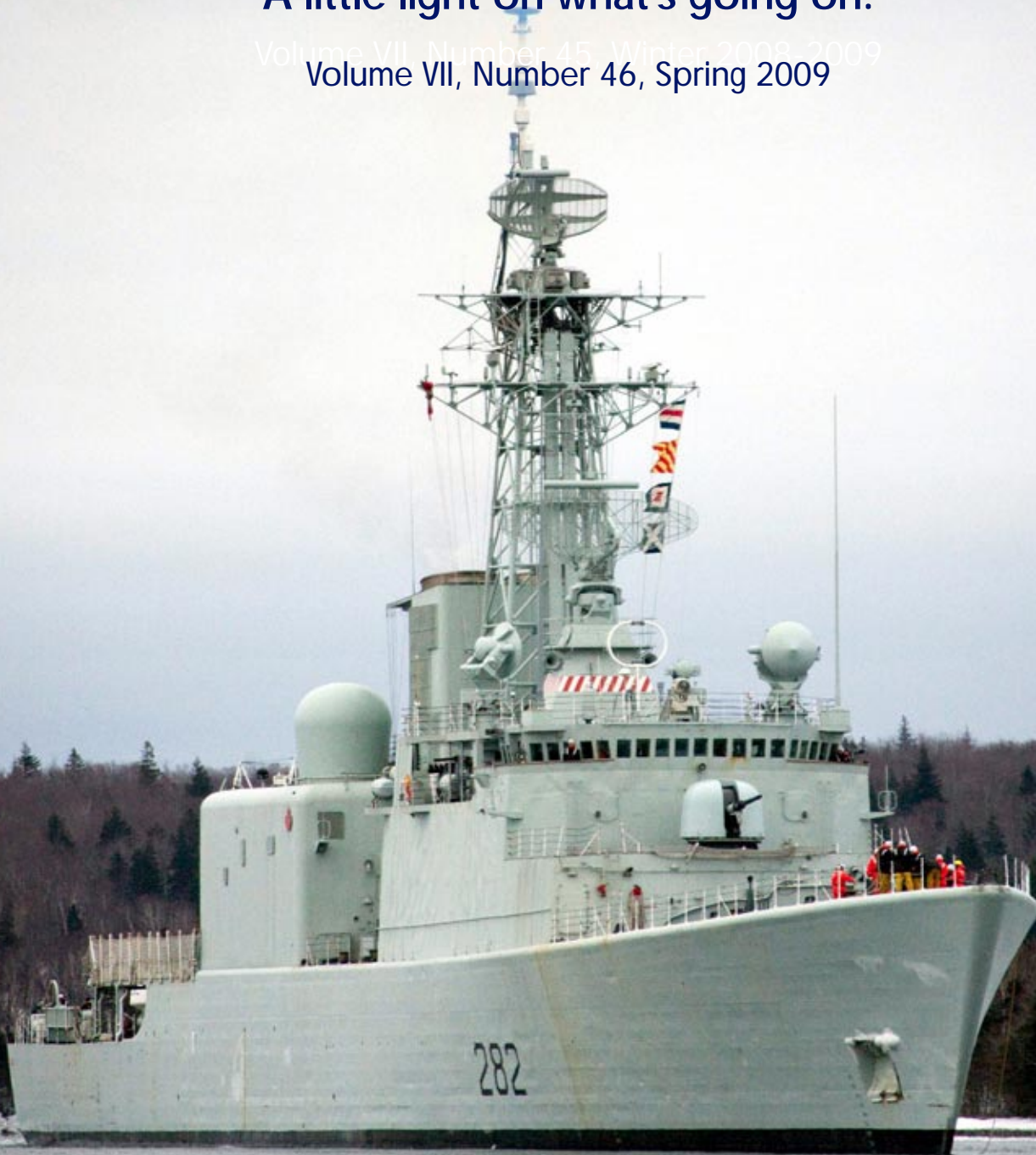


Starshell

"A little light on what's going on."

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OUR COVER

Riding high in all her 'might and majesty,' and soldiering on into her thirty-seventh year of service to her country, the Tribal-class destroyer HMCS *Athabaskan* is seen on February 11, 2009 as she conducts equipment trials off the coast of Nova Scotia as part of her tiered readiness program following her most recent refit.

Photo Jacek Szymanski, Navy Public Affairs

EDITOR'S CABIN

As we commemorate the Battle of the Atlantic this May...

*Death closes all: but something ere the end,
Some work of noble note, may yet be done,
Not unbecoming men that strove with Gods.
The lights begin to twinkle from the rocks:
The long day wanes: the slow moon climbs: the deep
Moans round with many voices. Come, my friends,
'Tis not too late to seek a newer world.
Push off, and sitting well in order smite
The sounding furrows; for my purpose holds
To sail beyond the sunset, and the baths
Of all the western stars, until I die.
It may be that the gulfs will wash us down:
It may be we shall touch the Happy Isles,
And see the great Achilles, whom we knew.
Though much is taken, much abides; and though
We are not now that strength which in old days
Moved earth and heaven, that which we are, we are;
One equal temper of heroic hearts,
Made weak by time and fate, but strong in will
To strive to seek, to find, and not to yield.*

Tennyson, Ulysses, II. 51-70

1,990 Officers and Ratings of the
Royal Canadian Navy lost their lives in WWII
† WE WILL REMEMBER THEM †

THE FRONT DESK



The Naval Officers Association of Canada Renewal Update

By Richard Archer • National Executive Director

As your National Executive Director, I thought I'd like to take the opportunity of this edition of *Starshell* to bring you up to date on where we stand with The Naval Officers Association of Canada's efforts at renewal. Major decisions on the way ahead need to be taken at the upcoming national conference and Annual General Meeting in North Vancouver in late May. Basically, we have embarked upon a complete rethink of our *raison d'être* and our way of doing things.

NOAC as we know it today was officially constituted and issued its letters patent in 1950, when it amalgamated with The Naval Officers Association of British Columbia (NOABC) and other existing regional associations. We now have sixteen branches across Canada, and one at NATO Headquarters in Brussels. Overall membership has been slowly declining, and it's been recognized for many years that our association has to do something significant or it would continue to drift downwards towards death from natural causes.

I must emphasize at this point that our branches are all largely autonomous, and that they closely guard their independence. So this is part of the environment that we find ourselves in when we try to move forward with major renewal.

I mentioned the declining membership — it's been going on for awhile, and in the recent past the national organization has conducted studies into the reasons for the steady decrease. The first was conducted in 1995 and called "Beyond 50," and the second was conducted

in 2001 and called "Beyond 2000." These two studies were valiant efforts, but the conclusions were along the lines that we're all getting older, and what NOAC offers is less attractive to the emerging generations of naval officer. Some mention was made of the idea that NOAC should become more pro-active in making the pro-naval voice more listened-to in CDA and the corridors of power, but not much if anything came of it.

We realize now, that the fundamental problem with these past studies is that they tried to correct the membership slide ... not appreciating that membership *per se* is only a symptom of a larger malaise.

So last year with the pushing of Ottawa Branch, NOAC commissioned a major study that asked two questions:

- What are the root causes of our membership decline; and,
- what can we do about it?

The study was conducted by a serving naval officer, Commander Russ Fowler (cur-

rently project manager, Halifax Class Modernization) as part of his MBA program at Royal Roads University. His report — everyone calls it the "Fowler Report" — was warmly welcomed at the NOAC AGM last June in Québec City.

He made an eye-opening analysis of the various demographic generations, from my generation, which is called *Traditionalist*, to the next generation called *Baby Boomer*, the next called *Generation X'er*, and down to the next called *Millennial*. Generation by generation, he showed us why we weren't attracting baby boomer and later naval officers into NOAC ... many of whom haven't even heard of us.

He made a series of forty-three recommendations to help fix the problems. But it was clearly evident that declining membership derived from a lack of perceived *Relevance* to potential members.

Now, baldly stated, that the core problem is lack of **relevance** seems to be self-evident. However, this revelation now allows us to switch from earnestly trying to fix **membership** ... over to taking active steps to fix our perceived **relevance**.

At the NOAC AGM in Québec City last June, we decided to do something about it. We formed a Renewal Committee chaired by the national president and comprising all branch presidents. We are in the process of drafting a Strategic Business Plan with a base the forty-odd recommendations in the Fowler Report. The recommendations have been grouped under five headings in the first five chapters. See Fig. 1.

I'll come back to **Foundation**.

Fig. 1

Strategic Business Plan

- Chapter 1 - Foundation
- Chapter 2 - Governance
- Chapter 3 - Relevance
- Chapter 4 - Communications
- Chapter 5 - Membership
- Chapter 6 - Financial Implications
- Chapter 7 - Implementation



Under **Governance**, we are addressing the way we should be organized and run, taking into account the autonomy of the branches.

I'll come back to **Relevance**. Under **Communications** we are developing two communications plans — one **internal**, to address how we convince naval officers to join; and the other **external**, to raise NOAC's profile and voice in the corridors of power. In these particular efforts we've been getting a lot of help from the Navy's strategic communications staff.

The **Financial Implications** address how we are to have our ducks more in a row for the Canada Revenue Agency (CRA), especially as we move towards more advocacy. I'll come back to **Implementation**.

So how are we proceeding? Well, we're basing our renewal on three equal pillars. See **Fig. 2**.

The first pillar refers to the education of the Canadian public and government on the nature of Canada as a maritime resource, trading and Arctic nation, and the crucial value of a robust and enduring navy to look after the country's interests around the world.

This is not a new idea in NOAC — it's been around since the earliest days, but never really acted on. Indeed the 1950 letters patent state that one of the purposes of NOAC is: "To promote and maintain interest in naval affairs generally and particularly in the welfare and development of the Royal Canadian Naval Forces." This notion has been reinforced regularly by decisions of the National Board of Directors, and it was a central tenet of the "Beyond 50" and "Beyond 2000" studies. But how does a relatively small organization with few actual resources do this? Well, I'll get to that.

The second pillar refers to Canada's

maritime history and heritage, and what NOAC can do to help acknowledge and preserve it all. The Navy Centennial in 2010 is of course a near term stimulator, and in any case Canada is a maritime nation. While NOAC branches have always worked with local maritime museums and

national or other service as a mariner. That is, we wish to move on from being only a group of ex-naval wardroom officers. We've even considered changing our name — for example, dropping the "O" in NOAC.

This pillar will always be an integral part of the NOAC experience — but we need to modify our approaches to it in order to make it even more of a drawing card. Besides working with local institutions, another initiative will be to raise NOAC's profile in commemorative events like Remembrance Day and Battle of the Atlantic Sunday. When the National President and National Vice-President met with the Chief of the Maritime Staff last fall, the CMS put a lot of weight on this issue. Even without the impe-

tus of a wish to stem the tide of declining NOAC membership, this is an initiative whose time has come.

So these are the three pillars that constitute and inform NOAC's Mission, Vision and Objectives. That is, they constitute NOAC's foundation. As mentioned, we consider them more or less equal in importance. And when we come to implement them, the key will be to address how well the related initiatives improve our **relevance** in the eyes of the newer generations of mariners.

The expectation is that, as we make ourselves better known and recognized, we will make ourselves more attractive ... and membership will naturally increase.

The bottom line is: the first pillar — public education — will be led by NOAC National, and as you'll see, it will be addressed in cooperation with both the Navy and the Navy League. The second pillar — maritime heritage — will be jointly led by NOAC National and the branches, and will be addressed in cooperation with the Navy. And the third pillar — camaraderie — will

Fig. 2

The Three Pillars

- ◆ Educate the Canadian public and government on the capability of Canada's maritime forces, and to identify the importance of the long-term enhancement of these capabilities to the future security and well-being of Canada.
- ◆ Further public acknowledgement and preservation of Canada's maritime heritage.
- ◆ Enjoy the bonds and camaraderie arising from maritime service to Canada.

trusts — there are no less than fifty of them across the country — and NOAC national has regularly provided grants to them, the relationship has never been formalized, institutionalized or otherwise strengthened.

Fig. 3

Three Immediate Implementation Initiatives

1. Fix the Governance:
 - ◆ Particularly with CRA rules and reporting.
2. Formalize NOAC's relationship with the Navy.
 - ◆ MOU near signing.
3. Establish closer collaboration with the Navy League Maritime Affairs:
 - ◆ Working Agreement being pursued.

The third pillar, I'm told repeatedly by members, is the reason NOAC was formed in the first place. But as those enjoying this camaraderie do age, we are losing touch with the modern Navy, and thus losing perceived relevance. So among our many options is the enhancement of the camaraderie — widen the net and have it derive from

be led by and addressed in the branches.

So where do we stand at the moment? We have three **implementation** areas that will focus on in the short term. See Fig. 3. The first area is to get our NOAC house in order. Some of the 50-year-old practices need updating, and we must make ourselves more in line with Canada Revenue Agency rules.

The second is that we are moving to codify the rules of engagement with the Navy, in the person of CMS and his staff. A negotiated Memorandum of Understanding (MOU) between NOAC and the Navy is nearing agreement — to the point where now the respective lawyers are involved. Given National Board of Directors' approval, we hope to have an MOU signing ceremony at the upcoming AGM. This MOU

will gain Navy support for NOAC activities, and commit NOAC to the arm's-length support of the Navy's ambitions.

And the third implementation initiative is to get a more formalized agreement with the Navy League on how the two organizations will collaborate towards the objective of a stronger and more listened-to pro-Navy voice in the corridors of power. This last initiative has hit a few roadblocks lately as the Navy League has put some high prices on cooperation, but NOAC and the Navy League Maritime Affairs have already moved to strengthen the pro-Navy voice at least in the Conference of Defence Associations. Together we have established that the naval member of the CDA Board of Directors (currently retired Vice-Admiral Ron Buck) would act as the single point of con-

tact and spokesperson for naval matters in CDA. This is a move to eliminate the previously fragmented approach to naval affairs in CDA. A small achievement but a start.

We will be putting these ideas in front of the membership at the AGM in May, using the vehicle of the strategic business plan.

I mentioned earlier that our branches are largely autonomous, and that we protect our branch independence vigorously. Your National Executive is looking for your input, so if you have comments and ideas, please contact your respective National Director.

All of us in the National Executive are looking forward to moving ahead in North Vancouver.



View from the Bridge

Ray Zuliani
National President
rzuliani@shaw.ca

It is amazing how quickly time passes. This will be my last 'View From the Bridge' as I will be turning over the watch at the AGM in Vancouver this year and it seems like just yesterday that I took over from Ron Harrison. I have enjoyed my watch and look forward to the evolution of our renewal plan as it unfolds over the next year.

I would like to thank all members of the NOAC for their support over the last couple of years, and in particular Bob Nixon and Richard Archer who worked tirelessly as Executive Directors during my tenure as President. They are both very dedicated individuals who contribute far above the requirements of the position. The work of the Executive Committee cannot be understated and I am indeed grateful to all for their support.

The Endowment Fund continues to be a jewel in our crown and it is in no small part due to the ongoing selfless contributions of Brooke Campbell and Larry Fournier. Par-

ticular thanks to Andy Irwin who is the prime mover behind the NOAC National Essay Contest. We are all grateful to the many members who have been so generous in their support of the Endowment Fund. Thank you!

I have been gratified by the engagement of the individual Branches as we have undertaken the very exciting initiative of renewal of NOAC. We are attempting to define our relevance as an organization as we forge ahead into the future. The AGM in Vancouver will help set the stage for our

successful renewal, and I am confident that we have the people of vision and energy to carry on the work required to complete the process.

Thank you for the privilege of allowing me to represent you as your National President and I look forward to the future growth of NOAC as we continue on towards the Naval Centenary in 2010.

The future indeed is bright. *Fair Winds Following Seas!*

Yours aye, *RAY*

Lighten Ship

'Worst Surrender'

Lieutenant Hirro Onoda of the Imperial Japanese Army fought the Second World War on a remote Philippine island until 3:00 pm on March 10th, 1974, despite the absence of any armed opposition for some twenty-nine years. The pamphlets announcing the 1945 surrender were dismissed as 'Yankee' tricks. After he was found, it took six months to finally convince him the war was over. His former CO had to return and give Hirro a direct order—over a loudspeaker.

But even after this, the Second World War still continued on the Indonesian Island of Morotai where Private Teruo Nakamura maintained an unbending vigil. The Indonesian Island was finally 'liberated' in late December 1974. Teruo's wooden rifle butt and stock had been polished nearly clean away and it is thought he had destroyed his remaining ammo immediately prior to surrender. Japan welcomed him home as a hero. The locals on the island however, complained that Teruo had been a bloody nuisance and had stolen much livestock over the years.

From the 'Scottish Legion News' • Submitted by Herb Dow, Regina Branch



Public Archives Canada PA-056818

Fraser McKee's



The Little Known Navy

Who was first?



The Donaldson Line steamship ATHENIA seen in Montréal Harbour, 1933.

EDITOR'S NOTE – *When Fraser's contribution to 'Starshell' in the form of his 'Little Known Navy' was introduced years ago, his original intention was to publish little known facts about our Canadian Navy. In doing so he succeeded in spades, but alas as we all know, keep pumping the well and it will eventually run dry. Being the veritable font of information that he is, Fraser, a maritime author of note and former 'Starshell' editor, kept pumping the stuff out, though with more of an international flavour. None of us can deny the 'educational' value of these little gems, so as seen with his more recent contributions I have elected to keep them coming, and under the same header we all identify with so well. Thanks Fraser!*

As most naval readers are aware, the first U-boat success of World War II was a gross error on the part of Lt. Fritz-Julius Lemp of *U30*, when he sank the Donaldson liner, *Athenia* (13,581 tons) northwest of Ireland on the opening day of the war, September 3rd, 1939. Attempts were made at first to hide this as it was contrary to Adolph Hitler's specific orders not to sink passenger ships without warning. The page in Lemp's log was therefore removed, and he was severely reprimanded at all levels. Only later, counter accusations were put forward in justification [*i.e.*, Jürgen Rohwer's 'Chronology of the War at Sea 1939-1945' (NIP 2005) states Lemp mistook the passenger liner for an auxiliary cruiser (p.2). Ed.]

But the first Royal Navy 'success' of WWII was also a gross error of sorts, when HM Submarine *Triton* (LCdr. H. P. de C. Steel) sank the RN submarine *Oxley* off the coast of Norway on September 10th, 1939. *Oxley*, unhappily, had been outside her des-

ignated patrol area, and Steel presumed she was a U-boat. But *Triton* was just beyond her patrol area as well. *Oxley*, having been built for the Royal Australian Navy, was actually in RN hands from 1931 on. With problems in submarine navigation, on September 14th, 1939 in the same general area, HM S/M *Sturgeon* fired at HM S/M *Swordfish* but fortunately missed. The Royal Navy's first true success occurred on November 20th, 1939 when HM S/M *Sturgeon* did manage to sink the small German anti-submarine ship *V209* off the Danish coast.

The first Allied success of the war goes to the Polish submarine *Zbik* (LCdr. Zebrowski), a French-built submarine of 1930, when she sank the 525 ton German minesweeper *M85* (Lt. Ulrich) on September 9th, 1939 in the south Baltic, north of Danzig.

The first successes of the Pacific war,

presuming that it started on December 7th, 1941 with the Japanese attack on Pearl Harbor, went to Dutch submarines. The first goes to HMNS *K-X11* (although some sources credit HMNS *O-16*) which sank the 1,932 ton cargo ship *Toro Maru* on December 12th, 1941 off the Malay Peninsula north of Singapore.

The first US Navy successes both went to the USS *Swordfish* on December 14th and 16th, 1941. While patrolling in the South China Sea off Hainan, she sank the 3,500 ton transport freighter *Nikkoku Maru* to open their innings. Their last success was a small patrol ship of corvette size sunk on August 14th, 1945 in the south end of the Sea of Japan.

It had been a very tough submarine war ... on all sides!

Schober's Quiz #46

By George S. Schober

On December 12, 1940—almost exactly one year before the attack on Pearl Harbor—the Japanese High Command in Tokyo met to discuss the contents of the British Chiefs of Staffs' *August 1940 Far Eastern Appreciation* (henceforth referred to as the "Appreciation").

Question:

How did this ultra-sensitive document, covering in detail every aspect of Britain's plans for dealing with Japan's possible entry into the war, fall into the hands of the Japanese?

It was not through espionage nor treachery.

Answer on page 21

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MAIL CALL

◆ Diffused lighting

Fraser McKee's article in the Winter issue [*The Little Known Navy—'Polish Corvette Illuminated,' p.10*] brought back mixed memories!

'Diffused Lighting' was indeed, a success, especially under ideal trial conditions (Mahone Bay). At sea, it was less successful. Our bow wave and stern wake were illuminated in ghostly fashion, and other ships often called us up to say "You are all lit up!" Very disconcerting!

The ship's company didn't like it, as Fraser remarked, but what really sealed the fate of this very imaginative invention was the increasing availability of a decent radar (Type 271). You couldn't hide from it!

Jack Pickford, Ottawa Branch

◆ Lost trails

We seek your much appreciated help on behalf of a survivor of the sinking of HMCS *Valleyfield* on May 7th, 1944. He is hoping to contact any and all remaining members of her ship's company.

The gentleman's name is Stanley Tapson and he currently lives in Sidney, BC. His telephone number is 250-655-3103.

Peter Chance, NOAVI

IN BRIEF

◆ 'Lighten Ship' – there's actually truth to the story!

As I'm sure you can imagine, as editor of our august national publication I receive a great deal of material which not infrequently causes me to wonder whether it would survive the vetting process. Such was the case with our item concerning "Worst Naval Manoeuvre?" described in 'Lighten Ship' [p.24, *Winter 2008-09 Starshell*].

Well, the ink was barely dry when along came an email from Bill Clearihue of Toronto Branch stating that the stern-first collision with a rather solid granite jetty, which resulted in a hapless matelot aboard the frigate HMS *Ulster* being forcibly ejected from a hatch and being shot some 15 feet



Incontestable evidence of the nasty deed—HMS ULSTER's badly crumpled stern.

into the air, actually occurred.

Bill refers us to http://www.candoo.com/_ulsternorrie/ulster/ulster7.html, where you will find a full account of the incident. Bearing in mind that such facts as distances tend to grow exponentially with the corresponding passage of time, the only major difference between the web account and that described in our 'Lighten Ship,' is that it states the sailor was propelled some 30 feet into the air as opposed to 15 feet as stated in the version I used to prepare the item.

In any case, it makes for good reading and I invite you to type in the web coordinates and read for yourself.

In the meantime, many thanks to Bill Clearihue for validating the item. If you have any similar bump we could publish in 'Lighten Ship,' please don't hesitate to pass it along to your editor.

◆ Our first National President



John Harrison Cleveland.

When preparing the special 'Tribute' to our first National President, John Harrison Cleveland [p.21, *Winter 2008-09 Starshell*], your editor's efforts to obtain either a recent or contemporary photograph of Harrison, could not be fulfilled prior to going to press. In the meantime, we would

like to thank Harrison's daughter, Dr. Janet Cleveland, who was kind enough to provide the accompanying photograph taken of her father during his wartime service.

◆ Seeking Haida ship's badge

Barry Gough, Official Historian of HMCS *Haida*, is seeking to purchase a wooden *Haida* ship's badge, the typical dimensions of which are 6 x 6-1/2 inches. Barry can be reached at 250-592-0800, or by email to bgough@wlu.ca.

◆ Friends of Fairmile Q105 fund raiser



Scale model of Q105.

The only known remaining WWII RCN Fairmile motor launch *Q105* is being restored to its original configuration by a group of dedicated volunteers from the Sarnia, ON area, incorporated as the 'Friends of Fairmile *Q105*' under the leadership of Rev. Paul Wooley.

With the advent of spring and the commencement of work on the vessel soon to begin again in earnest, a fund raiser was held on March 20th in the Optimist Hall, Point Edward, at which approximately 200 people attended. The crab legs and filet mignon feast was enjoyed by several members of London, Ontario's naval community shown in the photograph which follows.



L to R: Gerry Coulter, Pres. RCNA London; OS John Stevens, HMCS PREVOST; Bob Graham, Pres. RCNA Sarnia; PO1 Murray Quinton, Coxswain HMCS PREVOST; and Mike Hoare, Pres. NOAC London Branch.



Some Recent 'Grip & Grins'



OTTAWA:

National Executive Director Richard Archer (left) delivers an Endowment Fund cheque for \$2,500 in support of 'Salty Dips' Volume 9 production. Accepting the cheque is Merv Cameron, Ottawa Branch's Director for 'Salty Dips.'



CFB ESQUIMALT:

National Treasurer, Derek Greer presents 2007 Best Sea Logistics graduate Lt(N) Carolyn Ensing with her copy of 'No Higher Purpose, Vol. II, Part 1 of The Official Operational History of the Royal Canadian Navy in the Second World War, 1939-1940.' Lt(N) Ensing is currently serving as the Supply Officer aboard HMCS WINNIPEG.



CFB ESQUIMALT:

Derek presents Lt(N) Ryan Klassen with his book for finishing at the top of the 2008 Sea Logistics course. Lt(N) Klassen was on his way back to the West Coast after a brief sojourn in NDHQ Ottawa.



The 'Friends of Fairmile Q105' is a Canadian federally incorporated non-profit organization with charitable organization status recently acquired. The project is planned for completion by mid-year 2010 with the goal of sailing to Halifax for inclusion in the Canadian Naval Centennial Ship Assembly. Upon return to her home port of Sarnia where she was built in 1943, the vessel will be both an historical display and a training platform for youth. Touring the Great Lakes and Seaway destinations on goodwill tours will be added to her list of duties.

Additional information can be obtained from the website at www.fairmileq105.org and from the contact information listed on the site. The organization is soliciting support in a wide variety of ways as identified on the web site.

Mike Hoare, London Branch

◆ Sea Cadet scholarships

Would you like to do more to support Sea Cadet scholarships? The Navy League of Canada recently created a charitable administration unit, independent of the League itself, to raise funds and administer the granting of scholarships to Royal Canadian Sea Cadets who are about to enter post-secondary institutions. This organization is known as the Royal Canadian Sea Cadet Education Foundation.



The Board of Directors consists of Tim Porter as Chairman, Jake Freill as Vice Chairman, and the following members: Dick Ratcliffe, Al Kennedy and John Green.

In September 2008 the Foundation awarded ten \$1,000 scholarships to the most deserving applicants. At the moment we are campaigning to replace that \$10,000. Because of limited capital funds the Foundation was unable to grant scholarships to all deserving applicants, so it is also our wish to raise sufficient capital to award more scholarships in future.

As most personnel realize, DND and the Navy League do an excellent job instilling pride of self, unit and country in the cadet during the four or five years they have them under their wing. It is the Founda-

tion's fund raising goal to see that as many cadets as possible grow up and continue to serve their country with the benefit of a post-secondary education, and with your help the Foundation will be able to meet that goal.

You can donate now on our web site www.canadianseacadetscholarships.ca and be assured that *Pay Pal* guarantees your information is totally secured by their privacy policy. You do not have to be a member of *Pay Pal* to donate. Your donation can also be gratefully accepted by the Secretary at: Royal Canadian Sea Cadet Foundation, 601 - 1180 Ohio Street, Ottawa, ON K1H 8N5. Tax receipts will be issued for all donations.

Tim Porter, Ottawa Branch

◆ **St. Paul's memorial window**

Courtesy CFB Esquimalt 'Lookout'



L to R: Mike Morres, Vice President NOAVI; Bill Hughes; Derek Greer and the Rev. Canon Andrew Gates (Rector of St. Paul's).

On February 6, 2009, our National Treasurer, Derek Greer, presented a cheque for \$1,000 from the NOAC Endowment Fund to RAdm. Bill Hughes who is the driving force behind the St. Paul's Anglican Church, Navy Memorial Window project in Esquimalt. The window will replace the one behind those in the photo. St. Paul's has a long navy connection, originally built in 1866 inside the bounds of what is now Esquimalt dockyard, but in 1904 was

dismantled and moved to its present location just outside the dockyard.

Derek Greer, NOAC National Treasurer

◆ **East coast book award**

This year's winner of the NOAC Trophy and Book Award for the top naval technical officer on the NTO Indoctrination Course is a former Naval Weapons Technician currently completing his BSc in physics at St. Mary's University.

Naval Cadet Jason Murray from Sackville, Nova Scotia is a graduate of the Naval Combat Systems Technical Training Program in St. John's, Newfoundland, and is a qualified submariner, having served in HMCS *Ojibwa*, *Victoria* and *Chicoutimi*.

Former NOAC National President Mike Cooper represented the NOAC at the Naval Technical Officer awards ceremony and mess dinner in the *Stadacona* Wardroom on March 26th, 2009.

Regrettably, NCdt Murray was under the weather at the time and was unable to attend the dinner and receive the annual award in person.

Mike Cooper NSNOA

◆ **Historical conference on Pacific navigation, Victoria 12-15 Aug.**

Speakers from Canada, the UK, Australia and the US, will present twenty-one papers on topics ranging from the first European voyages of discovery to the northwest coast through to hydrography in the 1950s, and how specialist navigators were trained for the RCN and practiced their art. Excursions to the naval ship handling and navigation trainer, and to the Hydrographic Section of the Ocean Sciences Institute, will be included along with a round voyage to the lower mainland in the *Spirit of Vancouver Island*. Optional weekend excursion to Bamfield. Program and

registration form will be found on the Canadian Nautical Research Society website: <http://www.cnrs-scrn.org> or contact Kamala Paton at the Maritime Museum of BC: kamala@mmbc.bc.ca, 250-385-4222, extension 111.

◆ **Donation to London Branch**



NOAC London recently received an Endowment Fund award of \$1,000 toward the production of the publication entitled "*A Brief History of Her Majesty's Canadian Ship Prevost 1938-2008*" which was completed in the autumn of 2008. The photo shows London Br. President Mike Hoare (left) presenting the cheque to Branch Treasurer, Rob Fraleigh at one of their meetings in *Prevost's* Wardroom. Copies of the publication are available for \$10. Contact Mike at 519-238-5862 or by email to drmh@hay.net.

Mike Hoare, London Branch

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A View from the Lower 50 'Provinces'

By D. L. 'Navy Dave' Woods
Representative to NOAC from the former NRA of the US

My first Naval Reserve Association of the US national conference was in Denver, Colorado in October 1966. There I first met the NOAC. As NRA's 'public relations officer,' I also worked full time as a Navy Department civilian under the Chief of Information, RAdm 'Hank' Miller, best known for training 'Doolittle's Raiders' in carrier take-off, and leading our nuclear powered task force around the world. Miller was a speaker in Denver and booked for a late night broadcast over radio KOA, a powerful channel heard over the western US and the lower part of Canada.

Well, Admiral Miller was delayed and needed a replacement. NRA's Executive Director at the time, Jack Lewis, suggested NOAC President Bob Bundy, who saved my bacon by filling his allotted 15 minutes and remaining on the air for two hours! He was even invited back the next night. Clearly, Bundy's articulate Canadian views on world events built a splendid reputation for NOAC and enhanced my professional rating simply for selecting him. About a year later, then-Secretary of the Navy Paul Nitze, directed Miller to encourage all navy-related private organizations to speak with a single public voice. I was asked to organize a one day conference of the then thirteen separate societies and associations. We formed the Navy Marine Corps Council, which still meets with the SecNav, CNO, Marine Corps Commandant, top enlisted leaders of both services and others, for annual status briefings.

Now, leap forward more than forty years to Fort Worth, Texas in mid-March 2009! The world and its navies has changed dramatically, but last month the NRA became the **Association of the US Navy (AUSN)** with a unique mission as the first and only all Navy US association, and NOAC's NRA liaison Fred Abbott of Calgary Branch was there!

For years the Association of the US Army has helped the Army; the Air Force

Association has backed the US Air Force—yet the several dozen organizations supporting the US Navy remained fragmented.

The major difference between the NOAC and the new AUSN is that the former's membership is comprised primarily of officers, while the latter includes officers, enlisted personnel and civilians. The latter two categories are expected to increase in the AUSN.

It is also true that the US has a large volume of other military associations based on service (Marine Corps), communications/electronics/intelligence, defense preparedness, military vehicles, military weapon systems, logistics, reserve, guard forces, military benefits, families, professional skills, history, medical, religion, mothers, wives, racial constructs, enlisted personnel and warrant officers.

The roles of these various Navy-related organizations are similar yet distinct. The Navy League of the US is educational and citizen-based. The Fleet Reserve Association and Naval Enlisted Reserve Association deal legislatively with enlisted benefits. The Military Officers Association of America (the largest) represents all officers—in seven uniformed services in retaining

benefits via legislation. The smaller National Association for the Uniformed Services includes enlisted personnel and military widows, as well as officers with a similar agenda. The US Naval Institute (USNI), essentially professional, includes officers, enlisted and civilian members, and produces two magazines [*Proceedings* and *Naval History*], many books, plus solid professional and technical meetings. Since the Chief of Naval Operations is the CEO, the USNI doesn't testify before Congress on legislation or benefits.

Consequently, the new Association of the US Navy is the only association composed of officer, enlisted and civilian members dealing legislatively with issues affecting both active and reserve components—from manpower, benefits, weapon systems, warships, aircraft, research and development, and shore establishment, to worldwide operations from outer space to the ocean's depths.

Clearly, the US Navy is the most fragmented of all military services. Thus, the newly created AUSN will seek to keep these diverse aspects together in the best interests of the Department of the Navy and the citizens of the United States. As has been said, "the past is prologue!"

'Navy Dave' Woods is a retired Captain USNR, residing in Hedgesville, West Virginia. In addition to being the NRA/AUSN liaison officer to the NOAC, he has been a member of Calgary Branch for a number of years.



The occasion is the Naval Review at Weymouth Bay, 7 to 11 May 1912, showing a marvelous collection of 'VIPs' observing from the fo'c'sle of HMS *Neptune*, flagship of the Home Fleet (renamed *Grand Fleet* shortly before WWI). In the foreground from left to right are: HM King George V, Admiral Sir George Callaghan (C-in-C Home Fleet), the Prince of Wales, and possibly Admiral of the Fleet Prince Louis of Battenberg (First Sea Lord).

CANADIAN NAVAL HERITAGE



Days of Endeavour

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

Part Six: 'From Tedium to Terror in the North Atlantic'

In Part Five of 'Days of Endeavour' in the last issue of 'Starshell,' Skinny was awarded a DSC for his part in the RN's Channel Mobile Balloon Barrage. Following his service there, he was married and transferred to the RCNR where he was appointed to the corvette HMCS Trillium on convoy escort duties. We left him in the winter of 1941 in the North Atlantic. Ed.

Various diversions [to avoid the German U-boats] were tried, sometimes very successfully. The course of the convoy would be altered after dark for a few hours so that the shadowing submarines' estimated position of the convoy would be in error. This only worked however, if the U-boat was shadowing from a long distance away. Once close contact had been made, the submarine could keep in touch easily because the noise given off by the engines of fifty ships carried a long way through the water. In addition, there were always one or two ships that persisted in making smoke, which could be seen through a periscope for a very long distance. It was a wearisome battle with the elements, too frequently interspersed with terror, as ships all around were torpedoed and men thrown into the freezing water and all too often left to die.

Iceland, as might be expected, was an inhospitable place to spend any time. Hvalfjörður, a few miles outside of Reykjavik, was the end of the earth. It was wide, bleak, flat, with poor holding ground, so being there at anchor for any length of time was not very relaxing. Many ships dragged anchor there due to the wild winds that howled down the

fjord, and at least one Canadian destroyer [*Skeena*] was driven ashore later in the war with some loss of life. This was our rest from the onerous duties of convoy duty. *Trillium* spent Christmas 1941 at anchor there.

Before I joined *Trillium* and left England, I had set the wheels in motion to get a passage to Canada for Pam. All travel in Europe was restricted, and the British government controlled all the space in ships leaving the country. We had little hope that such a trip would be approved, but there seemed no harm in applying anyway. One day in the fall I was surprised therefore, to receive a letter (or telegram) from Pam to say that a "change of address" was imminent. It was November 1941 by this time, and this new bride was facing a new life in a new country with no friends or family closer than 2,000 miles across a hostile ocean except me—and she had no idea where I was. I think we had discussed, probably by letter, that if she got to Canada she should go to Winnipeg where most of my family was, and wait there. The details of such a trip—like money for train fare, places to stay, etc., never seemed important enough to discuss! Pam says that she was never frightened or worried about this great adventure.

Pam's eventual passage to Canada needs some comment here. As mentioned above, I had set the wheels in motion almost as soon as I had heard that I was to leave England. The bombing 'blitz' was very bad, particularly in large cities like London and Liverpool. No one was safe. I knew that I would feel much happier if I knew she was safely

in Canada. When I applied for the passage, the Canadian Naval Office in London held out no hope at all; no arrangements existed for civilians to obtain passage across the Atlantic whether they were Canadian or not. However, a few weeks after I joined *Trillium*, Pam was contacted and informed she should obtain a passport and get some inoculations. She was told how much money she could take out of the country and advised to stand by to travel. She promptly did as she was told, bought a steamer trunk and packed it. This was sometime in July 1941. She finally left on November 11th on board a ship called *Llangibby Castle*, which had just returned from South Africa.

On the passage to North America she was carrying a load of trainees going out to Canada as part of the Empire Air Training Scheme. In addition, there were a few wives and some civilian ferry pilots. She landed in Halifax on November 24th, only to find that my ship had left a short time earlier to go back to St. John's. She was able to get a message to me to announce her arrival in Canada.

After *Trillium's* boiler clean in Halifax in October/November, we returned to Newfie with a new Commanding Officer. While waiting for our group to return to port from convoy duty, an opportunity to exercise with a Royal Navy submarine presented itself and we were sent around the corner from St. John's to Conception Bay for some basic anti-submarine exercises for a few days.

In the course of entering the little port of Harbour Grace we touched bottom and bent our propeller. We limped back to St. John's



and were waiting there for a decision as to how and where we were to be fitted with a new propeller, when I was told by telegram that Pam had arrived in Halifax. She was asking what she should do. The news about our future movements changed almost hourly. First we were going to Halifax for a new propeller, then they were shipping it up by train; then they were shipping it up in one of our ships coming from Halifax. At the moment that I had to answer Pam's query about what she should do, we were going to have to wait in St. John's for a new propeller to be brought up from Halifax. This decision dashed my hopes of us rushing down to Halifax forthwith where my darling waited with as much anticipation as I did. On the other hand, it would take at least a week to find another propeller, and still more time to send it up. So I wired her to come on up to Newfie by the quickest means and started to look ashore for somewhere for us to live temporarily.

Pam booked passage in the coastal steamer *Fort Amherst* which arrived on a Saturday morning. I soon became very aware of the fact that housing was difficult, if not impossible to find

anywhere. The best I could do by the time she arrived was an offer from the wife of another naval officer who had managed to find a room sometime before. Her husband was away at sea and she said that if I had not managed to find a place by the time Pam arrived, she would go and stay with a friend for a night and let us use her place—obviously on a temporary basis.

In addition to my personal problems, a Board of Inquiry was ordered to establish the facts about our grounding in Harbour Grace. As it happened, I had been kicked off the bridge just before the ship touched bottom. I had tried to remonstrate with the captain about which side of a spar buoy we should go. He had obviously been drinking in his cabin while we had been 'playing' with our

submarine, so when I tried to convince him that he was "standing into danger," he ordered me off his bridge. Since he was the captain, he won that argument and we touched bottom. At the subsequent Board of Inquiry I was able to prove that the spar buoy was out of position and, in passing it, we had indeed touched a sand bar that the buoy was intended to mark. No blame was therefore laid to either the captain or me.

After we returned to St. John's and began our wait for a new propeller, the captain began to drink in earnest. He was a recent addition to the RCNR, having been the Second Mate in a large liner of a prestigious shipping company. As noted, he had not been in the navy for very long and I have no idea why he drank. There was in fact, quite a bit of



On watch aboard TRILLIUM in the North Atlantic.

drinking in small ships, most of it by Commanding Officers, and mostly in harbour. Lots of hangovers were taken to sea, but I never personally served with another officer who incapacitated himself with drink while the ship was under way.

While all of this was going on, Pam was coming up the coast on board the *Fort Amherst*. All of a sudden we were informed that a new propeller of the right specifications had been located right in St. John's, and would be fitted immediately. *Trillium* was then returned to our former escort group and included in the sailing orders for the next convoy. Our drunken captain then decided that we could not sail until his laundry had been returned on board and wanted the shore authorities so informed. At this point the

First Lieutenant decided that he was unsafe to take the ship to sea and reported that to the operational authority. Very shortly *Trillium* had a new temporary captain, a new propeller, and orders to sail three hours after Pam arrived in St. John's!

When I left my ship to meet the *Fort Amherst* around on the other side of the harbour, *Trillium* was all stored, fuelled, and ready to sail at 3:00 pm. The wardroom at this time had a good working relationship with one particular taxi company. It only had a few cars at that point, but they were obliging and reliable. I had arranged for them to pick me up, take me around the harbour to the *Fort Amherst's* berth, wait for Pam and me and bring us back to *Trillium* for lunch—which was the only time we were going to

get together before we sailed. On this particular day, the owner of the company, Harry Bugden, picked me up. This was not unusual since he regularly drove one of the cars. On the way over to meet Pam I was complaining to Harry that I had not been able to find a place for her to stay, and how I had to leave for a month or so on another convoy.

Harry was sympathetic but offered no suggestions. I met Pam and broke the news to her that she was going to have to stay in Newfoundland at least a month if she wanted to see anything of me. She was disappointed of course, but undaunted, even when I told her I had not been able to find her a place to stay. The only 'plan'—if it could be called one—was for her to contact the wife of a friend I had met who worked up in the Operations Room (Godfrey and Sheila Archbold). They said they would help her look for a place while I was gone.

We had lunch on board *Trillium* with an unaccustomed bottle of wine, as I recall, and a very sad parting when I put her into Harry's cab. We sailed immediately, and fortunately I was kept very busy trying to find the

http://www.navy.gc.ca/project_pride/home/index_e.asp - DND Photo #JT-159



The rather austere bridge of HMCS TRILLIUM ca. 1940-42. The individuals in the photo are unidentified, but it would not appear as though 'Skinny' is among them.

Ed.] and the ferry to Sydney, another train to Halifax, then on to Winnipeg where she was met by my family, and where she was to stay with mother for the duration of the war. Trillium went back to convoy duty for the rest of the winter.

At the beginning of 1942, the pattern of our operations was changed and we started to escort the convoys all the way across the Atlantic. We joined the convoys as before, just off the Grand Banks, and escorted them until we were close to the coast of Ireland when we would be met by local escorts who would take the ships to their individual destination ports. We, the ocean escort, would go into Londonderry, Northern Ireland, for fuel, replenishment, and a short rest period. A US Operating Base which was more efficient than Iceland, St. John's, or even Halifax, was established in Derry. Initially, the recreational facilities were those normally found in a British sea port of that size. As the war wore on, more canteens and clubs specifically for servicemen were established. As it was, since it was bigger even in the beginning, it was a much better place for an evening ashore (at a pub, at the Northern Counties Club, or a cinema) than was St. John's. The repair facilities, run entirely by the Americans, became excellent. It even became possible for officers, because they were allowed to carry civilian clothes on board, to occasionally jump on a train for a night in Dublin, in a neutral country! The main object as far as most of us were concerned, was to get a steak, eggs, and some good bread and fresh vegetables for a change. What bliss! We also took turns going on leave to England, and although it wasn't the same, I got over to Liverpool a few times to see Pam's family.

By and large, the first few months of 1942 could be categorised as horrendous. The U-boats started operating off the US east coast where merchant ships were not yet being sailed in convoy. More than 600 ships (mostly unescorted and in the Western Atlantic) were sunk by U-boats in the first six months of

convoy, fighting sea sickness, keeping watch on the bridge, and getting to know our new commanding officer. Even then I was pretty miserable for some time.

We spent Christmas alongside the depot ship in Hvalfjord, Iceland on that trip, and sailed soon after for the return leg to St. John's. When we got back to our base after an absence of about five weeks, it wasn't really until we were steaming in through the narrow harbour entrance and lining up for our berth that I realised that I had no idea where my wife was! Our last point of contact had been Harry Bugden's cab. Needless to say, the first phone call out of the ship was to the Newfoundland Hotel Taxi Company and a plea for Harry to come down to the ship. It seemed like a long wait but he eventually did get down to pick me up. He said yes, he did know where my wife was, and yes, he would take me to her.

He declined to tell me where she was beyond saying she had found a place to live. We drove up to a residential part of the city where I had never been before and stopped in front of a modest house on an ordinary

street. I was a bit surprised when he got out of the car and started to walk to the house with me, instead of simply turning around in his seat and taking my money for the fare. You have of course, guessed by now that Harry had taken Pam home to his wife! He and his wife Julia and daughter Ollie had made a bedroom available, treated her like 'family,' given her Christmas presents and generally looked after her like one of their own. What wonderful people! When I tried to express my gratitude they were very matter-of-fact about it all and pretended it was just the normal and natural thing to do. They were fine people and we kept in touch with them for many years after the war. In fact we saw them in Halifax on the way to, or from Toronto, just before Harry died of cancer in 1967 or 1968. We saw Ollie again in St. John's in the summer of 1992 when we visited Newfoundland.

Pam stayed in Newfiejohn for our turnaround after we got back from the 'Christmas in Iceland' trip. When we sailed for our next convoy, she took the 'Newfie Bullet' [the now defunct narrow gauge Newfoundland Railway,



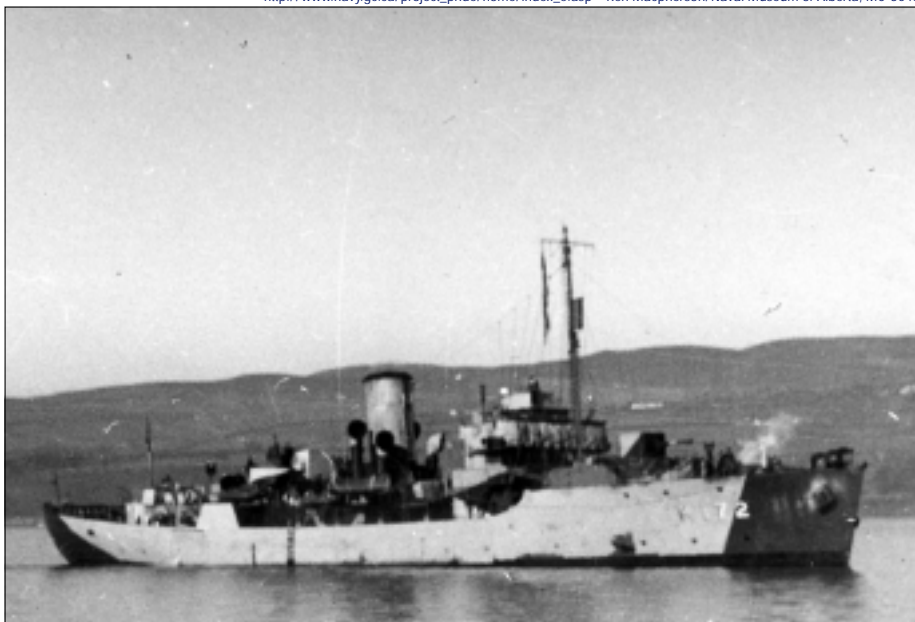
A rather 'fuzzy' view of HMCS TRILLIUM taken ca. 1941-42 before her foc's'le was extended. An 'experimental' camouflage pattern perhaps? Your editor has never seen this pattern on a ship as small as a corvette before. If any of our readers can enlighten us, we would love to hear from you.



1942. I guess *Trillium* did about two 'Newfie to Derry' trips before the next change occurred in our employment. Both of these passages were a mixture of boredom [tedium], punctuated with periods of intense excitement and activity [terror].

The daily routine was only varied by the weather and sea conditions. The officers lived amidships in a couple of cabins and the wardroom. The Executive Officer (also known as the First Lieutenant), had a cabin to himself. The other officers shared a four-berth cabin. The captain (also known as the 'Old Man'), had a larger cabin one deck up. The men lived in various 'mess decks' scattered around the ship. They all slept in hammocks except for the senior Chief and Petty Officers, a few of whom had bunks. Almost everyone on board except the captain kept a watch of some kind, either as a lookout, signalman, Officer-of-the-Watch, coder, radio operator, submarine detector, helmsman, or in the engineroom or boiler room as an engineroom artificer, stoker, oiler, electrician, etc. In the corvettes built for the RN like *Trillium*, the galley was right aft so all the food was cold by the time it was brought along the open decks to the enclosed mess decks. Cooks varied considerably. Some ships even had one that could cook—most didn't! I don't think naval cooks got much training in cooking. When the weather was rough, most people in corvettes got seasick because of the violent movements of the ship. That included the cooks, which in turn meant no meals or cold meals. 'Spam' and sandwiches—or worse! The only refrigeration we had were two or three domestic sized, home-type 'fridges,' so meat and vegetables spoiled quite quickly. Almost nothing was supplied frozen so canned food was all that would last for any length of time.

Outside of watchkeeping, most of the daily routine involved keeping the ship's liv-



ing spaces clean, and the equipment operating efficiently. Most of the ship's company not on watch went to work in their various departments or messdecks between 0800 and 1200. After the noon meal, which was the main one, most people slept or read or worked on their hobbies (a few). Their time was their own. Those few men who did not keep watch generally worked in their departments all afternoon. There obviously were some communal activities such as card-playing, most of which was done in the 'dog-watches' between 1600 and 2000. There was no public address system, so announcements and orders had to be relayed around the ship by a bosun's mate going to each part of ship in turn, blowing a bosun's call to get attention, then shouting out the order or message. The mess decks were almost always damp, crowded, smelly and sometimes cold. The officers' cabins were much better and a place to sit, play cards or read.

The weather and sea conditions were a constant concern. Fuel in sufficient quantities was not the major worry for corvettes as it was for destroyers. The weather though was always the worry. Corvettes, with their round bottoms, were somewhat like those toy clowns given to babies. They are easily pushed over but snap back to the vertical very quickly. We used to say that a corvette would roll on wet grass! Good weather, on one hand, meant light winds, clear skies, low seas and swells, sometimes moonlight and all too frequently, submarine attack. On the other

hand, storms and fog meant less enemy activity but more discomfort and fatigue just hanging on as the ship rolled and pitched its way towards port and safety. Add to the primitive and uncomfortable living conditions the occasional encounter with ice. Heavy ice formed on the upper decks of ships in the cold northern latitudes when spray swept over the decks in the winter months making even corvettes unstable and dangerous. In summer, icebergs drifted across the shipping lanes in the Western Atlantic creating a deadly threat of collision—*à la Titanic!*

There were good trips and bad. Crossings when we lost very few ships but had bad weather; others when we lost no ships because the submarines never found us; and there were trips when we lost many ships because we were found early in our passage, there were lots of U-boats in the vicinity and the weather was good.

Any time that a convoy came under heavy attack, the escort force was usually simply overwhelmed. The U-boats were faster than corvettes on the surface, and generally managed to escape that way. In addition, there were never enough escorts. One or two destroyers and three or four corvettes were not enough to cover the large area occupied by even a medium sized convoy. Also, our detection devices were primitive, and air cover was largely unavailable when it was needed.

During my fifteen months or so in *Trillium* we had four commanding officers. When I



joined, the ship's first CO (the bully-boy) was still there. He left in the fall of 1941 and was replaced by the drunk who only lasted long enough to put the ship ashore in Harbour Grace (about three weeks).

When it became imperative that he be relieved immediately before sailing for a convoy, there was no spare CO standing by in St. John's for just such an emergency. However, the previous navigator of the *Trillium*, George Gaudreau, was available—in a manner of speaking. He had been landed from *Trillium* after developing an ulcer and was then in Newfoundland under medical treatment. He was pressed into service as the commanding officer of his old ship—still nursing the ulcer. There was therefore, no question of him staying permanently. He only did the 'Christmas in Iceland' trip and was relieved on return to Newfie early in 1942 by a most unusual guy by the name of Phil Evans.

An aside about [Skipper Lt RCNR] George Gaudreau, a most likeable man. He had served in Canadian merchant ships in the St. Lawrence River and along the east coast, was from Québec City, and had a fairly heavy French-Canadian accent. Being a navigator he always took a noon sight with me as a check on our position. After the sun reached its zenith we would get a reading and both rush into the wheelhouse with the resultant data to work out our position. This routine quite quickly developed into a race to see who could complete the calculations first. The only trouble with this from my point of view was that George did his 'figuring' in French and aloud! Very off-putting. He nearly always won that little race.

Our fourth CO [A/Lcdr RCNR] Phil Evans, was originally trained at the US Naval Academy in Annapolis before the war. In the United States Navy officers were given a general training that fits them for any job in a ship, whereas in our navy, we trained to be either an executive (upper deck) or marine engineering officer, etc. Phil's eyesight had fallen below the required standard shortly after he had joined the fleet, and he had to resign from the US Navy. When the war began he was working in Washington, DC, and when the US did not join in the hostilities after a few months, he came up to Canada and joined the Canadian Navy as a Marine Engineer. Because of his experience he was placed

in the RCNR—a category for ex-Merchant Service officers, as opposed to the RCNVR for those with no seagoing experience.

This was just at the time when the Lend-Lease deal between the British and the Americans was made and Canada got—on loan from the Royal Navy—six of the fifty old USN destroyers which were part of the exchange for bases in Newfoundland and Bermuda. Evans was a godsend to our navy for he had experience in running these old ships in the US Navy. He was in St. John's serving as engineer officer in one of these old 'four-piper' destroyers when *Trillium* returned from her one voyage with George Gaudreau in command, and was in need of a medically-fit commanding officer. It would appear that someone remembered about Evans's USN stripes (which made him into an executive officer), and appointed him in command of *Trillium*. His standard of visual acuity, which had resulted in his discharge from the USN was either ignored, not considered important, or unknown to the staff ashore in Newfoundland who were responsible for personnel ap-

pointments.

There is no doubt that he was a very experienced officer and a very bright guy. It took me nearly six months to appreciate that he was nearly blind at night. As I have said earlier, most of our problems with the enemy occurred at night. Because he carried a 'mental compass' around in his head, he could come up to the bridge in the middle of a melee, with flares all around, maybe a ship on fire, explosions of depth-charges, and/or torpedoes going off, and with a few short questions completely orient himself as to the situation. It was a remarkable performance! He was a pretty good ship handler, a good seaman, and a real character in a fleet full of characters. During one spell in harbour between crossings of the North Atlantic, he had participated in a heavy drinking session ashore over a period of two or three days. When he finally surfaced, he made a general signal to the whole escort group, including those with whom he had been partying, which said: "THE SNAKES ARE NOW BACK IN THE BOX! LET BATTLE COMMENCE!"

To be continued...

OBSCURE & OFFBEAT NAVAL ODDITIES

By J. M. THORNTON

'OWN-GOAL' MISHAPS

One of the most fantastic mishaps in the annals of sea warfare happened off North Cape early in 1916 when the German *U-28* torpedoed the British merchant ship *Olive Branch* on her way to North Russia laden with supplies. Surfacing, the German submarine closed the doomed merchant vessel with the object of finishing her off with her deck gun. The second round from the weapon burst amid the ammunition-filled hold of the British ship and the resulting explosion was so violent that a lorry, which was part of the deck cargo, was blown end-over-end high in the air and, incredible as it seems, came crashing down upon the U-boat damaging it so badly that it too went down to the bottom!

Only slightly less incredible was the fate of *U-49* some twenty-seven years later. On July 24, 1943 the U-boat, while on patrol in the Bay of Biscay, managed to shoot down

an RAF Wellington bomber. The aircraft fell straight down on top of the submarine, the wreckage straddling the submarine's casing. The impact did not cause the U-boat serious damage, but two of the Wellington's depth charges remained lodged in the bomber's wreckage. These were finally rolled overboard by the U-boat crew, but one of them exploded close to the submarine causing her fatal damage and she sank shortly thereafter.

A similar fluke damaged HM Submarine *United* in 1942 in the Mediterranean when she torpedoed an enemy supply ship near Lampedusa with a single torpedo at just over 1,000 yards. The supply ship blew up with a mighty roar causing a solid girder to strike the sub's casing just before the conning tower, and other debris punctured holes in the pressure hull. Unable to dive, *United* managed to limp back to Malta on the surface.



The Algerines

Charles D. (Doug) Maginley



How many of us remember the Algerines? They were useful little ships that efficiently escorted convoys during the latter part of World War Two. After the war, in some cases for nearly thirty years, they performed a variety of duties as training ships, hydrographic survey vessels and civilian oceanographic research ships.

The Algerines were built in Britain and in Canada and served in both the Royal Navy and Royal Canadian Navy. Although minesweeping was intended to be their main task, they were versatile ships and effective anti-submarine escorts.

The designer of the class was Rowland Baker, who was also responsible for the smaller Bangor type minesweepers. (After the war, Baker came to Canada to design the St. Laurent-class DDEs, then returned to the UK to design Britain's first nuclear submarines.)

The Algerines had about the same displacement as a corvette: about 1,050 tons standard, 1,250 tons deep load; but were longer with finer ends. They were 225 ft. loa x 35.5 ft. beam and 10.5 ft. draft, and the propellers stuck nearly two feet below that. They had two Admiralty 3-drum boilers and triple expansion engines with two shafts giving 2,400 ihp., 16.5 knots. (Some of the UK-built ships had geared turbines but were

no faster.) The standard armament was a 4-inch Mk. 5 gun forward and eight 20mm Oerlikons or, in some RN ships, four 40mm Bofors. Anti-submarine armament was a 'hedgehog' mortar plus depth charges. Sensors included Type 144 ASDIC (Sonar) and, in Canadian ships, SU radar. Minesweeping gear could be deployed when needed.

The Algerines were a numerous class: 110 were built between 1941 and 1945 and several others were cancelled at the end of the war. Forty-eight came from yards in the United Kingdom and 63 were built in Canada, of which 50 were handed over to the Royal Navy and 12 retained by the Royal Canadian Navy.

The RN ships all had traditional small ship names (like *Algerine*) reviving those borne by brigs in the 18th century and Victorian gunboats. Seven of them were lost by enemy action. The Canadian ships were named for towns, like the corvettes and frig-

ates, and there were no wartime losses.

All twelve RCN ships were built by the Port Arthur Shipbuilding Company at what is now Thunder Bay, Ontario. They were completed between September 1943 and November 1944. As they had less range than the corvettes, they were assigned to the Western Escort Force rather than the mid-ocean groups but, with relatively modern equipment, were usually the ship of their group's senior officer.

Ken Macpherson and his co-authors in *The Ships of Canada's Naval Forces* (1981 and subsequent editions) have described each ship's wartime and postwar service, but the following summary may be of interest. Wartime pennant or hull numbers and postwar hull numbers where applicable, are shown.

In late 1945, five ships: *Border Cities* (J344), *Rockcliffe* (J355), *Sault Ste. Marie* (J334), *Oshawa* (J330), and *Winnipeg* (J337) were transferred to the West Coast where in 1946, they were placed in reserve. Seven ships: *Middlesex* (J328), *St. Boniface* (J332), *Portage* (J331), *Wallaceburg* (J336), *New Liskeard* (J397), *Fort Frances* (J396), and *Kapuskasing* (J326), went into reserve in Halifax.

Three were not retained for long. *Middlesex* had been paid off into reserve in 1945,

but was reactivated in 1946 as an emergency ship in Halifax. She was wrecked on December 2, 1946 while on a rescue mission. *St. Boniface* was sold in 1946 for conversion to a merchant ship, and *Border Cities* was broken up in Victoria in 1948.

In 1949, the remaining nine ships were classified as Coastal Escorts. They were given new hull numbers and the designation FSE (presumably meaning Frigate, Small, Escort).



A wartime Algerine, HMCS BORDER CITIES in July 1944, just prior to sailing for Bermuda to work up. Built by the Port Arthur Shipbuilding Co. Ltd. in Port Arthur, Ont. (now a part of Thunder Bay), she was commissioned on May 18, 1944 in that city.

Public Archives Canada Z-1476



HMCS WALLACEBURG is seen in 1955 approaching her berth at HMCS STAR in Hamilton where at that time, training took place in the summer months for Naval Reservists from across the country. Her hull is painted a dark blue-gray and the upperworks, a medium gray. The black funnel top identifies her as the senior ship.

ON THE WEST COAST:

- *Rockcliffe* (FSE 173) served as a training ship 1947-1950, in reserve 1950, and broken up in 1960.
- *Oshawa* (FSE 174) was in commission from 1956 to 1958, and was then converted to a naval auxiliary oceanographic research vessel (AGOR 174) and served until 1966 when she was broken up at Victoria.
- *Sault Ste. Marie* (FSE 176) was in commission from 1949, transferring to the East Coast in 1956, paid off in 1958 and broken up at Sorel in 1960.
- *Winnipeg* (FSE 177) did not serve actively on the West Coast, but was brought around to Halifax in 1955, refitted, and in 1959 transferred to the Belgian Navy as the *A. F. Dufour* (F903) and discarded 1966.

ON THE EAST COAST:

- *Portage* (FSE 169) was commissioned each summer from 1947 to 1949, and continuously from 1950 to 1958. She was broken up at Sorel in 1961.
- *Wallaceburg* (FSE 172) was in commission from 1950 to 1957. Transferred to Belgian Navy 1959 as the *Georges Lecoq* (F901) and discarded in 1969.

- *New Liskeard* (FSE 168) was used as a training ship from 1946, then on research duties as an RCN ship until 1958. She transferred to the naval auxiliary in 1958 (AGOR 168) and continued as a research vessel until 1969. She was broken up at Dartmouth.
- *Fort Frances* (FSE 170) was lent to the Department of Mines and Technical Surveys in 1948 as a hydrographic survey ship. Returned to DND in 1958 and served as a naval auxiliary oceanographic research vessel (AGOR 170) and broken up in 1974.
- *Kapusking* (FSE 171) was lent to the Dept. of Mines and Technical Surveys in 1949 as a hydrographic survey ship. Returned to DND in 1972 and served as a naval auxiliary vessel (AGOR 171) until 1974. She was expended as a target in October 1978.

In the 1950s a number of British Merchant Service officers were joining the RCN on short-service commissions (I was one of them) and the Algerines were the favourite place to put them to learn how a navy works. My first ship was the *Wallaceburg* which I joined in the fall of 1955. I was appointed navigator, the same job as in my last merchant ship. We operated locally and went to Bermuda to paint ship. In the summer we were

sent up the Lakes with *Portage* to train reservists, as Algerines could fit the locks of the pre-seaway St. Lawrence canals. We were based in Hamilton but we visited all the Lakes and the ports where there were Reserve Divisions and 'showed the flag' in places like Duluth, Milwaukee and Chicago. The following year was a repeat and we were joined by *Sault Ste. Marie*. (We constituted the 11th Escort Squadron.)

There were a few changes: the ships were now painted the new light haze-gray RCN colour scheme. We were given a Sperry navigation radar instead of old SU, and the 4-inch Mk. 5 was replaced by a Mk. 21, a rare gun; essentially the breech of the right gun of a Mk. 16 mounting with a different barrel. I switched jobs and became the gunnery officer. The fire control was pre-1945 vintage from a director sight on the bridge—"Up 400, down 200."

In the fall of 1957 we paid off at Sydney, and *Wallaceburg* was designated for transfer to the Belgian Navy. Our CO was the late-LCdr. (later Cdr.) Don Bethune, and she was a happy ship; in fact, the officers of that period have, for the most part, kept in touch with each other. It was a most enjoyable two



Charles D. Maginley



I took this photo of HMCS WALLACEBURG from her cutter (you can see it is not in its davits) at the Royal Military College jetty in Kingston, Ontario. She is wearing the new light haze-gray colour scheme. We had carefully eased alongside the very small RMC jetty. Commodore 'Debbie' Piers was then the Commandant of RMC. The Commanding Officer of WALLACEBURG, LCdr. Don Bethune, the Supply Officer and myself, were kindly entertained at 'Tea' by the Commodore and Mrs. Piers.

years, the sort that makes you say: "Fancy being paid to do this!"

Doug joined the RCN in 1955 after initial training in HMS Conway and service in British merchant ships. He specialised as a Direction Officer (D) in 1960. His seagoing appointments included Wallaceburg, Fortune, St. Croix, Bonaventure, First Squadron staff, and he commanded Chaleur and Fundy. He joined the Canadian Coast Guard in 1976 retiring in 1989. He is the author of two books on the CCG, 'The Ships of Canada's Marine Services' (with Bernard Collin), and 'Auxilio Semper: The Canadian Coast Guard 1962-2002.' He is a member of NSNOA and resides in Mahone Bay, NS.

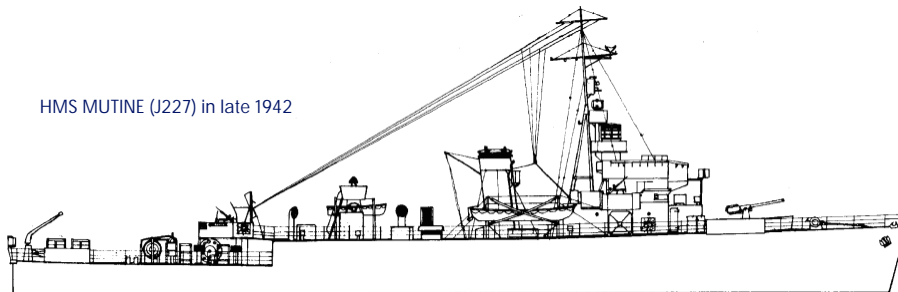
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* Note: this is the edition that records when ships were in commission.

HMS MUTINE (J227) in late 1942



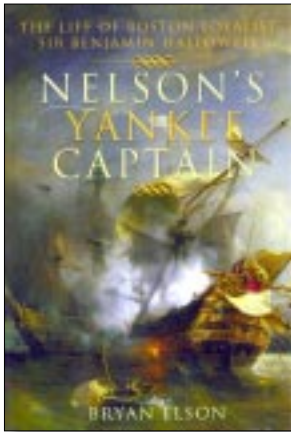
*Allied Escort Ships of World War II,' Elliott, NIP (1977)

MARCOM Museum



This photo of the Algerine HMCS NEW LISKEARD, was taken post-1965 (note the maple leaf flag) and serves to illustrate the multipurposes to which these vessels were assigned in the RCN. She became a Canadian Navy Auxiliary Vessel (AGOR 168) in 1958 with a deckhouse erected forward of the bridge. She was finally paid off in 1959 and sold for breaking up.

NAVAL BOOK REVIEWS



A Review by Bob Willson

NELSON'S YANKEE CAPTAIN THE LIFE OF BOSTON LOYALIST SIR BENJAMIN HALLOWELL

By Bryan Elson, Formac Publishing Co. Ltd., Halifax, NS, (2009) <http://www.formac.ca>, 320 pp, illustrations, bibliography, index, hardcover, CDN\$29.95, ISBN 978-0-88780-751-0.

Amateur naval historian and retired Captain(N) Bryan Elson became fascinated with the story of Admiral Sir Benjamin Hallowell when he kept encountering references to him as a Canadian who was part of Nelson's 'Band of Brothers.' The author set out to determine why Hallowell was not better known to students of Canadian history, or acknowledged by the Canadian Navy.

One of the reasons, it transpires, is that Hallowell was not a Canadian. He was born in Boston on January 1st, 1761, and never set foot in this country.

In pursuing his meticulous research over three countries and in numerous cities and towns, Elson uncovered a fascinating story of the family of a Boston loyalist and their younger son.

Benjamin Hallowell Sr. served in the Provincial Navy before and during the American Revolution, and also held the post of Collector of Customs in the Port of Boston where he owned extensive property.

Educated in England, Benjamin Hallowell Jr. entered the Royal Navy at the relatively late age of 17. He joined HMS *Asia* fighting the French in the Indian Ocean. Although his family were not affluent, they were well connected, and the young Hallowell rose steadily through the ranks being commissioned as a Lieutenant in 1781. Thanks to influential friends and many a 'bloody war or sickly season,' progressed to Post Captain and thus, to Admiral.

On the way, Hallowell served with Rodney, Jervis (Earl of St. Vincent), Hood, Nel-

son, and many other famous officers of the period.

His most well known action was the Battle of the Nile where he was in command of *Swiftsure*, but he was also active in the Mediterranean, North American and home waters over most of his illustrious career.

The family connections and his own reputation as an inspirational leader, skilled tactician and an honest, reliable officer, helped keep him employed throughout most of his life, an important consideration for one who was not born independently wealthy and never benefited from a large windfall of prize money.

In 1825 Hallowell inherited Beddington Park near Croyden from his cousin and life-long friend, Anne Carew, on the condition that he adopt the Carew name. After a long and successful career, Admiral Sir Benjamin Hallowell-Carew died at his home on September 2nd, 1834.

Accurately indexed and with an extensive bibliography, this popular history is also a valuable research resource. The book is well illustrated, but some of the small scale charts and maps are difficult to read.

The author has included a comprehensive appendix describing the people, the living conditions, seamanship and tactics during the age of sail. Interesting in its own right, this section is invaluable for readers who are not familiar with the politics of the maritime environment of the time. Elson has also consigned his chapter notes to the end of the book, wisely leaving

the narrative uninterrupted.

In addition to writing a very interesting biography, Elson has drawn an excellent picture of the Royal Navy during the late 18th and early 19th centuries. He also captures the ups and downs of the Loyalists who fled the young republic to make new homes in England and British North America.

Although Hallowell himself never returned to North America, his brother Ward and his family played leading roles in both Nova Scotia and Upper Canada. Their legacy is reflected in places such as Hallowell (now part of the town of Picton, Ontario), after which the frigate HMCS *Hallowell* (K666) was named, and Boyleston (his mother's maiden name) in Nova Scotia.

Nelson's Yankee Captain offers a fascinating look at the career of a highly successful seagoing officer during the French Revolution and the Napoleonic Wars, and the life experiences of one Loyalist family in the half century following the American Revolution.

Bob Willson is a member of Toronto Branch and the editor of their branch newsletter, BUMPH.

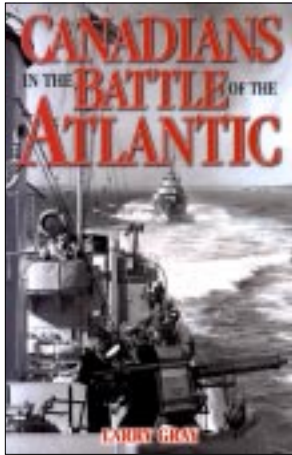
Lighten Ship

'Worst Arms Expert'



Nazi troops overran the armoury at Brest in 1940 and captured a new French secret weapon, the 15-inch 'Richelieu gun'. The delighted Germans immediately assigned an arms expert to investigate this new weapon which, they believed, could swing the war if put to use quickly. However, our expert was not to be rushed. Nothing if not thorough, he finally handed over a thick dossier detailing every aspect of the gun in April 1944. He sadly pointed out that it would be impossible to actually use the gun at this stage in the war since during his four year investigation, he had used up all the available ammunition!

From the 'Scottish Legion News'
Submitted by Herb Dow, Regina Branch



A Review by Fred R. Fowlow

CANADIANS IN THE BATTLE OF THE ATLANTIC

By Larry Gray, Folklore Publishing (2007) <http://www.folklorepublishing.com>, 336 pp, B&W photos, notes on sources, index, softcover, CDN\$18.95, ISBN 978-1-894864-66-4.

Many books have been written about Canada's navy in World War II, but few have been as easy to read as *Canadians in the Battle of the Atlantic*, a book in which the author has skilfully interwoven the tale of sailors who served in the Canadian Navy, Canadian Merchant Navy and Eastern Air Command during the Battle of the Atlantic. This is a unique and valuable addition to Canada's maritime literature that will evoke memories for Battle of Atlantic veterans. Other readers, including the few who may not be aware that the battle was the longest offensive of WWII, will find the book an enlightening read.

The author's deceptively simple approach describes the days in the late 1930s when the late-Admiral Landymore progressed from cadet at RMC to his appointment to HMCS *Fraser* where he soon found himself a survivor when that ship was cut in two by the cruiser HMS *Calcutta*. Later as a passenger on his way home to Canada in HMCS *Margaree*, he became a survivor once again when *Margaree* was lost in collision with the freighter *Port Fairy*.

An exciting narrative tells how Cdr. 'Chummy' Prentice, who was responsible for taking corvettes on "training exercises" from Newfoundland, finds his group diverted to join convoy SC.42 that was escorted by Escort Group EG 24. Commanded by LCdr. James C. Hibbert in *Skeena*, EG 24 included three corvettes, *Alberni*, *Kenogami* and *Orillia*. Joining the convoy in the midst of merchant ships being attacked and sunk by German U-boats, Prentice, as Commanding Officer of *Chambly*, along with Lt. Freddie Grubb, the CO of *Moose Jaw*, en-

gage in a submarine attack that culminates with their sinking *U501*.

One goes on to read that after being hit by a German glider bomb in the Bay of Biscay, HMCS *Athabaskan*, following extensive repairs in Plymouth, proceeds to the English Channel, engages in a conflict with German destroyer forces, and is sunk by a torpedo fired by a German E-boat. A summer of Canadian Tribal-class destroyers *Huron*, *Haida* and *Iroquois*'s operational activity concludes the account of the work performed by the Tribals in WWII.

The arrival of the River-class frigates in the RCN fleet brings a description of the short career of HMCS *Chebogue*. Badly damaged by a torpedo fired from *U1227*, *Chebogue*'s casualties and survivors are taken to St. John's, while RCN and RN ships tow the stricken frigate to a port in Wales where she is declared a constructive total loss and sold to the breakers.

Few would disagree with the author's observation that, "Compared to the well published achievements of the navy, army and air force, an ocean of silence surrounds the long gone Canadian Merchant Navy."¹ This oversight is offset in the chapters entitled: "Lady Mariners, the Merchantmen," and "Andrew Beattie's War." The latter tells how Beattie, at the tender age of 14, migrated to Canada from Scotland as a farm worker on the SS *Athenia* on April 1st, 1938. Upon the outbreak of WWII, having earned a radio operator's license in Toronto, Beattie attempts without success to join the air force. He then finds his way to New York and joins a British merchant ship as a radio

officer. The description of his experience in the Merchant Navy to the end of WWII is a great read.

The career path of an ordinary signalman, Hank Vondette, who retires as a Captain(N) after 37 years service in the navy, provides a fascinating account of a highly respected and well known Battle of the Atlantic and Korean War veteran.

A well-deserved narration entitled: "WRCNs – So Men May Sail," describes the trades in which Wrens were indirectly involved in Battle of the Atlantic operations. They were effectively employed in the maintenance of operational plots of the war at sea, manning special wireless, LORAN shore stations, base signal towers, and complex duties to run night escort teacher apparatus (who would ever forget that experience!).

The Eastern Air Command section describes the air force operational activity during the Battle of the Atlantic; information that is often missing in other books devoted to the battle. Interestingly, there is a passing suggestion that a number of command and control problems existed because the navy and the air force maintained independent commands that controlled their individual operations in the Atlantic in the early years of the war. Much to the relief of many, one reads that the RCAF accepted naval direction in early 1943 when a RCN and RCAF combined operations room was established in Halifax.

The last few pages of the book tell the story of the sinking of HMCS *Esquimalt*, the last Battle of the Atlantic warship lost to enemy action in WWII. *Esquimalt* was torpedoed by *U190* in the approaches to Halifax Harbour on the morning of April 16th, 1945. *U190* subsequently surrendered on May 12th, 1945. Her periscope was removed and remains operational in the Crow's Nest Officers Club in St. John's, Newfoundland.

Author Larry Gray, a retired CF air force officer, deserves a well-earned *Bravo Zulu* for his much appreciated, fresh approach to a story which many Battle of the Atlantic veterans will enjoy; especially those who sailed with or knew individuals named in the book. The book is free of countless endnotes. It offers a collection of photos of ships and people as well as an excellent "Notes on Sources" section.

¹ Robert G. Halford, *The Unknown Navy: Canada's World War II Merchant Navy*, Vanwell (1995).

ANSWER TO SCHOBER'S QUIZ #46 ON PAGE 6

On September 24, 1940, the 7,528 GRT cargo-passenger liner SS *Automedon* of the A & R Holt Shipping Line, otherwise known as the 'Blue Funnel Line,' cleared Liverpool bound for Durban, Singapore, Hong Kong and Shanghai, sailing unescorted. It was a routine uneventful voyage until the morning of November 11 when, 250 miles northwest of the tip of Sumatra, a ship was sighted fine on the port bow, on a converging heading. The mate promptly called the Master, who after some deliberation decided she was the Dutch MV *Abbekerk*, and took no action.

At 0820, however, when the two ships had closed to 4,600 yards, the 'Dutch' vessel lowered the Netherlands flag, hoisted the German naval ensign and fired a shot across *Automedon's* bow, while signalling her not to transmit on the wireless. It was the German raider *Atlantis*¹ (Captain Bernhard Rogge, GN²). The plucky British ship nevertheless commenced transmitting the emergency signal for 'under attack by a raider,' getting as far as *RRR Automedon 41...* before her transmission was jammed. At the same time, *Atlantis* opened fire with her 5.9 inch guns, immediately scoring multiple hits on the helpless merchantman, including a devastating hit on the bridge, killing everyone there including the Master.

With the *Automedon* finally stopped after being hit by four 5.9 inch salvoes, the German boarding party carried out a thorough search of the stricken ship, finding among other things, 550 cases of whisky and 2 1/2-million Chesterfield cigarettes which were carefully transferred to the *Atlantis*. Moreover, the boarding officer netted a rich haul of highly valuable intelligence material. Captain Rogge, who was fluent in English, later wrote:

An examination of the captured documents showed that we had made a specially good haul this time. The death of the ship's master and so many of her officers had prevented the destruction of her secret papers which, by the irony of fate, had survived the holocaust. All the Admiralty Instructions, the Sailing Orders, and the secret logs fell into our hands, and after forcing the steel safe in the master's cabin we found the Merchant Navy Code and Nos. 7, 8 and

9 deciphering tables. Nor was that all. In the mail room next to the master's cabin, Mohr [Assistant Boarding Officer] had found a large quantity of secret mail marked 'Safe Hand. British Master Only.' The contents of this exceeded all our expectations; there was all the correspondence at the highest security level for the British Commander-in-Chief, Far East, new cipher tables for the fleet, Notices to Mariners, information on mine-fields and swept channels, maps and charts, British secret service reports and finally a secret appreciation by the War Cabinet which gave a comprehensive review of the

*defence plans for the Far East, directives for the defence of Singapore and the disposition of the enemy's land, sea and air forces. The substance and quality of this information was so outstanding that when the Japanese saw them later they thought at first the papers were forged. They could not believe in so much good luck.*³

Captain Rogge soon sent the priceless documents by Hand of Officer to Kobe via the previously captured Norwegian tanker *Ole Jacob*, and thence through the then-neutral Soviet Union to Berlin, where, after being scrupulously examined by the German High Command, they were pronounced authentic. Copies were then handed over to the Japanese, who appreciated their receipt so much that they later awarded Captain Rogge a katana Samurai sword. (The only other Europeans to receive this honour from Japan during the War were Air Marshal Herman Göring and Field Marshal Erwin Rommel.)

Why did Air Chief Marshal Sir Cyril Newall, RAF, the Chief of the Air Staff, entrust such a vitally sensitive document as the Appreciation to a slow, unescorted merchant ship



TOP – SS AUTOMEDON; CENTRE – SHK ATLANTIS at anchor Gazelle Bay, Kerguelen Islands, Christmas 1940; BOTTOM – Captain Bernhard Rogge, GN.

about to transit waters known to be frequented by German raiders? Why not send it by air or via a naval vessel? For that matter, since the copy in question was destined for the new C-in-C 'Far East,' Air Chief Marshal Sir Robert Brooke-Popham, why was it not handed to him before he left England to fly to Singapore, where he landed safely, prior to the *Automedon's* due arrival date?

This obvious question remains unanswered to this day, but it has been postulated that the War Cabinet did not want the Appreciation to reach Singapore until after the Defence Conference was held there in October, because Australia and New Zealand, whose representatives attended the conference, might have balked at sending troops to the Middle East as requested, had they known how weak was Britain's position against Japan.

One of the most important items gleaned by the Japanese from the Appreciation was that Britain would not interfere with a Japanese occupation of southern Indo-China [now Vietnam] (the Japanese had already occupied the northern portion of the French colony in



Obituaries

Compiled by Pat D. C. Barnhouse



We that survive perchance may end our days
In some employment meriting no praise;
They have outlived this fear, and their brave ends
Will ever be an honour to their friends.

Epitaph by Phineas James, Shipmaster, 'To his stricken comrades.' (1633)

◆ Cdr William Pennock CHIPMAN, MiD, VRD, RCN(R) (Ret'd)

Toronto Br., 90 in Oakville, ON 25/01/09. Jn'd. RMC in '36, accelerated graduation in '39 and Lt RCNVR 05/39. Srv'd. *Skeena, Saguenay, HMS Brighton, HMS Ripley*, then EG-2 (Capt F.J. 'Johnnie' Walker) in HMS *Wild Goose* (latterly as 1st Lt and MiD). In 02/45 app't. *Weston* i/c and prom. LCdr 07/45. Rls'd. late in '45. Jn'd. RCN(R) at *Carleton* 09/51, prom. Cdr 01/01/53 and XO in '56. Ret'd. in '60. Civilian career in PCO and with CBC. (*Globe & Mail*, DB, GH, PDCB)

◆ LCdr Jack HANNAM, CD**, RCN (Ret'd)

NOAVI, 84 in Saanich 29/01/09. Jn'd. RCN as Boy Seaman in '41. Notable WWII service incl. *Haida* ship's boat episode. CFR'd as Cmd Gunner 07/55 and srv'd. *Ontario* in '56. Prom. Lt 04/58 and LCdr 07/67. Srv'd. *Fort Erie*, and i/c of *Porte de la Reine*. Ret'd. '72. Mason, Shriner, yachtsman and golfer in retirement. (*Times-Colonist*, JA, PDCB)

◆ LCdr William George HUNT, CD, RCN (Ret'd)

NSNOA, 83 in Halifax 12/01/09. Jn'd. RCNR as SLT 04/45 in *Naden*, tsf'd. RCN as Lt in '46 and srv'd. in *Crescent, Naden, Stadacona* and in '53 in *Digby* as XO. Prom. LCdr 11/54, thence *Stadacona, Labrador, Queen* as SO Admin., RCN Depot (Hfx.), *Scotian* and *Provider*. Ret'd. in '69. Post ret. qual. as Merchant Marine Captain. (*Chronicle Herald, Globe & Mail*, CC, SR, PDCB)

◆ LCdr(S) Vincent Frederick LAMBIE, CD*, RCN (Ret'd)

NSNOA, 81 in Halifax 22/01/09. Jn'd. *Royal Roads* '45, prom. Mid(S) in '47, A/SLT(S) in '49, and app't. *Bytown*. Prom. Lt(S) 08/50, thence SO *Cayuga* (Korea), fl'd. by *Shearwater* in '55. Prom. LCdr(S) 08/58, thence *Bytown* and ICSC Vietnam in '59, fl'd. by *Crescent* (SO) in '62, and FOAC in '65. Ret'd. in '72. Civilian career as lawyer and honorary legal counsel to Shearwater Aviation Museum and CNMT. (*Chronicle Herald*, CC, SR, PDCB)

◆ LCdr(C) Donald Ardell MacDONALD, CD*, RCN(R) (Ret'd)

Winnipeg Br., 82 in Winnipeg 11/12/08. Jn'd. UNTD in '43 and RCNVR as OS in '45. A/SLT RCN(R) in *Chippawa* 07/47, A/Lt 07/49, Lt 05/52 and LCdr 04/63. Qual. 'C'. Last app't. as XO *Chippawa*. Civ. career as pharmacist. (*Free Press*, GCM, PDCB)

◆ Cdr(G) Ian Alexander MacPHERSON, CD**, RCN(R) (Ret'd)

NSNOA, 82 in Middleton, NS 15/01/09. Jn'd. *Royal Roads* in '42, prom. Mid in '44 and srv'd. HMS *Devonshire*. Prom. A/SLT 04/46, Lt 07/47, qual 'G' and srv'd. *Nootka* (Korea). Prom. LCdr 07/55, thence *St. Laurent* and in '59 app't. Equerry to HM Queen Elizabeth II for Royal Tour of Canada and *St. Lawrence* Seaway opening in *HMV Britannia*. Thence *New Glasgow* i/c, fl'd. by prom. to Cdr and to *Ottawa* i/c. Also serv'd. in Training Command Winnipeg. Ret'd. in '76. (*Chronicle Herald*, JA, SR, PDCB)

◆ Inst LCdr Kenneth Murray McCRAE, CD*, RCN (Ret'd)

Ottawa Br., 82 in Cambridge, ON 11/02/09. Jn'd. RCNVR in '44 and srv'd. *Battleford*. Rls'd. in '45 and jn'd. UNTD in *Chippawa*. Tsf'd. RCN as Inst. SLT 09/49, thence *Cornwallis* and prom. Inst Lt 04/50. Srv'd. *Ontario* and *Naden*, fl'd. by prom. to Inst LCdr,

thence *Stadacona* and RN Exchange in HMS *Ariel* and HMS *Collingwood*, fl'd. by *Stadacona* i/c Academic Div., CF Staff College and CFHQ. Ret'd. in '69. Civ. career with Ont. Gov't. (*Kitchener-Waterloo Record*, EW, PDCB)

◆ Cdr Paul Lancelot Steele McCULLOCH, MiD, CD*, RCN (Ret'd)

NSNOA, 81 in Halifax 18/01/09. Jn'd. *Royal Roads* in '44, prom. Mid 07/46, SLT in '47 and srv'd. *Cayuga*. Prom. Lt 06/50, thence *Athabaskan* (Korea and MiD), and *St. Laurent*. Prom. LCdr 06/58, srv'd. *Bonaventure, Naden* (FOPC Staff) and in '64 to *Antigonish* i/c. Prom. Cdr 01/65 to Training Command Winnipeg, then *Niobe* (RN Staff College) and in '68 to *Restigouche* i/c. Also srv'd. on staff NATO Defence College and on Int. Mil. Staff at NATO HQ. Ret'd. in '77. (CC, SR, *Chronicle Herald*, PDCB)

◆ Const. Cdr Edward Stanley MITCHELL, CD, RCN (Ret'd)

Ottawa Br., 82 in Ottawa 01/02/09. Srv'd. WWII in RAF, thence Nav. Arch. at Strathclyde. Jn'd. RCN as Const. Lt 05/51 and srv'd. *Bytown*, Point Edward and *Niagara* (MIT). Prom. Const. LCdr 05/65, thence *Stadacona* (Dkyd), PNO Mtl., CF Staff College and *Bytown*. Prom. Cdr 01/65 and ret'd. '69. Civ. career with Cdn. Gov't. (ITC, Fisheries and Oceans, Coast Guard) and Ocean Ranger Royal Commission. (*Citizen, Globe & Mail*, CC, PDCB)

◆ Const. Capt Charles Dale ROUSHORN, CD**, RCN (Ret'd)

NSNOA, 77 in Halifax 27/12/08. Jn'd. RCN in '47, selected for CTP in '54 and prom. SLT in '58 and Lt in '49. Thence *Niagara* (MIT) and qual. Const. Lt, fl'd. by *Naden* (Dkyd) and *Bytown* in '64. Prom. LCdr 01/66, Cdr 01/71 and Capt 01/79. Last App't. as CO NEU(A). Ret'd. in '80. Civ. career as founder DHL Engineering. (*Chronicle Herald*, SR, PDCB)

◆ William Roger SCHLEIHAUF

Montréal Br., 50 in Montréal 01/09. Pres. Mtl. Br., Sec'y. CNRS and editor of *Argonauta*. Trustee CNMT and member of many maritime organizations. Avid scuba diver and underwater photographer. Recipient Queen's Golden Jubilee medal. (*Montréal Gazette*, RG)

◆ Lt(S) Thomas Alan SQUIRE, CD, RCN (Ret'd)

Winnipeg Br., 81 in Winnipeg 02/03/09. Jn'd. RCNVR in '45, thence UNTD Cdt in *Chippawa* 11/48. A/SLT(S) RCN 09/51 and srv'd. *Chippawa* (for courses), *Naden* and *Stadacona* (NSD). Prom. Lt(S) 01/55 and srv'd. *Crescent* and *Sault Ste. Marie* (SO). Ret'd. in '58. Civ. career as accountant with T. Eaton Co. Bronze Medallion ('85), Silver ('89) and Gold ('99). (*Free Press*, CT, PDCB)

◆ Surg. Cdr Desmond Gerard WOODS, CD*, RCN (Ret'd)

NSNOA, 85 in Halifax 08/01/09. Jn'd. RCN in '49 as Surg. Lt and srv'd. *Naden* and *Nootka* (Korea). Prom. Surg. LCdr in '54 and *Donnacona* for residency in radiology at Royal Victoria Hospital. Prom. Surg. Cdr 11/63. Srv'd. in Montréal, Halifax, Edmonton and Victoria, leading to Chief Radiology at CF Hospital Halifax. Ret'd. in '74. Civ. career as radiologist and professor at Dalhousie Medical School. (*Chronicle Herald*, BD, SR, PDCB)

In Memoriam (Non Members)

◆ Lt Harold William BAKER, CD**, RCN (Ret'd)

78 in Ottawa 20/01/09. Srv'd. in naval air branch and CFR'd as AERE Capt in '67. Ret'd. in '85. (*Citizen*, PDCB)

◆ Lt Raymond Walter COLLINGTON, RCNVR (Ret'd)

84 in Toronto 14/01/09. SLT 07/44, srv'd. *Kincardine* and rls'd. in '45. (*Globe & Mail, Toronto Star*, DB, PDCB)

◆ Lt(S) Ralph H. CONLIN, RCNVR (Ret'd)

90 in Vancouver 06/02/09. SLT(S) 12/41, Lt(S) 12/42 and srv'd. *Avalon* and *Stadacona*. Rls'd. in '45. (*Globe & Mail*, DB, PDCB)

◆ LCdr John Newby FRASER, RCNVR (Ret'd)

93 in Victoria 02/02/09. Jn'd. in '40, Lt 09/40. Srv'd. *Naden, Kings* (Long 'n' cse.), *Calgary* and *Swift Current*. Rls'd. in '45 and prom. LCdr on Ret'd. List. (*Times-Colonist*, JA, PDCB)

◆ Lt(L) Harry Edmund GOVE, RCNVR (Ret'd)

85 in Oakville, ON 18/02/09. Elec. SLT 05/44, prom. Lt(L) 05/45. Srv'd. in *Stadacona*

and rls'd. in '45. (*Globe & Mail*, PDCB)

◆ Lt the Hon. Donald F. GRAHAM, RCNVR (Ret'd)

88 in Toronto 01/09. Jn'd. '42, srv'd. *Kings* and *Chatham*, thence *York* and rls'd. in '45. (*Globe & Mail*, DB, PDCB)

◆ LCdr(SB) James McLeod HENDRY, RCNVR (Ret'd)

89 in Ottawa 29/01/09. Lt(SB) 09/39, srv'd. *Stadacona* (staff of Port Commander) and rls'd. in '45. Prom. LCdr 09/46 on Ret'd. List. (*Citizen*, PDCB)

◆ Surg. Cdr James Gilbert HOLLAND, OSTJ, CD**, RCN(R) (Ret'd)

71 in Halifax 02/09. Jn'd. *Scotian* (UNTD) as Surg. Cdt 05/59, Inst. Lt 08/58, thence Surg. Lt 05/59 and srv'd. 'til '89. Ret'd. as Surg. Cdr. (*Chronicle Herald*, SR, PDCB)

◆ LCdr Cecil Hobson (Jack) HUMBLE, CD**, RCN (Ret'd)

88 in Victoria 18/03/09. *Ganges* to RN, srv'd. WWII and Cmd. Gunner '45. To RCN as Lt 02/56 and srv'd. *Stadacona* (Osborne Head), *Jonquiere* and *Venture*. Prom. LCdr 01/65 thence *Cornwallis* and *Stadacona* (Fleet School, Wellfare O). Ret'd. 02/71. (*Chronicle Herald*, JA, PDCB)

- ◆ **LCdr(G) John Dow McRUER, CD, RCN (Ret'd)**
83 in Kitchener 25/02/09. Jn'd. *Royal Roads* in '43, prom. Mid in '45, SLt in '48, Lt in '49 and LCdr 01/57. Qual. 'G'. Srv'd. in *Uganda, Nootka, Micmac, Cornwallis, Quebec* and *Bytown*. Ret'd. in '65. (*Globe & Mail*, DB, PDCB)
- ◆ **SLt(NS) Ruth Audrey ROSENTHALL (nee NORMAN), RCN (Ret'd)**
84 in Halifax 21/01/09. Jn'd. 11/47, srv'd. *Stadacona* (RCNH) and rls'd. in '51. (*Chronicle Herald*, SR, TK, PDCB)
- ◆ **Cdt Dennis Fraser NEVILLE, RCN(SSA)**
71 in Kitchener 12/01/09. Jn'd. *Venture* (first class) 09/54. Rls'd. in '55. (*Toronto Star*, PDCB)
- ◆ **Lt(S) Donald MacGregor STREET, CD, RCN (Ret'd)**
82 in Barriefield, ON 13/02/09. Jn'd. RCN(R) as A/SLt(S) in *Chippawa* in '49, tsf'd. to *Donnacona* in '50, thence RCN(SSA) as Lt(S) in '52, and RCN in '54. Srv'd. *Bytown, Naden, St. Thérèse* (SO), *Cataragui* (SO) *Bonaventure* and *Stadacona*. (*Kingston Whit Standard*, CC, PDCB)
- ◆ **N/S(Tech) Jane Keen WEBSTER (nee ROSS), RCN (Ret'd)**
89 in Halifax 06/02/09. Jn'd. 07/42 and srv'd. *Stadacona* (RCNH). Rls'd. in '45. (*Chronicle Herald*, SR, PDCB)
- ◆ **LCdr(MAd) Roy Harris WHETMORE, CD*, RCN (Ret'd)**
80 in Halifax 29/01/09. Jn'd. RCN and selected CTP. SLt(MAd) 06/55, Lt(MAd) 12/

- 57 and LCdr(MAd) 01/66. Srv'd. *Bytown, Cornwallis* and *Stadacona* (RCNH). Ret'd. in '72. (*Chronicle Herald*, SR, PDCB)
- ◆ **Cdr G. Keith WHYNOT, CD, RCN(R) (Ret'd)**
89 in Toronto 16/02/09. Jn'd. RCNVR in '41, Lt. 05/42, served in *Guysborough* and rls'd. in '45. Jn'd. RCN(R) in *Tecumseh*, prom. LCdr 05/50 and XO in '51. Thence *York* in '53 and *Tecumseh* i/c '55. Prom. Cdr 01/58 and ret'd. in '59. (*Globe & Mail*, DB, PDCB)
- ◆ **LCdr Lawrence Alfred TYSOWSKI, CD***, RCN/RCN(R) (Ret'd)**
80 in Coombs, BC 19/11/08. No service info available. (*Times-Colonist*, DREC)
- ◆ **LCdr Donald Ross WHITE, CD**, RCN (Ret'd)**
88 in Victoria 06/10/08. Jn'd. RCN '37 and prom. Cmd Comm Off 04/49. Lt 02/51 and LCdr 02/59. Srv'd. *Stadacona, Star, Patriot, Assiniboine, Cap de la Madeleine* and COND. Ret'd. in '71. (*Times-Colonist*, JA, PDCB)
- ◆ **LCdr(E) Alfred Charles WILDSMITH, CD*, RCN (Ret'd)**
89 in Ottawa 23/09/08. Jn'd. RCN '39, prom. Wt Eng 01/44, Lt(E) in '54 and LCdr(E) in '62. Srv'd in *Avalon, Warrior, Bytown, Cape Breton, Stadacona* (NSD) and *St. Croix* (EO). Ret'd. in '69. (*Citizen*, PDCB)
- ◆ **Lt Leonard Rutledge WOOLSEY, RCNVR (Ret'd)**
85 in Toronto 10/08. Jn'd. '44 and A/Lt 01/45. Niobe for RN FDO Cse. 04/45. Rls'd. in '45. (*Globe & Mail*, PDCB)

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Fraser McKee's



The Little Known Navy

How [not] to carry out a magnetic compass swing...

LCdr Benny Benoit had passed his navigator's specialist course and was appointed to MARCOM as Command Navigation Staff Officer.

First day on the job he's at his cleared desk awaiting his first navigation consultation. Enter a rather scruffy gentleman in a black coat and a Canadian Naval Auxiliary Vessel cap.

He plunks down a magnetic compass on Benny's desk and says, "Swing this." "Well," says Benny, "That's not quite how it works. Who are you?"

Turns out he's the skipper of the tug that tows the garbage barge out of the harbour for dumping. Benny explains he should put the compass back in its binnacle, and he'd arrange for a compass swinger to come out with this skipper to the compass buoy and have it swung. The gentleman leaves grumpily.

Benny goes to the CNAV jetty next morning, but the assigned compass expert fails to appear. So Benny, fully confident in his newly acquired knowledge, elects to go out in lieu, the tug with a loaded garbage barge lashed alongside.

They appropriately swing the compass and make the careful adjustments to 'Nelson's Balls' and the rods, and all is fine. Minimal errors.

The skipper then sets off directly for the dumping area. Benny notices that his masterful job on the compass seems exactly

as his course required.

On reaching the dumping area, the skipper pulls the appropriate levers, the bottom of the barge opens and the debris drops out. And the compass promptly swings through about 180° as the large volume of scrap metal drops away!



ADVERTISEMENT

TONY LAW PAINTING FOR SALE

Framed 20 x 23 inch oil on canvas painting entitled "Neil's Harbour in Cape Breton" by the artist Cdr (Ret'd) Anthony Law, DSC, CD, ACA. Tony was an accomplished war artist who studied under the 'Group of Seven.' Throughout most of WWII he served in MTBs and was in command of a flotilla in the English Channel. Following the war he commanded several RCN ships and was the XO of HMCS *Labrador* when she made her second transit of the North West Passage. The painting was purchased by NOAC Calgary Branch in 1981 for \$495, and has been appraised at \$1,200 to \$1,400. All offers exceeding \$500 will be considered and proceeds will be directed toward a Calgary Branch or National project. Please contact Calgary Branch President Murray Bialek at 403-242-0002 (Bus), 403-241-2006 (Res) or email mbialek@shaw.ca.



ANSWER TO SCHOBER'S QUIZ #46

CONTINUED FROM PAGE 21

September 1940.) It is probable that this knowledge encouraged the Japanese to overrun the rest of Indo-China in July 1941. Shortly afterwards, Vichy France gave Japan the right to maintain troops and establish air and naval bases there.

Rightly suspecting that the Japanese were cognizant of the contents of the Appreciation, Prime Minister Churchill decided on a desperate move to dissuade Japan from entering the war against Britain: against the most strenuous objections of the Admiralty, he sent the battleship HMS *Prince of Wales* and the battle-cruiser HMS *Repulse* to the Far East, "to exercise that kind of vague menace which capital ships of the highest quality whose whereabouts is unknown can impose upon all hostile naval calculations."⁴

The Japanese were not deterred, however: as is well known, on December 10, 1941 they sank both ships off the East Coast of Malaya (now Malaysia). They were sunk by shore-based naval aircraft—from airfields in southern Indo-China.

¹ SHK (Heavy Auxiliary Cruiser) 16, *Atlantis*, was the most successful German raider of WWII. During her only cruise of 601 days she sank or captured 22 Allied merchant ships totaling 145,968 tons, and laid 92 mines off South Africa. As a result of an ULTRA intercept, she was intercepted 350 miles north-west of Ascension Island, and sunk by gunfire by the heavy-cruiser HMS *Devonshire* on November 22, 1941.

² Captain Rogge survived WWII, subsequently serving in the West-German Navy. He retired in the rank of Vice-Admiral, dying in 1982 at the age of 83.

³ *The German Raider Atlantis* by Wolfgang Frank and Bernhard Rogge, Ballantine Books Inc., 1956.

⁴ *The Grand Alliance* by Winston S. Churchill, 1950.

Victoria's Wartime Haunts

By Robert D. Wooten
Ottawa Branch

*I wonder where they are today?
Where have they all gone, the favourite haunts of yesterday?
'Terry's,' the 'Poodle Dog,' where sailors, when walking out,
Would dine the ladies, laugh and play,
Is there any place the likes of those left today?*

*Summertime! Evening concerts,
A band! Outdoors in Beacon Hill,
Soldiers, sailors and their ladies,
Dancing 'round the bandstand,
What fun that was, such a thrill,
'The Hokey Pokey,' the 'Schottische,'
Jive or even cheek to cheek,
I loved to watch and even learned the drill,*

*For I was just a lad of eight or nine,
My Dad away at war,
And Mummy trying to manage three boys, one a babe
Meant I was often footloose and fancy free,
And the entertainment was for free!
And all only a walk away!*

*'The Hostess House' on Fort Street, how neat!
Where 'hostesses' would entertain the sailors after dark,
Sailors waiting for a ship, on liberty, waiting to embark,
But Oh! What fun it used to be for me,
Standing in the doorway,
The music, cigarettes, the uniforms, the girls,
Why sometimes I would see them spark.
And I was so small, so no one ever noticed me!*

A suggestion...

*Finished reading your copy
of 'Starshell'?*

*Why not leave it in your
doctor, dentist, accountant,
etc.'s waiting room to
be read by others.*

*Who knows, a former NO or
other interested party
might pick it up and decide
to join or subscribe!*

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