

A black and white photograph of a naval ship's deck. In the foreground, several crew members in dark uniforms and white caps are visible, some looking towards the camera. The deck is cluttered with various pieces of equipment, including a large cylindrical structure on the left and a long horizontal object, possibly a telescope or a tool, in the center. In the background, another ship is visible on the horizon, moving away from the viewer. The sea is choppy with whitecaps.

# Starshell

**'A LITTLE LIGHT ON WHAT'S GOING ON'**

**Volume VII, No. 53**

**Winter 2010-2011**

**National Magazine of The Naval Officers Association of Canada  
Magazine nationale de l'association des officiers de la marine du Canada**



## Starshell

ISSN 1191-1166

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*Starshell* magazine is published quarterly by The Naval Officers Association of Canada in February, May, August and November. The editor is solely responsible for the selection of material. Contributions are encouraged and should be sent direct to the editor. **PLEASE NOTE: ALL MATERIAL MUST REACH THE EDITOR NO LATER THAN THE 15TH DAY OF THE MONTH PRIOR TO THE MONTH OF PUBLICATION STATED ABOVE.** Photographs must be accompanied by captions and credit information; photographic prints preferred. Please send digital photos as JPEG or TIFF graphic files. **CHANGES OF ADDRESS OR REQUESTS FOR INFORMATION ON JOINING NOAC SHOULD BE SENT TO THE EXECUTIVE DIRECTOR, NOT THE EDITOR.**

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Printed in Canada by Postlink Corporation, Ottawa

[www.noac-national.ca](http://www.noac-national.ca)



Creative services and layout by...  
**Cascade Creek Publishing®**  
 1871 Primrose Crescent, Kamloops, BC V1S 0A5  
 Phone 250-314-1284 Fax 250-314-1286  
 cascadecreek@shaw.ca starshell@shaw.ca

## in this issue

- 2 Our Cover and the Editor's Cabin
- 3 The Canadian Navy at 100 - Challenge and Achievement
- 8 Is Canada Prepared for Increased Shipping in our Arctic Waters?
- 9 Commentary: Guarding the Coast ... Navy or Coast Guard?
- 11 Turning Around NOAC Recruiting
- 12 View from the Bridge
- 13 The Front Desk
- 14 Schober's Quiz #52
- 14 Regalia Sales
- 14 The Mail Bag
- 15 The Briefing Room
- 17 HMCS *King's* Wardroom
- 18 How to Buy a Ship's Bell
- 18 The Edward's Files – "Medals"
- 19 Days of Endeavour – Part 13 – "A Hard Working Commander"
- 22 Book Reviews
- 24 Those Weird and Wacky Ships
- 26 Obituaries and In Memoriam
- 28 Obscure & Offbeat Naval Oddities – The Sperrbrechers
- 28 NOAC 2011 AGM – Niagara-on-the-Lake

## our cover

Our cover image was taken aboard the River-class destroyer HMCS *Assiniboine* departing Halifax on September 30th, 1940 to join convoy HX.77 as the local escort. Her sister ship, HMCS *Saguenay*, follows astern.

Credit: Ken Macpherson / Naval Museum of Alberta, IKMD-03420.

## editor's cabin



Another expanded issue this time around which will help clear up some of the backlog of material I've had on hand for some time. Every editor should have this problem ... right? To those of you who have sent me material in the past but haven't seen it in print yet, please be patient. I promise I will eventually get to it, including a number of our essay winners from this past summer. Our lead article this issue was written by two of Canada's premier naval historians, Alec Douglas and Richard Gimblett, and I thank them for choosing *Starshell* as their publication venue for this gem. I also draw your attention to Bruce Johnston's thought-provoking commentary entitled: "Guarding the Coast: Navy or Coast Guard?" And, we are blessed with another 'must read' contribution in the form of former Executive Director Richard Archer's "Turning Around NOAC Recruiting." Finally, I would like to thank those of you who responded to my appeal for book reviewers. The response was more than I could ever have hoped for. I was literally inundated with reviews for this issue, but due to space constraints a number of these will through necessity be held over for publication in upcoming editions of *Starshell*.



# The Canadian Navy at 100: Challenge & Achievement

Alec Douglas and Richard Gimblett<sup>1</sup>

**T**HE CANADIAN NAVY, a hundred years old in 2010, has twice escaped elimination by its detractors, and more than twice preserved its autonomy. On each occasion it has responded to the challenge with some remarkable achievements. The second century promises to be no less remarkable.

On 4 May 1910, a generation after Confederation in 1867, Canadians were feeling their oats and Parliament passed the Naval Service Act. Two obsolescent cruisers from the Royal Navy, HMC Ships *Niobe* and *Rainbow*, based respectively on Halifax, Nova Scotia, and Esquimalt, British Columbia, helped Canadians satisfy "...that spirit of self-help and self-respect which alone benefits a strong and growing people." A century later, the navy has earned the reputation of being the first to deploy in moments of international crisis.

Prime Minister Sir Wilfrid Laurier wanted a naval service to complement the Royal Navy in the application of sea power. That resonated with many Canadians, but not all, so the Royal Canadian Navy (as it was allowed to call itself in 1911) became a political hot potato. Largely on that issue, in 1911 Sir Robert Borden's Conservatives, in an "unholy alliance" with Quebec-based anti-imperial *nationalistes*, defeated Laurier's Liberals. The new government proposed to repeal the Naval Service Act, and in

1913 passed the Naval Aid Bill to finance the construction of dreadnought battleships for the Royal Navy. When the Liberal-dominated Senate in turn defeated this bill, the RCN survived as a small ship navy, precisely as had been recommended by the Director of the Naval Service, the Canadian-born Rear-Admiral Charles Edmund Kingsmill, RN, with his extensive experience of British and Australian naval activities on the peripheries of empire. Plagued by manning problems and

port of the US Navy) the Royal Canadian Naval Air Service.

The RCN successfully defended the shipping lanes of maritime Canada and Newfoundland, and also defended its autonomy when British sailors tended to disregard the Canadians in negotiations with the United States. But in the climate of massive entrenchment after the war, in 1922 Prime Minister William Lyon Mackenzie King slashed defence spending. The war to end wars had just been won and besides, the prime minister was chronically suspicious of military establishments. The navy suffered the most. Unlike the army it had no national constituency, and it had not earned the fighting reputation of the Canadian Corps, or of Canadian airmen in the British flying services. (The war was over before Canadian airmen under training could replace Lieutenant-Commander Richard Byrd's United States Navy airmen seconded to the RCNAS from 1917-18.) Admiral Kingsmill's successor, Commodore Walter Hose, also found himself obliged to fight for the survival of the naval service by shrewd negotiation with both politicians and generals.

Walter Hose, like Charles Kingsmill, had a background useful for command of a Dominion navy. His service in the Royal Navy included chasing pirates and gun-runners in China and the Persian Gulf,



political controversy, this so-called 'Tin Pot Navy' remained more or less in limbo until war gave it new purpose in 1914. Even then, it led a meagre existence until, in response to submarine threats, the fleet finally grew by 1918 to 120 commissioned vessels and (thanks to the sup-

<sup>1</sup> Alec Douglas was Director-General History of the Canadian Forces and Richard Gimblett is Command Historian of the Canadian Navy. Both are former serving officers and contributors (with Richard serving as editor) to the recent book: *The Naval Service of Canada, 1910-2010: The Centennial Story* (Dundurn 2009). Both are members of NOAC Ottawa Branch.



Canadian Forces Photo CN-6366



His Majesty's Canadian Ship *Rainbow* escorts the captured German schooner *Leonore* into Esquimalt harbour in May 1916.

Postwar retrenchment left operational strength at one light fleet carrier, one light cruiser, one destroyer, four frigates and a minesweeper, with six destroyers and a light cruiser in reserve. Reduced from nearly 100,000 to 7,500 personnel, many of the 'hostilities only' sailors required to stay on were unhappy with their lot. Tensions and rivalries among senior officers, exacerbated by VE Day riots in Halifax and the clash in cultures between men of the prewar navy and those who had only served in wartime, led to a series of disturbances that looked very like mutinies. Minister of National Defence Brooke Claxton was quite out of sympathy with the navy's senior officers and ordered a Commission of Inquiry in 1949. The resulting report, named after the chairman, Rear-Admiral Rollo Mainguy, can be regarded as the RCN's *Magna Carta*. It came just as the Cold War gave the RCN new meaningful roles.

In 1950, three destroyers, fully equipped and trained for war, were the first Canadian forces in Korea. For the next five years the RCN kept three destroyers continually on station where they won a reputation for skilful operations that covered the withdrawal from the port of Chinnampo in December 1950, and for 'train-busting' shore bombardments on the east coast of the Korean peninsula. At the same time an apparently imminent threat of war with the Soviet Union gave Canada, in view of her wartime experience, the NATO role of convoy escort and anti-submarine warfare. Thus, when the navy celebrated its fiftieth birthday in 1960, the RCN, with about 20,000 men and women, had grown to one light fleet carrier, fourteen Canadian-designed St. Laurent- and Restigouche-class destroyer-escorts, nine destroyers, twenty-one ocean escort frigates and ten minesweepers, as well as two escort maintenance ships and numerous auxiliary vessels. Throughout

and being in charge of the Newfoundland Division of the Royal Naval Reserve. He had transferred to the Naval Service of Canada in 1910, taking command of *Rainbow*. In the Great War he had made the initial foray in August 1914 in search of the German Pacific Squadron and then served as Captain of Patrols in Halifax. Alive to the political climate, he responded calmly and decisively to government cuts, paid off all but two destroyers and four minesweeping trawlers, closed the Naval College and reduced personnel strength to 400. What Walter Hose is best remembered for, however, is his institution of a national naval reserve. The volunteer reserve (RCNVR), along with merchant mariners in the RCN(R), would be the heart and soul of Canada's wartime navy a generation later.

The interwar peacetime navy became something of a club. It was virtually unknown. On one occasion, when two Canadian destroyers provided aid to British nationals in El Salvador in 1932, a Canadian Member of Parliament wondered what the initials 'RCN' stood for. At the unveiling of Canada's Vimy Memorial in France in 1937, King Edward VIII is said to have remarked, on being invited to inspect the naval honour guard, "I did not know the Canadians had a navy." The RCN looked to the Royal Navy for training, example and encouragement. At the same time, this small service, thanks to the leadership and political skills of Hose and his successor as Chief of Naval Staff in 1934, Commodore Percy Nelles — one

of the original Canadian midshipmen in the RCN — survived as a professional and efficient, if very small, navy. By 1939, Prime Minister Mackenzie King had come to believe that inadequate naval forces would lead to dependence on others for maritime defence, and that naval operations seemed a preferable national effort to the terrible casualties expected from sending an expeditionary force overseas. King was, of course, unable to prevent the despatch of many thousands of men and women overseas for land and air operations in the Second World War, and the RCN itself experienced huge and unexpected wartime expansion. From six destroyers, three minesweepers and less than three thousand men, it grew to a peak in June 1944 of about 96,000 personnel and 385 fighting ships, engaged in virtually every type of operation. Canadian airmen flew with the Fleet Air Arm (one of them earned a posthumous Victoria Cross) and Canada supplied the ships' companies for two Royal Navy 'Woolworth' carriers when the RN ran short of seagoing personnel. Despite having to send escorts to sea with critical shortcomings in training and equipment, the RCN made itself indispensable to allied victory by safely conveying tens of thousands of merchant vessels carrying vital supplies to their destinations in the Atlantic, the Mediterranean and northern Russia.

From a small, tight knit force that was so evidently an offshoot of the RN, the RCN had become a major national institution by 1945, but it was still at risk.



these years there was concern about the navy's ability to operate in the Arctic, and from 1954 to 1957, HMCS *Labrador*, adapted from the US Coastguard's Wind-class icebreakers, carried out significant research, supplied Distant Early Warning Line stations under construction, and made the first deep water transit of the Northwest Passage.

All this stretched the RCN to the limit. The navy transferred *Labrador* to the Canadian Coast Guard and the cruisers were paid off. As in the Second World War, the RCN made excessive demands on seagoing personnel to meet national commitments. The need was evident when Rear-Admiral Kenneth Dyer, in his capacity as CANCOMARLANT, placed the east coast fleet on a war footing during the Cuban Crisis in 1962. Prime Minister John Diefenbaker refused to authorize this action, but Peter Haydon, in his study of Canadian involvement, argues persuasively that Dyer had no choice. The Canadian navy had become integrated into the United States military structure. That seemed doubly evident when the Minister of National Defence resigned on 3 February 1963 over Diefenbaker's refusal to accept American nuclear missiles. On 30 April, Lester Pearson's Liberals came to power and the new Minister of National Defence, Paul Hellyer, set about modernizing Canadian defence capabilities.

Over the next five years, to save money (the defence budget, which had been steadily losing pace with other departmental budgets, also had to cope with inflation) and to remedy what he saw as unacceptable and out of date attitudes and practices in the military, Hellyer succeeded first in integration, and finally in unification of the armed forces. Brooke Claxton, it will be recalled, had been out

of sympathy with senior sailors when he commissioned the Mainguy Report in 1949. Paul Hellyer simply sacrificed them to his reforms, exploiting rival factions in Naval Service Headquarters. The navy was particularly vulnerable because its staff procedures were inadequate to the occasion. The most glaring example of this was Hellyer's cancellation of the General Purpose Frigate program, which had been the centrepiece of Naval Board planning, without informing his Chief of Naval Staff. He then humiliated Admiral Rayner by allowing the unwitting CNS to defend the already cancelled program before Cabinet.

Admirals who opposed Hellyer's policies were retired early, if they had not already been fired. Many other officers also retired early and many of those who stayed only did so at the urging of those they followed, to preserve the navy, no longer the "RCN," but now known as "Maritime Command." For a number of years confusion reigned in National Defence Headquarters and morale took a serious hit. The new green uniform completely disregarded naval tradition, and even though lower deck personnel did receive better pay, the new rank structure based on army practice had little relation to naval requirements. All this having

been said, whatever the merits of Paul Hellyer's methods, the escalating costs of defence still would have demanded major reforms and cost cutting measures. By 1968 the navy decided to scrap the aircraft carrier and the naval commitment to NATO was reduced by half.

Other navies did not emulate Canada's example, as Hellyer once boasted they would, but Canadian sailors put up with the setbacks and managed to keep pace with the country's NATO commitments, variously by innovation (for instance, Variable Depth Sonar and the "Beartrap" helicopter haul-down system for anti-submarine vessels) and by selfless, often dynamic leadership. The overriding concern was money. When in 1975 budget limitations threatened to curtail modernization programs and force the abandonment of certain national commitments to NATO, the Department of National Defence presented Cabinet with a short list of essential 'core' tasks for the armed forces. The navy was central to the preservation of national sovereignty, continental security and supporting the reinforcement of Europe. Cabinet took notice. Wilfred Laurier and even Mackenzie King had concluded that the navy was an instrument of national sovereignty, but Pierre Trudeau may have been the first politi-

Library & Archives Canada photo PA-132790



The Royal Canadian Navy lands Canadian infantry on the D-Day assault at Juno Beach.



Canadian Forces Photo BVC68-4



The Atlantic Fleet at its Cold War peak, May 1968, including the carrier *Bonaventure* and replenishment ship *Provider* surrounded by escorting destroyers.



FLEETSATCOM and JOTS equipped Canadian ships found themselves engaged with the USN in the strategic prosecution of Soviet SSBNs. Within a few more years, when Saddam Hussein invaded Kuwait in the summer of 1990, the modernized dockyards were able to refit a trio of old ships with systems stockpiled for the new ones within two short weeks of the government order to sail.

Confidence occasionally caused the navy to get ahead of itself. In 1987 the Mulroney government momentarily got caught up with the issue of Arctic sovereignty and embarked the navy on a controversial project to acquire a fleet of SSNs. Never having any doubt about its own capability to operate such a fleet safely and effectively, the navy seriously underestimated the national will to see it through. When the plan was cancelled due to cost and public backlash, the navy found its stubborn quest for 'nuclear'

can who understood the navy's unique contribution. After much deliberation Cabinet approved, in December 1977, the buildup of a basic fleet of twenty-four ships, made up of seventeen anti-submarine and general purpose patrol frigates, three submarines and two support ships. Politics and business interests ensured that awarding contracts and building the ships would be complex and time consuming, but by the 1980s, the navy could look forward to a remarkable awakening.

But that new fleet would not materialize until the 1990s. In the meanwhile, the failure to acquire more than just the four Iroquois-class destroyers meant the slow decline of the existing fleet, the bulk of which remained the 1950s-vintage St. Laurent class. Again, ingenuity and leadership provided the survival mechanisms. Since the navy could not afford ships, it invested instead in infrastructure (the re-

building of the Halifax and Esquimalt dockyards) and relatively inexpensive command and control systems (satellite communications and onboard computers). Both actions were to prove remarkably prescient. The towed array sonar system planned for the new ASW frigates was trialed in a couple of the older destroyers with phenomenal results and, in a foretaste of what later would be termed "interoperability," by the late-1980s the

Canadian Forces photo HSC81-914-18



A classic "Cold" War image — the helicopter-carrying destroyer *Nipigon* pounds through the North Atlantic in February 1981.



Canadian Forces Photo HS2001-7025-005

The Canadian Task Group in the Arabian Sea, November 2001. From left to right – HMC Ships *Charlottetown* and *Iroquois* with US Ships *Bataan* and *Decatur*, and HMCS *Halifax*.



would contaminate anything to do with 'submarine' for many years to come

That same 'damn the torpedoes' leadership style, however, would see the navy define its mission into the 21st century. Chance found Vice-Admiral 'Chuck' Thomas acting as Chief of the Defence Staff when Iraq invaded Kuwait in August 1990, and he saw the opportunity described above to sail a task group to enforce the UN sanctions against Iraq instead of providing the 'traditional' Canadian response of a peacekeeping force.

Even with their refits, the aging ships had no rightful place on the front line, so the decision of the at-sea commander, Commodore Ken Summers, to deploy into the central Gulf in support of the USN embargo, also was a bold one. Along with the superb communications compatibility with the USN, this led to the Canadian commander being assigned coordination of the Coalition forces in the southern Gulf, the only non-USN officer to hold a subordinate warfare command in that conflict. Nothing encourages success like success. When the new Halifax-class frigates began entering service in the mid-1990s, the Chrétien government renewed the commitment to enforcing the UN sanctions against Iraq, and very soon the new ships were being integrated into USN battle groups as one-for-one replacements for American warships.

The major upgrade of the Iroquois-class destroyers, completed also by the mid-1990s, significantly improved their already impressive command and control capabilities. Command of coalition fleets has become a hallmark of Canadian deployments abroad, including notably the two occasions when the Standing Naval Force Atlantic (STANAVFORLANT) deployed into the Mediterranean in support of operations against the Former Republic of Yugoslavia in 1995 and 2000, and for the year 2006 when the newly-formed

replacement Standing NATO Maritime Group One (SNMG-1) was working up to initial operational capability.

The real proof of interoperability came on September 11, 2001. That morning, Canadian Navy Captain Michael Jellinek was the watch officer in the NORAD Command Centre and subsequently was awarded the Meritorious Service Medal for organizing the reaction to the attacks. Those included integrating HMCS *Iroquois*, off the east coast on routine trials, into the NORAD network to shepherd the diversion of incoming transatlantic flights to alternate landing fields. Within the month *Iroquois* was leading a task group to the Arabian Sea, where immediately upon arrival it was assigned the close protection of the USN Amphibious Ready Group operating off Pakistan.

With that initial contribution to Operation Enduring Freedom, the navy yet again was the first to deploy to a major international crisis. But as operations ashore in Afghanistan heated up, detractors soon arose to question the relevance of a navy to modern operations. One Chief of the Land Staff famously suggested Canada had no need of a "blue water navy;" in fairness, later as Chief of the Defence Staff, General Rick Hillier changed his tune and became a prime supporter of the navy acquiring an amphibious capability of its own. That was not popular with the Harper government, looking to keep the defence budget within a manageable limit, and ultimately probably set other naval equipment programs

back.

Indeed there is plenty of blame to share around in the failure of successive governments and the defence department — and naval — bureaucracy to come up with replacement programs for the aging oilers and destroyers, let alone for new arctic patrol ships and submarines.

With the modernization of the Halifax-class requiring their withdrawal in quick sequence over the next few years, the Canadian fleet soon will be at its lowest operational capacity since before the Second World War.

But as Laurier observed in 1910, "whoever will take over the reins of power [in Canada] will have to have a navy, as every nation with a seashore must have, and has had, in the past."

In the December 2009, US Naval Institute *Proceedings*, Vice-Admiral Dean McFadden outlined his plan to take the navy into its second century ("Ready, aye, ready"). The track record suggests his confidence is not misplaced and remarkable achievements are the most likely outcome to these present challenges.





## ▶▶ guest editorial

# Is Canada prepared for increased shipping in our Arctic waters?

Jeffrey G. Gilmour

The grounding of two tankers and a cruise ship in the Northwest Passage this past summer should be a wake-up call for various federal departments. As a result of ice conditions receding in this area, more and more foreign ships will likely be transiting these waters throughout the year. As a result, it is just a matter of time before a ship runs aground which results in a major oil spill in this environmentally sensitive landscape.

The question which must be addressed is whether the various federal agencies are prepared to deal with such a disaster in very difficult climatic conditions. Such an emergency plan would include Transport Canada, DND, the Coast Guard, Fisheries and Oceans and Environment Canada, as well as other departments. Needless to say, such a spill could have serious detrimental impact on communities bordering the Passage.

In order to reduce the likelihood of such an accident in the Arctic, a number of initiatives could be undertaken to alleviate such a risk:

- Navigational aids must be increased in the Passage to assist ships operating in constrained pilotages in poor weather conditions.
- Currently less than 10% of sea routes in the Passage have been charted to meet international standards.
- How effectively are foreign ships crews trained to operate in the High Arctic in extreme conditions?
- Should there be more weather monitoring stations in this region to assist mariners?
- The government is currently considering arming our icebreakers as a way to bolster Arctic sovereignty. Currently Canada

has only two heavy icebreakers: the *Louis St. Laurent* and the *Terry Fox*. The remainder have been decommissioned and scrapped. It is time we considered building a new heavy icebreaker fleet to respond to future commercial traffic operating in our Arctic Ocean. Last summer it took the CCGS *Amundsen* two days to reach the cruise ship *Clipper Adventurer* which had broken down.

- None of DND's warships have the capability to operate in moderate ice conditions. They visit northern waters very infrequently and only in the summer months.
- How adequate is the equipment stationed in the north to deal with a major oil spill? How quickly can such equipment be transported to the accident site?
- Have environmental models been developed to measure the impact of an oil spill in the Passage during summer and winter conditions?
- When was the last major mock exercise held to measure the capability of the various federal agencies to respond to a major spill in the region?

Pursuant to the Canada Shipping Act, the Northern Canada Vessel Traffic Zone regulations came into force on July 1, 2010. Any vessel of 300 gross tons must comply with the regulations. Prior to entering the zone, the ship must file a sailing plan report and then file a position report as soon as it enters the zone. A final report must also be filed when the ship exits the zone. A deviation report is filed when the vessel's position varies from the sailing plan report.

Although compliance of this regulatory reporting system is mandatory, the issue of surveillance remains paramount, if the foreign vessel fails to comply with

these regulations.

The Arctic Waters Pollution Act and its regulations, attempts to control the deposit of waste from ships in the area and allows for Canada to establish shipping control zones in these waters. The legislation also allows Canada to establish construction standards for commercial shipping transiting the Passage. The ship's owner must provide a certificate that states the ship has complied with such standards before entering the Passage. A pollution prevention officer has the power to board a foreign vessel to ensure the ship has complied with such regulations.

The major difficulty seems to be not so much the setting up of a regulatory scheme for foreign vessels wanting to enter the Northwest Passage, but our ability to carry out effective surveillance operations and the ability to enforce our regulations, if required to do so.

Some possible surveillance alternatives in these remote areas could include the following options:

- Increase the number of Aurora aircraft patrols in the High Arctic.
- Establish a number of armed DND Arctic/Offshore Patrol Vessels (A/OPS) with icebreaking capability which would be based in the Arctic year round.
- Build new Coast Guard icebreakers and have them stationed year round in Inuvik and Nanisivik.
- Increase the number of Canadian Rangers who continue to be the 'eyes and ears' of the Arctic.
- Relying on satellites such as RADAR-SAT-2 to track foreign ships approaching our shores.
- Utilizing high frequency surface wave radar to pick up contacts hundreds of kilometres from our coastal waters.



- Using unmanned aerial vehicles (UAVs) such as the 'Predator,' which could fly over vast areas of the Arctic for an extended period of time. Such vehicles could be based in Inuvik, Resolute Bay or Iqaluit.
- Helium airships could be used in conjunction with the UAVs, equipped with sensors and cameras, and stationed at airfields located in the High Arctic.

Once a foreign vessel is detected in the Arctic, we must have the capability to possibly board this ship. For this to occur, either a Canadian Navy warship or a Coast Guard icebreaker must be available to undertake this enforcement role. These ships must be located in the north on a year round basis at strategic bases close to the eastern and western entrances to the Northwest Passage.

It is acknowledged by most maritime experts that any major oil spill in our Arctic Ocean will have serious environmental and economic impacts on marine life and to communities close to the accident site itself. Logistically, it could be very difficult to reach the site under difficult climatic conditions, let alone getting the equipment to the location in an attempt to mitigate the impact of the spill on the surrounding land and water, if there are severe ice conditions in the area.

In order to prevent a ship grounding in the Passage, the federal government must take steps to enhance the navigation of ships operating in the Northwest Passage year round. As the ice recedes in these waters, ships commercially will want to begin relying on the various route options of the Passage more frequently. If this is the case, it is just a question of

time before an accident occurs and a major oil spill result impacts this fragile ecosystem.

The various federal departments and agencies must have an effective emergency plan in place to be able to react quickly to an accident, in order to reduce the impact of an oil spill in our Arctic waters.

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

## ▶▶ commentary



## Guarding the coast...

# Navy or Coast Guard?

Bruce Johnston

NOAC national deputy president

In the last issue of *Starshell* we posed the questions: "Do we arm the Coast Guard or is it the Navy? Does anyone recall there being an answer?"

Sadly there is as yet no answer to what many would feel is a very important question. The answer, however, is unlikely to be simple. Guarding the 'coast' requires more than just armament; it requires knowledge of activity both over sea and over land; in short it requires surveillance. But at an even more basic level it requires organization and responsibility. Again, sadly, neither the Coast Guard nor the Navy is assigned the responsibility to surveil and to guard our coasts.

Why not? To answer this question,

history is important. The Coast Guard has evolved to what it is today: Icebreaking, Navigation Aids, Vessel Traffic Management, Marine Search and Rescue, Pollution Response and indeed, a contribution to sovereignty through the provision of a federal presence in our offshore waters. The latter is important, albeit insufficient. The Coast Guard does provide a 'presence' but without any element of control, and therefore is lacking in any claim to be 'guarding the coast.' Nor does the Coast Guard have any significant air resources to provide a level of surveillance conditional to a future enforcement role.

Well, what of the Navy? Certainly the assets are there. A robust core capability

of frigates and destroyers is supported by a dozen coastal defence vessels. Supporting helicopters widen the surveillance coverage of the larger vessels and a fleet of Aurora maritime patrol aircraft stationed on both coasts have the potential to conduct very wide surface surveillance.

However, the Navy has never used its assets for routine and persistent surveillance of our territorial waters. Again history provides relevance. And if I might be permitted a digression, many of you will remember the debate that went on during the 80s and early 90s over the location of the heads of the three 'services' or 'environmental commanders' as they came to be known. Should they be in



Halifax, Winnipeg and Montréal, or co-located with the CDS in Ottawa? Why? Because they were now operational commanders and as such they needed to be co-located with the national command authority.

This was not the case during the Cold War. Maritime Command was a force generation command with no significant operational role. Within NATO, our Navy was essentially assigned to SACLANT in time of conflict, and while COMCANLANT had an operational role, it was a role subordinate to WESTLANT and SACLANT and not to the national command authority in Ottawa.

Similarly for the Air Force with forces earmarked for NORAD and Fourth Allied Tactical Air Force in Germany. The Army was assigned to the central front. A further force generation organisation was established under Canadian Forces Europe which served to further distance Canadians from command of their own forces during the Cold War.

Maritime Command, therefore, came to regard itself primarily and essentially as a force generation organisation with no operational command responsibilities. This was further exacerbated by the government's insistence on cost recovery for operations in support of other government departments.

Looking at Fisheries for example, the Navy was committed to providing a number of sea days for fisheries patrols and days in excess were subjected to financial recovery. 'Operations' in Maritime Command came to be regarded as 'MARCOTS' or 'RIMPACS' or 'NORTHERN WEDDINGS' to remember a few of the time honoured major exercises that dominated the calendar.

Maritime Command was too 'busy' to conduct routine surveillance and control of our three oceans. Moreover, the Command had no assigned 'responsibility' to conduct such surveillance. Fisheries flew many of its own missions, as did Transport for pollution control.

The First Gulf War with the establishment of a joint headquarters in Bahrain demonstrated clearly, for the first time, that the environmental commanders must be in Ottawa. For the conduct of joint operations at the national level it is imperative that the CDS have direct access to his component commanders for advice yes, but also to act as a check and balance

to the joint staff.

That did not happen during the First Gulf War. The DCDS was an Air Force LGen (Huddleston) with a one star commanding the Air Division (Boyle) in Europe, and an Air Force MGen (Smith) commanding CFE. Not surprisingly, the Commander Air Command (Sutherland) was largely left out of the decision chain.

On the Navy side, the commander in theatre was a Commodore (Summers) and the Chief of Staff to the DCDS was also a Commodore (yours truly). There simply was no way to include Maritime Command in the essential decision chain given the distance between Ottawa and Halifax. I remember Ken Summers and I wondering after it was all over if we would be 'allowed' back in the Navy. Well, he went to Washington and I went to Norfolk, so...! Suffice to say that it became evident the Commanders must reside in Ottawa and that is where they are today. So, what has changed from an operational perspective?

The biggest change has been the increase in the operational tempo of the Navy. Post 9/11 in particular, we saw a huge demand placed on the Navy for expeditionary operations. While at the same time (and with the creation of Northern Command by the US) there was increased emphasis on the need for coastal operations and perimeter defence, this did not result in any change in direction for Navy priorities. Rather, we saw the challenge handed over to an 'interdepartmental' committee with predictable results.

Colin Kenny, as Chair of the Senate Committee on National Security and Defence, did much to increase awareness of the deficiencies in our defensive posture. In testimony before that Committee, I observed that in the US, the Coast Guard looks after the first 200 miles and then the Navy takes over, but in Canada you don't want to ask "Who looks after the first 200 miles?"

A lot of surveillance is conducted on an ad hoc basis by naval and air units exercising, and transiting through and above our coastal areas. That information is captured and displayed in information centres and command centres on both coasts. The result is a 'Recognised Maritime Picture.' However, one CO of Trinity in Halifax opined that rather than an RMP, we have a picture of only that which we recognise. The inference was that

there are far more unknowns than knowns. In testimony before the Senate Committee, Capt(N) Hickey stated, "...the picture is still somewhat limited by the nature of the surveillance effort that feeds it. Other nations provide valuable data for global awareness and warning, but within Canada's own area more surveillance is required to properly cover the area, achieve better timeliness of data and ensure that any potential response required to protect Canada's interests can be supported by full awareness through the maritime picture."

As part of the activity post-9/11, the Navy began to move forward with a program to create Marine Security Operations Centres, or MSOCs, on both coasts and the Great Lakes (in cooperation with the RCMP). Investments in the MSOCs however, have been slow to materialise, and while this could be regarded as 'typical' of DND capital programs, it does serve to emphasise that 'surveillance' today is still not regarded as a high priority, let alone as an activity fundamental to our national security.

**More surveillance is required to properly cover the area.** That was the conclusion of Capt(N) Hickey in 2003 and little has changed in 2011. More is required but how much more?

Enter Canada Command. The recent creation of Canada Command has established for the first time an operational organisation that can effectively set out and monitor a surveillance regime for Canada. However, that has not happened to date. Canada Command plays a key role in the management of events. Witness the recent Olympics and the G8 Conference. However, it is not evident, even to the most casual observer, that Canada Command is engaged on a daily basis in the surveillance and protection of our three oceans.

How much surveillance is required? We have to get started before we can begin to have insight into the answer. There are lots of tools available. Some years ago on the West Coast we implemented a Coastal Watch organisation with the RCMP that was very successful. We have heard about technical improvements such as IMIC3 (Interdepartmental Maritime Integrated Command Control and Communications). This will allow for the computer based exchange of positional data between the Coast Guard and the Navy for the first time. Whether that exchange



can be mandated is another question to which we don't as yet know the answer.

### The Influence of the Arctic

The rise to prominence of the Arctic region in our national cognizance may provide the stimulus to move forward in our efforts to protect our sovereignty and to truly put Canada—first. The present government seems to have a serious desire to know what is going on in the Arctic.

The Prime Minister has stated that, "We must use it or lose it." Several significant policy initiatives have resulted. The Arctic / Offshore Patrol Ship project is perhaps the most prominent, certainly the most costly. Northern basing, ice-breakers, UAVs, search and rescue aircraft have all been touted as Canada's response to potential challenges to our sovereignty in the Arctic. But all are years away. Surely a 'policy' to begin using our exist-

ing assets on a routine basis to gather information on the Arctic would be a logical and easy first step. It does not require legislation. It requires only tasking. And where two or more government departments will be involved, the necessary legislation can be preceded by cooperation. I am told that our Aurora Fleet is tasked to conduct a single Arctic surveillance flight every month. But even that modest effort is often cancelled due to equipment failures and/or higher priorities. Surely we can do better.

So if we pose the question one more time—"Who Should Guard the Coast - Navy or Coast Guard?"—the answer must surely be, both! And every other government department with an interest in the maintenance of our sovereignty should be part of the team. The 'command' of this effort must naturally fall to Canada Command with responsibility of tasking

forces assigned on a daily basis. The coordination and analysis of all forthcoming inputs into the Recognised Maritime Picture would be inherent within this responsibility albeit developed appropriately.

In conclusion I would only add that any debate on whether we should or should not arm the Coast Guard does no service to the real deficiencies that exist in our surveillance framework.

*The author retired as a Rear Admiral in 1996 having last served as Commander Maritime Forces Pacific. He is currently a Senior Associate with Hill and Knowlton Canada, and Partner in JIII Enterprises. He accepted the position of NOAC National Deputy President this past summer, commencing what we hope will be a long and beneficial relationship with The Naval Officers Association of Canada.*

## ►► the wardroom



## Turning around NOAC recruiting

Richard Archer

*And so, my fellow members: ask not what your NOAC can do for you — ask what you can do for your Navy.*

With apologies to JFK, 20 January 1961

Recently, three things came together to make me think about what we in NOAC have to do to turn around the decline in membership. Of course, as clearly identified in the Strategic Business Plan, and as a main objective of the consequent Implementation Plan, the crux of the solution to declining membership is to make us *relevant* to both existing and potential members. If this means moving us from an organization that celebrates service in the Navy that fought so well in the Battle

of the Atlantic and the Korean War, to one that now celebrates service in today's Navy—a Navy that is fighting equally well around the world—then so be it. I believe the key to relevance is, yes, to remember the past, but at the same time to place more emphasis on the future, particularly as it applies to the Navy.

Now this is all well and good in theory, but what do potential members think of us? Well, at a ceremony in Gatineau to present the centennial namesake ship posters to the mayors of Gatineau, Buck-

ingham and Hull, I ran into a guy who was still serving as a lieutenant and who had been an Ottawa Branch member and even a member of the board. But he had let his membership lapse.

I asked him why, and his response struck me to the core. He said, "I was interested in doing my bit, but NOAC gave me nothing in return."

The second thing that caught my attention was the essay by Julian Brown in the Fall 2010 edition of the *Canadian Naval Review*. It talks about the Canadian Navy "operating within limits," giving up on those roles it finds difficult and relatively costly in an era of asymmetric and uneven threats, and focusing on such aspects as simple policing of home waters. To my ear Mr. Brown's aim-low arguments sound defeatist, and if they gain any traction in the corridors of power, then the Navy as we know it would be in serious trouble. Now more than ever it appears that the Navy needs the voice of the NOAC to be raised in its support.

So it seems to me that we have to turn around the premise of NOAC membership recruiting. Instead of trying to coax new members into the fold with promises



of camaraderie, we should be challenging them to figure out how to use NOAC as a means to achieve favourable results in good causes. Besides the future of the Navy, other good causes include, to name just two, the preservation of Canada's maritime heritage through the fifty or so maritime museums and trusts in the country, and the sponsorship of Canada's youth via the Navy League's country-wide sea cadet programs. And in the longer term, the ultimate cause would be to turn around Canada's present 'maritime blindness' into 'maritime consciousness.' For this last task we need speakers and writers.

What NOAC has to do is make these challenges to prospective members. Of course we must continue to welcome and nurture those who choose to join for the

comaraderie, but our emphasis should be on recruiting those who wish to do something positive and active.

Crucial to NOAC are new members who come on board with initiative and perseverance to actively lead in the pursuit of the good causes—we need their leadership. Easy to say, I know, but I'm recommending here that we make it at least a target. And the first step is to establish NOAC's relevance in the eyes of the new Navy through implementation of the Strategic Business Plan.

But what was the third thing that got me thinking on this subject? Well, I read in the 15 November edition of *Maclean's Magazine* a small piece on ex-DND Deputy Minister Robert Fowler's address to the graduating class of the University

of Ottawa. I'll let you decide for yourself how much of what he said also applies to potential NOAC members ... "Young Canadians," he said, "have forfeited their bitching rights." "Your age group's involvement in the political process at all levels of government stretches any reasonable definition of apathy. You seem to be enthusiastically disqualifying yourselves from any right to demand good government in your country, and effective engagement abroad."

Let's turn this around, challenge them and get them on board to influence the future.

*Richard is a member of Ottawa Branch, and recently stepped down as our National Executive Director.*



## view from the bridge

Jean-Claude Michaud  
national president  
cmdremichaud@yahoo.ca

**A**s we are now moving into our next naval century, I would like to wish you all, and your families through every day of the New Year: health, peace and happiness.

Maintenant que nous commençons le prochain centenaire de la marine, j'aimerais, au nom du Conseil vous présenter nos souhaits les plus chaleureux de bonheur, santé et de joie à vous tous et vos proches à l'occasion du Nouvel An.

Our first Naval Centennial has just come to a close marked as it was with the many celebrations throughout the year commemorating our past maritime service and its history.

On November 26, 2010, before events wrapped up, I was pleased to be present at a reception at NDHQ in Ottawa for the Canadian Naval Centennial. I had the great pleasure of presenting a Gold Medallion to CMS, Vice-Admiral P. Dean McFadden for his leadership and out-

standing contribution to the year-long national activities [see photo below].

At this time I would like to take the opportunity to thank all those branches that organised and held many activities in their respective communities.

I would like to draw your attention to Richard

Archer's very revealing note "Turning Around NOAC Recruiting" [see preceding item]. Since we are a federation of autonomous branches, it is up to each branch to initiate and develop several important themes as they see fit. We, in the National Executive can only recommend recruitment strategies to engage each and every one of you in three main areas: **1)** commitment-friendly activities; **2)** spreading the membership wider than just naval officers; and **3)** setting annual recruitment goals with specific recognition for the most successful recruiters.

It is most important that each branch president makes it clear that support for NOAC recruiting is a major objective and that all facets

of the branch program of activities must be linked in some way or another in support of achieving this objective. Recruiting is everyone's business and should not just be left to just one or two members. When it comes to recruiting, all the branches' members are a force multiplier of the Association, and success will only come based on the collaboration, innovation and participation of everyone.

Il est très important que chaque président des branches indique clairement à ses membres que l'appui aux activités de recrutement soit l'un des principaux

DND photo





objectifs et que tous les aspects se rapportant au programme des activités de la branche doivent, d'une autre, contribuer à la réalisation de cet objectif. Le recrutement est l'affaire de tous les membres, et ne devrait pas être délégué à seulement un ou deux membres. Lorsqu'il s'agit de faire du recrutement, les membres de la branche ont un effet multiplicateur de l'Association, et le succès dépendra de la collaboration, de l'innovation et de la participation de tout un chacun.

Yours aye,

*Jean-Claude*



## the front desk

**Ken Lait**

national executive director  
noacexdir@msn.com

**T**he Naval Centennial is behind us but not forgotten. At the wrap up reception in November, hosted by the Chief of the Maritime Staff, our President John-Claude Michaud, presented an Honorary Gold Medallion to the CMS recognizing his leadership of the Navy through this year and his outstanding personal contributions in bringing an awareness of 'Canada's Maritime Blindness' to the seats of power and the Canadian people in general. I believe this is also a good time to thank Capt(N) (Ret'd) John Pickford, a member of our Ottawa Branch and his Centennial organizing team in naval headquarters, for giving us a year to be truly proud of.

In November, NOAC led two of the teams that briefed Parliamentarians as part of 'Navy Appreciation Days' organized by The Navy League of Canada's Maritime Affairs Division. NOAC, also in support of this event, provided \$5,000 towards the production and publication of the updated "Why Canada Needs a Navy" by Peter Haydon, which was the main focus of the package given out to all attendees. This is an excellent document and was well received by all. For those interested, copies can be purchased for \$7.00 (shipping included) from Andrew Warden, Maritime Affairs and Communications Coordinator, The Navy League of Canada, 66 Lisgar Street, Ottawa, ON K2P 0C1. If there are any questions Andrew can be contacted at 613-998-2952 (office), 613-878-2952 (cell), 613-990-8701 (fax) or by email: [awarden@navyleague.ca](mailto:awarden@navyleague.ca).

The two Maritime Affairs scholarships, funded in partnership with the Navy League, were awarded in November to two very outstanding ex-sea cadets. Ms. Caitlin Powelson is attending Memorial University in a Marine Sciences programme, and Mr. Brian Weston is attending Georgian College in Owen Sound in a Marine Navigation programme. I had the privilege of being on the selection committee for these and so can personally attest to the quality of candidates this scholarship attracts. I wish them both the best for success in their studies and hope to see them as members of NOAC in the future.

I recently met with the President, Vice-President, Managing Director and others from Know the World Tour Organizers Inc. to discuss opportunities for the next in the series of specially designed tours for NOAC members. Following the successful tours of South America and Southeast Asia, the next NOAC tour will take place in November and will go to India. As those who have been on previous tours can testify, these tours are excellent value for money. Know the World Tours Organizers Inc. specialize in high level niche tours for professionals at reasonable prices; and continue to demonstrate their support for NOAC by making a donation to our Endowment Fund for each person taking part in one of their tours. Also, as with previous tours, our visit to India will be led by NOAC member Michael Morres,



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currently President of NOAVI and a member of our National Executive. Mike has been a senior Tour Director for Know the World for over six years and has worked in many parts of the world. The brochure with details of this trip and the reservation coupon are included as separate inserts with this edition of *Starshell*.

I would be remiss if I did not mention the upcoming 2011 Annual General Meeting being hosted by Toronto Branch to be held at Niagara-on-the-Lake from the 8th to the 12th of June. Please see the insert with this *Starshell* for further details. Bruce Wannamaker and his Toronto Branch are working hard to make this a fitting follow-up to the heady days of Halifax during the Naval Centennial and I encourage as many of you as possible to attend. I look forward to meeting many of you there.

Yours aye,

*Ken*

▶▶ the mail bag

**PLEASE NOTE:** The editor reserves the right to edit submissions for clarity or to accommodate available space.

□ **Advocacy**

[*Advocacy, Bruce Johnston, Vol. VII, No. 52, Autumn 2010 'Starshell,' p.3*]

I was delighted to see that Bruce Johnston has been elevated to the position of NOAC National Deputy President. I have known and respected Bruce for more than 20 years. When he was on the directing staff at CF Staff College, Toronto, in the rank of Captain(N), I commanded *York* and we spent a fair amount of time together. I know he will do an outstanding job for NOAC and for the Canadian naval community.

While I enjoyed reading Bruce's editorial on Advocacy, I find it interesting to note/ how one's memory and perspective change with the passage of time. I am referring particularly to Bruce's comments about the MCDVs which while "originally purchased as training vessels for the Reserves, they have achieved a degree of operational readiness ...".

My recollection of those times is a little different. After completing my tour in command of *York* in 1985, I was appointed Senior Staff Officer (Navy) to the Chief of Reserves, and also held the position of President, Maritime Defence Association of Canada (MDAC). The Naval Reserves and MDAC, through the Conference of Defence Associations, were unquestionably pushing for a replacement for the gate vessels, along with eventual replacements for HMC Ships *Fort Steele*, *Anticosti* and *Moresby*.

At the request of VAdm Jim Wood, MARCOM at the time, we set aside our parochial desires for these replacement vessels to ensure nothing went amiss with the Canadian Patrol Frigate Program. Then, when the government started to look at a new icebreaker, which would have consumed the Navy's budget for years to the expense of everything else, we were let loose to push for the MCDV program. I will never forget Peter Langlais's question at the annual CDA conference about the "brize glace!" I still have a copy of the slide presentation MDAC used across the country to explain why we needed a Navy to protect our sea lines of communications (CPF's) and our coastal waters and harbours (MCDVs).

By 1995, when I assumed command of the Naval Reserve (NR), the mission outlined for the Reserve by VAdm Lynn Mason, MARCOM, was "to provide Maritime Command with trained personnel for the manning of combat and support elements to meet Canada's naval defence objectives in time of peace, crisis and war." Specific tasks assigned to the NR included, but were not restricted to: manning of MCDVs, Naval Control of Shipping, mine-countermeasures and harbour defence. All this was laid out on a small plastic card which was issued to every [member of the] naval reserve. Every reserve across the country was required to carry this card to remind them of their specific task and objectives.

Yes, there were growing pains as we struggled to meet the requirements for manning the MCDVs and achieving the other assigned tasks. But as the MCDVs started to move down the

▶▶ **schober's quiz 52**

**By George Schober, NOAVI**

In the days before 'Political Correctness' became the vogue in the Armed Forces of the Western nations, subordinates who incurred the wrath of a senior officer could expect to get a "chewing out" for their pains. But—hopefully—only figuratively.

**Question:** Notwithstanding the foregoing, who was the 20th Century Admiral who, reportedly, in a fit of uncontrollable rage actually bit off the tip of the nose of one of his sailors?

Answer on page 25

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R. N. Pearson (2002)

slips, and new equipment and facilities arrived to enable the NR to accomplish other important tasks, these tangible assets became the best recruitment tools we had enjoyed in years.

At no time did the NR, at least during my tenure, view the MCDVs as "training vessels." Rather they were viewed as MARCOM assets to enable the "Navy" to meet its stated tasks. CPFs for deep water operations and MCDVs for coastal operations. Now, to try to compare the capabilities of the Arctic Off-shore Patrol Ship (A/OPS) with the MCDVs, and to even consider the MCDVs should be limited to the West Coast and Great Lakes is a classic example of forgetting what the MCDVs were originally designed to do (Coastal Defence). Relegating them exclusively to a training role could beg the question: Why didn't we just build a whole bunch more Orca-class training ships in the first place?

If you recall, the original plan for the MCDVs was to make them capable of accepting multiple tasks through the use of special "drop in place" containers. They were also one of the first class of ships built in Canada which were to use commercially available "off-the-shelf" equipment where available.

I had the privilege of attending the commissioning of HMCS *Kingston*; officiating at the keel laying of HMCS *Goose Bay* and being the Senior Naval Officer participating in the launching of the NCSM *Shawinigan* with Madame Chrétien. Each of these milestones in less than a two year period further strengthened the NR's desire to be an integral part of the Navy. One Navy.

I appreciate that situations and circumstances change, and we have to change along with them. But that is not a reason for revising history. The MCDVs were but one of the cornerstones which revitalized the Naval Reserves in the '90s, and expanded the capabilities of the Navy to achieve its tasks. To try to revise this history is a disservice to those who worked so hard on the various programs of the day.

And finally, I must confess to becoming quite concerned when I read about the need for a "much wider liaison with the Naval Reserve community, who will have a vested interest in many, if not all of the topics." More than 30 years ago, with assistance from Capt(N) Max Reid, I authored a paper titled "The Navy Needs One Voice." Sounds like it might need to be resurrected.

If my recollections of the time are inaccurate, or upset some people unduly, I apologize in advance. Chalk it up to old age and living in the far southeastern corner of the State of Georgia, USA.

**Robert N. Baugnet, Toronto Branch**



HMCS *Sackville* ca. 1942.

year for the Trust as it continues financial and related discussions with the public and private sectors to get the Canadian Naval Memorial Project up and running.

In 2010, the Trust signed a memorandum of understanding with the Waterfront Development Corporation and the Province of Nova Scotia (represented by the Maritime Museum of the Atlantic) to cooperate in the development of the public sector of the Queen's Landing Project (QLP) on the Halifax waterfront (an undertaking separate from the private sector part of QLP). A conceptual plan for the project includes an enhanced Maritime Museum of the Atlantic, a Naval Memorial Hall and a saltwater berth for HMCS *Sackville*, all in an iconic architectural setting.

"Recent research shows the 69-year old *Sackville* requires a permanent saltwater berth and it is only appropriate that the ship be professionally maintained and operated in [a] striking structure in keeping with her stature as a truly national memorial similar to the Vimy Memorial," Mr. Jay explained.

A working budget of \$150 million has been developed for the public sector part of the QLP, with approximately \$80 million required for Trust activities. One of the first requirements is to set up a project office and organize a national design competition for the development.

During the summer *Sackville* welcomes thousands of visitors at her berth in front of the Maritime Museum of the Atlantic and in the winter the ship is berthed in HMC Dockyard. Throughout the year *Sackville* supports various naval, community and corporate activities and events.

Mr. Jay said CNMT, with more than 1,000 trustees across the country and around the world, will be undertaking public information activities to increase awareness and understanding of the significance of HMCS *Sackville* and the role *Sackville* and other corvettes played in helping win the crucial Battle of the Atlantic. *Sackville* is the last of 269 corvettes built by the Allies during the war, more than 100 of them built in Canadian shipyards.

"We are asking all naval support and related organizations to assist the Trust in making Canadians more aware of what *Sackville* represents. She is a memorial to the 2,000 sailors who lost their lives at sea during the war and represents all generations of Canadian sailors and their service and sacrifice in times of peace, national catastrophe, international tension and war," he explained.

HMCS *Sackville* was commissioned in Saint John, NB in 1941 and served in several roles during the war, including convoy escort and training ship. After the war *Sackville* was refitted as a naval auxiliary vessel conducting oceanographic and

## ▶▶ the briefing room

### ■ CNMT Launches Naval Memorial Project

The Canadian Naval Memorial Trust (CNMT) which owns, maintains and operates HMCS *Sackville*, has launched an exciting project to ensure the long-term preservation of the Second World War corvette. *Sackville* was designated Canada's Naval Memorial by the Government of Canada in 1985.

John Jay of Halifax, Chair of CNMT, says 2011 is a seminal



related research, ending active service in the early 1980s. At that time, The Naval Officers Association of Canada took the lead and the volunteer CNMT was established to acquire and restore *Sackville* to her 1944 configuration.

For additional information on how you can help, please contact Len Canfield, CNMT, telephone 901-443-1726, or by email to [len.canfield@ns.sympatico.ca](mailto:len.canfield@ns.sympatico.ca).

**Len Canfield, NSNOA**

## ■ NOANL gathering of the clan...



The Annual General Meeting and Dinner of NOANL was held on Thursday, January 13, 2011 at the historic Crow's Nest Club in St. John's. The event coincided with graduation ceremonies for 22 members who completed the Naval Combat Systems Technician Training Program at the Marine Institute, St. John's, which is the only post-secondary institution with such a training agreement with our Navy. Capt(N) Richard Gravel, Commander, Navy Fleet Maintenance Facility Cape Scott, Halifax, was the reviewing officer at the graduation and also the guest speaker at the NOANL dinner. The above photo, taken at the Crow's Nest after the dinner, includes (Front Row, L to R) longtime NOANL member Ian Wishart, Max Harvey, President NOANL and Gary Reddy.

**Ed Williams, NOANL**

## ■ Submarine celebration

All submariners are invited to commemorate the 50<sup>th</sup> anniversary of the rebirth of the Canadian Submarine Service with the 1961 commissioning of HMCS *Grilse* SS71; to be held in Victoria, BC, Friday, April 29th to Sunday, May 1st, 2011.

For program details, registration form and hotel information see: [www.saocwest.com](http://www.saocwest.com) and click on the Grilse 50th link, or contact me, Paul Hansen, at [wpaulhansen@shaw.ca](mailto:wpaulhansen@shaw.ca) (**NOTE corrected email address from Autumn Starshell!**) telephone 250-294-1024. Please pass this notice on to anyone you know who did serve or still does serve in Canada's submarine service.

**Paul Hansen, Victoria, BC**



## ■ A gathering of Pussers...



The above photo was taken ca. Remembrance Day [judging from the poppies] in the *Bytown* wardroom on the occasion of the dedication by the 'White Strippers' of a commemorative table. "*Once a Pusser ... Always a Pusser!*"

**Al Driega, Ottawa Branch**

## ■ VC 920 Reserve Naval Air Squadron

This note is an appeal to friends and ex-members of VC 920 Squadron for photographs and memorabilia of the squadron, its aircraft and personnel. In particular, pictures of operations aboard HMCS *Magnificent* and training operations from its home base at Downsview, Ontario. The idea is to create an historical exhibit to be displayed in HMCS *York*.

Please contact Roger Hutchins, Apt. 2203 - 39 Old Mill Road, Etobicoke, ON M8X 1G6, telephone 416-920-1995 or 416-233-6940, or email [hutchinsroger@bellnet.ca](mailto:hutchinsroger@bellnet.ca).

**Robert Hutchins, Toronto Branch**

## ■ Admirals' Medal awarded to Peter Haydon

Peter T. Haydon of the NSNOA has been awarded the prestigious Admirals' Medal for 2010. The Admirals' Medal was created in 1985 to recognize outstanding achievements in Canadian maritime activities. The medal honours three former naval officers, the late-VAdm Rollo Mainguy and RAdm's. George Stephens and Victor Brodeur. The medal continues to provide public recognition to the new generation of Canadians who display initiative and skill in advancing maritime affairs, operations and research.

Peter is a Senior Research Fellow with the Centre for Foreign Policy Studies at Dalhousie University and a former Adjunct Professor in the Dept. of Political Science, specializing in naval and maritime security issues and Canadian defence policy. He also writes and speaks extensively on Canadian naval policy and activities during the Cold War era. His works include: "The 1962 Cuban Missile Crisis: Canadian Involvement Reconsidered" (1963), and "Sea Power & Maritime Strategy in the 21st Century: A 'Medium' Power Perspective" (2000). He was the founding Editor-in-Chief of the *Canadian Naval Review*. During his 30 year naval career he served in submarines and in destroyers on both coasts, as well as on national and international naval and strategic planning staffs.

**Len Canfield, NSNOA**



## ▶▶ canadian naval heritage

# HMCS King's Wardroom

By Alison Lang

University of King's College Communications Coordinator

The University of King's College Wardroom is a sparsely adorned but friendly student spot located in the Arts and Administration Building in Halifax, Nova Scotia. Students sit and eat lunch, study and play pool beneath photographs of HMC Ships *Guysborough*, *Weyburn* and *Louisburg*. When new students look at these black and white archival photographs, it allows them a brief glimpse of King's close ties with the Navy and how those ties have irrevocably affected the college's history.

In May of 1941, Minister of Naval Services, Angus L. Macdonald, requested that King's be used as a Naval Officer's Training School for the summer. However, the Canadian government determined that the need for officers necessitated that the college be designated a training school until the end of the war. On May 24, the *Stadacona* section of the RCN's Officer Training Establishment moved to the King's campus. By October it was effectively considered a vessel, or stone frigate, and became known as HMCS *King's*. During the war, German propaganda sources reported that HMCS *King's* had been sunk!

According to research conducted by the King's Chaplain, the College transitioned quite rapidly into a military space. Notably, the Girl's Reception Room became the Wardroom, the

naval title given to the Officer's Mess. Naval communications and navigation made up most of the teaching at the naval school, while arts and divinity studies were moved to the Dalhousie campus as well as the Atlantic School of Theology's Pine Hill Divinity Hall.

In a brief write up on HMCS *King's*, Lt(N) O. J. W. Parkhouse lists the elements involved in the twelve week courses taken by many young recruits: seamanship, torpedo, navigation, signals and gunnery. However, in 1942 a course for specialist navigators was begun. It included a couple of weeks at sea in naval tenders attached to HMCS *King's* (one of which was HMCS *Sackville* for a brief period in 1944). After four years of service, the war had ended and HMCS *King's*

had graduated between 3,000 and 4,000 officers from 96 classes. *King's* was paid off as a military training site in May 1945.

Civilian life returned to King's and most of the lecture halls and departments lost their military monickers.

However, HMCS *King's* Wardroom kept its name and continued as the College dining room and kitchen. In the winter 2008 issue of the King's alumni magazine *Tidings*, alumnus David Jones (BA 68) recalls working as a waiter in the narrow space, a job that required its own special brand of training. King's waiters in those days were balance and footwork masters of great strength, he recalls. They carried 13 dinners on a tray supported by one hand and whooshed by in a room so small that chair backs were only inches

apart. In 1979, the space was converted into a space that would serve as a day student lounge by day and a bar at night.

The bar celebrated its 30th anniversary in April of 2009, and a Wardroom Renovation Fund was created so alumni could contribute to necessary renovations and collaborate in a redesign. The Halifax design firm Breakhouse—known for their innovative design work with the Dalhousie Book Store, Fid Resto, Jane's on the Common and Southwest Properties—were selected to consult with students, faculty and alumni to create a new layout for

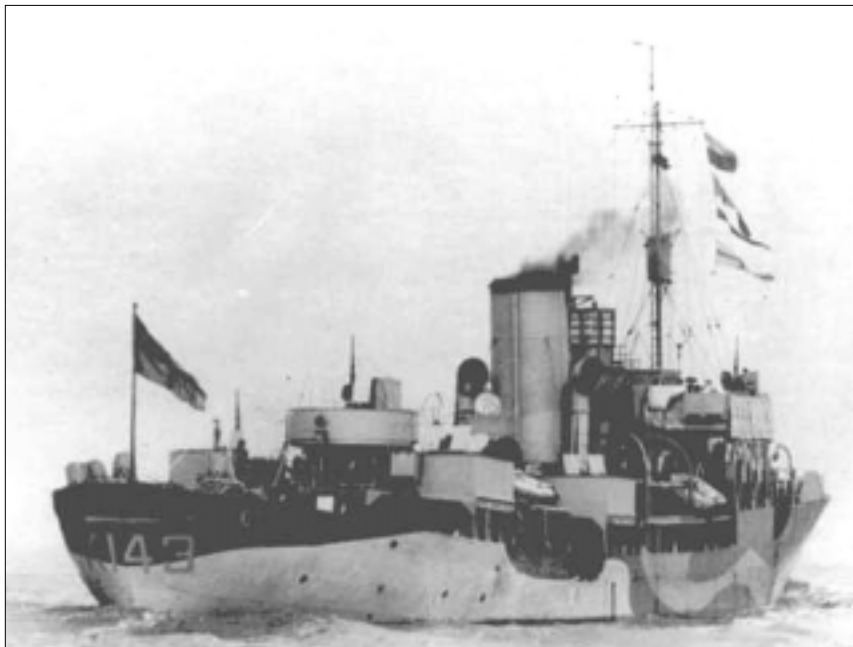


Photo of the original HMCS *Louisburg* hanging in the King's Wardroom. (She was lost to Italian aircraft off Oran on February 6, 1943.) *Louisburg* was commanded by NSNOA Honorary Life Member Murray Knowles late in WWII. He had been her First Lieutenant during the Normandy Landings in June 1944.



the space that will freshen its look while keeping all of King's historical ties intact.

The images of the ships populated by so many *King's* graduates during the war will remain a poignant reminder of the college's distinguished naval tradition—a tradition that has created an indelible impression upon campus life and gives

weight to everything we do.

EDITOR'S NOTE – *The revitalization of the Wardroom and the perpetuation of the connection between the Navy and the University will obviously be expensive. Donations can either be sent direct to the*

*University of King's College, 6350 Coburg Road, Halifax, NS B3H 2A1, or to the Naval Officers Association of Nova Scotia, PO Box 801, Halifax, NS B3J 2V2. In both instances the cheque should be clearly noted as being for "Wardroom Renovation Advisory Committee." Income tax receipts will be issued.*

## How to buy a ship's bell

By Cullis 'Cully' Lancaster

In September 1946, I boarded a CPR train at a station east of Calgary to return to my university studies at Queen's University in Kingston, Ontario. Before going to my berth, I picked up a copy of the *Calgary Albertan* in the observation car. On page 21 I saw a two inch article that said the Admiralty was selling the bells of 266 ships. As I had served in the frigate HMCS [ex-HMS] *Ribble*, one of ten [Royal Navy, River-class frigates] manned by Canadians, I wrote to the Admiralty asking if the *Ribble* bell was up for sale. A reply was received which said the *Ribble* bell was not available at this time but they would advise me if it did come up for disposal.

Eleven years later, when I was working in Ocean Falls on the north coast of British Columbia, I received a letter which had been passed from my Kingston address to *Cataraqui*, to *Star* and then to *Discovery*, who forwarded it to my up-coast address. Amazingly, only eleven days had elapsed since it was written. The letter was from the Naval Stores Department, Admiralty, Whitehall, S.W.1, which read: "With referral to the Dept's letter dated 14 October 1946, I have to inform you that the bell of HMS *Ribble* has now become available for sale." The letter concludes with instructions on how to further the possible purchase. With those eleven year old records in good order, it is evident that Samuel Pepy's did a good job at the Admiralty in setting up the system. I wrote back to say I was still interested in obtaining the bell.

A month later I received a letter from Whitehall which read: "Sir, with reference to your application to purchase a ship's

bell, I am commanded by my Lords Commissioners of the Admiralty to inform you that they have been pleased to allot to you the following bell at the price stated, plus cost of packing and transport from the dockyard named." I imagined a Board Room filled with admirals with brass up to their elbows saying, "Let's give the bell to that chap in Canada." The letter ended with the traditional, "I am, Sir, Your obedient servant, M. McNary." I replied with an agreement and arrangements were completed to ship the bell. Chatham dockyard boxed the bell up, Royal Mail Lines picked the crate up and brought it to Vancouver on their Pacific Coast service in SS *Diemerdyk*, arriving in Vancouver 29 January 1958.

Before I could take possession I had to complete the paperwork. There was a monstrous bill of lading in several copies for one small crate. Customs brokers were used for clearance plus payment of

National Harbour Board charges. The insurance papers were included. They consisted of two sheets of paper 16 x 16 in. with 23 columns of names, 12 names to the inch, printed on both sides. These are the famous Lloyds names who were betting on the successful completion of the voyage.

The bell is in our living room. The foundry's work in changing HMS to HMCS is clearly visible. The Ordinance Department's broad arrow is on the back. On New Year's eve it is hung outside for all the neighbours to hear. On Battle of the Atlantic Sunday the *Ribble* bell is secured to a flag pole for use at the Sailor's Memorial Park Services in North Vancouver. It was also used in the christening of our two children. What was the cost? In addition to the 5£ for the bell, it only cost \$40 for the shipping charges. That was in 1958! I noticed on Antique's Roadshow a couple of years ago that a V-class destroyer bell was valued at £1,000. I think it was worth the effort to buy the *Ribble* bell!

*'Cully' is a member of NOABC.*

### ▶▶ the edwards' files...

#### Medals



While in command of *Athabaskan*, I always welcomed all ranks to visit the bridge, sometimes dependent on events that were going on. One quiet day as I was sitting and relaxing in my chair, I found the Officer of the Watch and Second Officer of the Watch having a slightly heated discussion as to just who should be entitled to the Jubilee Medal, the argument hinging on those most deserving were those who were there, or that they should be divided equally amongst the fleet. It was at this point that a visiting stoker sidled up to my chair and quietly stated to me ... "Sir, medals are like haemorrhoids, sooner or later every asshole gets one!" That ended the discussion!

Gord





# days of endeavour

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

## part thirteen: 'a hard working commander'

*As outlined in Part 12, Skinny was appointed Reserve Training Commander on the West Coast in September 1951 and made the move across country with his family. He would remain in this position for two years, being promoted to Commander on July 1st, 1953. We pick up the story there.*

By the end of the 1953 training season in September, I had completed two years as Reserve Training Commander and, once again with little warning, was appointed to the RCAF Staff Course which took place in Toronto. I was bitterly disappointed! In the first place, every new Commander wants to rush off to sea with his own command immediately. Secondly, while Staff Courses were urgently sought after, the only real Staff Course for a naval officer at that time was the one given by the Royal Navy in Greenwich, England. You got six months in England, took your wife and family (and Pam hadn't been home at all yet!) and saved enough of your very substantial allowances to pay their passage over and back. More importantly, the course was all about naval staff work.

The RCAF Staff College on the other hand, covered an academic year (10 months), was in Toronto and we could only take our family and not the furniture because it was less than a year in duration. The task of trying to find furnished rental accommodation for ten months, large enough to house a family with four children—and still eat—was mind boggling. So instead we sold the car and went into hock again to fly Pam and the four kids to England to see their grandparents for the first time. The vague plan was that they would stay in England until I found out where my next job was going to be. I'm not at all sure Pam's Mum

and Dad were too enthused with that idea but we didn't give them much opportunity to demure!

We all flew to Montréal together and I remember the flight very well indeed. David was under two years old so we didn't have to buy a seat for him, but he had just acquired his first pair of hard-soled walking shoes and he walked all the way to Montréal, mostly on my lap! By current standards, flying across the Atlantic was pretty primitive. It took many hours in a noisy airplane and was very expensive. Pam prefers to fly because "it gets the trip over in a hurry," but it sure cost a lot. They all arrived safely and settled in at 18 Norma Road, Waterloo, Liverpool, for the winter. Jinny and Michael went to the local kindergarten/nursery school while they were there—the same school that Pam had started at!

In the meantime I went back to Toronto and moved in with my old pal and former shipmate, Dick Bartlett and his wife Margaret. Dick was a Naval Airman who had been shot down in Norway early in the war and spent four years or so as a prisoner of the Germans. We both joined *Warrior* when she commissioned and both left her on the West Coast. When he decided to marry a Vancouver girl, I happened to be the Staff Officer in Vancouver (HMCS *Discovery*) and was honoured to be their Best Man. Now he and I were doing the same Staff Course together. They had found a big house to rent and had room for a 'boarder.' It was a very happy arrangement as far as I was concerned.

The RCAF Staff Course was pretty good as staff courses go. For the first time, three naval officers were appointed to attend instead of the usual one. In addition, there was one Canadian Army officer, one each from the US Air Force and the Royal Air

Force (a Brit) and fifty or sixty RCAF officers. At that time the staff course was a requirement for promotion in the Air Force and was therefore much sought after. It was a complete change of pace for us naval people and we learned a good deal, particularly how to organise thoughts, how to write cogently and how to speak in front of a group. I never did master the problem of how to run an Air Force but I made many useful contacts in the RCAF.

In April or May of 1954, a month or two before the course was to end, I was told that I was going to be appointed to Naval Headquarters in Ottawa upon its completion in June. That meant that I could start the wheels in motion to get the family back from England and settled in Canada again.

The course was still going on in Toronto when I met them in Montréal and we drove to Ottawa in our new (used) blue Dodge. I had found a house in the Manor Park district in the eastern part of the city, and arranged for our furniture to be shipped from Victoria. We spent the summer exploring the Ottawa area. Our good friends, the Chances, who had been our neighbours in the Service housing in Esquimalt, had been moved to Ottawa and also lived in Manor Park. Peter was working in Headquarters too so was able to show me some of the ropes and their children and ours knew each other which helped, particularly when starting at a new school.

As we started our period in Ottawa in the summer of 1954, our family was flourishing. Jinny was eleven, and a born organiser of other kids. Both she and I joined the choir at the local church, St. Columba's, and she was eventually confirmed in that church while we lived there. Michael was nine. He too was chubby! He and Simon Chance were great pals and almost always



hung out together. I think winters were most enjoyed by these two. Stephen was just coming up five and a 'heller.' He was a very active kid and enjoyed life to the fullest. He broke his leg while we lived in Manor Park and still insisted on going swimming—cast and all! David was about two and a half. He was inclined to be quiet but he was lucky in that his older siblings generally looked after him, particularly when everyone was outside playing. David had a particular pal, Andy Mackie, who lived right across the street from us. Ottawa was a good place to bring up family. It had good schools and a great sports climate. We managed a few weeks at a cottage beside some water each summer and there was tobogganing, skiing and skating in the winter.

My job at Naval Headquarters was also a good one—particularly for me. The Chief of Naval Personnel was Admiral H. F. Pullen, supposedly a martinet but in reality a 'softie.' The Deputy CNP was Commodore Harold Groos and my immediate boss was Captain 'Jumbo' Webber. I was the Deputy Director of Officer Personnel and as such was responsible for the employment of all Executive (Upper Deck) officers up to the rank of Lieutenant-Commander. I had been very openly critical on occasion of the lack of attention to detail on the part of those who issued appointments and instructions for officers to report to a ship on a Sunday, forgetting about dates of school terms, lack of suitable travelling time, reasonable warning of an impending move, etc. Now I had an opportunity to inject some consideration of the private and family circumstances of individual officers when moves for them were being planned.

As this was my first experience in a Headquarters job, I also learned a good deal about how the Navy was run and what pres-

ures were brought to bear by the civilian staffs who controlled the money and the policies (e.g., the bureaucrats and the politicians). 'Personnel' was also a good place to be when consideration was being given to your next job! I worked very hard and put in long hours to make sure that my responsibilities were carried out properly and efficiently, but, at the same time, I got a lot of satisfaction out of improving the system and the communication between Naval Headquarters and the officers in the fleet. My two years in that job went very quickly.

Pam was expecting our fifth child in July of 1956 and I had been told that I was to be

while we were there and had the furthest to go, and David also started school.

My new command was a plum appointment to HMCS *Saguenay* "on commissioning" which was to happen on 15th December 1956. This class of ship [St. Laurent-class] of which seven were built, were known as 'the Cadillacs' because, as well as being the first new destroyers to join the fleet since the end of the war, they were also state-of-the-art anti-submarine warfare (ASW) ships with very advanced technology. The RCN had developed a well-deserved reputation as a first-class ASW navy. A lot of the new sonar (sound ranging)

equipment had been developed in Canada, as had the weapons and the tactics then in use.

*Saguenay* was being built right in Halifax. The first ship of the class, *St. Laurent*, had been commissioned nearly two years before. Two more of the class had been built in shipyards on the St. Lawrence and had arrived in Halifax to be fitted out, to avoid the winter ice in the river. When *Saguenay* commissioned on

a very, very cold 15th of December, she completed the four-ship East Coast group. Three more of the class were built on the West Coast and completed early the following year (1957).

Looking back on my naval career, I was probably at the peak of my *days of endeavour* in 1956-57. Also, in a way, the RCN had peaked at the same time. We had new ships, senior officers with wartime operational experience and an influx of young, well-educated, well-trained junior officers able to take advantage of the tools we were given to develop the best ASW fleet in the world. In addition, there was an enthusiasm and a desire to excel. As the previous Deputy Director of Officer Personnel in Naval Headquarters, I had been able to pick most of the officers who commissioned



HMCS *Saguenay* as built, date unknown.

given command of one of the new destroyers then building in Halifax for service in the Atlantic. The trick with this move, apart from the inevitable anxiety about finding a decent place to live in Halifax, was to be able to move with this little newborn in time to get the other kids in school at the beginning of the school year. As it transpired, Elizabeth was born on July 19th and was just ready to travel by the end of August, early September. We rented a house in Jollimore, a Halifax suburb, from my Conway pal Jimmy Butterfield. This turned out to be a mixed blessing because, while the house had 'character' and was in a nice area, it was decrepit and Jimmy had no money to improve it. In addition, we were a long way from schools and so had to rely on the bus system. Jinny went into Junior High School

Author's collection



Author's collection



Signing on for a new ship, December 15th, 1956.

*Saguenay* with me. As a result, I had a very good wardroom in terms of efficiency and compatibility. Even our wives got on together! A great 'pay-off' for all the hard work at NSHQ.

After commissioning, we completed acceptance trials before Christmas and progressed calibrations and operational trials well into January. After this 'proving' of the operational systems and individual equipment came workups that extended well into March and ranged from the approaches to Halifax Harbour to Guantanamo Bay in Cuba, the Virgin Islands and Puerto Rico. After our hard work we were rewarded with a little rest and recreation in Kingston, Jamaica, New Orleans and in Key West, where we took part some of the early trials of operating helicopters from small ships like destroyers—another original Canadian idea. By the middle of April, *Saguenay* was en route to Jacksonville, Florida to 'show the flag.'

After our short sojourn in Jacksonville, we visited Bermuda and Quonset Point, Rhode Island on the way back to Halifax. We finally got back home on the 9th of May 1957. We had been away three months for our first cruise and returned a fully efficient ship.

Two weeks later we set off on another cruise, this time to "La Royaume du Saguenay," via a visit to Charlottetown, PEI, where we took the Lieutenant-Governor out for a day cruise in the Northumberland Strait. The whole purpose of the trip up the Saguenay River was to show the citizens 'their' ship. We had been working on this plan for some considerable time. In fact my

First Lieutenant and I had flown to Chicoutimi before we commissioned the ship to make some contact with the municipal authorities.

I had two French-speaking officers, the 1st Lieutenant, LCdr B. Thillayé and Jacques Coté, and had asked them to prepare a number of short addresses for me to give under varying circumstances, hopefully to say 'thank you' for gifts made to the ship.

When the Admiral's approval for the cruise was finally received, I was informed that he would join us in Québec City for the rest of the cruise. He wanted to make some inspections of Sea Cadet Corps in places like Rimouski, Montréal and Sept Isles. Admiral Bidwell also informed me personally that, since he was bilingual, he would make all the public addresses, thank-yous, etc.

That being the case I cancelled my plans to learn enough French to get by and off we went.

The Admiral joined us as planned in Québec City and almost as soon as he joined the ship he slipped a disc in his back and retired to his bunk for the remainder of the trip to La Belle Province! I was therefore put in the very embarrassing position of having to speak to my fellow Canadians in Chicoutimi through an interpreter. In those days, while English was spoken in places like Rimouski and Sept Isles, almost no one spoke English in Chicoutimi.

It was a good visit to the region. We did, in fact, receive quite a few presents for the ship and her company and certainly the populace were very interested in our new 'Cadillac' as we, in turn, were interested in the paper and pulp business which is the main industry of the area. After we cleared the Saguenay River, I proceeded to do all the Sea Cadet inspections in place of the Admiral. We returned to Halifax on 20th June via an exercise in the Gulf of St. Lawrence and a day or two of very thick fog.

After a summer leave in our home port for the month of July, we spent most of August exercising off Halifax and in the Bermuda area.

After a further spell alongside storing ship and making good minor defects, we sailed early in September with most of the Canadian Fleet to join a large group of US Navy ships for a major exercise which extended right across the North Atlantic.

TO BE CONTINUED

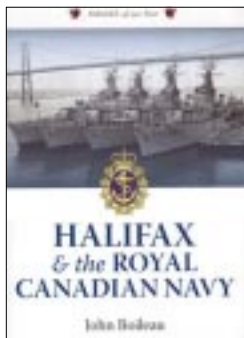
First Christening on board, December 30th, 1956.

Author's collection





## »» book reviews



A review by Gordon Forbes

### HALIFAX and the ROYAL CANADIAN NAVY

By John Boileau

Nimbus Publishing, Halifax (2010), [www.nimbus.ns.ca](http://www.nimbus.ns.ca), 214 pp, B&W photos, softcover, 6.5 x 9.25 inches. \$21.95, ISBN 978-1-55109-747-3.

The histories of the Royal Canadian Navy (RCN) and its successor, the Canadian Forces (CF) Maritime Command, and the City of Halifax are, of course, inextricably connected. Halifax has been the primary centre for the Canadian Navy since its inception 100 years ago. And before that, it was the primary port for the Royal Navy presence in Canada. So a book about Halifax and the Navy is full of promise.

This book does not pretend to tell a comprehensive story of the long relationship between Halifax and the Navy. For that depth and breadth of information, one should refer to "Halifax, Warden of the North" [1948, 2007], Thomas H. Raddall. The book in question, "Halifax and the Royal Canadian Navy" is written as a series of vignettes about navy related events with a Halifax connection.

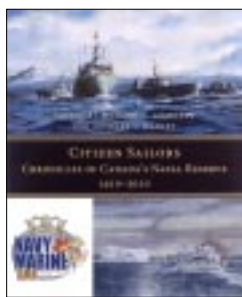
After a brief history of the origins of the RCN and its early years, the story moves on to the First World War by way of these vignettes. One early chapter that will be of great interest to laymen readers (those who have not been blessed with the naval experience) is entitled "Naval Nomenclature for the Novice," with useful information about terms commonly used by sailors.

The vignettes vary from the obscure to the well known. Some of the more obscure events include a section on the "Tin Pot Navy" made up of drifters, coasters and converted yachts that were used for harbour defence, coastal defence and minesweeping duties in and around Halifax. Other stories from the First World War include the devastation to both shipping and confidence caused by the German submarine *U 156* in August of 1918, and the founding of what

became HMCS *Shearwater* as an American seaplane base.

Of the more well known incidents, the Halifax explosion of December 6th, 1917 is the biggest from the WWI era, although even here, the author finds some interesting minor stories such as the efforts of Chief Master-at-Arms John Gammon to save two divers from HMCS *Niobe* who were working underwater at the time of the explosion.

The book continues with more such stories from between the wars, World War II and the Korean War periods and on into



A review by Robert Williamson

### CITIZEN SAILORS: Chronicles of Canada's Naval Reserve 1910-2010

Edited by Richard Gimblett and Michael Hadley

Dundurn Press, Toronto (2010), [www.dundurn.com](http://www.dundurn.com), 248 pp, B&W/C photos and illustrations, hard cover, appendices, acronyms and abbreviations, endnotes, index, suggested readings; \$39.95, ISBN 978-1-55488-867-2.

For anyone associated with the Canadian Navy Reserve, this book will provide a wonderful overview. Intended as a companion to "The Naval Service of Canada, 1910-2010," it presents an interesting, valuable and timely 'alternate' history of the Canadian Navy. It has the necessary 'citizen sailor' flavour and unique point of view because most of the contributing authors have served in the Naval Reserve and are respected authorities. In her foreword, COMNAVRES, Cmdre Jennifer Bennett is justified in saying, "Like the Naval Reserves, this project brought

together a diverse team from across Canada to produce a wonderful tribute." Certainly it is an achievement of which the father of the Naval Reserve, Walter Hose, would be justly proud.

Creating this synthesis from the accomplishments of such a large and diverse collection of training establishments and personnel must have been overwhelming. The blueprint laid down by Fraser McKee's 50th anniversary edition of "Volunteers for Sea Service," [Houston's Standard Publications, 1973] provided a guide. Editor, Dr. Richard Gimblett, Navy Command Historian,

the present. Although it is hard to challenge the accuracy of many of the stories, I did find some errors in the story of the HMCS *Kootenay* explosion and fire, an event I know well. One of the real treats in the book were the many illustrations that enhance the stories. The pictures are well presented and relevant. I found the book very interesting and enjoyable up until the last chapter called, "Unification and After." The section about Unification and Integration comes across as an editorial and is not in keeping with the tone of the book to that point. It is almost as if the author felt he had to include some sort of 'message' to end the book. Nonetheless, despite this complaint, I generally found the book a very good read and a good source of trivia to fascinate your navy friends.

*Gordon Forbes is a member of Ottawa Branch and author of "We Are As One," (www.weareasone.ca) the story of HMCS Kootenay's explosion and fire in 1969 when he was serving as her Weapons Officer.*

together a diverse team from across Canada to produce a wonderful tribute." Certainly it is an achievement of which the father of the Naval Reserve, Walter Hose, would be justly proud.

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says of his writing team: "Canada's naval reservists invariably get things done."

From my vantage point, after thirty years in the naval reserve and another twenty as a naval historian, I found there were vignettes of information and connected themes that were an eye-opener. I was fascinated to discover that the young Walter Hose RN, when assigned to the Newfoundland Division of the Royal Navy 1902-1905, became irretrievably linked to Canada through his marriage to a local girl. Recognizing the value of Newfoundland's reservists made him a strong advocate of a Reserve Canadian Navy twenty years later. Equally enlightening was the account connecting two historical concepts. Unable to maintain a large navy after WWII, the government began a policy of "Retrenchment" focused on efficiency and quality in the armed forces. This initiated the inexorable slide into unification but at the same time created higher levels of competence, opening the way for the navy's "Total Force" concept in the future where regular and reserve standards were to become complementary.

In the 1980s, the Canadian defence policy was so detached from reality that the Naval Reserves had no formal assignment. Despite that, they charted their own course and took a significant role in the Naval Control of Shipping Organization, becoming NATO's acknowledged leader in NCS. This metamorphosed into the Maritime Coastal Defence Organization and the requirement for Kingston-class coastal patrol vessels. That evolved into the present Port Security Units as the navy "Transformed," according to Commodore Blakely, to meet international terrorism.

The chapter on "The Naval Presence in Québec," presented in a simple and unaffected style by Captain(N) Hugues Létourneau, was gratifying. He makes it profoundly clear there is a long maritime tradition in the province of Québec, but honestly admits to a lesson learned. Most Naval Reserve commanding officers know that in today's modern navy, their ship's complement contains a large number of university students. Consequently Naval Reserves in small Québec communities with no university, do not work well as young people leave to attend school elsewhere.

Naval constituency, long considered the primary task of the Naval Reserve, is not overlooked and recognized in many ways. Ian Holloway CD, QC, observed that the Naval Reserves considered themselves as

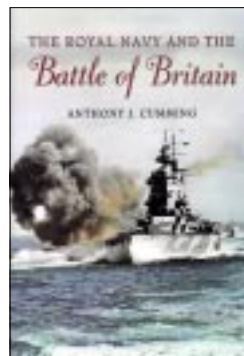
custodians of naval tradition, especially during the unification years, and played a major role in presenting to the public, touring national tattoos and naval ceremonies.

Naturally, there are critical concerns as with any complex volume produced under time constraints. All too often photo placement does not correspond with text. Furthermore, it is a serious oversight to have omitted from the Suggested Reading list (there is no bibliography), the published books recording the history of Naval Reserve Divisions and their collateral units such as the University Naval Training Divisions. While it is a good history of the organization, what is missing are the Citizen Sailors themselves.

Nevertheless, it is worth the reading ad-

venture. Another cited example is Commodore Blakely's proud and succinct summation of the Naval Reserve today as: "the most cost-effective reserve in Canada; the only formation in the Canadian Forces that spans all ten provinces is commanded by a reservist (COMNAVRES) and is reasonably balanced in gender (31% female) and language (24% Francophone)."

*Bob Williamson is a member of Toronto Branch and editor of the UNTD Association Newsletter. He commanded HMCS Star in Hamilton from 1985-88, and has a special interest in the naval war on the Great Lakes 1812-14. He has published over a dozen heritage books including: "HMCS Star, A Naval Reserve History," 1991, and "UNTiDy Tales," 1993.*



A review by Colonel P. J. Williams

## THE ROYAL NAVY AND THE BATTLE OF BRITAIN

By Anthony J. Cumming

Naval Institute Press, Annapolis (2010), [www.nip.org](http://www.nip.org), 207 pp, notes, index, appendices, hardcover US\$34.95, ISBN 978-1-59114-160-0.

When one thinks of the Battle of Britain, what normally comes to mind are 'The Few,' made famous by Winston Churchill, and among whom there were many Canadians, who in their Spitfires, Hurricanes, and heroically battling the Luftwaffe, saved Britain from invasion by Germany in the dark days of the summer and autumn of 1940 after the fall of France, and the evacuation of British and French forces from Dunkirk. The part played by the Senior Service is not normally associated with this battle.

What Mr. Cumming, a naval historian and past winner of the Julian Corbett Prize for Research in Modern Naval History in the UK has set out to do, is to redress, indeed attack in some ways this conventional wisdom. I have always found that revisionist history is often more appealing than works which merely summarize stores written elsewhere, and in this respect, I was very much attracted to the book.

The author contends that what he calls, the "finest hour mythology," developed in

light of government efforts at the time to convince its own public to continue the war, and furthermore, to entice the US to come in on the Allied side. Through use of extensive primary sources, he paints a picture of a Royal Navy (RN) which was much more resilient to air attack than had been previously thought, and which played a greater role in the Battle of Britain than it has previously been given credit for.

The book begins with a review of literature covering the Battle of Britain including many revisionist works. I have always put great store in authors who take the time to give the writer an annotated bibliography or library on the subject in question, and found this section particularly useful. Very much a member of the revisionist school, Mr. Cumming makes several contentious assertions namely that neither the Luftwaffe nor the Royal Air Force won the air battles associated with what he believes was the wider Battle *for* Britain, which was the more important struggle to keep Britain in the war.

A subsequent chapter analyses what the



author calls an imperfect system in Fighter Command. Ironically, in a book which I would have thought would have had a very strong maritime emphasis, there is only a single chapter which focuses largely on the RN, and its Home Fleet, led by Admiral of the Fleet Sir Charles Morton, a figure I had to admit, of whom I had not heard before.

The following and penultimate chapter deals with the American aspect of the battle and the ostensible need to bring the US into the war as an ally of Britain. The author believes that the media, through the work of the American filmmaker Frank Capra in particular, played a key role in cementing in the minds of the British and the Ameri-

cans that the Battle of Britain was what he calls: "...an exclusive air campaign to prevent invasion," with the result that the role of the RN, and indeed the Merchant Navy, was downplayed, while at the same time ostensibly facilitating US entry into the war against Germany.

In the end, while I found the work highly interesting in terms of the questions raised, I found the author's style and arguments somewhat difficult to follow at times. Perhaps I was too prejudiced by multiple viewings of the film, "The Battle of Britain" to accept all of the author's conclusions at face value. Nevertheless, I would recommend this book for several reasons: first,

as various components of the Canadian Forces begin to write the history of their parts in the war in Afghanistan, we must guard against a tendency to write this too quickly, without the benefit of hindsight and access to primary source material as found in archives. Secondly, and as demonstrated in this work, we must be mindful of the role media can play when influencing, rightly or wrongly, public opinion. I look forward to further works by Mr. Cumming.

*Colonel Williams is Director Current Operations on the Strategic Joint Staff in NDHQ, Ottawa. We are indeed gratified that although an Army officer, he has a genuine interest in naval history. Ed.*

## Those weird and wacky new ships!

Fraser McKee

### Remember when ships looked like ships?

Here are some recent examples of the current state of the shipbuilder's art with thanks to 'Ships Monthly' magazine - [www.shipsmonthly.com](http://www.shipsmonthly.com)



The classic liner M/S Gripholm.



The 5,000dwt LNG-powered platform supply vessel *Olympic TBM*.



The new 'superferry' *Stena Britannica*.



Royal Navy Type 45 Air Defence Destroyer.



A new Wind Turbine Installation Vessel.



## ▶▶ answer to Schober's Quiz #52 on page 14

### Answer:

**V**ice-Admiral Zinovy Petrovich Rozhstvensky of the Imperial Russian Navy. (11 November 1848 - 14 January 1909.)

A gunnery specialist, Rozhstvensky was renowned for his choleric disposition, giving rise to his nickname in the Fleet as the "Mad Dog." In a navy where with a few notable exceptions all officers were martinets, he stood out above all others. "Rozhstvensky's explosions of rage caused total horror in his victims. Many a sailor lost a tooth on encountering Rozhstvensky's boxer's fists, and people suspected he wished he could beat his officers."<sup>1</sup>

To his credit, in a navy where mediocrity, corruption and nepotism were the order of the day, he consistently demanded high standards that were seldom met. One can sympathize with the frustration he must have felt, no doubt adding to his already fiery temper. Moreover, at the time of the alleged 'nose-biting' incident, Rozhstvensky was frustrated beyond belief: his fleet—the Second Pacific Squadron—was swinging idly at anchor in the tropical heat and humidity of Nosse Be, Madagascar, expressly forbidden to move by Tsar Nicholas II while awaiting the arrival of further, and quite unwanted, reinforcements from the Baltic Fleet.

Things had not been going well for the Russians right from the beginning of the Russo-Japanese War. On 30 April 1904, the Tsar, stung by the unmitigated string of reversals inflicted on his forces by the upstart Japanese, ordered the best part of his Baltic Fleet, to be augmented with five battleships still under construction, to reinforce his remaining fleet at Port Arthur. The former Baltic Fleet was renamed "Second Pacific Squadron." Vice-Admiral Rozhstvensky, then serving as Head of the Naval General Staff, was selected by the Tsar to command it—an appointment he accepted with reluctance, owing to his pessimistic appraisal for success against the Japanese.

Despite Rozhstvensky's vigorous efforts, the 2nd Pacific Squadron did not depart from St. Petersburg until late September, finally clearing the last Russian port, Libava (now Liepāja, Latvia), on 14 October 1904.

Space considerations prohibit description of the squadron's odyssey to its doom in Japanese waters. Suffice to say that the epoch-making 18,000 mile voyage, by coal-burning ships bereft of coaling stations along the way, probably would not have succeeded under a commander lacking Rozhstvensky's iron will.

The 2nd Pacific Squadron proceeded to the Far East via Madagascar, with an enforced two months' delay anchored at Nosse Be. With the fall of Port Arthur and the scuttling of the Russian ships bottled up in its harbour, Vladivostok became the squadron's new destination.

May 15th, 1905 found Rozhstvensky off the coast of French Indo-China (now Vietnam), where he was joined by Rear-Admiral N. I. Nebogatov with four obsolete battleships and one cruiser—all of them previously rejected by Rozhstvensky as unfit for action.

Of the three possible routes to Vladivostok, Rozhstvensky chose the most direct: via Tsushima Strait, which separates the Japanese Islands from the Korean Peninsula—waters familiar to the RCN veterans of the Korean War.

The Japanese Fleet, under Vice-Admiral Heihachiro Togo (*Schober's Quiz #37*), waited for the Russians in its home-base, Sasebo, a few hours' steaming from Tsushima. Kept fully informed of the Russians' progress, the Japanese sortied on the morning of May 27th to engage the 2nd Pacific Squadron. The ensuing Battle of Tsushima was arguably the most decisive naval engagement of modern times.

At the cost of three Japanese destroyers sunk, twenty-one Russian warships were sunk, one grounded and wrecked and six surrendered. Three others fled to Manila, to be interned. Only three reached Vladivostok: the armed yacht *Almaz* and the destroyers *Grozny* and *Bravy*.

Rozhstvensky, severely wounded on the forehead and three other places fell unconscious, and was transferred by his staff

from the burning and sinking flagship to a destroyer.

During short periods of consciousness and lucidity he would exhort his staff to press on to Vladivostok; but they conspired to surrender to the Japanese. Next morning, he was transferred to another destroyer. Soon after, they met two Japanese destroyers, and promptly surrendered. The admiral ended up in the Sasebo Naval Hospital.

The Treaty of Portsmouth, New Hampshire, signed on 5 September 1905, ended the Russo-Japanese War. A humiliated Russia paid dearly for her disastrous defeats on land and sea. Some two months later Rozhstvensky and his staff departed Japan, arriving home in St. Petersburg by train on December 6th.

Although initially sympathetic to Rozhstvensky, the Tsar eventually turned against him. On 8 May 1906, the Admiral resigned citing "health problems." At the subsequent courts martial of some thirteen officers, Rozhstvensky gallantly but falsely asserted that he had been fully conscious and lucid throughout the two-day engagement, and that he was solely responsible for the disaster and surrenders. Nevertheless he was acquitted, but Admiral Nebogatov and a number of senior officers were sentenced to be shot. However, thanks to the Tsar's clemency, the sentences were immediately reduced to ten years' incarceration. In the event, none of the prisoners served their full term of imprisonment.

Following retirement, Rozhstvensky lived quietly with his family in St. Petersburg until his death from a stroke while celebrating New Year's Eve 1908 at home.



Above - Admiral Rozhstvensky. Right - Admirals Togo and Rozhstvensky meeting in the Sasebo Naval Hospital 21 May 1905.

<sup>1</sup> Pleshakov, C. *The Tsar's Last Armada*. New York, Basic Books (2002).



# 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)

● **LCdr(C) James Clifford CARTER, CD, RCN (Ret'd)**

NSNOA, 88 in Halifax 19/10/10. RMC Cdt thence RCN Mid 05/42 and RN for trg. Prom. Lt 06/44, thence *Haida* 11/44, *Micmac* 12/45, *Stadacona* ('C' Cse.) in '47, hence qual. Lt(C), fl'd. by *Naden* in '51. Prom. LCdr(C) 06/52, thence *Bytown* 02/54, *Lauzon* (i/c) 06/55 and *Stadacona* (Comm. Sch.) in '57. Ret'd. in '59. Civ. career in private business and with public service. (*e-Veritas*, SR, *Chronicle Herald*, PDCB)

● **Lt(L)\* Stephen William DERBYSHIRE, CD\*, RCN (Ret'd)**

NSNOA, 97 in Halifax 10/10/10. Jn'd. RCN in '38 and CFR'd as CMD L OFF 01/47 and made Lt(L)\* same date, thence *Stadacona* (Dartmouth Naval Air Station) 06/47, *Naden* (Dkyd) 11/50, *Ontario* 08/51 and *Stadacona* (L School, MTE) 11/54. Ret'd. in '63. (SR, *Chronicle Herald*, PDCB)

● **Lt(S) Wesley DONISON, CD\*, RCN (Ret'd)**

NOAVI, 86 in Victoria 10/11/10. Jn'd. RCN in '41 and CFR'd as Cmd Stores O 11/54, fl'd. by *Shearwater* 01/55. Prom. Lt(S) 07/56, thence *Bonaventure* 06/57, *Unicorn* 05/59, *Antigonish* (SO) 08/61 and *Naden* 07/63. Ret'd. in '66. Civ. career as accountant, business owner and in government. Bronze Medalion (1989 and 2003). (JA, *Times Colonist*, PDCB)

● **LCdr Hugh Warwick GORDON, RCNVR (Ret'd)**

NOAVI, 90 in Victoria 12/12/10. Jn'd. in '40, SLt 09/40 and prom. Lt 03/41. Srv'd. *Stadacona*, *Fredericton*, *Naden* (Trg Off Vancouver), *Arnprior*, *St. Laurent*, *HMS Mansfield* and *Avalon*. Qual 'a/s' in '43. Prom. LCdr on rel's. in '45. Civilian career in labour relations and teaching. (JA, *Times Colonist*, PDCB)

● **Lt(MN) Mary Patricia GRAY, RCN(R) (Ret'd)**

London Br., in London 26/11/10. Jn'd. *Prevost* '55 and prom. Lt(MN) 07/56. Also srv'd. *Stadacona*, *Naden*, *Acadia*, *Cornwallis* and *Star*. Ret'd. when *Prevost* paid off in '63. Br. Sec/Treas. '86-'00 and Life Member. Bronze Medallion '88. (KR, PDCB)

● **Cdr(E) Arthur Browne HARRIS, CD, RCN(R) (Ret'd)**

Windsor Br., 85 in Windsor 16/10/10. Jn'd. UNTD as Cdt 10/43 and srv'd. 'til 05/46. Jn'd RCN(R) in *Hunter* as SLt(E) 07/48, prom. Lt(E) 07/49, LCdr(E) 11/59 and Cdr(E) 01/65. CO *Hunter* 1965-68. Civ. career as engineer in electrical power industry. Pres. Windsor Br. '70, Bronze ('75), Silver ('80) and Gold ('91) Medallions. (AMH, PDCB)

● **A/Ord Lt Gilbert Jerome HUTTON, CD, RCN(R) (Ret'd)**

Toronto Br., 82 in Hamilton 12/10/10.. UNTD Cdt(S) 10/48 in *Star* and prom. RCN(R) SLt(S) 02/50, later became Ord SLt (sen. 02/50) and prom. A/Ord Lt 08/51. Tsf'd. to *York* in '52 and *Cataraqui* while on staff RMC. Srv'd. in *Portage*, *LaHulloise*, *Swansea*, *Crescent*, *Stadacona* and *Magnificent*. Ret'd. in '60. Active in efforts to save Halifax Historic Properties; founding member UNTD Association. Srv'd. on staff MARCOM as a Defence Scientist. Pres. Toronto Br. 1991-92. Bronze ('88), Silver ('96) and Gold ('00) Medallions. (KL, PDCB, AW)

● **LCdr(L) John Cotton MAYNARD, RCNVR (Ret'd)**

Toronto Br., 91 in Toronto 27/12/10. Second group of Radar Officers. SLt(SB) 08/40, thence *HMS Revenge* 02/41, fl'd. by *HMS Victorious* 03/42. Prom. Lt(SB) 08/42, thence *HMS Implacable* 12/43, fl'd. by Admiralty Signals Est. 'til '45. A/LCdr(SB) 01/44. Rls'd. 07/45 and prom. LCdr(L) on Ret'd List. Civ. career as insurance actuary. (FM, *Globe & Mail*, PDCB)

● **Cdr(N) Neil St. Clair NORTON, CD\*, RCN (Ret'd)**

NOAVI, 82 in Victoria 15/10/10. *Royal Roads* Cdt in '44, thence RCN Mid 07/46 and RN for trg. Prom. SLt 11/47, fl'd. by *Sioux* (Korea) 12/49. Prom. Lt 03/50, thence *Naden* (RTC) 05/52, fl'd. by RN for 'N' Cse., *Naden* as Lt(N) 04/54, *Labrador* 10/56 and *Fundy* (i/c) 02/58. Prom. LCdr(N) 03/58, thence *Bytown* (Naval Hydrographer) 08/60, RMC (Naval Staff O) 07/62 and *New Waterford* (i/c) 07/64. Prom. Cdr(N) 07/67, thence *Kootenay* (i/c) in '68, fl'd. by *Sas-*

*katchewan* (i/c) in '70. Ret'd. in '73. Civ. Career with Hydrographic Service incl. Captain of *Baffin*. (DB, *Globe & Mail*, PDCB)

● **Patricia Joyce O'HAGEN**

NSNOA Associate, 97 in Sussex, NB 21/09/10. Widow of Cdr D. J. P. O'Hagen, GM\*. (SR, *Chronicle Herald*)

● **LCdr(S) Douglas Bennett PAYNE, CD, RCN (Ret'd)**

Ottawa Br., 86 in Ottawa 31/12/10. WWII RCNVR thence jn'd. RCN as SLt(S) 09/49, fl'd. by *Huron* (Korea) in '50. Prom. Lt(S) 01/51, thence *Stadacona* (FOAC Staff) 11/51, *Niobe* 09/53, *Cornwallis* (Capt's Sec'y.) 09/55 and *Ottawa* in '58. Prom. LCdr(S) 01/59, thence *Terra Nova* 11/59, *Bytown* (DNP) 07/60 and *Niagara* 10/64. Ret'd. in '69. Civ. career in federal and local gov't. services. (*Citizen*, KL, PDCB)

● **LCdr(S) Trevor John Fabian ROBERTS, CD\*, RCN (Ret'd)**

Toronto Br., 84 in Fenelon Falls, ON 15/10/10. Jn'd. RCN in *Chippawa* as SLt(S) (sen. 01/47), thence *Magnificent* 02/48. Prom. Lt(S) 11/48, fl'd. by *Stadacona* 08/50, *Shearwater* 10/52 and *Discovery* (SO) 12/55. Prom. LCdr(S) 11/56, thence *Royal Roads* 04/58, *Sussexvale* 08/60, CANCOMFLT Staff 12/63 and *Bytown* 10/65. Ret'd. in '70. (DB, *Globe & Mail*, PDCB)

● **Lt(SB) Hugh Vail SHAW, RCNVR (Ret'd)**

NSNOA, 97 in Annapolis Royal 07/11/10. Jn'd. in '42 and prom. Lt(SB) 04/43. Srv'd. *Stadacona*, *Avalon* and *Niobe*. Rls'd. in '45. Civ. career as journalist and editor in PR. (SR, *Chronicle Herald*, PDCB)

● **LCdr Frank Ernest UDELL, RCNVR (Ret'd)**

Toronto Br., 94 in Toronto 09/10/10. Jn'd. in '41, SLt 08/41, thence Lt 08/41. Srv'd. with RN (HM Ships *Lulworth* and *Hoste*), fl'd. by *Stadacona*. Rls'd. in '45 and prom. LCdr on Ret'd. List. Civ. career as banker. (AW, *Toronto Star*, PDCB)

● **LCdr(L) Lawrence Ross WAGENER, CD\*, RCN (Ret'd)**

NSNOA, 86 in Dartmouth 14/12/10. UNTD Cdt *Cataraqui* '44, thence RCN A/SLt 06/46 and CGE Peterborough for L Test Cse. in '47. Prom. SLt(L) (sen. 06/46) and *HMS Ariel* for Air L trg. Prom. Lt(L) (sen. 09/46) and *Stadacona* for Air Section Dartmouth, fl'd. by *Bytown* (staff EEC) in '51. Prom. LCdr(L) 09/53, thence *Shearwater* in '54, *Stadacona* (FOAC staff) in '58, *Bytown* (DADP staff) in '60, *Niagara* (USN ADC Johnsville) in '62 and *Naden* (DREP) in '66. Ret'd. in '69. Civ. career in academia, industry and government. (SR, "Canada's Naval Aviators")

● **LCdr(P&RT) Robert Andrew Christopher WHYTE, CD\*\*, RCN (Ret'd)**

Ottawa Br., 81 in Ottawa 21/12/10. *Royal Roads* Cdt in '46, prom. Mid 07/48, thence RN for trg. and prom. SLt 11/49, fl'd. by *New Liskeard* 11/51. Prom. Lt 09/52, thence *Shearwater* 09/52, *Cornwallis* (P&RT qual. cse.) 06/54, fl'd. by *Cornwallis* (P&RT staff) 01/55, *Iroquois* 09/56, *Chippawa* 02/58 and *Inch Arran* 11/59. Prom. LCdr(P&RT) 09/60, thence *Montcalm* 11/61, *Stettler* (XO) 03/64 and *Venture* (XO) 06/65. Also srv'd. SHAPE and SACLANT. Ret'd. in '85. Civ. career in House of Commons security. (*Citizen*, PDCB)

## in memoriam (non-members)

● **LCdr(P) Richard Edward BARTLETT, CD, RCN (Ret'd)**

90 in Victoria 26/12/10. Jn'd. RN as Mid(A) 11/38, prom. SLt(A) 07/39 and Lt(A) in '45. Tsf'd. RCNVR as Lt(P) 11/45, thence Lt(P) RCN 01/47 and LCdr(P) 05/50. Srv'd. HM Ships *Hermes*, *Courageous*, *Argus* and *Ark Royal*, thence POW 1940-45. Post war srv'd. RNAS St. Merryn, *HMS Vulture*, *HMS Peewit*, *Warrior*, *Stadacona*, *Naden*, *Niobe*, *HMS Gannet*, *Magnificent*, *Shearwater*, *Quebec*, *Crescent*, *Sioux*, RCAF Staff College and *Bytown*. Ret'd. in



'64. (CC, "Canada's Naval Aviators")

● **LCdr(O)(P) John Henault BEEMAN, GM, MiD, CD, RCN (Ret'd)**

87 in Ottawa 21/12/10. Jn'd. RCNVR as SLt 11/42 and prom. Lt 11/43. Qual 'O' and 'P' and tsf'd. RCN as Lt(O)(P) 02/45. Prom. LCdr(O)(P) 02/53. Srv'd. *Kings, ML-065* (i/c), 65th MTB Flot. (XO), *Niobe* (RN for 'O' and 'P' trg.), *Shearwater, Magnificent, Niagara* (USN Helo trg.), VH-21 (i/c) and *Niagara*. Resigned in '59. (*Citizen*, "Canada's Naval Aviators")

● **Lt(E) Peter Alfred CAIN, RCNVR (Ret'd)**

91 in North Vancouver 21/11/10. Jn'd. at *Cataraqui* in '42, prom. Lt(E) 04/44 and srv'd. *Swansea*. Rls'd. in '45. (AW, *Globe & Mail*, PDCB)

● **Cdt David L. COMMON, RCN (Ret'd)**

84 in Toronto 12/10. Srv'd. as Cdt at *Royal Roads* 1943-45. (AW, *Globe & Mail*, PDCB)

● **Ord LCdr Gordon Edward COPP, CD\* RCN (Ret'd)**

85 in Victoria, 12/12/10. A/Cmd Ord Off 07/58, prom. Ord Lt 04/60 and Ord LCdr 07/66. Srv'd. RN (for trg.), *Terra Nova*, PNO Hfx., PNO Mtl. and NDHQ. Ret'd. in '79. (JA, *Times Colonist*, PDCB)

● **A/SLt Paul Sebastian CULOGN, RCN (Ret'd)**

71 in Halifax 24/09/10. A/SLt 05/61, srv'd. *Stadacona* and *Skeena* and rls'd. in '63. (SR, *Chronicle Herald*, PDCB)

● **Lt(N) (Ret'd) Milan Detief EGRMAJER**

58 off Honduras 02/12/10. Jn'd. 11/76 as Cdt, prom. A/SLt 04/77, SLt 01/78 and Lt 01/80. Qual. CSE. Srv'd. CFB Chilliwack, *Naden*, CFLS Saint-Jean, *Mackenzie, Huron, Stadacona* and 201 CFSD. Rls'd. in '83. (BB, *Citizen*)

● **Lt David Storm FARISH, RCNVR (Ret'd)**

86 in Ottawa 27/10/10. Jn'd. in '43 and trg'd. *Kings*. Prom. Lt 05/45 and rls'd. that year. (AW, *Citizen*, PDCB)

● **Cdr(E) Kenneth Lionel FARQUHARSON, CD\*, RCN (Ret'd)**

86 in Halifax 06/12/10. Jn'd. RCNVR in WWII and qual. Artificer. Rls'd. in '45. Jn'd. RCN in '51 as A/Lt(E), prom. Lt(E) with sen. 10/50, LCdr(E) 10/58 and Cdr(E) 01/65. Srv'd. RN (RNEC for trg.), *Ontario, Magnificent, Margaree*, PNO Lauzon, *Provider*, Dkyd. Hfx., CFHQ and CDLS(L). Ret'd. in '74. (BD, *Chronicle Herald*, PDCB)

● **LCdr(L) Charles Gordon FISH, CD\*\*, RCN (Ret'd)**

81 in Ottawa 26/11/10. Jn'd. RCN '47, thence Upperyardman and SLt(L) 10/58, Lt(L) 10/60 and LCdr(L) 07/66. Srv'd. *Stadacona, Cayuga* and NDHQ. Ret'd. in '81. (AW, *Citizen*, PDCB)

● **LCdr Kenneth Sinclair FOSTER, CD\*, RCN (Ret'd)**

76 in Duncan, BC. Jn'd. RCN as Cdt 09/52, prom. Mid 09/54, A/SLt 01/56, SLt 01/56, Lt 06/58 and LCdr in '73. Srv'd. *Royal Roads, Magnificent, Cayuga*, RN for trg., *New Glasgow, Stadacona* (Wpns Cse.), *Bonaventure*, Dkyd. Hfx., *Margaree*, CDLS(L) and DREP. Ret'd. in '45. (DB, *Globe & Mail*, PDCB)

● **LCol (Ret'd) Edward W. GRAHAM, OMM, CD\***

Former NOAVI, 67 in Victoria 28/09/10. Thirty years in Dental Branch. Srv'd. Petawawa, Esquimalt ('81-'90), *Provider*, Cold Lake, Toronto, Winnipeg, Lahr, Gander and the UN (Egypt and Cyprus). (RG)

● **LCdr Christian Douglas HATCH, CD, CF**

39 in Markham, ON 17/11/10. Jn'd. *Royal Roads* 09/89, prom. SLt '83 and srv'd. *Annapolis, Regina, Ottawa* and CFC Toronto. (DB, *Globe & Mail*)

● **LCdr(O)(P) Edward Alexander KIESER, CD\*, RCN (Ret'd)**

80 in Dartmouth 26/11/10. UNTD Cdt '49 and qual. 'O', A/SLt(O), RCN(R) 05/52, tsf'd. A/SLt(O) RCN 11/52, prom. SLt(O) 07/52, Lt(O) 07/54 and LCdr (O)(P) 07/62. Srv'd. *Discovery, Naden, Shearwater, Niobe* (RN trg.), *Magnificent, Stadacona, Gloucester*, RCAF (Plt. Trg.), *Crescent, Bonavenutre, Nia-*

*gara* (USN Exchange), Portage La Prairie, Borden and Bermuda (CFLO). Ret'd. in '74. (CC, "Canada's Naval Aviators")

● **Capt (Ret'd) James Terence KIRWIN, CD\***

69 in Halifax 26/10/10. Jn'd. RCN '61, Cdt 09/64, no dates for SLt and Lt. Srv'd. *Shearwater, Bonaventure* and HELAIRDET's in *Huron, Athabaskan* and *Assiniboine*. Ret'd. in '86, fl'd. by reserve svce. to '91. (SR, *Chronicle Herald*, "Canada's Naval Aviators")

● **Capt Edmund Kwong LEE, OMM, CD\*, RCN(R) (Ret'd)**

82 in Victoria 15/10/10. UNTD Cdt(S) 11/48, A/SLt(S) 02/51, Lt(S) 02/53 and LCdr(S) 02/61. Prom. dates for Cdr and Capt unknown. Srv'd. *Cataraqui, Prevost* and *Malahat* (i/c 1969-74). (JA, *Times Colonist*, PDCB)

● **Lt Brian Thomas LYNCH, RCNVR (Ret'd)**

88 in Ottawa 10/12/10. SLt 07/44 and prom. Lt 07/45. Srv'd. *Giffard* and rls'd. in '45. (AW, *Citizen*, PDCB)

● **SLt Peter Richard MacGIBBON, RCNVR (Ret'd)**

86 in Ottawa 27/11/10. SLt 05/45 and srv'd. *Cornwallis* and *Stadacona*. Rls'd. in '45. (AW, *Citizen*, PDCB)

● **Lt. John Anderson MORGAN, RCNVR (Ret'd)**

90 in Wolfville, NS, 26/11/10. Jn'd. -43 as Prob SLt and prom. Lt 02/44. Srv'd. *Kings* and *Brockville* and rls'd. in '45. (SR, *Chronicle Herald*, PDCB)

● **Lt(SB) Harold Francis MORROW, RCNVR (Ret'd)**

96 in Victoria 12/11/10. Jn'd. '42, SLt(SB) 08/42 and thence Lt(SB) 08/42. Srv'd. *Bytown* and *Avalon*. Rls'd. in '45. (JA, *Times Colonist*, PDCB)

● **LCdr(E) Philip Stanley MUIR, BEM, CD\*, RCN (Ret'd)**

85 in Northumberland, UK 12/10/10. RN Eng Art Appr '40, tsf'd. RCN '55, CFR'd as Cmd Eng 10/59, prom. Lt(E) 11/60 and LCdr(E) 07/66. Sub Special-ist. Srv'd. *Micmac, Naden* and *Niobe* (Oberon-class Acquisition). Ret'd. in '75. (CS, PDCB)

● **Lt(S) Frank T. W. NASH, RCNVR (Ret'd)**

91 in Oakville, ON 14/11/10. Jn'd. in '43 and prom. Lt(S) 04/44. Srv'd. *Naden* and *Waskesiu*. Rls'd. in '45. (DB, *Globe & Mail*, PDCB)

● **Inst Lt Gobin SAWH, RCN (Ret'd)**

79 in Halifax 18/11/10. Jn'd. as Inst Lt 12/10/62 on SSA. Srv'd. three years in *Stadacona*. (SR, PDCB, *Chronicle Herald*)

● **LCdr Eugene John SHEEDY, RCNVR (Ret'd)**

93 in Ottawa 96/10/10. SLt 06/42, prom. Lt 06/43, srv'd. *Chaleur, Protector* and *Rimouski*. Rls'd. in '45 and prom. LCdr on Ret'd List. (AW, *Citizen*, PDCB)

● **Lt(MN) Marion Louise SIGSWORTH (nee MADDEN), RCN (Ret'd)**

85 in Halifax 03/11/10. Jn'd. as SLt(MN) 10/51 and prom. Lt 10/53. Srv'd. *Stadacona* and rls'd. in '57. (SR, *Chronicle Herald*, PDCB)

● **LCdr(P) Stuart Edward SOWARD, CD\*, RCN (Ret'd)**

Former NOAVI, 86 in Victoria 10/01/11. Jn'd. RCAF in '43, tsf'd. RCNVR as A/SLt(A) 07/45, thence RCN(R) as SLt(P) 09/45 and RCN as Lt(P) 01/47. Prom. LCdr(P) 01/55. Srv'd. HMS *Macaw*, HMS *Ravager*, RNAS Hinstock and Lee-on-Solent, *Warrior, Bytown*, RCAF Centralia, *Magnificent, Shearwater*, UNAS San Diego and Pensacola, *Bonaventure, Naden* and MARPAC HQ. CNS Commendation. Ret'd. in '69. Author of "A Formidable Hero" and "Hands to Flying Stations." Bronze Medallion '90. (CC, "Canada's Naval Aviators")

● **LCdr(P&RT) Harry Ernest TAYLOR, CD\*, RCN (Ret'd)**

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## OBSCURE & OFFBEAT NAVAL ODDITIES

By J. M. THORNTON

### SPERRBRECHER - A GERMAN SOLUTION TO MINESWEEPING



WWII Marineartillerieleichter Type II Sperrbrecher

In both world wars, the German navy resorted to a rather Draconian method of dealing with Allied minefields laid in Germany's coastal waters and estuaries. The system was known as *sperrbrecher* ('pathfinder' or literally 'barrier breaker').

In order to clear safe passages through the enemy minefields during World War One, old and expendable merchant ships were deployed to precede their more valuable consorts through danger areas thereby detonating any mines encountered and sacrificing themselves in order to clear channels. Initially, the expendable and unarmed vessels were afforded little protection, but their survivability was improved by loading the holds with empty oil drums and timbers to increase buoyancy, damp sand to resist damage, the strengthening of bows and the fitting of sweep gear. Some forty ships, divided into a dozen *sperrbrecher* units, were employed in this dangerous expedient but only five succumbed to mines.

During World War Two, the Kriegsmarine reintroduced the system but in greater numbers and with considerable refinement. The *sperrbrecher* units were divided into four groups depending on size (ranging from a few hundred tons to over 5,000 grt). These requisitioned vessels were afforded a much



Another type of Sperrbrecher from WWII.

higher level of sophistication than were their Great War counterparts and were equipped with even more advanced sweep gear and anti-acoustic and magnetic countermeasures, plus low and high angled guns and even barrage balloons to ward off enemy air attacks (many of the inshore minefields were laid by aircraft and usually at night). The expendable units were extensively used in escorting U-boats and surface vessels to and from their coastal bases in occupied Europe. Like the more conventional minesweepers, losses were heavy, about half their numbers becoming casualties.

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