

Starshell

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

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Starshell

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OUR COVER

Photo by Jack Tice; Macpherson/Naval Museum of Alberta, MC-2319

A fitting subject as we enter the Canadian Navy's centennial year, a rather scruffy HMCS EYEBRIGHT 'struts her stuff' sometime during the winter of 1942-1943. She was one of the 1939-1940 Program of ten Flower-class corvettes built for the Royal Navy under an agreement whereby Canada would build corvettes in exchange for Tribal-class destroyers on a 5 for 1 basis. The deal eventually fell through and all ten were loaned to, and manned by the RCN, retaining their flower names in RN style—albeit Canadian wildflowers. She was partially modernized in Charleston, South Carolina, during the winter of 1941-42, when her fo'c'sle was extended and she was equipped with a Type 271 radar, the housing for which can be seen rising directly abaft the port side of her bridge. After a busy war served primarily as a Western Atlantic escort vessel, she was returned to the RN at Belfast on June 17, 1945.

EDITOR'S CABIN

Well, the big year is finally upon us; the year our beloved Navy turns the corner into her second century of service to the people of Canada. I'm very pleased to be able to publish Nigel Brodeur's moving tribute to the Battle of the Atlantic in the form of an address he delivered last year at NOAVI's Battle of the Atlantic Dinner in Victoria. While some may think this is a bit premature, given that we generally celebrate victory in the Atlantic the first weekend in May, the Spring issue of *Starshell* is not usually circulated until toward the end of May. Additionally, this is shaping up to be a 'booked solid' year for our guest editorial column as we celebrate the Navy's birthday.

Meanwhile, I look forward to *living* the Naval Centennial experience during our Conference and AGM in Halifax, and hope to see you there!

GUEST EDITORIAL

The Battle of the Atlantic

By Nigel Brodeur

This being the 'signature' issue of 'Starshell' in the Canadian Navy's Centennial year, and the Battle of the Atlantic being the 'signature' engagement participated in by the our Navy, we have with his kind permission, elected to reprint Nigel Brodeur's insightful address delivered to NOAVI members and their guests at their 2009 Battle of the Atlantic Dinner in Victoria. We trust you will approve. Ed.

Mr. President, Admiral Pile, Admiral Summers, Captain Hallé, Distinguished Veterans and Guests, Officers of the Pacific Command.

It's a great honour to have been invited to address you on this important occasion.

Je vois qu'il y a plusieurs de Francophones ice ce soir. La plupart de mon discours sera en anglais, pourtant j'ai apporté une photocopie d'un morceau le plus significatif d'histoire canadienne que je vous donnerai—plusieurs pages publiées le onzième février 1945 dans un journal de Montréal nommé *Le Samedi*, sous le titre "Nos Gars de la marine Canadienne."

(I See that there are many Francophones here tonight. Most of my talk will be in English, however I have brought a photocopy of a most significant piece of Canadian history which I will leave with you—several pages published in the Montréal paper *Le Samedi* on February 11th, 1945 under the title "Nos Gars de la Marine Canadienne.")

Most, if not all of you will know the poem "Laws of the Navy" written by Rear Admiral Ronald A. Hopwood RN. His poem "Our Fathers," written during the Royal Navy's naval manœuvres in 1913, is perhaps less well known. He dedicated it to the memory of the nameless killed and wounded; and some of it seems very pertinent today. So perhaps it is fitting tonight that I begin and conclude my Battle of the Atlantic presentation with verses from that poem:

*Though the seaplane, soaring upward,
may betray the submarine
To the oil-fed super Dreadnought,
steaming nervously between;*

*in pursuance of her mission, she'll be
well advised to shun
Any interfering cruiser with the newest
seaplane gun.*

*Thus does science rule the revels that
our fathers used to know,
While the sea that bred our fathers,
marks the fashions come and go
Humours each, but sometimes wond-
ers if the Truth were better sought
In the latest words of science, or the
deeds our fathers wrought.*



"The deeds our fathers wrought"—one could debate that Canada has always had a naval heritage in one form or another—be it the coastal canoes of native tribes, the longships of the Vikings, or the naval explorations and settlements from France, Portugal, Spain and England. That debate is for another time and place; but the point I wish to

make is that the Naval Service of Canada was a truly Canadian creation—not solely an off-shoot of the Royal Navy.

I could speak tonight about the myriad of Canadian maritime events which led up to the introduction of the Naval Service of Canada—starting perhaps with "Le Roi du Golfe" Dr. Pierre Fortin and his armed schooner CGS *La Canadienne* which patrolled the St. Lawrence from 1855 to 1875. But that is a long story more suitable to another occasion.

We could look at the creation of the Naval Service of Canada in 1910 and the arrival that year of the 11,000 ton cruiser HMCS *Niobe* in Halifax and the smaller cruiser HMCS *Rainbow* in Esquimalt. But that also is a long story for another occasion.

We could muse about the earliest crises our navy suffered—the grounding of HMCS *Niobe*; and the loss of the Laurier government's programme to build four cruisers and six destroyers in Canada, when the Laurier government was defeated in 1911—factors which virtually reduced the Canadian Navy to minor cruiser and trawler status in World War One, and obliged our Navy to send its best and brightest officers to serve in Royal Navy ships. Thereby, four Midshipmen from the first class to graduate from our naval college in Halifax were lost when the Royal Navy cruiser HMS *Good Hope* was sunk with all hands in the Battle of Coronel on November 1st, 1914. Two of them, Midshipmen Arthur Silver and William Palmer were from Halifax, Midshipman Malcolm Cann was from Yarmouth, and Midshipman John Hathaway from Fredericton. They were, I believe, Canada's first military casualties of that war.



Nous pourrions peut-être étendre sur les conséquences navales et politiques, quand en 1910 officiers d'état major d'Amiral Kingsmill (officiers sur le prêt de la Marine Royale) a malheureusement rejeté la demande par leur Ministre, Louis Philippe Brodeur et leur Député du Ministre, George J. Desbarats pour autoriser aux Canadiens français à prendre les examens navals d'entrée dans le français—les conséquences qui peuvent bien expliquer pourquoi seulement vingt Canadiens français étaient dans le Service Naval entre 1910 et 1914.

(We could perhaps dwell on the naval and political consequences when in 1910, Admiral Kingsmill's senior staff [on loan from the Royal Navy] unfortunately rejected the demand of their Minister, Louis Philippe Brodeur, and their Deputy Minister, George J. Desbarats, to permit French Canadians to take the naval entrance exams in French—consequences which may explain why only twenty French Canadians were in the Naval Service between 1910 and 1914.¹)

But there were significant achievements—our Navy's submarine service originated with the Province of British Columbia's purchase of two submarines from the United States in 1914. They were known as *CC-1* and *CC-2*. Subsequently, Vickers in Montréal with the assistance of the United States Electric Boat Company, built ten H-Class submarines for the Royal Navy, and a Vancouver company produced several submarines in kit form for the Imperial Russian Navy—kits which were never sent because of the Russian Revolution.

Many RCN officers and ratings served with distinction in Royal Navy submarines during World War One, and two of them—Billy Maitland-Dougall of Duncan and Barney Johnson of Vancouver, actually commanded RN submarines. Maitland-Dougall, a term mate of our four Midshipmen lost at Coronel, died when his submarine was mistakenly sunk by a French airship in 1918.² Barney Johnson had four submarine commands and achieved the miracle of surfacing the submarine *H8* and returning her almost 300 miles to port after that submarine had struck a German mine and had gone to the bottom with half of her bow blown off.

Following WWI, the RCN had to fight its longest and toughest battle—the battle to stay alive! By December 31st, 1923, the RCN

in Canada had dwindled badly.³

There were just eight officers in Naval Headquarters, and only three of these could be termed executive types—Commodore Walter Hose, Commander Victor Brodeur and Lieutenant Jimmy Hibbard.

There were 28 RCN officers and 34 ratings overseas under training, or serving in the RN. They included LCdr Percy Nelles, Lt. Harold Grant, Lt. G. C. Jones and Lt. Rollo Mainguy—all of whom ultimately became our Chiefs of Naval Staff; and also Lt Leonard Murray who was destined to become the Commander-in-Chief Canadian Atlantic during the Battle of the Atlantic.

There were only 12 officers and 38 ratings in *Stadacona* and Dockyard Halifax; 9 officers and 78 ratings in *Naden* and Esquimalt Dockyard; 5 officers and 65 ratings in our sole East Coast destroyer HMCS *Patriot*; and, 6 officers and 66 ratings in our sole West Coast destroyer HMCS *Patrician*. Our 4 minesweepers HMCS *Ypres*, *Festubert*, *Armentières* and *Thiepval*, had only a total of 6 officers and 63 ratings. Each coast was commanded by a Commander, and the ships were commanded by Lieutenants. Adding the above numbers and subtracting RN officers and ratings on loan, our navy entered 1924 with a total of 70 officers and 342 ratings. By 1927 that force had further dwindled to two old destroyers and some 165 officers and men; however, an effective Naval Reserve had been started in 1923—a fact which would later save the day in the Battle of the Atlantic.

One cannot begin to comprehend the gruelling efforts and the sacrifices it must have taken on the part of everyone serving in the interwar period to enable that minuscule Royal Canadian Navy to become, only 17 years later, the third-largest Allied navy in WWII. (Whenever I had a bad day during the unification years, I would recall that magnificent achievement—that "deed which our fathers wrought"!

This now brings me to the main theme of this evening—the Battle of the Atlantic.

One could argue that there were in effect, three Canadian naval services in WWII—the RCN, the RCNR and the RCNVR—each with its own mission and perception of the navy.

Let's start with the permanent force—the RCN officers and men. In 1937, just two years before the outbreak of World War II,

the RCN's single Destroyer Division comprised only four destroyers manned by a small nucleus of some 30 officers and about 500 men. There is a large silver tray in the Base Museum which the officers in that division presented to their Captain 'D' on the occasion of his second marriage in 1937 (perhaps they were thankful that he was no longer a widower and would not be on their backs quite as often). That tray bears the autographs of 26 of those officers—Adams, Beech, Budge, Clarke, Davidson, Freeman, Groos, Grubb, Haddon, Holms, Hope, Knowlton, Lewis, McMaster, Medland, Morgan-Smith, Piers, Pullen, Rayner, Reid, Rutherford, Seabrook, Spencer, Stirling, Tisdall and Weber. Other officers who joined that same destroyer division in 1937-38 were Bidwell, Jackson, Lay and Stubbs.

Of the officers I have just named, only one came to command a corvette, whereas 19 of them went on to command destroyers or larger ships. In all, those 20 officers held some 37 wartime commands—including one corvette, several destroyers, an armed merchant cruiser and two escort aircraft carriers. Two of them, LCdr Rutherford of HMCS *Ottawa*, and LCdr Stubbs of HMCS *Athabaskan*, were lost after their ships were sunk. It is especially meaningful to me that before he drowned, Rutherford gave his life jacket to a sailor who had lost his.

The learning curve was exceedingly steep in those days. Time in command was compressed to provide essential wartime experience to a maximum number of commanding officers. HMCS *Assiniboine* for example, was first commissioned in October 1939; yet when Cdr E. P. Tisdall came to command her in December 1942, he was her seventh commanding officer. (Incidentally, her first two COs, E. R. Mainguy and G. C. Jones, both went on to become Chiefs of the Naval Staff.)

It has been written that our navy was considered by the British Admiralty to be too inexperienced in late-1942 to handle the Atlantic U-boat menace which was then at its peak; and that Canadian Escort Groups had to be withdrawn to British controlled waters for extra training. In reality, this did not apply to our destroyer navy which proportionately sank more submarines than our corvette navy; and which also fought many more gunnery battles with enemy surface ships and aircraft than the corvettes did.

Nonetheless, it must be recalled that Canada lost three destroyers through the 'perils of the sea' as opposed to 'the violence

¹ September 29, 1924 letter by Commodore Walter Hose, Director of the Naval Service.

² The Maitland-Dougalls had previously lost their other son Hamish at Vimy Ridge.

³ Memorandum for Naval Estimates 1924-25 provided by Staff Officer, Victor Brodeur.

of the enemy.' HMCS *Fraser* sank in June 1940 after a manoeuvring collision with the Royal Navy cruiser *Calcutta*; HMCS *Margaree* was cut in two in October 1940 by the merchantman *Port Fairy* as the destroyer closed her convoy in poor visibility; and, in October 1944, HMCS *Skeena* dragged her anchors in a fierce storm and was shipwrecked in Reykjavik, Iceland.

(Before the war, Cdr [subsequently Rear Admiral] Victor G. Brodeur had been the first commanding officer of *Skeena*, *Fraser* and *Ottawa*, and had commanded his favourite, *Skeena*, twice. This audience will understand how devastated he was when all three were lost.)

Even in the midst of tragedy, destroyer officers experienced some lighter moments. Following "Abandon Ship" in *Margaree*, her first lieutenant, Patrick Russell, and Lt (later Rear Admiral) William Moss Landymore, who had been a survivor of the *Fraser* sinking, SLt (later Rear Admiral) Bob Timbrell and an Able Seaman Holden, remained on board searching for survivors. Finally, and with much effort, they launched a Carley float, Pat Russell having ordered Landymore to hold onto its lanyard to prevent it from floating away. Unfortunately the lanyard was only four feet long and the Carley float pulled Lt Landymore overboard, whereupon Russell shouted down to him: "Landymore, did I give you permission to leave the ship?"

One officer who had served in our destroyers before 1937 became Canada's greatest wartime destroyer commander—Cdr Harry DeWolf—who later went on to be our eighth Chief of Naval Staff. He commanded the famous HMCS *Haida*, which initially was restored and preserved as a naval memorial on Toronto's waterfront, and now is owned and operated by Parks Canada as a national historic site in Hamilton harbour. Admiral DeWolf's accounts of *Haida's* battles, and the loss of HMCS *Athabaskan* can be seen in two of the "Seasoned Sailors" series videos. He was well into his 90s when these videos were made; yet his remarkable qualities are evident and inspiring.

The Canadian saga of "The Corvette Navy" [Stoddard, Toronto, 2000] in the Battle of the Atlantic is eloquently recounted in the late-James Lamb's 1977 book bearing that name; and excellent accounts can be found in the 1996 book written by Fraser

McKee and Bob Darlington entitled "The Canadian Naval Chronicles 1939-1945" [Vanwell, St. Catharines, 1996].

They truly were a fantastic breed—the Reservists who manned those tough little wave-tossed ships. There is a tendency sometimes to attribute all the corvettes' achievements to the RCNVR—the Royal Canadian Naval Voluntary Reserves, whose naval divisions dotted the country—but that would be wrong. The RCNR—the Royal Canadian Naval Reserve—comprised officers and men who had been seafarers in the then large fleet of Canadian and Commonwealth

vales du Canada 1910-1993" spectacles que 30 Canadiens français ont commandés plus de 40 navires de guerre—2 corvettes et 2 frégates, a été mentionné dans les dépêches. Après la guerre il était un de deux Commissaires qui avec le Contre-amiral Rollo Mainguy a produit le Rapport de Mainguy 1949—le rapport qui a cherché à 'Canadianize' de plus notre Marine.

(The 1923-25 efforts to establish and maintain Naval Reserve Divisions in the province of Québec were well rewarded. A cursory examination of the names in the tables in "The Ships of Canada's Naval Forces 1910-1993" [Vanwell, St. Catharines, 1994] shows that 30 French Canadians commanded some 40 warships during the war, including 5 frigates, 13 corvettes, 6 minesweepers, 4 armed yachts and 6 Fairmile motor launches. The outstanding example was LCdr Louis de la Chesnaye Audette RCNVR who had four commands—2 corvettes and 2 frigates, was mentioned-in-dispatches, and subsequently was one of the two Commissioners who, with RAdm Rollo Mainguy, produced the 1949 Main-guy Report—the report which sought to further 'Canadianize' our navy.)

Later in the war the RCNVR officers who had understudied their RCNR commanding officers came to command most of the corvettes, and many earned Distinguished Service Crosses for gallantry in combat. One was Rear Admiral A. H. G. 'Tony' Storrs DSC and Bar, who commanded the armed trawler HMCS *Armen-tières* in 1941, then the corvette *Dawson* during the Aleutian Islands campaign, then the corvette *Drumheller* in the Atlantic, and finally the 31st Canadian Minesweeping Flotilla during the Normandy invasion.

There things are all part of the naval heritage which has been passed down through all of us who served, to you who serve so gallantly today. We have no long, sad rows of crosses or gravestones to show the Canadian public where our World War I and World War II naval dead lie; for in the vast majority of cases the sea claimed them—so it is up to all of us to recall and remind our countrymen of the "deeds our fathers wrought."

Returning for a moment to the 'Corvette Navy.' One should not be deceived into concluding that the successes of the corvettes should only be measured by the number of



Department of National Defence artists restored Hal Lawrence's shorts in this representation of the boarding of U94. (See p.6)

Public Archives Canada

liners and merchantmen, and it was RCNR officers who commanded 94 of the 103 Canadian navy corvettes and minesweepers commissioned in 1940 and 1941; and also the ex-USN 'four-stacker' destroyer HMCS *St. Clair*. Later, when our 70 frigates were commissioned in 1943 and 1944, they mostly were commanded by RCNR officers who had earned their stripes in corvettes.

Les efforts de 1923 à 1924 d'établir et maintenir Divisions Naval de Réserve à la province de Québec on été bien récompensés. Un examen superficiel des noms dans les tables dans "les Navirtes des Forces Na-



submarines they sank. It must be remembered that the escorts' vital mission was always "the safe and timely arrival" of the convoy. We will never know how many ships and lives were saved by the simple fact that a corvette stood between a U-boat and its target and the submarine was forced to withdraw.

We had 120 of these gutsy little warships; we have only one left today—HMCS *Sackville*, our Canadian Naval Memorial in Halifax harbour.

Corvette officers were largely an innovative and irrepressible bunch—for example: during the war SLt Hal Lawrence serving in HMCS *Oakville*, was decorated for leading a two-man boarding party onto a rammed, surfaced U-boat. His account of the action in his book "A Bloody War" [Macmillan Toronto, 1979] is marvelous. After he dropped eight feet from *Oakville* to hit the deck of *U94*, then was washed overboard and swam back onto the sub, he lost his tropical shorts but retained his revolver. He recounts that his naked appearance so terrified two of the Germans that they jumped into the water—in Lawrence's salty words: "They must have been thinking along the lines of, 'Blimey ... he's come to bugger us all!'"

Then there was my cousin's husband Lt Guy Mongenais RCNVR of Montréal who commanded HMCS *Summerside* during convoy operations in the English Channel after the Normandy landings. The sequence for refuelling of Allied ships was predicated on the rank and seniority of the commanding officers. He became fed up with being the last ship to be refuelled; so he crafted a 'refuelling uniform' jacket which sported four stripes, and thereafter got to the head of the line—as he felt befitted a Canadian corvette! (I don't know if the RN ships were amused.)

Our 54 minesweepers also played an important role in convoy protection, especially in the case of coastal convoys, and some 16 of them participated in the Allied landings in Normandy.

Another group of ships initially com-

manded by RCNR officers were the armed yachts; but in this case they subsequently mostly came to be commanded by Skippers of the Fishermen's Reserve—a service which was initiated on the Pacific coast in 1939.

It's sad to note that so little has been written about our 80 Fairmile launches which, along with the minesweepers and the largest armed yachts, did much of the coastal convoy escort work, including the Bermuda and Newfoundland runs, and also patrolled our coasts. They were almost exclusively commanded by RCNVR officers with some Fishermen's Reserve Skippers commanding the coastal patrol ones. Jack Braidwood's book "Never Lose Steerage" [Ontario Picton Gazette, 1976] gives a glimpse of the Fairmile's operations.



The Fairmile B motor launch Q 094 on patrol off Canada's East Coast toward the end of WWII.

Another group commanded from start to finish by RCNVR officers were the 21 Canadian-manned motor torpedo boats which fought so valiantly in the English Channel. Proportional to their small numbers, the officers in those formidable craft were awarded more Distinguished Service Crosses for gallantry than any other category of Canadian-manned vessels. Eight of their COs received the DSC, and one—the famous Cornelius 'Corny' Burke, who died not long ago in Vancouver, earned it three times. He was, I believe, our only Canadian naval officer in WWII to have two bars to his DSC.

A small group of vessels which is often overlooked in the annals of our WWII navy is the 30 Landing Craft Infantry commanded by RCNVR officers during the Allied invasion

of Normandy. One of these COs was well known to most of us—the late-Capt Peter Hinton who well recalled what it was like to have your beached ship forced onto, and blown up by, a beach mine.

Well, all this may help you understand that old saying that "The RCNR were sailors learning to be gentlemen, and the RCNVR were gentlemen learning to be sailors," to which James Lamb would undoubtedly add: "and the RCN were neither!"

I want to turn now to the naval air and maritime air, which also form a most important part of our maritime heritage.

Hundreds of young Canadians went to the United Kingdom during WWI to train as naval flyers with the Royal Naval Air Service. Their naval careers ended when the RNAS

was amalgamated in 1918 with the Royal Flying Corps to form the Royal Air Force. Such former naval aviators as Breadner, Collishaw, Leckie, Edwards and Curtis, were later to attain the highest ranks in the yet-to-be-born Royal Canadian Air Force.

Also in 1918, a Royal Canadian Naval Air Service was formed on the East Coast to carry out anti-submarine operations, and an air station was established on the shore of Eastern Passage. However, all that ended with the cessation of hostilities and the defence cuts of the 1920s.

You will recall that I earlier mentioned that Canadian naval officers commanded two aircraft carriers in WWII. These were the 14,000 ton escort carriers HMS *Nabob* and *Puncher*, which nominally were Royal Navy ships but were mostly manned by Canadians. Their aircrews however, were mostly British and the war ended before four new 'Canadianized' squadrons formed of RCAF and Royal Navy aviators could take to the air.

Consequently, our Fleet Air Arm legacy from WWII is largely one of individual Canadian naval aviators who flew off Royal Navy carriers. One of these was Lt Robert Hampton Gray, an RCNVR officer who earned the DSC for several attacks on Japanese warships, and later a posthumous Victoria Cross for attacking and sinking a Japanese destroy-



er at point-blank range in Onagawa harbour in the face of intense anti-aircraft fire.

That was the sole Victoria Cross awarded to a Canadian naval officer in WWII, and although the engagement took place in the Pacific theatre, not the Battle of the Atlantic, it is also an important piece of our WWII naval heritage. I commend Stu Soward's book "A Formidable Hero" [Neptune Developments, 1984] to you, and I find it particularly fitting that Terry Milne and Stu Soward have launched an effort to twin the town of Esquimalt and the town of Onagawa—I support that initiative and seriously hope it succeeds.

We must also not forget the role played by Canada's Eastern Air Command and the RCAF squadrons of RAF Coastal Command in the Battle of the Atlantic. They are today credited with having sunk 21 U-boats and damaging at least three more—a very respectable achievement—as was the 32 German and Italian submarines sunk by Canadian warships. The sinking of *U1225* by the Canso 'flying boat' captained by FLt David Hornell on June 24, 1944, 120 miles north of the Shetlands, in the face of heavy anti-aircraft fire which downed his aircraft, earned Hornell a posthumous Victoria Cross. Coincidentally, it was on the same day, June 24, 1944, that HMCS *Haida's* devastating gunfire forced the commanding officer of *U971* to scuttle his submarine off the coast of France.

I want to voice my praise for another arm of our navy during WWII, namely the WRCNS—the Women's Royal Canadian Naval Service—known to us all as the 'Wrens.' My admiration for them extends also to our nursing sisters. Wrens did not man our warships, but their accomplishments, especially in the fields of communications, intelligence, operations and supply, were vitally important to the successful outcome of the battle. In 1944, the Wrens numbered 5,000, and the 1945 Navy List names some 400 Wren officers—a tremendous contribution—and another important part of our naval heritage. In 1942, for example, Wrens comprised half of the 18 person naval contingent headed by RAdm Victor Brodeur at the Canadian Joint Staff in Washington, DC.

I previously referred to that handful of senior officers who had fought in World War I and then kept the Naval Service alive during the lean 1920s and early 1930s. Skilled and professional, albeit few in number, they were the instructors and taskmasters who trained and developed those RCN officers

and men who later fought in the Battle of the Atlantic, and they also fathered the Naval Reserves. Many of them were too senior and too old to go to sea in 1939; in any case their talents and experience were sorely needed in Ottawa, Halifax, Esquimalt and Vancouver, Washington DC, and London, England. The monumental tasks and responsibilities they faced were in many cases just as demanding as the war at sea. The workload and pressures killed some of them—notably VAdm G. C. Jones, the Vice Chief of the Naval Staff, who became our fourth CNS in 1944 and died in February 1946.

Just about everyone I have named up to this point has passed away. Two WWII naval veterans who became Flag Officers are still with us on this coast—RAdm Bob Welland in Vancouver, and RAdm John Charles in Sooke. They occasionally have appeared in this mess and their recollections of the war are truly phenomenal. Judging from decorations, there are also others here tonight who served in the Battle of the Atlantic. I urge those serving in uniform today to go up and speak to those retired officers—there is much to be learned from them and they, like myself, are very interested and proud of you and your achievements; for you also will become a part of Canada's naval legacy—just as those who proudly served in the Korean conflict, the Cold War, the Gulf War and Afghanistan are part of that legacy.

Time and scarcity of recorded information does not permit me to pay proper tribute to the Merchant Marine officers and crews who constituted the lifeline to our Allies during the Battle of the Atlantic. Their stories and those of the DEMS gunners in their ships, sorely need to be told—as do the sagas of the fishermen and the Fishermen's Reserve.

Twenty years after WWII, the Navy and Maritime Air received another blow—unification. The future looked very bleak. RAdm Landymore, whose courageous stand on behalf of the Navy is very much a part of our legacy, had been fired by Mr. Paul Hellyer. Gone also were VAdm Kenneth Dyer and RAdm Michael Grote Stirling on this coast—as were several highly respected senior Air Force and Army officers. Within nine months, 213 naval officers resigned—including 52 Lieutenants—13% of the officers holding in that rank.

When I complained to my father in 1967 about the bleak future the Navy was facing under unification, his response was: "Come back and tell me when you are down to two ships and two hundred officers and men."

That reminder of what he and his contemporaries faced and overcame in the 1920s changed my despair into determination.

RAdm Landymore died last November [2008] and, if all has gone according to plan, today, May 1, 2009, our ships in Halifax rendered honours as his ashes were embarked in HMCS *Toronto*, following which a 13-gun salute was fired from HMCS *Sackville* as *Toronto* proceeded to sea to commit Admiral Landymore's ashes to the sea off his beloved Rainbow Ridge Farm in West Lawrence-town.

I know there may have been times when Admiral Landymore wondered if the courageous stand he took was the best thing he could have done for the Navy he loved. I have never had any doubt on that issue—for his example of courage and dedication inspired me and many of my colleagues with a fierce determination to exert all our efforts and abilities to ensure that the Navy would endure and that his sacrifice would not be in vain.

The Canadian public may not fully comprehend the mantra of Duty, Honour and Country; but whenever they see their maritime forces living those words, they first will give you respect and then will give you support. Your knowledge of your maritime heritage will help you to live those words and to survive difficult times, and that perhaps is the most important reason to always remember and honour those who fought in the Battle of the Atlantic.

You who serve in Canada's maritime forces have made all of us proud. I fervently hope that good records are being kept so that future generations, especially your families, may be able to include and recount your accomplishments among "the deeds our Fathers wrought!"

Accordingly, I will now conclude with these final verses from "Our Fathers:"

*When the margins full of safety, when
the weakest in the fleet
Is a Hyper-Super Dreadnought, when
the squadrons are complete
Let us pause awhile and ponder, in the
light of days gone by,
With their strange old ships and
weapons, that our fathers did, and
why*

*Then if still we dare to argue that we're
just as good as they,
We can seek the God of Battles on our
knees, and humbly pray*



*That the work we leave behind us,
when our earthly race is run,
May be half as well completed as our
Fathers' work was done.*

I thank you all for your patience and attention.

Nigel Brodeur CMM, CD, was born to a naval family in Victoria BC and raised in Victoria, Mon-

tréal and Vancouver.

Entering Royal Roads military college in 1950, he joined the RCN as a Midshipman in 1952, underwent SLT training in England 1953-55 and later specialized in weapons. He has served in a carrier, several destroyers and frigates, and commanded HMCS Terra Nova, the CF Maritime Warfare School and the 5th Canadian Destroyer Squadron on the East Coast.

He served in a variety of positions in NDHQ, and following a brief period in 1982 as Acting Deputy Chief of the Defence staff, was appointed Dep-

uty Chief of Staff Operations, Reinforcement and Resupply to NATO's Supreme Allied Commander Atlantic in Norfolk, Virginia, with an additional concurrent appointment as COS to the C-in-C Western Atlantic.

In 1985 he was promoted to Vice Admiral and returned to Ottawa to be Deputy Chief of the Defence Staff.

Nigel retired in July 1987, and he and his wife Anne returned to Victoria where they now live. He remains active in several associations and has authored many papers and articles on defence issues.

THE WARDROOM



View from the Bridge

Jean-Claude Michaud
National President
cmdremichaud@yahoo.ca

I would like to start the year by extending my best wishes to you and your families for a happy and healthy 2010. This is shaping up to be a remarkable year for the NOAC as we continue celebrating the Centennial of our Navy.

J'aimerais amorcer l'année 2010 en vous souhaitant à vous tous ainsi qu'à vos familles mes meilleurs vœux de bonheur et de santé. Cette année sera mémorable pour l'AOMC alors que nous continuons à célébrer le centenaire de notre Marine.

A great celebration is planned next summer during NOAC's AGM. Because of the remarkable quality of the Canadian Navy's 100th Anniversary, accommodation in Halifax will be scarce at the end of June, early July 2010. So, if you are planning to join in the festivities, don't delay in making the necessary arrangements. I sincerely hope to see a great many of our members in Halifax.

An Endowment Fund report at the end of December 2009 showed contributions slightly ahead of 2008 by about \$2,300, however, there were twelve fewer members contributing for the same period. We still have our donation goal of \$500,000 for this year. I would therefore ask all of you who have not contributed to the fund (approximately 87% of our membership) to keep us in your thoughts when choosing where to make charitable donations.

Besides Victoria, Ottawa, Québec city and Halifax, I have not heard of any other

initiatives with respect to local celebrations for the Centennial; I would urge branch representatives to share this information as soon as possible to maximise interest and attendance.

À part les divisions de Victoria, Ottawa, ville de Québec et de Halifax, je n'ai pas entendu parler d'autres initiatives régionales pour souligner le centenaire de notre Marine. Je demande-

rais à tous les responsables sur le comité du centenaire régional de partager votre programme avec les autres divisions afin de maximiser l'intérêt et le participation.

We have now reached the implementation phase of our Strategic Business Plan and I would like to thank all the members who took the time to review each draft and make constructive and positive input about the process. Keeping the three pillars of our plan to the forefront: closer relationships with the Navy, governance structure and closer links with the Navy League should, in the long term, result in improved membership levels.

The National Essay Contest - 2010; through a determined effort, we have now successfully reached the majority of high schools across the country. As 2009 ended, we had only received a very small response from students so we have decided to postpone the contest closing date to March 31, 2010.

Thanks to Andy Irwin and his team for their hard work and perseverance; they have now enlisted the cooperation of the Navy League to encourage all Royal Canadian Sea Cadets in high school to participate in the contest.

We are all behind Andy in this endeavour and look forward to meeting the winners of this most rewarding project.

Yours aye,

Jean Claude



The Front Desk

Richard Archer
Executive Director
noacexedir@msn.com

Even if a little late, I wish all of my fellow NOAC members a very happy and prosperous New Year!

For the first half of 2010, the Navy's centennial year, a big project for NOAC is the completion of the implementation of the NOAC Strategic Business Plan. Not every individual member may agree with some of the elements of the plan, or even the underlying motives, but NOAC has embarked on a major renewal initiative to re-engineer itself. The fundamental objective is to halt and even reverse the drift into irrelevance and declining membership.

Thanks to NOAVI, the implementation is being guided by 'major tasks.' I have divided the tasks into three 'slices' that have been sent to the NOAC Renewal Committee (i.e., your branch presidents). Slice 1 deals with Governance, Slice 2 deals with Media Capability, and Slice 3 deals with Recruitment. In each case I have applied the action items that have been agreed to by all branches in the approval of the NOAC Strategic Business Plan, plus the action items arising out of the Memorandum of Understanding that NOAC has with the Navy. Yes it sounds complicated, but my impression is that your branch presidents have a good handle on what is going on and what we are hoping to achieve.

So if you'd like more information, or indeed wish to pitch in, please contact your branch president.

The general target completion date for

the implementation plan is the 2010 National Conference and AGM starting July 1st. Not much time!

And speaking of the Halifax Conference and AGM, John Stuart, Gord Edwards and Len Canfield, among others, are doing a great

job of ensuring that the 2010 version will be a great success (see following article). I look forward to seeing you there.

Cheers,

Richard

NOAC 2010 Conference and AGM

By Len Canfield



Murray Knowles (centre), CO of HMCS Louisburg (1945) and Honorary Life Member of NSNOA, chats with two members of the NOAC 2010 Conference and AGM Planning Committee aboard HMCS SACKVILLE in early January. John Stuart, President of NSNOA is in the left of the photo, while Charles Westropp, Vice Chairman of the Planning Committee, and a past chair of the Canadian Naval Memorial Trust, is on the far right.

- Thursday, July 1, 0700-1200: National Executive and Board meetings; 1200-1800: registration; 1700-1900: meet and greet, and all day: Canada Day celebrations and activities.

- Friday, July 2, 0930: Bus to 12 Wing Shearwater for helicopter briefing and facilities tour; and for partners, bus to Fisherman's Cove, Eastern Passage (near Shearwater); 1200: lunch in Wardroom (members and partners); 1300: tour of Shearwater Aviation Museum; 1400: bus to hotel; 1800: NS International Tattoo reception, Metro Centre; and, 1900: NS International Tattoo.

- Saturday, July 3, 0900-1200: AGM; Afternoon: Navy 100 and waterfront activities; 1800: President's Reception; and, 1900: Formal Dinner.

- Sunday, July 4, 0900-1030: Board of Directors meeting; 1115: HMCS Scotian, Up Spirits and Farewell Lunch.

The Conference registration form is included as an insert with this issue of *Starshell*. For additional Conference information check out: www.noac-national.ca and www.nsnoa.ca, or telephone 902-444-4559.

The New Year has brought increased interest in all matters naval in Canada's famous 'East Coast Port,' including the NOAC 2010 Conference and Annual General Meeting, July 1st to 4th in Halifax.

Members of the Nova Scotia Naval Officers Association—hosts for the 2010 Conference and AGM—were among those on hand New Year's Day at Halifax City Hall, as the Canadian Naval Centennial flag was raised. Participants in the flag-raising ceremony to mark the beginning of the year-long 100th anniversary events and activities, included Halifax Regional Mayor Peter Kelly and Rear Admiral Paul Maddison, Commander MARLANT.

Gord Edwards, the 2010 NOAC Conference Chair, says the Naval Centennial events add an important end exciting element to the conference, including the visit of Queen Elizabeth and Prince Philip to Halifax, and the Fleet Assembly and Review on June 29th. Other major events include the Nova Scotia International Tattoo and Canada Day celebrations along the historic waterfront.

"Given all that will be happening in Halifax this year, the conference theme—**Celebrate Our Past, Our Future**—is most appropriate," Gord says.

The Halifax Marriott Harbourfront Hotel is the conference hotel. Conference activities will include:



**Celebrate
Our Past,
Our Future.**

**NOAC
CONFERENCE & AGM
2010**

**HALIFAX, NOVA SCOTIA
JULY 1-4, 2010**



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*Whether remembering the past,
supporting today's navy, or
building for the future...*

***Please consider a tax
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All cheques should be made payable to the 'NOAC Endowment Fund' and mailed to: NOAC Endowment Fund, PO Box 2402, Vancouver Main Postal Outlet, 349 West Georgia Street, Vancouver, BC V6B 3W7.



Schober's Quiz #49

By George S. Schober

Question:

It is not often that an officer's career progression somewhat resembles the old children's game of "Snakes & Ladders." But there was a twentieth-century naval officer who, after a meteoric rise to flag rank at an early age, subsequently was twice demoted—only to be later reinstated to his former rank. Who was the unfortunate individual?

Answer on p.21

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MAIL CALL

◆ Naval hand salute?

Reference the cover photograph on Vol. VII, No. 47 [Summer 2009] *Starshell*. When I first joined the RN in 1946, the Whale Island drill instructor types would offer their joking opinion the naval salute we were being taught made it possible to check the palm of our hand for cleanliness—if done properly! I found the RCN no different. However, the CF hand salute has progressively rotated to have the palm face ahead and we have lost yet one more of the few recognizable naval marks of respect.

Many years ago the officers in *Shearwater* were assembled in what is now part of the aircraft museum. The purpose was to update us on the rapid changes taking place under the Hellyer amalgamation programme. We were exposed to numerous slides of a rather chubby sergeant in green uniform decorated with assorted attachments. Several variations of white gloves, belts and gaiters, etc.—even an 'SS Storm Trooper' type dirk—which were promptly dubbed 'Instant Dictator Kits' by an irreverent lieutenant-commander.

In the following discussion period the senior presenter was asked whether anything navy had survived? After a pause and some thought, we were told the navy salute had been found appealing and would be the standard. Over the years, as evidenced by TV news programmes and the above-referenced *Starshell* cover, it will soon be impossible to check for a clean palm on divisions.

[Did the ADC perhaps overlook briefing Her Excellency on the proper form for a naval salute? Ed.]

Bill McDermott, NSNOA

IN BRIEF

◆ Naval windows dedicated in Vancouver



L to R: MARPAC Formation Chief CPO1 Cookson, Ron Harrison and MARPAC Commander RAdm Tyrone Pile stand in front of one of the windows.

I had begun the process of donating two little windows to Christ Church Cathedral, Vancouver, when still your National President. The dedication of the windows finally took place on All Saints Day by Bishop Ralph Spence, retired Bishop of Niagara, with Dean Peter

Elliott presiding and Bishop Spence handling the dedication.

MARPAC Commander RAdm Tyrone Pile and his wife, the Formation Chief CPO1 Cookson, RAdm Bill Hughes and his wife, the CO of HMCS *Discovery* LCdr Elaine Fisher, Cdr King Wan and several other NOAC types were present, including John and Mary Horton, Roderick McCloy, etc.

Ron Harrison, NOABC

◆ Maritime Affairs scholarship awarded



L to R: NOABC President Bill Paull, Jaimie Bone and David Hood, President, BC Mainland Division of The Navy League of Canada.

A \$3,000 Maritime Affairs Scholarship was awarded to Jaimie Bone, a former cadet petty officer in RCSCC *Grilse*, Port Moody, BC, by NOABC Branch President Bill Paull. The award was made at a Captain's Rounds Parade in *Grilse* last November. Jaimie is a student at the Maritime Training Campus of BCIT in North Vancouver. Some of you will recall that several of our events were held on the campus during the 2009 NOAC National Conference and AGM in Vancouver.

◆ South American tour



A group of 25 NOAC/RMC members and their spouses toured South America from November 1 to 15, 2009. The above photo was taken in Rio de Janeiro on November 9 and includes, L to R: Mike Morres, President NOAVI, Roger Chiasson NSNOA, Ed Williams NOANL and Phil Johnson of NOAVI.

◆ Andy Irwin drops puck at NHL game in Toronto



Andy (right) and Kailee Novikoff of Historica-Dominion Institute, at the Remembrance Day Toronto Maple Leafs game.

Our hard working Fund Raising Chairman (among other things!) Andy Irwin of Toronto Branch was invited to drop the puck at the pregame memorial services at the Toronto Maple Leafs game in that city on Remembrance Day 2009. Andy later presented the puck to Clayton Ward-Therault, 17 years of age, who suffers from Muscular Dystrophy. *Well done Andy!*

◆ Keeping it in the family



David Cassivi and his cousin, Commander Luc Cassivi, the Commanding Officer of HMCS *VILLE DE QUÉBEC*.

David Cassivi of Windsor Branch visited with his cousin Commander Luc Cassivi when the Halifax-class frigate HMCS *Ville de Québec* toured the Great Lakes during the past summer. The photograph was taken in the Captain's Cabin when the ship was in Windsor, Ontario on September 14th, 2009.



◆ The Memory Project

The Historica-Dominion Institute recently launched an exciting new initiative. The Memory Project: Stories of the Second World War is creating an unprecedented record of Canada's participation in the Second World War as seen through the eyes of the thousands of men and women who were there. The Memory Project is providing every living WWII veteran with the opportunity to preserve their memories through recorded interviews and digitized memorabilia. Their stories will be available in both official languages at www.thememoryproject.com.

The goal is to collect thousands of veterans' stories. A poster is available by going on line or by sending an email to memory@historica-dominion.ca or telephone 1-866-701-1867.

The Institute will be hosting special events coast-to-coast across Canada to record interviews and digitize memorabilia — let them know if you are interested in having an event in your area. To learn more about the project, please refer to the above mentioned website.

Jenna Zuschlag Misener, Project Manager

◆ Centennial edition of 'Canadian Naval Review'

A centennial edition of *Canadian Naval Review* will be published in mid- to late-April in time for the series of centennial conferences. The table of contents for this richly illustrated 64-page special edition includes the following articles and features:

- (a) A look back at naval policy development and the evolution of the various fleets;
- (b) the Navy and NATO;
- (c) a review of technology in naval evolution;
- (d) a review of notable Canadian warships;
- (e) a look at the future determinants of fleet structure;
- (f) the Navy and the Arctic;
- (g) the Navy and the media;
- (h) an illustrated chronology of the historical milestones.

I also have a couple of articles in reserve. I am inviting you to buy extra copies of this special edition—a decision that needs to be made before we go to print in March 2010.

We can offer the following rates:

- Individual copies \$7.50 ea. including postage.
- Bulk orders of 25-75 copies \$5.50 ea. including postage.
- Bulk orders over 75 copies \$4.50 ea. including postage.

If you are interested in buying a much larger number, over 1,000, I could certainly work out an even better rate. In case you are wondering about the lower than normal cost, it is because we are taking advantage of savings available from a print run much larger than the usual quarterly number. I will also be making the offer to other service organizations. Please do not hesitate to call me at 902-835-1924 if you would like additional information. My email address is peterhaydon@eastlink.ca.

Peter Haydon, NSNOA

◆ Russian medals

As you may know, in the past five years we have transmitted and bestowed over 350 medals dedicated to the 60th Anniversary of the Victory in the Great Patriotic War 1941-1945. to Canadian WWII veterans [of all ranks] who participated in the Murmansk Run, or as we would call it, the Murmansk Convoys.

In order to receive the new 65th Anniversary of the Victory in the Great Patriotic War 1941-1945 medal, we ask Canadian veterans to send us a copy of their previous medals documentation (40th, 50th, 60th Anniversary medal certificates), or a copy of their service record where it would state on which of HMC Ships they served during WWII, as to see whether [they] served in the Murmansk Convoys. The above mentioned letter is issued by Library and Archives Canada. Along with these copies of the documents, a letter of formal request would do and we are good to go. The medal is either delivered by express post to the veteran, or if the application coincides with some event at the Embassy, then we invite the veterans to be awarded by the Ambassador or a high-level visiting official.

[The address is: Embassy of the Russian Federation, 285 Charlotte St., Ottawa, ON K1N 8L5.]

Kirill Kalinin, Attaché, Embassy of Russia, Ottawa

◆ Maria Obtinimus ad infinitum...

EDITOR'S NOTE – *For history's sake, what follows has been deemed of general interest to the membership. It is a recent exchange of 'thoughts' and 'opinions' between a learned few of our mentors, nay peers, concerning the derivation and definition of the NOAC motto "Maria Obtinimus." Please note I have exercised considerable editorial license to conserve space. The quotes appear in chronological order. With special thanks to Alec Douglas, Fraser McKee, Rich Gimblett and our Executive Director, Richard Archer.*



- From Michael Hadley to Richard Gimblett [*Navy Command Historian*] – What is the correct Latin motto of the NOAC, and what does NOAC understand it to mean? Websites give variations of "mare ... obtinimus," but not "Maria ..." It's for the epilogue of the NAVRES volume.

- From Gimblett to Richard Archer [*NOAC Exec. Dir.*], cc: Hadley – I vaguely recall this arising before. Do you have answer handy?

- From Archer to Gimblett, cc: Hadley – I thought it might mean something like "Resolve at Sea," but apparently not. I googled it and saw a few uses of obtinimus in Latin texts but couldn't find a way to get it translated into English. Finally I found the word used in Article 1 of the Magna Carta, no less, which conveniently had an English translation of the Latin text. As far as I can tell, it means "obtained."

So "Mary Obtained" seems to be the translation ... but it certainly doesn't have the ring of a call to arms. Perhaps another Latin phrase was misspelled. Hopefully and if so, the original could have used the Latin word for the sea and perhaps the Latin root (if there is one) for the English word "obstinate." Thus my wish for it to mean "Resolve at Sea."

- From Hadley to Fraser McKee – As you know, I have had serious linguistic doubts about the NOAC motto that concludes your reflections in the Epilogue. Richard Archer has replied as follows [*see immediately above, Ed.*] I have replied to him as follows. In the light of these reflections, it strikes me that you would be best to reformulate the concluding lines of your Epilogue. Could you do that? Michael.

[Quote of Hadley's reply to Archer] – "Dear Richard: I have just returned from a couple of days in the States, and hasten to thank you for having included me in your reply to Rich Gimblett. It is as I suspected, a case of bastardized Latin — or a Latin phrase that has been fragmented and hence lost in translation. Having mustered all my school Latin of many years ago, I remain as bamboozled as ever. Your suggestion that 'Mary obtained...' is the translation, though well-intended, is also unlikely. This because 'Maria' must be construed either in the Nominative Case (either the subject of the sentence or the complement of a copula verb), and 'obtinimus' (a transitive verb) is the first person plural ('we hold...'). Also, 'Maria' could be construed as in

the Vocative Case, and therefore rendered as 'O Mary!' Hence the expression could run 'O Mary ... we hold ...'. (And none of this suggests precisely *what* this is that we hold). In any event, none of this helps — except to suggest that the NOAC should revisit the question of its motto! By the way, 'obstinate' derives from the Latin 'obstinare' (itself a derivative of 'obstare') meaning 'to persist.' In practical terms, all this strongly suggests to me as editor of the DND volume, that I omit the motto altogether. I do appreciate your reflections on this. Best wishes, Michael."

- From McKee to Hadley, cc: Archer – I'll re-look at the Epilogue's ending, but I know the motto was developed by Tim Turner when President, through the good offices of some Trinity College, U of T Latin professor. I know there was discussion at the time and it was resolved between several of them. No idea who at this stage, 40 years later! We could probably revisit that source at least.

MARE - MARIS is certainly "the sea" (nothing to do with Mary at all), and OBTINERE - OBTINERE is "to hold, maintain, continue or prevail" — so says my Collins Latin/English dictionary. And I'd gather IMUS could be the present tense plural for "we." So WE HOLD TO THE SEA would seem to be a pretty exact modern day translation, despite Richard's memory and Goggling [*sic, should read 'goggling'*]. I do agree that maybe MARIA should become MARE, if that's the tense. I think the concept is an accurate one for NOAC and would vote to retain it as is! Whatever the book's ending is. Or even if NOAC abandons it.

Your call! (Like the story of the USN carrier in fog. The Task Force Admiral telling a light ahead to alter course away, as she was a USN Fleet carrier. The light replied: 'I'm a lighthouse — your call!')

- From Archer to McKee and Hadley – Thanks Fraser. I like it! I managed to avoid Latin in high school and took shop instead...

- From McKee to Archer and Hadley – The problem seems to lie with MARIA. Maybe that's the plural for "Seas" and thus the motto is really "We hold to the seas" — which also seems alright. Includes MARPAC and the newly important Arctic.

- From Archer to McKee and Hadley – I'll stick with the current motto until directed otherwise.

- From Hadley to McKee and Archer – Dear fellow speculators. My friend Fraser has gotten it right! After much sleuthing, I found the following that indicates that mare (sea) is a Third Declension Neuter Noun, and that 'Maria' as both the nominative and accusative case plural of mare (sea). Thus in the motto, we must construe Maria as the direct object of the verb. Hence: 'We hold to the seas.' Well done, Fraser! 'I bows towards ye' (to which you may offer the reply: 'and I nods accordin' ... whereupon we toast each other with a wee dram).

Latin: mare, mar-is n.

English: sea

SINGULAR

NOM. mare

GEN. maris

DAT. mari

ACC. mare

ABL. maris

PLURAL

maria

marium

maribus

maria

maribus

- From Archer to Doug Thomas, Harley Kieran, McKee, Hadley et al – See the [preceding] email. Maria Obtinimus means "We Hold to the Seas."

- From McKee to Thomas, Kiernan, cc: Hadley et al – Background: it all goes back to the late Capt Tim Turner and his classical enough education at UCC and Trinity College, U of T. He called in a classical scholar friend from Trinity who suggested the Latin title, and I checked with a classmate of my lawyer son who teaches Latin at a UK university. So with little such skills on my own, I felt reasonably comfortable that it would all work out! For questioning it: Psalm 95, v. 10 refers!

[Biblical quotation subsequently provided by Archer: For those too busy to look it up, here's what Psalms 95:10 says: "For forty years I was angry with them, and I said, 'They are the people whose hearts turn away from me. They refused to do what I tell them',"]

- From McKee to Archer, Thomas, Kieran, et al – Much as I hesitate to even question our esteemed Exec. Director, I really like my Concordance reference to the King James version of the Bible better. I have already written out my funeral arrangements and have insisted that the King James version be used, as Jackie Lord Fisher felt, it did use much more magnificent language than the modern pap version! Be damned to all those catering to how the modern youth might feel!

Thus Psalm 95, v. 10: "Forty years long was I grieved with this generation and said: it is a people that do err in their heart, and they have not known my way." I wasn't angry with anyone, but indeed I did grieve when Mike H. and Richard felt the NOAC's motto was probably in error, and that they simply erred in their hearts! *Ego te absolvo!* (Pretty good for a Presbyterian eh?) Blessings to all present.

And finally...

- From Alec Douglas to McKee, Archer, Thomas et al (including the 'Starshell' editor) – This learned exchange should have a place in NOAC Archives lest it be lost in cyberspace. I have no doubt that Fraser, the packrat he is, will preserve the material, but perhaps it should also be preserved as an attachment to the minutes of the next Directors' meeting. And surely the essence of it should be included in the next *Starshell*. OK George?

Now that puts an end to all the confusion ... right? Ed.

◆ Naval Centennial coins now available

The Royal Canadian Mint has announced they have made available a proof dollar and mint set to commemorate the 100th anniversary of the Canadian Navy. See <http://www.mint.ca>.

◆ Tudor Crown lapel pin and ladies' brooch available



Lapel Pin



Ladies' Brooch

NOT SHOWN ACTUAL SIZE

Half-inch lapel pin

Silver or gold plated – \$50.00

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For additional information or to order, contact Helen Valdemar at valdemar.helen@primus.ca, or telephone 613-726-0501.

*Much to celebrate
at the NOAC 2010
National Conference Halifax!*



FRED FOWLOW'S BROADSIDES!



\$ How much military spending is enough?

"In Canada, where so large a population lives at a great distance from the sea, there will always be the inherent difficulty of obtaining recognition of the fact of the dependence of prosperity of the people upon the safety of those sea communications upon which produce travels."¹

Admiral of the Fleet Viscount Jellico of Scapa

Admiral Jellico's observation probably remains as true today as it did almost a century ago. Granted in the intervening years there may have been times when Canada was looked on as an incomplete maritime nation, never having fully embraced our maritime dimension, often to our own detriment. Ignoring individual points of view, regardless of political stripe, the federal government has always had a responsibility to provide the Canadian Forces (CF) including the navy, with the necessary equipment and training to do its job properly. In fairness, a government deserves a period of grace to adapt to the job and to adjust to the situation that confronts our country.

In an article published in the January/February edition of *Legion Magazine*, David Bercuson writes: "In this very tough economic environment, perhaps it is time for those who advocate a strong, modern and appropriate sized military to acknowledge the debt the CF owes to the Liberal government elected in 1993 ... sometimes defence budget cuts, or refusals to commit in advance to various defence projects, are wholly defensible when the overall objective is to strengthen the society, the economy or both."²

A recent media report describing financial adjustments to the defence budget states the Canadian military is looking for savings of more than \$190 million by March 2010. Reacting to the aforementioned, the Defence Department advised there would be cuts in

training for the navy's reserve forces, a reduction in their infrastructure maintenance and repairs in January 2010; the air force would scale back on non-operational training, cut some of its flying time and limit non-essential repairs. The army would cut training and reduce the number of reserve soldiers employed full time. These cuts would represent a 7% reduction in the air force's budget, 6% for the navy, and 5% for the army.³

In response to defence analysts who asked where the money would come from to meet responsibilities defined in the Canada First Defence Strategy (CFDS), the Defence Minister confirmed the recession would not affect the CF plans to spend billions on new equipment; a move he stated was supported by the Finance Minister.⁴ Later, a CBC report warned: now is not the time to gut our armed forces; moreover, the government needs to keep Canada's military spending up.⁵ Then came a surprise: a DND spokeswoman stated that an additional \$233 million in savings would have to be found by the end of March 2010. This additional \$233 million was not called a cut, but rather an adjustment. DND did not indicate where the money saved would be allocated, adding that the government will continue to support the Canada First Defence Strategy.⁶

At a time when annual international military spending surpassed the level of spending at the height of the Cold War, our government made small CF funding increases, presumably to enhance the capability of the

CF to be 'interoperable' with the United States forces; a move that coincidentally made the CF more effective as a participant in North American, NATO and UN overseas coalition operations.

One agrees with Vice Admiral (Ret'd) Nigel Brodeur's statement to the effect there is something self-defeating on the part of opposition politicians and peace activist groups who consistently object to a Canadian defence policy that ensure CF military interoperability with the United States; our major trading partner and the most militarily powerful nation in the West.⁷ The same groups ignore the importance of ensuring that the CF is capable of contributing to the defence and security of North America while retaining capability and readiness to send CF forces on international overseas missions.

An important reminder here. Following the end of the Cold War, Canadian federal politicians called for what was referred to as 'peace dividend' cuts. Recently, David Collette, a one-time Liberal minister of defence, recalled that peace dividend cuts were "done from the point of view of trying to get government finances in order, and they were predicated on the view that the ending of the Cold War meant there would be a PEACE DIVIDEND."⁸

At another time, retired General Rick Hillier, a former Chief of the Defence Staff, informed Canadians of the reality of the situation confronting the CF, referring to it as a "Decade of Darkness;" a period in which the

forces were bled of financing, training, equipment and personnel, almost to the point of implosion, then offering that there was a need to keep military spending stable. Later, the CBC quoting from the general's book "A Soldier First," which stated: "We took the Canadian Forces to, and in some cases past, the breaking point,"⁹ asking the question — is the Canadian Forces 'Decade of Darkness' over?" The CBC provided an answer stating no, that in fact after a brief respite we were likely headed back into its cold embrace, offering that even more than in the Cold War, the war on terrorism and the conflict in Afghanistan have been the *raison d'être* for the renewed emphasis on our military in the eyes of most Canadians.

"Canadians seem to want more navy and for it to do more," stated Commodore Williams when responding to a question concerning the characteristics of the next Canadian fleet. He then confirmed the navy's plan shown in "LEADMARK, remains the foundation of navy thinking and a plan was underway to help navy people explain to anyone who wants to listen just what our navy is all about and what it does for them."¹⁰

The impact of climate change on the melting of Canadian ice-bound Arctic territorial waters, in particular the Northwest Passage, captured the attention of Prime Minister Stephen Harper who, when referring to the opening of the Northwest Passage and the defence, security and sovereignty of our Arctic land territory, stated: "use it or lose it," followed by a government announcement that it would acquire six to eight Arctic/Off-shore Patrol Ships (A/OPS) to patrol our Arctic territorial waters. Clearly a decision that made a lot of sense. Notwithstanding the merit of a ship acquisition project intended to establish a navy presence in Canada's Arctic waters, the proposed A/OPS project has suffered delay in implementation as a consequence of the indignity of a fierce attack by both the chairmen of the Senate Standing Committee on National Security & Defence, and the Senate Standing Committee on Fisheries & Oceans. Both urged cancellation of the A/OPS in favour of a new fleet of armed, multipurpose coast guard ice-breakers.¹¹ It should be noted that the coast guard fleet is manned by unionized crews who, according to a recent television program, are regularly rotated by helicopter in and out of the operational area. How this procedure fits in with military patrol and interdiction work normally rendered by the navy remains a mystery.

In the 37th edition of the *Canadian Military Journal*, an article entitled "Re-capitalizing the Forces" by Martin Shadwick, suggests that: "affordability-driven cutbacks—both quantitative and qualitative—will leave the A/OPS woefully deficient in sensors, speed, armament and other capabilities, and although the modernization of the Coast Guard icebreaker fleet warrants action ... it is absurd not to have a navy that cannot operate to any credible degree on Canada's third ocean." Shadwick's reminder that in overall utility and cost effectiveness, the military procurement process that impacts on the JSS and A/OPS programme, has not been without serious problems, coming at a time when the Canadian defence procurement process, explained in a graphic critique by Alan S. Williams, one-time Assistant Deputy Minister (Materiel), in his "Re-inventing Canadian Defence Procurement: A View from the Inside,"¹² has been described as a dysfunctional system.

One agrees with then-Cmdre Williams's 2008 statement in his interview with Peter Haydon, when he claimed the navy as an organization needs to be changed from "today" with a tendency to rest too much on past successes, to one that focuses on tomorrow and the challenges of the future. Haydon also points out the commodore made it clear the navy is in a growth period and had to position itself to take advantage of the future.¹³

In considering CF deployment to Haiti for participation in earthquake relief work, it was discovered the navy was unable to deploy a complete task group because the replenishment ship *Preserver*, an ideal ship for such a mission, was in the process of being stripped down for a costly life-extending refit set to begin in April. Not the best time to confuse Canadians, but months ago DND press releases explained the government had shelved the JSS replacement programme in 2008 because bids came in far above the project's approved budget envelope. More fuel for the fire was added when it was stated the Canadian shipbuilding industry has not constructed major naval vessels since the end of the Canadian Patrol Frigate programme fifteen years ago. This prompted the question: what does all this mean when it comes to assessing the outlook for completion of the long overdue JSS and A/OPS projects and other important high-cost Canadian ship construction projects waiting in the wings for specification development, contract negotiation and award?

It is important to mention the navy has

always been the first CF element to move to an international crisis area. Thankfully one finds comfort in the fact HMCS *Athabaskan* and *Halifax* sailed to Haiti, despite the unavailability of *Preserver*, when the demand for humanitarian relief in Haiti surfaced.

Discussion and legitimate concern about the navy's JSS took on a different level of concern when a January 17 Canadian Press release informed readers that the Royal Netherlands Navy (RNN) had signed a contract to build a 28,000 ton Joint Support Ship comparable to the vessel Canada has mulled over for the past six years. Embedded in the announcement was a statement that the RNN perceived a change on the international maritime scene; and like a number of other navies in the NATO alliance, the RNN is being transformed from a navy focused mainly on anti-submarine warfare in the Atlantic Ocean, to a more deployable and expeditionary maritime force highly suited to operating worldwide in both deep waters and the littorals. There is no doubt the RNN appears to have a good fix on why it is moving ahead with the construction of a vessel that appears similar to what Canada had in mind when the concept for the JSS for our navy was conceived. Next, the difference between the Canadian and Dutch JSS procurement arrangements certainly gives rise to some poignant questions regarding the procurement of naval ships by Canada, when it is noted the Dutch vessel's hull will be built at the Damen shipyard in Romania, with the rest of the construction in the Netherlands.

Returning to another potential problem concerning defence spending, comes a call from a variety of groups who will want a 21st century 'peace dividend' when Canadian troops leave the war in Afghanistan; even though it is generally accepted that demanding a 'peace dividend' from the Canadian military never did make sense. Cutting military spending makes even less sense today than it did twenty years ago,¹⁵ a time when the percentage of GDP spent on defence in Canada was slightly over 2%. Today, when the government talks about adjustments in the DND budget, defence spending is only 1.2% of GDP; less than Norway, the Netherlands and Denmark, whose spending on defence currently stands at 1.8%, 1.5% and 1.3% respectively, of their GDPs.

In the world of politics Canadians should not lose sight of the image created by the government when it announces it will continue to make significant national commitment to the Canadian Forces. Briefly, we



should watch the forecasted outlook for the future, when there is no comparative combat commitment, a time when the CF could become an easy target for a budget cutting government. Canadians must never lose sight of the fact that if Canada is to be taken seriously in the world, our government must show that our armed forces are capable of defending the country from those who might violate our peace and security, such as terrorists arriving as refugees on our West or East coasts; and that the CF will be at its professional best if or when the international community calls for help.¹⁶

One final thought. With the impact of the Haiti earthquake occupying worldwide attention, our government better NOT overlook the possibility of an earthquake following the fault line that runs along our west coast down into the United States. Should this occur,

would the navy be properly equipped to react with modern JSS ships capable of dealing with the disaster; or on the east coast where the risk of tsunamis returning to hit Newfoundland and Labrador exists?

When planning for the acquisition of the best platforms for the navy, proper sustained funding is paramount. Rear Admiral (Ret'd) David Morse has stated: "naval renewal is inescapably a strategic one, that is a search for decisions which when made will have long term repercussions, and which if not made will cause irreparable harm ... replacing a declining capacity with the same platforms made new again may not respond to Canada's perception of its own security."¹⁷

So readers, find your answer to the question: "How Much Military Spending is Enough?," and then pass your findings to friends and your Members of Parliament.

- ¹ Navy League paper, "Canada, An Incomplete Maritime Nation," April 2003.
- ² David Bercuson, "Eye on Defence," *Legion Magazine*, January-February 2010.
- ³ David Pugliese, "Military seeks \$190M in cuts," *Ottawa Citizen*, Canadian West Service, December 28, 2009.
- ⁴ *ibid.*
- ⁵ Robert Smol, "Now is not the time to gut our armed forces," CBS News, November 20, 2009.
- ⁶ David Pugliese, "Canadian military tightens its belt further," *Ottawa Citizen*, January 20, 2010.
- ⁷ VAdm (Ret'd) N. Brodeur, "Canada's Maritime Defence Needs," Navy League Discussion Paper, Aug. 31, 2002.
- ⁸ *ibid.* footnote 3.
- ⁹ *ibid.* footnote 3.
- ¹⁰ Peter Haydon, "Building the Next Fleet," a discussion with Cmdre. K. Williams, *Canadian Naval Review*, Spring 2008.
- ¹¹ Martin Shadwick, "Recapitalizing the Forces," *Canadian Military Journal*, Vol. 10, No. 1, 2009.
- ¹² *ibid.*
- ¹³ *ibid.* footnote 10.
- ¹⁴ Press release Media Alert: "Royal Netherlands Navy frigate HNLMS *Tromp* USA visit." May 13, 2005.
- ¹⁵ David Pugliese, "A comparison between Canada's Joint Support Ship and the new Dutch JSS soon to be built," *Ottawa Citizen*, Jan. 9, 2010.
- ¹⁶ *ibid.* footnote 5.
- ¹⁷ *ibid.* footnote 5.
- ¹⁸ Editorial, RAdm (Ret'd) David Morse, "Force Development A demand well beyond 2015," *CNR*, Spring 2008.

CANADIAN NAVAL HERITAGE



Days of Endeavour

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

Part Nine: 'VE-Day and Beyond'

In Part Nine, with 'Skinny' still in command of HMCS Guelph, the episode closed while escorting HM S/M Sea Rover across the Atlantic from Portsmouth to Philadelphia with a stopover in 'Newfiejohn.' The submarine was to undergo refit in Philadelphia under the Lend-Lease program with the US.

Having arrived safely in St. John's [Nfld.], we were told that another ship was going to escort *Sea Rover* the rest of the way because *Guelph* was due for a boiler clean. I was furious! Having done all the 'dog work' all the way across the Atlantic, there was no way we were going to be gipped out of seeing 'Philly.' I scrambled ashore and after a good bit of arguing convinced everybody that my boilers were good

enough to put a few more hours on them before their regular cleaning. In addition there was all the gear, including the spare generator we were carrying for the submarine that required special lashings to be made, and the time required to transfer it all to another ship. Not to mention that we had become very familiar with the job of escorting a friendly submarine, and had worked out the communications system required, etc.! I finally won the day and we sailed for Philadelphia on the 20th of April after a three-day stop in Newfie.

The passage down the coast, via the Cape Cod Canal and Long Island Sound was interesting but uneventful, and we arrived off the mouth of Delaware Bay on April 25th. We went up the river to Philadelphia without a

pilot (I made \$90.00 in 'pilotage money' I remember!) and arrived in the middle of the harbour without a clue where to go and no berthing instructions whatsoever. The submarine was boarded immediately and taken to her berth, but we spent some time steaming up and down the river trying to find anyone who was interested in giving me a berth. Finally, by dint of much flashing of lights, checking of charts and calling on the radio, we were directed to a small jetty between two enormous warships that were obviously under refit in the naval shipyard. One of them was USS *Alaska*, a modern [27,500 ton] battlecruiser, and the other was HMS *Rodney*, one of the largest [at 33,950 tons] battleships in the world, being refitted to fight the Japanese. As our little corvette sort of snuck in



between these two huge ships and manoeuvred alongside, one of our sailors on the bow took a moment to look first at one battleship then at the other, put his hands on his hips and proclaimed in a loud voice: "Well, we may not be the biggest ship in the world, but we're the trickiest!" I could have kissed him!

We had four days in Philadelphia, did our own boiler clean and proceeded independently to Boston where we picked up a local convoy and escorted it to the Halifax area, arriving early in May 1945. By the time we got back to Halifax, *Guelph* had been withdrawn from the Mid-Ocean Escort Group C-8 because she was due for her first annual refit. It had not been decided where this refit was to be done, so while waiting to find out, we were kept in Halifax. The war was obviously winding down but I am reminded that HMCS *Esquimalt*, a Bangor-class minesweeper, had been sunk in mid-April in the approaches to Halifax harbour.

Sometime after Jinny's second birthday in March, the lease had run out on the Barrington Street apartment and Nana had returned to Winnipeg, so Pam and Jinny moved back down to Boutillier's Point, St. Margaret's Bay, where they shared a house with Dick and Faith Bell, friends we had made in Halifax. Needless to say, with *Guelph* waiting in Halifax for a decision on our refit, I spent most of my time with the family in St. Margaret's Bay.

I was there on May 6th, 1945, when VE-Day happened and brought with it the riots in Halifax. The celebration to mark the end of the war in Europe got out of hand in Halifax, largely because no plans had been made, either by the civic authorities or by the military, for a public celebration. The Halifax riots, as the two days of violent disturbances were called, came as no surprise to the naval personnel based there. There was a deep underlying resentment, both on the part of the local populace and also on the part of the naval personnel toward each other. On one hand I think the Haligonians felt their town had been taken over by sailors, and, on the other, men posted to Halifax felt that prices were too high, there were few facilities for them ashore; they weren't welcomed but were exploited at every turn. The single biggest mistake on VE-Day itself was made when the 'City Fathers' closed all places of entertainment and left nowhere for the public to celebrate the end of six arduous years of war.

As soon as the extent of the disturbances became evident, however, all hands were

recalled to their ships and most of us were sent to sea. *Guelph* was sent on patrol out of the Halifax approaches for a few days and then did some unnecessary escort work in local waters. Mind you, by that time the U-boats had been given orders to surface and give themselves up, but no one was too sure whether they were going to obey these instructions or not, so caution was still required.

As it was, by the 15th of May, *Guelph* had to return to Halifax to land her captain with a case of pleurisy. I was threatened with hospitalisation but Pam talked the doctor out of it on the grounds she could give me all the warmth and rest I needed at home, and more 'TLC' to boot! So *Guelph* had another captain for a few days while I recuperated down in St. Margaret's Bay. It is interesting to note that thirty-five years later (1979) a disability pension was approved for my chest condition (asthma) attributed to this bout of pleurisy in 1945.

According to my Night Order Book, which I still have, I spent one more night at sea in command of *Guelph* on 25th May, 1945. I was then relieved and appointed, via long leave, for duty in Canada's first aircraft carrier, HMCS *Warrior*, then building in Belfast, N. Ireland. *Guelph*, my first command, left Halifax shortly after I did, bound for Sydney, Cape Breton, for de-storing and was then 'paid off' as a naval ship and sold. I'm told she became a coastal cargo ship for some years in the Caribbean.*

Peacetime & Big Ships (1945-1949)

It might be useful at this point to review the world situation in the middle of 1945. Germany and Italy had been defeated in Europe, which meant that the Battle of the Atlantic was now over. On the other hand, the Japanese were still very much undefeated in the Pacific. The United States had been carrying that war almost alone, although the British Pacific Fleet had been slowly building up as the threat of a German surface fleet in Europe had declined. Now that the war with Germany was over, the Allies could turn their undivided attention to the defeat of Japan. In May/June, 1945, it looked like a long job ahead.

* According to "Ships of Canada's Naval Forces 1910-2002," Macpherson/Barrie (Vanwell 2002) She was sold October 2, 1945 to a New York buyer, retaining her name under Panamanian flag. She was last noted in Lloyd's Register for 1964-65 as "Burlfin," a name she had borne since 1956. Ed.

From the Canadian point of view it was a whole new war to be fought in entirely different conditions. For political reasons, the Canadian government decreed that everyone sent to fight in the Pacific would be a volunteer. This in turn meant that everyone presently serving in the Forces would be given an opportunity to volunteer, even those in ships and formations already serving in the Pacific! If and when you did volunteer to fight the Japanese, you were automatically entitled to 30 days 'Japanese leave.' In addition, after VE Day, you were able to request up to 30 days' leave to cover all the leave you had missed because of the demands of the Atlantic war. This was dubbed 'liar's leave' by the Navy. When I left *Guelph* therefore, I was granted 30 days annual leave, 30 days 'liar's leave,' and 30 days Japanese leave for a total of 90 days!

As an aside, it might be noted that HMCS *Uganda*, Canada's first cruiser [obviously overlooking HMCS *Rainbow* and *Niobe*, the fledgling Canadian Navy's first warships. Ed.] had been with the British Pacific Fleet for many months when her officers and men were required to formally volunteer to fight against the Japanese. Because nearly two-thirds of the ship's company declined to volunteer, the ship was brought home, the only ship to vote herself out of a war!

Since I was appointed to *Warrior*, due to commission in January 1946, for service in the Pacific, we decided that Pam (now pregnant with Michael) and Jinny should return to Winnipeg until after the war was finally over. There she would be equidistant from either coast and I could get home on leave regardless of where the ship was. So back to Winnipeg we went after spending most of the summer in St. Margaret's Bay. Japan surrendered on 14th August after atomic bombs had been dropped on Hiroshima and Nagasaki, and changed the face of war completely. My appointment to *Warrior*, to take effect in September, remained unchanged, but the ship's employment after commissioning was obviously in some doubt.

At this point, with the war finally over, our personal circumstances began to take on a larger importance in our lives. Our second baby was due in November but my long leave was due to finish in September. I had been away for Jinny's birth in 1943, and I certainly didn't want to leave Pam alone again to cope with a second birth, even though my family were there to help. Mother had been back in Winnipeg for some months looking after Uncle Charlie since her sister



Shearwater Air Museum



HMCS WARRIOR, commissioned January 24th, 1946.

Rose had died suddenly in January 1945. When Pam, Jinny and I arrived in Winnipeg in August, we also stayed with Uncle Charlie while we looked for a more permanent place.

In the meantime, I had been having some difficulty with a sore on my lower back which had been bothering me for over a year. So, with a view to 'spinning out' my leave and remaining home with Pam for as long as possible, I consulted a doctor to see what could be done about my back. I was informed that my back was going to require surgery and a period of convalescence before I would be fit for full duty. I was admitted to Deer Lodge Hospital about the time my leave would have been up, my pilonidal sinus was excised, and I was sent on convalescent leave. It was during that period, while my back was still healing, that Michael was born. We were still staying with Uncle Charlie on 3rd November when Pam told me "it is time to go." I can remember being terribly matter-of-fact, cool, calm and organised, and carefully putting Jinny's shoes on the wrong feet before we left for the hospital! It's interesting to note that our family doctor, Dr. Musgrove, delivered both Jinny and Michael at the Misericordia Hospital as he had delivered me in August 1919, at 712 Arlington Street.

I left for the United Kingdom a week or two later, but not before Pam and the kids were settled in an apartment in the Fort Rouge section of Winnipeg to await devel-

opments.

I took passage in *Lady Rodney*, an ex-CGSS ship from the West Indies run. This was my first ocean passage since the end of hostilities and the first few nights' steaming with all the lights on were unforgettable!

I had been told to report to the Canadian Naval Office in London, and when I arrived there early in December, I was told to do a Damage Control Course in London before proceeding to Belfast. I had picked up a terrible cold, or the flu, on my way over to England somehow, and spent a lousy couple of weeks, feeling rotten, attending a course in which I was not interested. I think I eventually spent Christmas in Liverpool with the Marsdens on my way to join *Warrior* in Belfast. I then joined the ship very early in January 1946.

It was an interesting few weeks in Belfast. Most of the ship's officers had joined by the time I got there. We were all billeted in one of the smaller hotels and eventually became acquainted with most of the local pubs in the immediate area. Very few of us knew anything about aircraft carriers, except for a half-dozen officers on loan to us from the Royal Navy, and a few Canadian officers who had been standing by the ship for some months while she was being finished by the builders, Harland and Wolfe. We commissioned *Warrior* on a rainy day late in January. The Governor of Northern Ireland and

the Canadian High Commissioner in London, Vincent Massey, were the two senior guests. I was given the job of officer-in-charge of the Guard of Honour — a job I had never done before, and one I didn't particularly enjoy.

One or two impressions stay with me from that day. Because of the rain outside, the Guard and Band paraded in honour of the visiting dignitaries in the small after hanger instead of outside on the flight deck. When we were all fallen in and waiting for the first of the dignitaries to arrive, I caught sight of a large rat sitting on a pipe, high above and a little in front of where I was standing. I started to giggle to myself as I wondered what was going to happen when I suddenly had to shout out the orders required to give the salute. Would the rat suddenly fall off the pipe in surprise and land on the Governor, or the Captain, or me?! In the event, the rodent left just before the Governor arrived. The other vivid memory I have concerns the arrival of the Governor, who turned out to be a retired admiral in full uniform. He was a very big, tall man and the watertight door into the hangar was small and low. He came through the door to be greeted by me shouting, "Royal Salute," a crashing of rifles and cymbals from the band, and promptly smashed his head into the top of the door frame as he leapt to attention! I was afraid it was going to knock him out, he hit so hard. All was well however, as he did his job and I did mine.

Warrior spent some months doing equipment trials, embarking the Air Squadrons and their gear, flying trials, etc. It was a tremendous learning experience for us all. We finally got to Halifax in April 1946, and spent the summer on the East Coast doing flying practice and visiting Québec City and Montréal.

The most memorable part of that journey was when we had a steering failure in the St. Lawrence River, just a few miles above Québec City. The ship was doing twenty-two knots when she drove hard into the bank. She was so far into the mud that, at low tide you could walk right around the bow and partly down the port side. I was the Cable Officer at the time, in charge of the anchors and their cables. We were all going about our usual duties about the ship when suddenly we received the order: "Stand by Starboard Anchor!" We were going pretty fast and the ship only has a finite length of chain cable attached to each anchor. It can obviously be very dangerous if the ship does not stop before all the cable is used up. When

the order was given to "Let go Starboard Anchor," we did so, but fled from the cable deck immediately. The ship stopped in the mud just as the last of the heavy chain anchor cable ran out. We were very close to tearing out the whole bow of the ship!

We returned to Halifax in the early Fall and it was announced that *Warrior* was to go around to the West Coast to 'show the flag.' In fact, I found out years later, that she spent the winter steaming to British Columbia and back via the Panama Canal because there was no heat in the ship and an East Coast winter would have been impossible for the ship's company. We arrived in Esquimalt in time for half the ship's company to get Christmas leave and the other half to get home for New Year's. I got home for Christmas of 1946 and returned to Esquimalt very soon after the New Year. By the time I got back aboard, we had a new captain (Captain Harry DeWolf, Canada's most decorated naval officer in the Second World War), and the ship was getting ready for the return voyage to Halifax.

At this point I had 'had' aircraft carriers and big ships in general — not to mention the East Coast. *Warrior's* ship's doctor (Jimmy Grey) was a good friend, and he decided we should do something about my flat feet! He waited just a few days before sailing then admitted me to the RCN Hospital in *Naden* to have my feet 'manipulated' by a surgeon. Since there was going to be a period of convalescence, during which I would not be able to walk very well, I had to be removed from the ship just before she sailed. Too bad!

Having said that, I didn't really enjoy my time in the carrier. I have also to say it was an interesting and most informative time. Canada's Naval Air Arm was brand new. The squadron personnel came from various directions. Some of them had served in the Royal Navy Fleet Air Arm and learned their trade there. Others, particularly the younger pilots, had recently transferred from the RCAF and knew nothing about the Navy. On the other hand, most of the ship's personnel knew nothing about flying or carrier operations. So, we had to learn something about flying operations, and at the same time, indoctrinate the young airmen with some knowledge of ships. It was fun, in a way, and being involved in the very beginnings of the Naval Air Branch was very useful to me in later years. Many of the friendships I made then have endured. It was in this period that I met Dick Bartlett, one of our best friends.. I was his Best Man when he married Margaret.



HMCS WARRIOR aground in the St. Lawrence River in 1946.

I lived with them in Toronto years later when we did the Staff Course together and I am Godfather to their daughter, Ann. That affirms a closeness that I treasure.

When I was released from my short stay in hospital in Esquimalt, *Warrior* had sailed for Halifax and I had to wait for Naval Headquarters to decide where my next job was to be. In the meantime, I lived in the *Naden* Wardroom.

Dick Bartlett had likewise been left behind when the ship sailed because of a broken leg. We rattled around together for a few weeks until Dick left to return to the carrier. I got my first truly peacetime appointment to a soon-to-be-vacant job called "Staff Officer Reserves and Recruiting." This was carried on the books of the West Coast naval base, HMCS *Naden*, and the current incumbent (who was soon to be released from the Navy) sat in a store-front office uptown on Government Street waiting for volunteers to join the Navy. Considering that the war had only been over a very short time, there wasn't a mad rush to the Colours by the population of Victoria! It must be appreciated that the Navy, and indeed the country, were in a state of transition from war to peace, and it was obvious that a Recruiting Office in Victoria was no longer a very high priority for the immediate future.

As soon as I had established that I was to serve on the West Coast for a reasonable time, I applied for permission to move my family to Victoria. Pam flew out with the two kids — a very new and daring thing to do in those days — and we spent quite a long time looking for suitable housing. We finally de-

ecided to buy a house, using my "Re-establishment Credit" (War Gratuity) as a down payment. This of course involved finding something suitable and getting a mortgage. We found a nice, family-type home on Bank St. right next to the school, and became happily settled in the Spring of 1947.

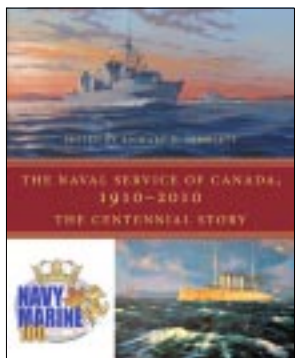
The job on Government Street fortunately didn't last long and I was soon informed I was going to be the Staff Officer for a new Reserve Naval Division in Victoria, HMCS *Malahat*. Thus began my long association with another one of the world's most unforgettable characters—Commander Ronnie Jackson. I knew next to nothing about Naval Divisions, but that didn't matter since Cdr Jackson knew exactly where he was going and what he wanted to do. I just helped with the paper work!

We commissioned HMCS *Malahat* in April 1947, and shortly thereafter I was informed that I was also going to look after summer training for all the Reserves who came out to the coast from the inland Divisions. Being the first year of summer training since the end of the war, there was only a trickle. There were a few University Naval Training Division (UNTD) Cadets who required some sort of training.

There was nothing even remotely resembling a syllabus, or even any instructions about what sort of training was to be given. Of course, there was nobody available to give any instruction either! At that point, *Naden*, the Naval Barracks, was fully occupied in training Ordinary Seamen for the fleet.



NAVAL BOOK REVIEWS



A Review by Mike Young

THE NAVAL SERVICE OF CANADA 1910-2010, The Centennial Story

Edited by Richard H. Gimblett, Dundurn Press (2009), 280 pp, illustrations, index, cloth, \$40.00 ISBN: 978-1-550028-67-6. (With Foreword by Her Excellency Michaëlle Jean, Governor General of Canada.)

In May of 2010 the Navy will mark its 100th birthday. Festivities and a good measure of pomp and ceremonial occasion will take place throughout the year to recognise this historic event. However, in advance of the actual birthday and as a fitting tribute to open the Naval Centennial year, comes the publication of this commemorative history. It has been produced by the Navy to, in the words of the Editor, "...celebrate its proud century of service by presenting a token of appreciation to the Canadian people..." for the Naval Centennial year of 2010. History in general, and naval history in particular, are not hot button subjects in the minds of most Canadians. One of the main purposes of this book is to make the history of the Canadian Navy more easily available to the widest possible audience. In its layout, content and approach, it has all the ingredients to achieve that purpose.

This is a magnificent coffee table book which has an eye catching jacket. As the subtitle states, this is a story—the story of the origins and development of our Navy from the early days of the Department of Marine and Fisheries, to the Naval Service of Canada, the Royal Canadian Navy (RCN), Maritime Command and nowadays, just plain Canadian Navy. The chapters are divided into examining specific and significant periods and each chapter has been written by a different author—all of whom are well known historians and experts in their field. In addition, there is a chapter on the Naval Art of the Second World War written by Pat Jessup, and neat summaries by Harold Merklinger of the highlights of Maritime Research and Development in the relevant period following each historical chapter.

Despite the fact the book has many contributors and that the Editor did not impose

any style requirements, there is a real cohesiveness and flow to the text throughout. The transitions from one chapter to the next are seamless and one can easily forget that the book was not written by one author. The introduction, written by Alec Douglas, sets the scene with a sweeping overview. Then Roger Sarty takes the reader back to 1867 putting the lengthy struggle to define naval policy and the requirement for a Navy into context in the period prior to 1914. William Johnston gives a fresh look at the activities of the RCN in WWI and this is followed by a perceptive and very interesting look at the RCN in the interwar years by Bill Rawling.

Donald Graves and Marc Milner each contribute a chapter on the Navy in WWII. Graves focuses on overseas operations while Milner concentrates on the struggle against the U-boats. The post-1945 period is addressed in four chapters: Isobel Campbell looks at the years up to 1960; Richard Mayne examines the crises of the 1960s; Peter Haydon reviewed the immediate post-unification phase and the subsequent revitalisation of the Navy up to 1989; and, the Editor, Rich-

ard Gimblett, describes the transformation of the Navy in the years from 1990. Finally, James Boutillier uses something of a crystal ball to peek at the prospects for the Navy's Second Century.

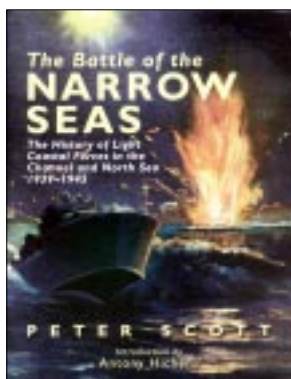
This is not a detailed history full of analysis and critique of policy. It is very much aimed at as wide an audience as possible and thus is an overview. But as noted above, the aim is to tell the story of the Naval Service in such a way as to provide wide appeal. In the opinion of this reviewer, it does that admirably. Like any good coffee table book, its cover looks interesting and invites browsing. It is lavishly and extensively illustrated with photographs and artwork. There are many wonderful examples of the war artists' work depicting naval experiences. Most of the photographs have been seen only rarely before and the paintings specifically commissioned for the Centennial are reproduced. Distributed throughout are the magnificent profile drawings by Karl Gagnon of each main class of ship and aircraft that served in the Navy. Also, links are given to web sites where naval war art referred to in the text but not reproduced, can be viewed.

I found this to be a most impressive book. The Navy, the publisher, the Editor and each of the contributors have done an outstanding job of producing a worthy "...token of appreciation..." for the start of the Naval Centennial Year.

Mike Young served for twenty-eight years in the Navy, qualifying as a submariner and weapons officer. He commanded HMC Ships FUNDY and OTTAWA (DDH 229). He is a member of Ottawa Branch and a former Editor of 'Starshell.'

The Editor's Pick

George A. Moore



THE BATTLE OF THE NARROW SEAS The History of the Light Coastal Forces in the Channel & North Sea, 1939-1945

By Sir Peter Scott, Naval Institute Press, Annapolis (2009), 234 pp, b/w photos and colour plates, index, 6-1/4" x 9-1/4", hardcover, US\$36.95, ISBN 978-1/59114-041-2.

This superb account of the fight for control of the English Channel and southern North Sea during WWII, written by the late-LCdr Peter Scott, MBE, DSC and BAR, RNVR, was first published by Scott immediately after the war in 1945.

While one might take pause that such a detailed account as this, published so close to the end of hostilities, would be hobbled by the fact most of the official record remained classified, I didn't find this to be the case.

Scott, who was an RN, MTB flotilla commander, takes us from the early war year evolution of Coastal Forces, through to the action-based, 'trial and error' development and refinement of hulls, armament and tactics employed by the various types, which would eventually guarantee their superiority over the larger, faster, diesel-powered E-

boats (compared to the volatile, high-octane gasoline used in the Allied MTBs, MGBs and MLs).

The book is chock full of expertly described blood-curdling action, serving to highlight the bravery of the crews during their many brief and often horrific encounters with the enemy; action that was directly reflected in the high casualty counts.

Humour isn't overlooked either. One of the motor launches was escorting a single merchant vessel which had strayed from its convoy when the freighter suddenly ran

aground on a sandbank in the Channel. A few moments later, the ML lodged on the sandbank as well. The skipper of the motor launch leaned over his bridge with a megaphone: "I'm here for sand," he shouted, "What are you here for?"

I had read this book in paperback many years ago and often wished I'd hung onto it. The replacement is a welcome addition to my library. Don't miss out on the opportunity to add it to your's. If you're a coastal forces aficionado as I am, you definitely won't regret it.

ANSWER TO SCHOBER'S QUIZ #49 ON PAGE 10

ANSWER:

Admiral of the Fleet of the Soviet Union Nikolai Gerasimovich Kuznetsov (24 July 1904 - 6 December 1974).

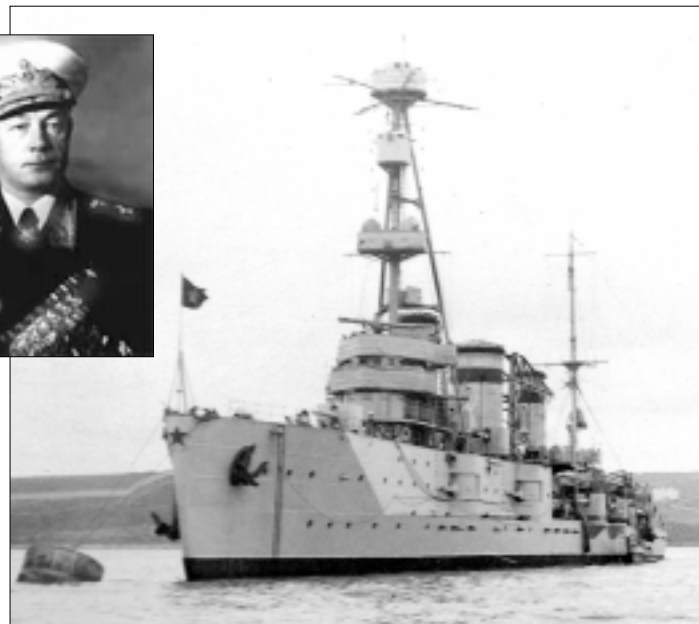
Kuznetsov was born in Medvedki, Kotlas District, Arkhangelsk Oblast. In 1919, when only 15 years old, he joined the Red Fleet, falsifying his age to 17 in order to be accepted. He was commissioned in 1926, upon graduation from the M. V. Frunze Naval Academy in Petrograd (St. Petersburg).

From then until 1947, his progression in the Soviet Navy can best be described as meteoric. In 1932, at the age of 28, he was appointed Executive Officer of the heavy cruiser *Krasny Kavkaz*. A year later he was promoted Captain and given his only seagoing command, the light cruiser *Chervona Ukraina*. In 1937, after two years as Naval Attaché in Spain, Kuznetsov was promoted to Flag rank and appointed Deputy Commander, then Commander-in-Chief of the Pacific Fleet, at the age of 33.

In April 1939, Kuznetsov was appointed People's Commissar of the Navy (roughly equivalent to Canada's Second World War "Minister of National Defence for Naval Services"). Throughout the "Great Patriotic War" his relations with Stalin were good, and as a result he was promoted, at the age of 39, to the rank of Admiral of the Fleet of the Soviet Union — a rank specially created for him — on March 31st, 1944. From 1946 to 1947 he was assigned the additional post of "Deputy Minister of the Armed Forces of the USSR."

But Kuznetsov's luck finally ran out in 1947, when he fell out of favour with the paranoid Stalin who sacked him and in 1948 put him and several other admirals on trial on probably trumped up charges of passing classified material to the West. He was lucky to be only demoted to Vice-Admiral and removed from the Navy; the other admirals received prison sentences.

In 1951 Stalin had a change of heart, and appointed Kuznetsov "Minister of the Soviet Navy" but without restoring his former rank. After Stalin's death in 1953, however, he was



Kuznetsov's only seagoing command, the 'Svetlana' Class cruiser *CHERVONA UKRAINA*. She was bombed and sunk by German aircraft while alongside at Sevastopol, 13 November 1941. INSET: Kuznetsov as Admiral of the Fleet of the Soviet Union.

reinstated to his previous rank and named "First Deputy Minister of Defence of the USSR." Two years later, he was reappointed "Commander-in-Chief of the Naval Forces."

Relations between Kuznetsov and Red Army Marshal Zhukov had been bad throughout the war, and the latter evidently was one to hold grudges. In 1956, Zhukov — then Minister of Defence — got even: citing the loss of the *Novorossiysk*¹ as pretext, he demoted Kuznetsov to Vice-Admiral and dismissed him from the Service with the injunction that he was not to engage in any work connected with the Navy.

Throughout Kuznetsov's service afloat he had been popular on the Lower Deck, and it

wasn't long after his sacking before a loyal group of naval veterans formed to protest his unfair dismissal and demand restitution of his rank and benefits. But it took until July 26th, 1988 — long after his death — before the Presidium of the Supreme Soviet would agree to their requests.

¹ The *Novorossiysk* was the former 26,140 ton Italian 'Conte di Cavour' Class battleship *Giulio Cesare*, ceded to the USSR as war reparation. On 29 October 1955, she blew up, capsized and sank in Sevastopol Harbour with the loss of 608 officers and men. The cause of the explosion is alleged to have been an unswept WWII German magnetic mine.



TRIBUTE

Admiral Robert H. Falls, CMM, OSJ, CD

By Gordon L. Edwards

When I was asked to write a 'more personal' obituary for Admiral Falls for the Naval Officers Association of Canada publication *Starshell* I didn't hesitate, as I considered it a perfect venue to honour one of our most accomplished and well known naval aviators.

There have been a number of other obituaries, all dealing so very well with the life and many accomplishments of Bob Falls over a long number of years, most notably a very comprehensive and detailed account by Michael Whitby of the Directorate of History at National Defence Headquarters. Accordingly, it seemed more fitting to write something more personal by someone who knew him well over a long period.

From a personal point of view, there were two naval officers who did so much to affect my own career. The first was RAdm Robert Welland, who was my first commanding officer when I was an Able Seaman Communicator serving in HMCS *Athabaskan* during the Korean War. The second was Bob Falls who was my first commanding officer in my early naval aviation career.

I first met Bob when the first Banshee squadron, VR870, was formed in 1956. I was impressed from the first instance, and of course was more than pleased to have a commanding officer of his calibre. From the outset, he demonstrated outstanding leadership skills and thus there was no problem taking ten new pilots and forming up a fully operational squadron in short order. Bob had that great ability of getting his people to do what had to be done, by wanting to do it themselves, a form of leadership that I learned to use over many years in my own commands.

To be sure, Bob had a great career (see the adjacent obituaries column for full details, Ed.), starting during the end of World War II, and then moving on through a number of naval air squadrons and carriers, leading up to his Banshee command. After his Banshee time he commanded a helicopter destroyer and then moved on to command HMCS *Bonaventure*. With his quiet sense of duty he



rose to become the first naval Chief of the Defence Staff, and then the first Canadian Chairman of the prestigious NATO Military Committee.

He also had the great ability to take things in stride, as just one example his house in Brussels had a nice grand piano, and very early that was severely criticized by the press as being extravagant. He quietly weathered that storm.

But some of my greatest memories were during our two years of flying Banshees in VF870. He was a very smooth and competent pilot, and thus could easily set an example for all his pilots, and indeed, he led the squadron aerobatic demonstration team, which performed at such as the Canadian National Exhibition, amongst others.

Over all those many years our paths crossed many times, and on each occasion it was always a pleasant interlude. In particular, when he was appointed to Chairman of the Military Committee, I personally organ-

ized a "Falls Farewell" at the *Bytown* Naval Mess in Ottawa, attended by fifty of his best friends and their wives.

Like so many I was saddened to hear of his sudden passing in late 2009. I had seen him the past several summers in Halifax when he was down to Crescent Beach to visit his son Robert and observe the progress of an incredible 40-foot sailboat being built in Robert's backyard. On the last occasion in the summer of 2009, the entire family came to visit me in my Halifax condo on the Northwest Arm, followed by lunch at Eastern Passage, and a memorable visit to the Shearwater Aviation Museum.

He will be missed.

Gord Edwards joined the RCN in 1948 and served in Korea. He then trained as a naval pilot and later commanded HMCS *Assiniboine*, *Bras d'Or*, *Athabaskan*, the 5th Destroyer Sqdn. and Standing Naval Force Atlantic. He retired as the MARPAC Commander and was seconded to Foreign Affairs in his last year. He now lives on the North West Arm in Halifax.

Obituaries

Compiled by Pat D. C. Barnhouse, Obituary Editor



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(G) Peter Meredith BIRCH-JONES, CD*, RCN (Ret'd)

NOAVI, 83 in Nanaimo 23/09/09. Jn'd. *Royal Roads*, thence Mid 07/45 to RN for trg. (including HM Ships *Duke of York*, *Implacable* and *Cowdray*). Prom. SLt in '48 and app't. *Crescent* 11/48. Prom. Lt 06/49, thence *Sioux* (1st tour Korea) 12/49, *Scotian* (SO Admin.) 09/51, RN for 'G' cse. in '52, *Naden* (G Sch Staff) 02/53, *Venture*, Ontario 01/55, and *Crescent* (Sqn. G) 09/56. Prom. LCdr(G) 06/57, thence *Stadacona* (FOAC G Off.) 01/59, *Restigouche* (XO) 03/62 and *York* (RCAF Staff Coll.) 09/64. Prom. Cdr(G) 01/65, thence *Bytown* 09/65, *Margaree* i/c, Dep. Dir. CF Staff Coll., *Provider* and QHM Esquimalt. Ret'd. in '75. Civ. career in Ministry of Health BC Public Service. [*Times-Colonist*, JA, PDCB]

◆ Henry Thomas CARMICHAEL

Calgary Br., 88 in Calgary 30/11/09. Srv'd. RCNVR 1939-45. Civ. career in Federal Gov't. Excise and Sales Tax Department. [CAS, *Calgary Herald*]

◆ LCdr Joseph William COMEAU, CD**, RCN (Ret'd)

NSNOA, 77 in Yarmouth, NS 28/06/09. CFR'd in '74, Lt 12/74 and LCdr 01/78. Post retirement CO RCSCC *Chebogue* and President Yarmouth Br. Navy League of Canada. [SR, *Chronicle Herald*, PDCB]

◆ Lt Frieda Carol DOUGHERTY (nee BINDMAN), WRCNS (Ret'd)

Ottawa Br., 92 in Ottawa 28/08/09. Jn'd. in '43 and prom. Lt 09/44. Srv'd. *Chaleur* (Québec City) and *Stadacona*. Rls'd. in '46. Known as a pianist, teacher and linguist. [*Citizen*, PDCB]

◆ Adm Robert Hilborn FALLS, CMM, OStJ, CD**, RCN (Ret'd)

Ottawa Br., 85 in Ottawa 06/11/09. Jn'd. RCAF in '42 and qual. plt., tsf'd. to RNVN in '45, then to RCNVR (redesignated RCN[R] in 10/45) as SLt same year and cont'd. trg. with RN. Tsf'd. to RCN in '46 (as Lt[P] with seniority 10/45), thence *Shearwater* for 743 Sqn., RCAF for cse's, *Haida* for w/k in '49, thence refresher air cse. and to Magnificent for 803 Sqn. in '52. Prom. LCdr(P) 10/53, thence *Bytown*, fl'd. by USN refresher trg., i/c 870 Sqn. in '55, and LCdr (Flying) in *Bonaventure* in '58. Prom. Cdr(P) 01/59, thence *Bytown* in '60, *Bonaventure* as Cdr. (Air) in '61, *Chaudière* i/c in '63, and *Stadacona* as RCN Dir. Jnt Mar. War School. Prom. Capt 08/65 and i/c Mar War School, thence *Bonaventure* i/c in '66. Prom. Cmdre 06/69 and to NDHQ (DGPC), fl'd. by CANCOMFLOTANT in '71. Prom. RAdm 07/74 and VCDS, fl'd. by prom. to Adm 07/77 and named CDS, thence NATO HQ as Chairman Military Committee in '80. Ret'd. in '83. Civ. career with Centre for Arms Control and Disarmament, the Cana-

dian Sail Training Association and Shearwater Air Museum (Chairman 1987). ["Canada's Naval Aviators," *Citizen*]

◆ SLt(E) Thomas FERENS, RCN(R) (Ret'd)

Toronto Br., 77 in Toronto 28/06/09. Jn'd. *Chippawa* as UNTD Cdt(E) 01/52, prom. SLt(E) 07/54 and to Ret'd. List in '57 attach'd. *Donnacona*. *Haida* volunteer and member UNTD Ass'n. Civ. career as Engineer. [RA, *Toronto Star*, PDCB]

◆ Capt(S) Peter Charles Hitchon FORTIER, CD*, RCN (Ret'd)

Ottawa Br., 77 in Kingston, ON 23/07/09. RMC Cdt 09/50, A/SLt(S) 06/55 in *Naden* and prom. SLt(S) 09/56, thence *Stadacona* 12/56. Prom. Lt(S) 06/57, fl'd. by *Antigonish* (SupO) 10/57, thence *Hochelaga* (Sup Sch) 08/59, NSD Hfx. 07/61 and *Niagara* (exch'g. USN Oakland, CA) 09/63 where prom. LCdr(S) 01/64. Prom. Cdr(S) 07/66 and app't. Base Comp. *Shearwater*, fl'd. by RMC as Dir. Admin. in '72. Prom. Capt(S) 01/77 and app't. Base Cdr. CFB Moncton. Ret'd. in '81. Rtn'd. to RMC as Registrar for 14 years. Also active in naval, military and historical endeavours. [*Whig-Standard*, *Citizen*, *Globe & Mail*, *Veritas*, PDCB]

◆ LCdr(O) Robert Edward Norman GEALE, MBE, CD*, RCN(Ret'd)

NOAVI, 84 in Nowra, NSW, Australia 06/12/09. Cdn. born. Jn'd. RNVN in '43 for naval air trg., qual. TAG in '44 and tsf'd. RN in '46. Tsf'd. RCN in '50, CFR'd in '56, thence *Shearwater* (881 Sqn. and Obs. School) and *Terra Nova*. Prom. Lt(O) in '58, thence *Stadacona*, *Cornwallis*, *Stettler*, *Venture*, back to *Stettler* and then *Shearwater* and *Bonaventure* with HS-50 Sqn. Prom. LCdr 07/66 and srv'd. *Shearwater*. Tsf'd. to RAN in '69. Ret'd. from there in '85. From '85 to '09 volunteered with RAN FAA Museum. [JA, "Canada's Naval Aviators," *South Coast Register*]

◆ Dr. Donald Barrett McCONACHIE

Toronto Br., 84 in Owen Sound, ON 21/10/09. Srv'd. RCNVR in WWII. Long-time physician in Owen Sound. [*Globe & Mail*, DB]

◆ LCdr Roy Howard SYLVESTER, CD*, RCN (Ret'd)

Toronto Br., 90 in Toronto 08/09. Jn'd. in '41 as SLt (01/41), srv'd. *Royal Roads* and *Suderoy IV*. Prom. Lt 01/42, thence *Reo II* 11/42, *Arrowhead* 05/43, *The Pas* i/c 04/44 and *Arrowhead* i/c 10/44. Tsf'd. RCN as Lt (sen. 07/42), thence *Hunter* (Staff O) 07/46, *Crescent* XO 11/47, *Naden* 12/48 and *Stadacona* 02/50. Prom. LCdr 07/50, thence *Bytown* 02/51, *Niobe* 03/53, *Naden* 05/55 and *Bytown* (staff DNI) 05/61. Ret'd. in '65. Civ. career with business form companies. [*Globe & Mail*, DB, PDCB]

In Memoriam (Non Members)

◆ LCdr(S) John Wolfran Cornwall BARCLAY, RCN (Ret'd)

93 in Victoria 05/10/09. Jn'd. as Pay Mid 05/37, prom. Pay Lt 03/42 and LCdr(S) 03/47. Srv'd. in *Naden*, *Cornwallis*, *Uganda* and *Rockcliffe*. Ret'd. in '49. [*Times-Colonist*, JA, PDCB]

◆ Cdr(SB) Marvin Allen BISCAL, CD*, RCN (Ret'd)

77 in Vancouver 16/11/09. Jn'd. *Unicorn* as UNTD Cdt 01/52, prom. SLt RCN(R) 09/54 and Jn'd. *Discovery* 01/57. Jn'd. *Stadacona* as Lt RCN (SSA) 06/58 with seniority 09/56, thence *Bytown* (DPLS and Judge Advocate General Br.) 06/63 (prom. LCdr 01/64) from whence serv'd. in Canada, France, Germany and East Africa. Prom. Cdr. 07/70. Ret'd. in '82. [*Times-Colonist*, JA, PDCB]

◆ Lt(MN) Esther May BRYDON (nee HULL), RCN

86 in Oakville, ON 24/07/09. Jn'd. *Stadacona* (RCNH) as SLt(MN) 04/51 and prom. Lt(MN) 07/53. Srv'd. also in *Cornwallis*. Rls'd. in '57. [DB, *Globe & Mail*, SR, PDCB]

◆ Lt(L) Robert Hamilton BULL, RCNVR (Ret'd)

In Mississauga 03/11/09. Jn'd. in *Unicorn* '43 and prom. Elec Lt(R) 05/44. Srv'd. with RN and rls'd. in '45. [*Globe & Mail*, AW, PDCB]

◆ Lt(S) Jacques Claude Joseph CARON, CD*, RCN (Ret'd)

76 in Ottawa 26/09/09. Jn'd. as UNTD Cdt in *Carleton* 01/42, tsf'd. RCN(SSA) as Lt(S) 09/56 and RCN as Lt(S) 03/58. Srv'd. *Stadacona*, *Queen Charlotte*, *Lanark* (SupO) and *Bytown*. Ret'd. in '80. [LC, *Citizen*, PDCB]

◆ Lt Clarabelle Henrietta CHENOWETH (nee BUCK), WRCNS (Ret'd)

89 in Kingston, ON 28/04/09. Srv'd. *Stadacona*, *Cornwallis* in '44 and prom. Lt 04/45. Rls'd. in '45. [*Globe & Mail*, DB, PDCB]

◆ Cdr(E) John Allistar CHISHOLM, OMM, CD*, RCN (Ret'd)

80 in Nova Scotia 27/10/09. Jn'd. RCN in '47, CFR'd 05/62 and prom. Lt(E) 01/65. LCdr(E) 01/69 and Cdr(E) 01/74. Srv'd. *Bonaventure*, *Stadacona* (FOAC staff) and attended CF Staff Coll. 1972-73. Awarded Queen's Commendation for Bravery. Ret'd. '77. [*Chronicle-Herald*, SR, PDCB]

◆ LCdr John Manning CHUTE, CD**, RCN (Ret'd)

82 in Dartmouth 19/10/09. Jn'd. RCN in '47 (*Sioux* in Korea), CFR'd 04/63, prom. Lt 01/66 and LCdr 01/74. Srv'd. COND (Hydrofoil PGC at Westinghouse), MARCOM and UNTSO Observer Group Lebanon. Ret'd. in '83. [*Chronicle-Herald*, SR, PDCB]

◆ SLt Lawrence William CLARK, RCN

67 in Prince George, BC 10/07/09. Jn'd. *Venture* as Cdt 09/60, prom. A/SLt 09/62 and SLt 09/63. Srv'd. *Naden*, *New Glasgow* and *Ou'Appelle*. Rls'd. '65. [RA, PDCB]

◆ Lt Brock Francis CLARKE, QC, RCNVR (Ret'd)

89 in Westmount, QC 29/08/09. Jn'd. *Kings* as Prob S/Lt 04/43 and prom. Lt 04/44. Srv'd. *Outarde* and rls'd. in '45. [*Globe & Mail*, DB, PDCB]

CONTINUED ON PAGE 24



- ◆ **LCdr John Henry Ernest COLBY, QC, RCNVR (Ret'd)**
92 in Knowlton, QC 23/10/09. Jn'd. as SLt 07/40 and prom. Lt 01/41. Srv'd. with RN in '43 and in *Cartier* (XO) 11/43. Rls'd. in '45 and prom. LCdr on Ret'd. List. [*Citizen*, PDCB]
- ◆ **LCdr(P)(C) Micheal Auriol CONSIDINE, CD*, RCN (Ret'd)**
Former NOAVI, 85 in Victoria 25/11/09. Jn'd. RCN in '42 as Cdt *Royal Roads*, Mid '43, SLt '45, Lt(P) '46, Lt(C) '52 and LCdr(C) '54. Srv'd. in RN (HMS *Anson*, *KG5*, *Ramilles*, *Fraserburg* and *Excellent*), *Stadacona*, *Niobe* (RN Flt. Trg.), *Nootka*, *Cornwallis*, *Beacon Hill*, *Sioux*, *Naden*, *Bytown*, *Maramichi* (i/c) and MARPAC HQ. Ret'd. in '69. [*Times-Colonist*, JA, "Canada's Naval Aviators"]
- ◆ **LCdr Paul William DAVEY, CD*, CF (Ret'd)**
60 in Halifax 27/09/09. Jn'd. in '66, CFR'd as SLt 11/75 and prom. Lt 01/78. Ret'd. in '96. No other details available. [*Chronicle-Herald*, SR, PDCB]
- ◆ **Mid Graham Russell DAWSON, RCN**
94 in Vancouver 06/12/09. Cdt RCN in '45 and prom. Mid 07/45. Srv'd. *Sioux* 11/45 and resigned in '46. [*Globe & Mail*, DB, PDCB]
- ◆ **LCdr(L) Robert Farnum DUSTON, CD, RCN (Ret'd)**
88 in Ottawa 25/09/09. Jn'd. *Scotian* as UNTD Cdt(L) 12/48 and prom. A/SLt(L) RCN(R)02/50. Tsf'd. RCN as A/SLt(L) 09/51, prom. Lt(L) 12/53 and LCdr(L) 12/61. Srv'd. *Donnacona*, *Ontario*, *Stadacona*, *Bytown* and *Margaree* (L Off). Ret'd. in '66. [*Citizen*, AW, PDCB]
- ◆ **Cdr(S) Peter Alan GARDNER, CD*, RCN (Ret'd)**
78 in Sidney, BC 15/11/09. Jn'd. as SLt(S) RCN(SSA) 02/54, prom. Lt(S) RCN 04/56, LCdr(S) 01/64 and Cdr(S) 01/73. Srv'd. *Naden*, *Bytown*, *Shearwater*, *Stadacona* (FOAC staff) and *Hochelaga*. Ret'd. in '81. [*Times-Colonist*, JA, PDCB]
- ◆ **LCdr(N) Alan Alexander Trelawney HENLEY, CD*, RCN (Ret'd)**
81 in Victoria 24/10/09. Jn'd. *Royal Roads* as Cdt in '45, prom. Mid 07/47, SLt 11/48, Lt 07/51 and LCdr 07/59. Qual. 'N'. Srv'd. RN (for SLt trg. and Long N Cse.), *LaHulloise* 11/49, *Sioux* (Korea) 11/51, *Naden* 01/59, *Stadacona* 02/56, *Bytown* (ADC to two Governors General) '58, *Assiniboine* 04/60, *Saskatchewan* (XO) 02/63 and *Stadacona* 11/64. Ret'd. in '71. [*Times-Colonist*, JA, PDCB]
- ◆ **LCdr Cyril Peter JONES, RCNVR (Ret'd)**
91 in N. Vancouver 30/09/09. Jn'd. *Royal Roads* as SLt in '41 and prom. Lt 07/41. Qual. 'g'. Srv'd. St. Laurent 09/42 and *Cornwallis* 02/45. Rls'd. in '45 and prom LCdr on Ret'd. List. [*Globe & Mail*, DB, PDCB]
- ◆ **Lt Olwen Beatrice JUKES (nee GRIFFITHS), WRCNS (Ret'd)**
87 in Parksville, BC 26/10/09. Jn'd. in '42 and prom. Lt 02/45. Srv'd. in *Stadacona*, *Avalon* and *Bytown*. Rls'd. in '45. [*Chronicle-Herald*, SR, PDCB]
- ◆ **LCdr(P) Victor Michael LANGMAN, DSC, CD*, RCN (Ret'd)**
In Chichester, UK 16/11/09. Jn'd. RNVR in '40, thence plt. trg., Lt(A) in '46 and to rls. Jn'd. RCN(R) in '48 as Lt(P), tsf'd. RCN in '51 as Lt(P) and prom. LCdr(P) in '54. Srv'd. *Cataraqui*, *Shearwater* (various sqn's), *Bytown* (for RCAF Centralia), *LaHulloise*, *Magnificent*, *Assiniboine* and *Bonaventure*. Ret'd. in '66. [GP, "Canada's Naval Aviators"]
- ◆ **LCdr Sidney William LARSEN, CD, RCN (Ret'd)**
63 in Victoria 12/12/09. Jn'd. as RCN Cdt at CMR 09/64, prom SLt 05/69, Lt 05/71 and LCdr 01/85. No further details available. [*Times-Colonist*, JA, PDCB]
- ◆ **SLt Paul Francois LIMOGES, RCNVR (Ret'd)**
88 in Calgary 21/10/09. Jn'd. as SLt 09/44 and srv'd. *Stadacona*. Rls'd. in '45. [*Globe & Mail*, AW, PDCB]
- ◆ **Cdr(P) John Douglas LOWE, CD**, RCN (Ret'd)**
Former NOAVI, 90 in Victoria 18/12/09. Jn'd. RCN in '37, Upper Yardman in '42, A/SLt 09/42, Lt 03/43, qual Lt(P) 03/51 in '46, prom. LCdr(P) 03/51 and Cdr(P) 07/56. Srv'd. in *Stadacona*, *Niobe*, *Ottawa* (2nd), *Long Branch*, *Algonquin*, *Bytown*, *Magnificent*, *Niagara*, *Sioux* i/c, *Bonaventure* and various air sqns. Ret'd. in '69. [*Times-Colonist*, JA, "Canada's Naval Aviators"]
- ◆ **N/S Edna Alice MacDOUGALL (nee FARQUHAR), RCN (Ret'd)**
90 in Sydney, NS 15/09/09. Jn'd. as N/S 06/43 and srv'd. *Stadacona* and *Avalon*. Rls'd. in '45. [*Chronicle-Herald*, SR, PDCB]

- ◆ **Lt(P) David Gordon MacKAY, RCN(R) (Ret'd)**
In Guelph 18/12/09. Jn'd. RCNVR in '44, SLt 06/44 and RN for plt. trg. (carried out in Brunswick, ME), thence RN sqn. service in HMS *Ranee* and *Colossus*. Prom. Lt(P) 06/45. To *Naden* for rls. in '46.. Jn'd. RCN(R) as Lt(P) in '47 in *Donnacona*, srv'd. *Shearwater* 1951-52 and thence *York* '54. Ret'd. '59. [*Globe & Mail*, DB, "Canada's Naval Aviators"]
- ◆ **Cdr Herman Dwight MacKAY, RCN(R) (Ret'd)**
99 in Hfx. 20/10/09. Lt RCNR 05/37 and prom. LCdr 01/43. Srv'd. in *Gaspé* i/c 09/39 and *Thunder* i/c from 10/41 to 06/45. Prom. Cdr. on Ret. List. [*Chronicle-Herald*, SR, PDCB]
- ◆ **Lt(E) Duncan Donald Cameron McGEACHY, RCNVR (Ret'd)**
90 in London, ON 25/11/09. Srv'd. in *Lanark*, *Owen Sound* and *Scotian*. Prom. Lt(E) 04/45 and rls'd. in '45. [*Globe & Mail*, DB, PDCB]
- ◆ **Capt John Windsor McINTOSH, CD**, RCN (Ret'd)**
74 in Penticton 12/07/09. Jn'd. *Venture* as Cdt 09/54, prom. Mid 09/56, SLt 09/58, Lt 10/60, LCdr 07/69, Cdr 01/77 and Capt 01/82. Srv'd. *Gaspé*, *Athabaskan* (2nd), *Scotian*, *Fraser*, *Yukon*, CF Staff Coll 1972-73, *Stadacona* and as Cmdt Fleet School. Ret'd. in '83. [*Penticton Herald*, BC, PDCB]
- ◆ **LCdr James Doran MOORE, RCNR (Ret'd)**
92 in Burlington, ON 02/11/09. Jn'd. '41, SLt 08/41 and Lt 02/43. Srv'd. with RN and in *Dungaven* and *Strathroy* i/c 02/45. Rls'd. '45. Prom. LCdr on Ret. List. [*Globe & Mail*, DB, PDCB]
- ◆ **LCdr Robert William MUNDAY, CD*, RCN (Ret'd)**
71 in Hfx. 20/12/09. *Royal Roads* Cdt 09/57 then SLt RCN(R) 09/61 at *Prevost*, flt'd. by A/Lt RCN with seniority 03/59, Lt 11/64 and LCdr 07/74. Srv'd. in *Ontario*, *New Glasgow*, *Assiniboine*, *Crescent*, *Annapolis*, *Kootenay* (OpsO during the explosion) and *Preserver*. Ret'd. in '88. On retirement, OpsO at DND Hfx Hydrographic Services Office. [*Chronicle-Herald*, DB, PDCB]
- ◆ **Lt(E) John Thomas MUNRO, RCNVR (Ret'd)**
90 on Pictou Is. 03/09/09. Jn'd. as SLt(E) in *Stadacona* '43 and prom. Lt(E) 05/44. Srv'd. in *St. Catharines*. Rls'd. in '45. [*Chronicle-Herald*, SR, PDCB]
- ◆ **Lt Michael Bryson OSBORNE, RCNVR (Ret'd)**
86 in Toronto 08/10/09. Jn'd. *Kings* as Prob SLt 02/43, prom. Lt 05/43. Srv'd. with RN and rls'd. '45. [*Globe & Mail*, DB, PDCB]
- ◆ **Lt(SB) John Douglas PARK, RCNVR (Ret'd)**
888 in Oliver, BC 08/10/09. Jn'd. *Kings* as Prob SLt 06/42 and prom. Lt(SB) 06/43. Srv'd. *Cornwallis* and *Stadacona*. Rls'd. '45. [*Globe & Mail*, DB, PDCB]
- ◆ **LCdr(E)(A/E) John Arthur RATCLIFFE, CD*, RCN (Ret'd)**
Former NOAVI, 93 in Victoria 16/10/09. Jn'd. RCN in '39, CFR'd 01/45, prom. Lt(E) (A/E) 02/48 and LCdr(E) (A/E) 02/55. Srv'd. *Niobe* (RN trg.), *Naden*, *Stadacona*, *York*, *Shearwater* and *Cape Scott*. Ret'd. in '65, flt'd. by employment as Esquimalt Dockyard Chief Industrial Engineer. [*Times-Colonist*, JA, PDCB]
- ◆ **LCdr(P) Robert Edward REES, CD**, RCN (Ret'd)**
70 in Hfx. 03/11/09. Jn'd. RMC '58, SLt(P) 05/63, Lt(P) 04/65 and LCdr(P) 01/77. Srv'd. *Shearwater*, USCB San Francisco (awarded Commandant's Commendation), *Bonaventure*, *Skeena*, *Fraser*, *Protecteur*, *Margaree*, MARCOM HQ, CFCC, *Preserver* and *Iroquois*. Ret'd. 04/94. [*Chronicle-Herald*, SR, "Canada's Naval Aviators"]

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