ret'd 01/05/76. (Citizen)

**MAJ(PLT)(Ret'd) Alfred James William
HOLMES, CD****

88 in Halifax 27/03/20. Srv'd RCAF 1953-58. Jn'd RCN as A/S/Lt(P) 29/05/58, prom S/Lt(P) same date, Lt 04/61 and MAJ 02/74. Srv'd *Cornwallis* (Div Course), *Shearwater, Stadacona* (JOLTC), *Haida, Cayuga*, VU-32, VT-40, VX-10, VS-880, VT-406 and as CFLO Bermuda. Ret'd 05/03/79. Jm'd Reserves, srv'd CFB's Halifax and Shearwater until 1991. (SR,*Chronicle Herald*,

**PO2 Ernest Edward JARVIS, CD,
RCN(Ret'd)**

91 in Truro, NS 17/05/20. Jn'd RCN 10/07/53 and prom PO2 03/61. Srv'd, inter alia, CFFS Halifax and *Saskatchewan*. Ret'd 09/01/74. (SR,*Chronicle Herald*).

**LCdr David Barry JONES, MMM, CD*,
RCN(Ret'd)**

83 in Halifax 07/08/20. Jn'd as OS 26/07/54, CFR'd as CMD O 28/04/67, prom Lt 04/70 and LCdr 07/74. Srv'd *Cornwallis, Micmac, Annapolis, Cape Breton*, Naval Technical Apprentice Training (Course 3), *Bonaventure, Restigouche*, CFB Esquimalt, Training Group (Pacific) HQ, *Kootenay*, CFCSC and NDHQ (DGMEM and CPF Project). Ret'd 19/02/81. MMM for leading *Bonaventure* firefighting team in *Kootenay* disaster. (Citizen)

**Lt(MN) Marion Marie (nee McKenney)
KEENAN, RCN(R)**

92 in Caribou, Maine 29/07/20. Jn'd *Donnaconaas* A/S/Lt(MN) 23/06/53, prom S/Lt(MN) same date and Lt(MN) 06/55. Also srv'd *Star*. Rls'd in '57. (Maple Leaf Navy website)

CPO1 Robert W. KISBY, CD,
RCN(Ret'd)**

85 in Ottawa 29/05/20. Jn'd RCN as OS 06/07/53, prom LS 04/56, PO2 03/62, PO1 04/69, CPO2 05/71 and CPO1 11/74. Srv'd *Sioux, Athabaskan* (219), *Ontario, Oriole, Assiniboine, Qu'Appelle, Ottawa, Yukon, Saskatchewan, Chignec* to, *Cowichan, Columbia, Provider* and NDHQ. Ret'd 11/01/90. (Citizen)

PO2 Dwight Arthur LUCAS, CD,
RCN(Ret'd)**

74 in Cole Harbour, NS 26/05/20. Jn'd 30/11/62,

prom LS 10/66, MS 11/74 and PO2 08/76. Srv'd, inter alia, BFC Montreal, CFB Shearwater, 73 CDN SVC BN, *Iroquois*, MARCOM HQ, 726 COMM SQN, CFB Portage La Prairie and CFB Chilliwack. Ret'd 31/07/95. (SR,*Chronicle Herald*)

CPO2 Robert Peter MacDONALD, GD, RCN(Ret'd)**

58 in Halifax 18/08/20. Jn'd as OS 24/09/80, prom AB 01/81, LS 10/84, MS 02/90, PO2 07/93, PO1 10/04 and CPO2 02/09. Srv'd Recruit School Cornwallis, CFFS Halifax, *Fraser*, *Nipigon*, FMG(A), *Terra Nova*, *ST John's*, Fleet School (Atl), *Scotian*, *Fredericton*, *Montreal*, CFMWC, NDHQ and 5th Maritime Ops Group. Ret'd 10/10/16. (SR,*Chronicle Herald*)

CPO1(Ret'd) Christopher G. MARTELLE, CD*

68 in Upper Musquodoboit, NS 03/05/20. Jn'd 02/09/71 as AB, prom LS 10/75, MS 06/78, PO2 07/79, PO1 07/84, CPO2 08/88 and CPO1 12/92. Srv'd CFFS Halifax, *Fraser*, *Saskatchewan*, *Ottawa*, FMG(A), *Restigouche*, *Yukon*, NDHQ (CASAP, DGMEM), MARCOM HQ, NEU(A) and *STJohn's*. Ret'd 12/02/97. (SR,*Chronicle Herald*)

LCdr John Boyd MATCHETT, RCN(R)(Ret'd)

Former Toronto Br., 96 in Tucson, Arizona 27/04/20. Jn'd as Prob S/Lt RCNVR 19/06/42 at *York*, prom S/Lt same date and Lt 06/43. Qual "a/s". Srv'd *Kings*, *Kenogami*, *Cornwallis*, *Avalon*, *Kokanee*, *Chaudiere* and *Runnymede*. Rls'd in '45. Jn'd RCN(R) as Lt at *York* 05/46. Prom LCdr on transfer to Ret'd List in '48. (FMcK, *Globe & Mail*)

Lt Kenneth Richard MAYBURY, MMM, CD, RCN(Ret'd)**

85 in Dartmouth, NS 02/05/20. Jn'd as OS 14/07/52, prom LS 05/55, PO2 05/57, PO1 12/60,

CPO2 06/64 and CPO1 06/76. CFR'd as Lt 06/81. Srv'd, inter alia, CFFS Halifax, CFLS St. Jean, *Skeena*, NDHQ and *Preserver* (Cox'n). Ret'd 07/02/91. (SR,*Chronicle Herald*)

LCdr Charles Roger McBRIDE, CD, RCN(Ret'd)**

79 in Victoria 16/03/20. Jn'd as OS 01/04/60, prom LS 03/64, PO2 07/67 and PO1 02/70. CFR'd as S/Lt 12/73, prom Lt 12/76 and LCdr 05/82. Srv'd, inter alia, CFB Trenton, CFHQ, CFSAL, CFB Borden, *Provider*, *Restigouche*, MARPAC HQ, CFB Esquimalt, CDN ELM UNTSO, CFB Kingston, SHAPE and CCUNSOM JFHQ. (RNDM)

S/Lt Michael Joseph McCABE, RCN(R)(Ret'd)

82 in Hanoi, Vietnam 27/06/20. Jn'd *York* as UNTD Cdt 02/01/56 and prom RCN(R) S/Lt 07/58. Ret'd in '60. (*Citizen*, WC)

LCdr James Gilmore MORRISON, CD*, RCN(Ret'd)

83 in Middleton, NS 28/05/20. Jn'd as Cdt at *Venture* 12/09/54, prom Mid 09/56, A/S/Lt 09/57, S/Lt 09/58, Lt 10/60 and LCdr 08/71. Srv'd *Stadacona*, *Ottawa*, *Cayuga*, *Stadacona* (Wpns Cse.), *Crescent*, OPVAL, *Yukon*, CFSC (Cse 8), MARCOM HQ, CFSS (Staff), *Cormorant*(i/c) and CFB Cornwallis. Ret'd 14/05/86. (SR,*Chronicle Herald*)

Lt David Terrence O'CONNELL, RCN(R)(Ret'd)

80 in Ottawa 18/06/20. Jn'd *Hunteras* UNTD Cdt 02/01/58, prom RCN(R) A/S/Lt 07/60, S/Lt same date and Lt 07/62. Also srv'd *York* and *Huron*(on CND). Ret'd in '63. (*Citizen*, WC)

CPO2 Francis Gordon O'CONNOR, CD, RCN(Ret'd)**

79 in Ottawa 03/07/20. Jn'd as OS 30/10/58, prom LS 09/66, MS 08/78, PO2 08/80, PO1 02/85 and CPO2 07/88. Srv'd, inter alia, CFS Gloucester, CFS Carp, CFB Ottawa, CDN LOGCOY UNDOF, NDHQ and *Gatineau*. Ret'd 12/10/94. (*Citizen*)

Lt Edward Marshall POLLOCK, QC, RCN(R)(Ret'd)

92 in Toronto 28/08/20. Jn'd *Unicornas* UNTD Cdt 02/01/57, prom RCN(R) S/Lt 05/59 and Lt 05/61. Also srv'd *York*. Ret'd in '64.(WC)

S/Lt Matthew Kendall PYKE, RCN

34 in the Aegean Sea (*Fredericton* Helo) 29/04/20. Jn'd as NCdt 24/08/16, prom A/S/Lt 05/17 and S/Lt 06/18. Srv'd Naval Fleet School (Pacific) and *Fredericton*. (SR,*Chronicle Herald*)

PO2(Ret'd) Tony William REID, CD*

61 in Lower Sackville, NS 13/06/20. Jn'd as OS 28/01/82, prom AB 07/84, LS 04/86, MS 08/90 and PO2 07/96. Srv'd CFRS Cornwallis, CFB Borden, CFB Halifax, *Margaree*, CFB Shearwater, CFB Shilo, *Montreal*, 5th Maritime Ops Group HQ and CF Health Services Centre Halifax. Ret'd 25/07/10. (SR,*Chronicle Herald*)

PO1 Donald Bruce RIDDIFORD, CD*, RCN(Ret'd)

87 in Halifax 06/20. Jn'd 28/19/52, prom LS 08/55, PO2 08/57 and PO1 06/63. Srv'd *Cornwallis*, *Cape Scott*, *Nipigon*, *Iroquois*, *Annapolis* and FMG(A). Ret'd 28/01/75. (SR,*Chronicle Herald*)

CPO1 David Franklin RUSHTON, CD*, RCN(Ret'd)

79 in Oxford, NS 23/04/20. Jn'd as OS 14/11/58, prom LS 03/62, PO2 09/64, PO1 04/70, CPO2 06/75 and CPO1 05/84. Srv'd, inter alia,

Athabaskan, CFFS Halifax and NDHQ (CMP). Ret'd 24/05/84. (SR,*Chronicle Herald*)

PO1 Jean Hugues SANTERRE, CD*, RCN(Ret'd)

08 in Dartmouth, NS 09/07/29. Jn'd 08/03/65, prom LS 06/67, MS 02/76, PO2 07/78 and PO1 06/85. Srv'd *Cornwallis*, CFB Winnipeg, CFB Halifax, *Ottawa*, *Skeena*, OP GAMESCAN 76, BFC Valcartier, FMG(A), GRN St. Jean, SUBRON 1 HQ and 25 CFSD. Ret'd 25/01/92. (SR,*Chronicle Herald*)

PO2 George Alfred SLY, CD*, RCN(Ret'd)

85 in Dartmouth, NS 09/05/20. Jn'd RCN 01/04/53, prom LS 09/60 and PO2 05/68. Srv'd *Cornwallis*, *Shearwater*, *Magnificent*, *Bonaventure* and CFB Shearwater. Ret'd 25/10/78. (SR,*Chronicle Herald*)

S/Lt Robert McEntee SOWDEN, RCN(R)(Ret'd)

85 in Whitby, ON 22/02/20. Jn'd UNTD as Cdt(L) at *Cataraqui* 02/01/54, thence Cdt in '56, prom A/S/Lt 01/07/56 and S/Lt 01/03/57. Ret'd in '59.(WC)

LCdr Joseph Urban THOMPSON, CD, RCN(Ret'd)**

81 in Nelson-Mirinichi 31/01/20. Jn'd as OS 27/09/56 and prom PO2 02/69. CFR'd as S/Lt 12/71, prom Lt 12/74 and LCdr 06/86. Srv'd, inter alia, CFSU (Ottawa), CFB Ottawa, CFB Cornwallis, CFB Halifax, 116 CDN ATU, CFS Mill Cove, CFB Shearwater and CFB Chatham. Ret'd 30/04/93. (SR,*Chronicle Herald*)

CPO2 David James WARMINGTON, CD*, RCN(Ret'd)

82 in Ottawa 24/07/20. Jn'd 16/08/55, prom LS 03/59, PO2 03/64, PO1 01/72 and CPO2 01/78. Srv'd, inter alia, CFS Leitrim, 764 COMM SQN and CFS Bermuda. Ret'd 30/12/81. (*Citizen*)



HMCS Regina moves into position to conduct a Replenishment at Sea with USNS Henry J. Kaiser and USS Chafee ahead of Exercise RIMPAC 2020, August 16, 2020 (Photo: Dan Bard, Combat Camera)