

Starshell

'A LITTLE LIGHT ON WHAT'S GOING ON'

Volume VII, No. 51

Summer 2010



***Bravo Zulu to the Canadian Navy for a
Century of Stellar Service to our Country!***

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

The Naval Officers Association of Canada
L'association des officiers de la marine du Canada

- Patron: HRH The Prince Philip, Duke of Edinburgh
 Honorary President: Harry Steele
 National President: Jean-Claude Michaud, Ville de Québec
 Vice-President: Ken Summers, NOAVI
 Past President: Ray Zuliani, Thunder Bay
 Treasurer: Derek Greer, NOAVI
 Executive Director: Richard Archer, Ottawa
 Board Members: Branch Presidents
 History and Heritage: Alec Douglas, Ottawa
 Fund Raising: Andy Irwin, Toronto

EXECUTIVE DIRECTOR
 Richard Archer
 12 Zokol Crescent
 Kanata, ON K2K 2K5
 Telephone/Fax: 613-270-9597
 noacexdir@msn.com

STARSHHELL EDITOR
 George A. Moore
 1871 Primrose Crescent
 Kamloops, BC V1S 0A5
 Telephone: 250-314-1284
 Fax: 250-314-1286
 starshell@shaw.ca

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.**

The opinions expressed herein are deemed to be those of the author(s) and are not necessarily shared by The Naval Officers Association of Canada, Maritime Command or the Department of National Defence. If copyright is specified for any item, permission to copy must first be obtained through the Editor, otherwise material may be copied without permission provided appropriate credit is given to both the author(s) and *Starshell*.

SUBSCRIPTIONS – *Starshell* circulation exceeds 2,000 copies. It is distributed to members of NOAC Branches and Associations, HMC Ships and shore establishments, NDHQ, selected Ministers, Senators, MPs and other interested individuals. Except for copyrighted material, copying and internal circulation to interested officers is encouraged. Non-members may subscribe by sending \$15 in Canada, \$20 elsewhere for each year's subscription to the Executive Director.

Advertise in *Starshell*

We are pleased to print camera-ready advertisements at the following rates

	1 Issue	4 Issues/Per Issue
Full Page	\$220	\$180
2/3 Page	\$190	\$150
1/2 Page	\$160	\$130
1/4 Page	\$90	\$80
1/6 Page	\$70	\$55

Other rates including those for our web site are available on request. The advertiser assumes all liability for content, and for claims against NOAC which may arise from it. Typesetting and artwork services available at extra cost. Contact the *Starshell* editor for details.

Printed in Canada by Postlink Corporation, Ottawa

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
 cascdecreek@shaw.ca

» contents

- 2 Our Cover and the Editor's Cabin
- 3 Overall National Essay Contest Winner's submission
- 5 NOAC Essay Contest Winners
- 6 Endowment Fund Donors to 31 March 2010
- 7 NOAC Awards for 2010
- 7 NOAC Regalia
- 7 View from the Bridge
- 8 Front Desk
- 9 Halifax National Conference in Photographs
- 11 Mail Call
- 12 In Brief
- 12 The Edwards' Files
- 15 Endowment Fund Donation Information
- 15 Schober's Quiz No. 51
- 17 Fraser McKee's 'The Little Known Navy'
- 18 Fred Fowlow's Broadships
- 20 'Skinny' Hayes Memoirs – Part 11, 'Weather Ship to Destroyer'
- 23 Book Reviews
- 25 Editor's Reading List
- 26 Obituaries & In Memoriam
- 28 A Centennial Flashback
- 28 Obscure & Offbeat Naval Oddities

» our cover

Photo by Cpl Johanie Maheu, Formation Imaging Services, Halifax

Her Majesty Queen Elizabeth II inspects the Canadian Navy Guard of Honour aboard HMCS *St. John's* in Halifax Harbour on June 29th, 2010 during the International Fleet Review (IFR). IFR Week took place in Halifax from June 28th to July 2nd to commemorate the Canadian Navy's 100th year of service. Over 17 foreign warships and 5,000 visiting sailors together with ships of our Atlantic fleet participated in the assembly. The last Canadian International Fleet Review was held in 1985 to celebrate the Navy's 75th birthday.

» editor's cabin



Gloria and I have just returned from attending the NOAC national conference in Halifax where we joined in the celebrations of our Navy's 100th anniversary, then took an extended tour of Cape Breton and PEI. The NSNOA deserves a hearty **BRAVO ZULU** for a job well done! It was one of the best attended annual conferences we have seen in years! The visit to CFB Shearwater, the Nova Scotia International Tattoo, the formal mess dinner and other well organized activities made it very worthwhile despite a nightmarish series of flights from Kamloops to Halifax at the behest of Air Canada which didn't see us arrive in the host city until after 0230 the following morning, having departed Kamloops at 0600 the previous day. Don't always believe what your ticket says ... you may not have a direct flight to your destination when flying with our so-called 'national airline!' Next year's national conference is to be hosted by Toronto Branch with the locale possibly Niagara-on-the-Lake. I think we'll take the train!

How many of you have seen the Canadian Mint's television commercial for the Naval Centennial coins? Wow ... extremely classy and professional!

▶▶ national essay contest winner

Not all history is written in books

By Marie Dundas, Dartmouth, Nova Scotia

Marie Dundas is the NOAC National Essay Contest winner for the Province of Nova Scotia. Her essay, which follows, was also judged the overall national winner. Additional biographical information follows.

I have become a living and breathing part of the navy as I help to preserve an integral part of it. Sure, dates and times of what ship sank what ships are in books and that is important too; however, I think the best stories are the ones told by the men who lived [in] them.

I walked up the gangway with a sign slung on it that read: "K181, HMCS *Sackville*, Canada's Naval Memorial." It was my first day of volunteering. I was led down below to the Chief's and PO's Mess by a man in uniform. I requested the Buffer and was shortly met by a big man. I was then quickly introduced to the Captain and First Lieutenant. The three men gave me a full tour of the "restored-to-original state last surviving World War Two Flower Class Corvette." It was amazing: the original hammocks, the fully intact stove, canteen with the original bars and price list, the dark working engine room. The ship has been restored with the help of trustees, historians and curators. Mannequins were dressed in the time period; press a button that gives a description for each area of the ship. Everything looked spectacular; full of stories and memories just waiting to be told. I couldn't wait to learn more.

I was sent to work cleaning the decks and heads. It

didn't matter to me that I was cleaning, I was just glad to be a part of preserving her history. HMCS *Sackville* had been turned into a museum, open to the public. After visitors receive a tour from war veterans, there is a small gift shop on the boardwalk where souvenirs can be purchased. After about one month of volunteering every weekday from nine to five, I knew every one by name and had made friends with many of the Trustees. On my lunch break war veterans told me stories and taught me all about HMCS *Sackville* and her history. I was becoming more intrigued.

One day after I had finished closing the ship, the Buffer asked if I wished to work at an event later that night. I enthusiastically answered "yes." When I arrived that evening



they requested I put on a uniform. The uniform was straight from the 1940s, high waisted bell bottom pants, sea boots and a gun shirt, all topped off with a hat in which they taught me to tie a cap tally with the ship's name on it printed in a bold golden colour.

That night I greeted and gave tours to the special guests. The next morning when I arrived at work I was called in the Captain's office and was told that the guests last night thought I was spectacular. The Captain told me that he wanted me to wear the uniform

from now on and give tours with the veterans. I was literally in the history.

That summer was great. I learned a lot about HMCS *Sackville* and her history. The school year flew past and towards the end of the year I received a call from the Buffer, requesting my return for that season as the Starboard Watch Quartermaster.

The first day of summer came around and I found myself down at HMCS *Sackville*. I met a lot of new people and became good friends with the gift shop manager. I volunteered at many



Marie and HMCS *Sackville* - Canada's Naval Memorial.



events and was invited to take part in multiple ceremonies. One of the ceremonies included the anniversary of the Battle of the Atlantic. There was a flag raising ceremony and I met two very important men. One was a sailor on HMCS *Sarnia* when they came across survivors in the water from the recently torpedoed HMCS *Esquimalt* sunk by the German U-boat, *U-190*. The *Sarnia* rescued twenty-seven of their fellow sailors. The second sailor was a German submariner from *U-190* that sank HMCS *Esquimalt*. The once enemies, now comrades, stood at each of my sides as we raised the flag, all in uniform. Many pictures were taken. After the ceremony the two men chatted with me and told me more stories of their "sea days." That summer I learned to work the gift shop. I know it sounds insignificant, however, I met many people with personal experiences and stories of loved ones. Tourists shared war-related stories that really opened my eyes to many things such as lifestyle, living conditions, and things and lives that the men and women left behind when they went to war. Many of the stories included the men not coming home. This really made me appreciate everything every man and woman has done and appreciate everything that I have.

It was October and the end of the tourist season. The *Sackville* was being towed back to the naval dockyard to her winter berth and I was asked to help. I was so excited. Being aboard HMCS *Sackville* while she was moving is something that not a lot of people have experienced since she retired. I was really becoming a part of HMCS *Sackville's* history.

Summer 2009, Quartermaster of the Watch; I was itching to find out what this summer had in store. My first day back we moved HMCS *Sackville* back to her summer berth and the summer officially started. The work crew and I put on our paint jumpers and got to work chipping paint. Once the old paint was chipped we applied a new coat of blue and white paint. The shop looked great, just in time for The Tall Ships 2009.

The Festival lasted two weeks and to close the festival there was a sail part. Every day of the summer we performed Colours and Sunset, and I was told of the honour of dipping the flag when a junior ship passed. The Captain and First Lieutenant requested that I take the honour of dipping the flag during the sail-past. It was the hottest day of the summer and I got third degree sun burns in the shape of my gun shirt. It was totally worth it to have gotten the chance to dip the flag of a retired World War Two ship; the flag that so



Marie is shown above receiving her National Winner's cheque from Senator Bill Rompkey (right) during the recent NOAC National Conference in Halifax, while our National President John-Claude Michaud looks on.

many men had raised before, day in and day out.

Not all history is written in books. My experiences with HMCS *Sackville* have taught me much more than I could have ever learned in books. I am looking forward to returning this season and as long as possible. Although I may not know much about the coming of age of the RCN, I am very familiar and close to an integral part of the World War Two, RCN, Her Majesty's Canadian Ship *Sackville*, and am committed to preserving this beautiful and fading piece of history.

Marie Dundas is 17 years of age and a grade 12 student at Prince Andrew High School in Dartmouth, Nova Scotia. She has been accep-

*ted into the Bachelor of Science program at Dalhousie University in Halifax for September 2010. She is excited to start a career in nursing where she can help care for her community. Her extracurricular activities include dance classes in jazz, modern, tap and ballet. In grades 11 and 12 she was on the high school cheer leading team, and this year they finished third at the provincial championships. She has been volunteering with the Children's Wish Foundation for 12 years. For the past three summers she has worked aboard HMCS *Sackville*, Canada's Naval Memorial. She looks forward to working there again this summer. Wondering where she found the time to volunteer aboard *Sackville*, we all join in wishing her every success in her chosen career.*

THE NOAC MISSION

OUR NAVY

To educate the Canadian public and government on the capability of Canada's maritime forces, and to identify the importance of the long-term enhancement of these capabilities to the future security and well-being of our nation.

MARITIME HERITAGE

To further public acknowledgment and preservation of Canada's maritime heritage.

CAMARADERIE

To enjoy the bonds and camaraderie arising from maritime service to Canada.

NOAC National Essay Contest Winners

Eastern Canada

Ontario – **Cullen Bird** – Grade XII
Notre Dame Separate School
Burlington, Ontario.

Québec – **Nathalie Roy** – Grade XII
E-S Paul-le-Jeune
Trois-Rivières, Québec

New Brunswick – **John MacKenzie** – Gr. XII
Riverview High School
Riverview, New Brunswick

PEI – **Michael Li** – Grade XII
Colonel Grey High School
Charlottetown, PEI

Nova Scotia – **Marie Dundas** – Grade XII
Prince Edward High School
Dartmouth, Nova Scotia
(Also judged overall national winner)

Nfld. & Labrador – **Matthew Noonan**
Baccalieu Collegiate
Old Perlican, Newfoundland



FRONT ROW – L TO R: Lt(N) Valerie Wojdylak, Marie Dundas (Nova Scotia / National Winner) and Nathalie Roy (Québec). BACK ROW – Michael Li (Prince Edward Island), Cullen Bird (Ontario), NOAC National President John-Claude Michaud, LCdr Marie Bourinot, Andy Irwin (Chair of the Essay Contest), John MacKenzie (New Brunswick).

Western Canada

BC – **Nicola Parker** – Grade XII
Okanagan Missionary School
Kelowna, BC

Alberta – **Conlan Hanwell** – Grade X
Henry Wisewood High School
Calgary, Alberta

Saskatchewan – **Carman Fielding** – Gr. XII
Vanier Collegiate
Moose Jaw, Saskatchewan

Manitoba – **Mitchell Green** – Grade XII
Vincent Massey High School
Brandon, Manitoba.

NWT – **Kyle Payne** – Grade IX
PWK High School
Fort Smith, NWT

Photo by Brenda Jacques



FRONT ROW – L TO R: Mrs. Arden White (Victoria, BC, visit chaperone, driver, tour guide and mentor), Matthew Noonan (Eastern winner from Newfoundland & Labrador), Carman Fielding, (Saskatchewan), Kyle Payne (Northwest Territories), Nicola Parker (British Columbia) and Cdr Ian Wood (International Fleet Review Coordinator MARPAC HQ/JTFP). BACK ROW – Conlan Hanwell (Alberta) and Mitchell Green (Manitoba).

***Congratulations
to all!***



ENDOWMENT FUND GIFTS FOR THE YEAR ENDING 31 MARCH 2010

\$1000 OR ABOVE	Fred Fowlow	Barry Carther	Roberta Higgins	John Rackham
	Gilbert Hutton	Carol Chandler	William Hindle	James Reddy
Paul Brunelle	Derek Kidd	J. Charles	Doug Hinchcliffe	David Rushton
Brooke Campbell	Don MacKay	Eileen Church	Michael Hoare	C. Savage
Peter Drage	Duncan MacRae	Wilson Christiansen	P. Hoes	R. L. Savage
Ron Harrison	Rob Manifold	Donald Cockburn	Lou Howard	Donald Scott
Know the World Tour	A. Parker	Gordon Cook	J. R. Irving	G. W. S. Scott
Organizers	Paul Roquet	H. Cooper	Andy Irwin	Bill Shead
NOABC	Peter Richards	Bernard Cornell	G. A. Kearney	Peter Shenstone
NOA Newfoundland	James Stuart	A. F. Cotaras	Ronald King	William Shepard
	R. Thomas	D. M. Craig	Murray Knowles	James Sine
\$250 TO \$999	Sid Wallace	Fred Crickard	Cullis Lancaster	A. M. Slater
	Dalton Waller	David Critoph	Richard Leir	Janet Slaughter
Phil Bissell	Hugh Yee	William Davey	J. R. Little	Calvin Smith
W. K. Buckley	Ray Zuliani	James Dean	John Long	E. Smith
Owen Dolan		J. Dodgson	C. R. Lucas	Edward Smith
Richard Godbehere	\$100 OR BELOW	Peter Douglas	Joseph MacBrien	Cedros Steele
John Goudy		R. R. Duffield	Rod McCloy	R. Stephenson
Douglas Green	Arthur H. Abbott	J. M. Dugan	M. F. MacIntosh	Clifford Stewart
R. Hennessey	John Allan	John Elliott	Sandy MacTaggart	Hugh Stewart
Reg Kowalchuk	J. R. Anderson	James Elson	Neil McKay	G. H. Stout
Jocelyn Lapointe	Maurice Anderson	Mary Emerson	George Manolescu	S. G. Tomlinson
John Leitch	Richard Archer	Victor Ernst	R. C. Marshall	N. R. Walker
G. Lorriman	David Ashley	William Evans	James Mellay	Sid Wallace
Donald McIvor	A. Melvin Baird	Peter Fane	Douglas Meredith	Howard White
Jean-Claude Michaud	Richard Baker	F. W. Farrow	Duncan Miller	R. White
Charles Nixon	Derek Bale	David Field	D. Mitchell	N. Whiteley
W. C. Thomas	David Beard	Charles Fisher	R. A. F. Montgomery	Robert Whyte
W. P. Wilder	Claude Beauregard	Fred Fowlow	George Moore	B. L. Wilkins
	W. Blialkowski	James Fulton	Larry Murray	Frank Williams
\$100 TO \$249	Yvette Beaudoin	D. J. Green	Jean McNab	Lloyd Williams
	Paul Bedard	Eugene Gosh	Elizabeth Nicholson	Donald Wilson
T. S. Allan	Marcel Belanger	B. N. S. Gouch	Ken Nixon	W. R. Wilson
J. W. Baillie	Peter Bey	Alexander Gregory	Robert Nixon	NOAC Windsor
Donald Baird	Jules Blais	A. Griffin	Russell Passmore	J. Woodbury
Claude Beaubien	David Bohme	John Gruber	Walter Pastorius	K. Wynnyk
Percy Boyd	Philip Booth	John Heighton	Evan Petley-Jones	Keith Young
Ronald Csomany	Octave Boulianne	Doug Hain	C. Pettigrew	Derek Yule
William Davis	Oswald Bowie	Arthur Harper	H. L. Pickering	Adam Zimmerman
Jan Drent	Hamish Bridgman	A. B. Harris	Doug Pollard	
Davis Edwards	J. Brodie	Bruce Hayes	Henry Porter	
Larry Fournier	George Brown	K. D. Heath	H. T. Porter	

OUR SINCERE THANKS FOR YOUR SUPPORT!

NOAC Awards 2010

GOLD MEDALLION

Merv Cameron, Ottawa Branch
 Ronald Harrison, NOABC
 Robert McIlwaine, NOABC
 Sharon Richardson, NSNOA

SILVER MEDALLION

Marcel Belanger, Montréal Branch
 Larry Fournier, NOABC
 Peter Langlais, Montréal Branch

BRONZE MEDALLION

Pierre Houle, Ville de Québec Branch

▶▶ the wardroom



view from the bridge

Jean-Claude Michaud
 National President
 cmdremichaud@yahoo.ca

After one year at the helm of our Association, I am satisfied with the progress we have made with our Strategic Business Plan on renewal, although slow moving because of our involvement with the Canadian Naval Centennial celebrations across the country. I am particularly pleased with the success of the AGM in Halifax in early July. Thanks to John Stuart, Gordon Edwards and their team from NSNOA for a memorable event. The visit to 12 Wing Shearwater was most interesting and the activities were well organized. As well, the various meetings went especially well during the week.

It would be remiss of me not to mention the pre-AGM period, June 25 to June 20 when many of our members and friends of the Navy had the privilege to witness a great historical moment in our naval history. Events got underway with the arrival of seventeen foreign naval ships representing seven countries. Her Majesty Queen Elizabeth II, and His Royal Highness the Duke of Edinburgh, Patron of our Association, then arrived on Monday, June 28.

Of course, the highlight was the Fleet Review on June 29 which, despite grey skies, was an unforgettable event. Many of the ships remained in Halifax after the Fleet Review so that members could go aboard for a visit. To add to the spectacle, on July 1 we were treated to an impressive fireworks display in the harbour area.

Je suis très reconnaissant d'avoir reçu, en votre nom du Contre amiral Wally Fox-Decent, membre de notre Association un chèque au montant de 40,000\$ pour le Fonds de dotation national de l'AOMC. Ceci représente toute une joie et un honneur dans le cadre du Centenaire de la marine canadienne. En mars 2011, nous aurons atteint notre objectif d'amasser plus de 500,000\$ grâce à notre très généreux donateur.

I am very grateful to have received on your behalf from Admiral Fox-Decent a cheque in the amount of \$40,000 [see p.12] the first instalment in what will eventually amount to \$110,000 for the National Endowment Fund. This is, of course, an auspicious event in this Naval Centennial year. By March 2011, we will have reached our target of \$500,000 thanks to our generous donor.

On with the subject of the Canadian Naval Centennial activities; you will remember that your Association has approved the carrying out of two important projects. The first one, the 'Homecoming Statue,' was unveiled on time and on budget May 4 by the Hon. Stephen Point, Lieutenant-Governor of British Columbia. Thanks to our Vice President, Ken Summers and all the volunteer members from NOAVI for a job well done.

The second major activity under the NOAC Heritage Project initiative, was the Centennial Essay Contest under the chairmanship of Andy Irwin and the full support and commitment of the Toronto Branch. With an approved budget of just under \$100,000, estimates were pre-

NOAC Regalia

ASCOT	\$28.00 ea.
BLAZER BADGE	
NOAC (one RCNVR badge also held)	\$23.00 ea.
BUTTONS	
NOAC Large	\$18.50 ea.
NOAC Small	\$17.50 ea.
CUFF LINKS	\$37.00 pr.
MEDALLION WINNER'S LAPEL PINS	
Gold, Silver, Bronze	\$5.00 ea.
MEDALLION NECK DECORATIONS	\$95.00 ea.
NOAC PLAQUE	
Ready for Engraving	\$25.00 ea.
NECKTIE NOAC / RCN	\$27.00 ea.

All prices include taxes and shipping
 Send orders to the Executive Director
 Make cheques payable to 'NOAC National'



pared for a bursary for each province, one representing the Territories, and one overall winner amongst the eleven finalists. The winners were hosted at the Fleet Reviews either in Esquimalt, BC, or in Halifax, NS.

Without the help of all the NOAC Branches, this would have really been *mission impossible*, not to mention the logistics involved in the whole process; transporting the winners to the appropriate Fleet Review, lodging and feeding them as well. But the team came through these difficulties. 'BZ' to Andy Irwin and his immediate associates who helped in making this event a successful and memorable Naval Centennial project!

We are saying farewell to Richard Archer, our Executive Director, who has served our Association so conscientiously for the past two years. I am particularly grateful for the work Richard has done 'behind the scenes' on our behalf. During this time Richard has been an incredible mine of information and wise counsel for the National Executive, the branches, as well as individual members. 'BZ' to you Richard from all of us — we wish you smooth sailing and a following sea!

La plupart de nos activités pendant cette année ont naturellement été exécutées dans le cadre du Centenaire de la Marine et ont eu comme résultat de réduire temporairement nos efforts à implémenter notre plan d'affaires stratégique. Nous devons maintenant poursuivre notre objectif concernant le renouveau de notre Association et au même moment augmenter notre dialogue avec la Ligue navale du Canada vers une cause commune.

Although most of our activities this year have, naturally, been centred on the Naval Centennial and have resulted in a temporary reduction in the implementation of our Strategic Business Plan, we must actively pursue our objective concerning renewal and, at the same time, increase our dialogue with the Navy League towards a common cause.

Yours aye, *Jean-Claude*



the front desk

Richard Archer
National Executive Director
noacexecdir@msn.com

Well they were glorious too-few days in Halifax for the 2010 national conference. If you weren't there you missed a great time. My personal congratulations go out to NSNOA Branch President John Stuart and principal organizer Gord Edwards and his team for a job well done.

On the business side, I sensed a general warming to the idea that if it is to survive, NOAC/AOMC must actively move itself to a stature where it has more relevance to emerging generations of naval officer. But it isn't only membership that's the *cause célèbre*. Each of NOAC/AOMC's three mission pillars — Our Navy, Maritime Heritage, Camaraderie — are great causes in their own right, ones that we should in any case pursue with vigor. With the Navy-NOAC/AOMC Memorandum of Understanding, with the burgeoning understanding of mutual interests with Navy League Maritime Affairs, and with the advent of RAdm (Ret'd) Bruce Johnston as Deputy President, the table is now set for NOAC/AOMC to seek some real influence, and, yes, relevance.

A significant decision at the national conference was to revamp the National Board of Directors. In the past some branches nominated a "National Director" to handle nationally-initiated efforts. From now on, in National we will be relying on Branch Presidents to be the go-to guys. Of course, branches have every right to continue to nominate a National Director, and he or she will be 'info'd' on correspondence.

My congratulations are passed as well to Toronto Branch's Andy Irwin who, in close cooperation with Mr. Tom Dykes, a retired history teacher in Oakville, ON, established and executed the NOAC/AOMC Naval Centennial Essay Contest. This is an initiative that touched every high school board in Canada, and worked to a donated budget of nearly \$100,000. Besides significant financial prizes, the winner in each province and the Northwest Territories was treated to a trip to either Halifax or Victoria to view the respective International Fleet Review. Many thanks to NSNOA, NOAVI and their many supporters, including spouses, who made the visits to the coasts so successful. And many thanks as well to the many branch members in each province who travelled to distant high school auditoriums to make the prize presentations. The grand winner was Marie Dundas, resident of Dartmouth, NS, and the daughter of a petty officer, who wrote a moving essay on HMCS *Sackville* [see page 3].

The essay contest legacy isn't over. Mr. Dykes had discovered that most high schools don't even mention the RCN in their usually brief descriptions of World War II history. So he's been working on a teachers' resource package that will bring the sacrifice and accomplishments of the Battle of the Atlantic to high schools. This resource is being financed out of the donated funds remaining after the essay contest.

And speaking of Andy Irwin, I can announce that he is stepping down to honorably rest on his laurels. His main job over the years has been as chief fund raiser for NOAC/AOMC. This position will now be filled by Hugh Stewart of Ottawa Branch. Hugh comes to the job with much experience, having participated actively in many of Andy's past campaigns. Welcome on board, Hugh!

Andy leaves the NOAC/AOMC Endowment Fund in good shape, thanks to a large donation by retired Rear Admiral Wally Fox-Decent [see page 12]. By the end of this fiscal year, the Fund will have easily achieved its naval centennial target of a principal of \$500,000. This will markedly increase NOAC/AOMC's ability to support worthy naval causes across the country. But I must emphasize that the pressure is not off! We want to build on the momentum and continue to grow the Fund. Stay tuned for this autumn's fund raising campaign.

Many thanks as well to Toronto Branch which has bravely stepped into the breach to host the 2011 national conference. The locale looks like it will be the picturesque town of Niagara-on-the-Lake, not far from Niagara Falls, about 90 minutes from Toronto airport, surrounded by War of 1812 history and fully immersed in Ontario wine country. Tentative dates are 8th or 9th June to 12th June, 2011. Toronto Branch President Bruce Wannamaker will be keeping us informed as to developments. Ottawa Branch has offered to host the 2012 national conference, to be built around a major pro-Navy conference. NOAVI has offered to host the conference in 2013, and even for as far in the future as 2019, NOABC has tentatively offered to be host in conjunction with an historical commemoration.

Finally, as you probably have heard, I've tendered my resignation from the position as your National Executive Director, to be effective October 1st, 2010. I of course leave with mixed feelings, but I'll express my farewells in the next edition of *Starshell*.

'Til then, warm regards to all members.

Cheers, *Richard*

The NOAC National Conference in Photographs

Master Corporal Holly Canning, Canadian Forces



The above photograph was taken at 12 Wing Shearwater showing the members who attended the excellent tour of the new hangar and training facilities being readied for the CH148 Cyclone maritime shipborne helicopters which will commence delivery in 2011. The photo was posed in front of Sea King 05, which has been lovingly restored to her original RCN paint scheme as delivered almost 50 years ago. She was used during the International Fleet Review and will also be featured during the official retirement of the Sea Kings and formal acceptance ceremonies of the Cyclone scheduled to take place in August of 2013.

The random montage of photos that follows below and on page 10 were taken during the formal mess dinner and medallion presentations by John Dugan of Edmonton Branch.



Andy Irwin, Toronto Branch, Chairman of the NOAC National Essay Contest and Past NOAC Fund Raising Chairman.



Cdr Richard Oland, CO HMCS *Scotian* presenting scale model of the *Bluenose* to Calgary Branch President Murray Bialek. The Branch won by lot.



L to R – Gord Edwards, Chair NOAC 2010 AGM Organizing Committee, NOAC National President John-Claude Michaud and his wife Cynthia.



All photo captions read L to R

Photos by John Dugan



Bob Watkins, Winnipeg Branch



Carole & Fred Abbott, Calgary Br./ AUSN Liaison



Derek Greer NOAVI / Nat. Treasurer charms a guest.



Jack Woodbury, Ottawa Branch



Margaret & Bob Montgomery chat with Cdr Richard Oland.



Rear Admiral Paul and Mrs. Faye Maddison



Paul Wagner, NOABC and Bob Nixon, Ottawa Br.



Winnifred McCarthy and John Horton NOABC



National President J-C Michaud awarding a Bronze Medallion to Peter Houle of Ville de Québec Branch.



Murray Knowles and Mike Cooper, both of NSNOA.



Marcel Belanger, Mtl. Br. receiving his Silver Medallion.



Bob McLlwaine NOABC receiving his Gold Medallion.



Peter Langlais, Mtl. Br. receiving his Silver Medallion.



Capt Bill Kindell USN (Ret) President AUSN receiving a presentation from NOAC Nat. President John-Claude Michaud.



Sherry Richardson, NSNOA, receiving her Gold Medallion.



Ron Harrison of NOABC receiving his Gold Medallion.

▶▶ mail call

▶▶ The Battle of the Atlantic

[‘The Battle of the Atlantic,’ guest editorial by Nigel Brodeur, p.2, Vol. VII, No. 49, Winter 2009-10 *Starshell*, and: ‘Mail Call’ p.7, Vol. VII, No. 50, Spring 2010 issue *Starshell*.]

I am very pleased that Pat Barnhouse and Jack Foote have corrected the errors in my Battle of the Atlantic editorial — it is very important that the accomplishments of our predecessors be accurately related.

Having come to know Rear Admiral Tony Storrs here in Victoria following my retirement, and having had the great pleasure of presenting him to BC’s Lieutenant-Governor, the Hon. Garde Gardom, on the occasion that he received the Admirals’ Medal, I was aware of his RNR and RCNR background. Although I did not title him as RCNVR, the wording in my paragraph in that paper is indeed very misleading.

My selection of RAdm Storrs as a special case was deliberate and was done to partially redress a somewhat deplorable fact — that WWII Canadian naval service in the Pacific has received little or no mention at Battle of the Atlantic mess dinners. In that respect, Admiral Storrs’ corvette and minesweeper service in both oceans and at Normandy was unique.

I admit to having been somewhat uneasy in previously stating a belief that ‘Corny’ Burke was our only Canadian naval officers in WWII to have two bars to his DSC; and researched the matter further — for there was some confusion between reference sources. Since then I have given Battle of the Atlantic and Naval Centenary luncheon talks to the Thermopylae Club of Victoria and to NOABC which include the following statement:

Another group commanded from the start to finish by RCNVR officers were the 21 Canadian-manned motor torpedo boats which fought so valiantly against the German E-boats in the English Channel. Additionally, many RCNVR officers commanded Royal Navy motor gunboats and motor torpedo boats in the Channel, the Adriatic and the Mediterranean. Proportional to their small numbers, the officers in those formidable craft were awarded more Distinguished Service Crosses for gallantry than any other category of Canadian-manned ships. At least eight of their COs received the DSC and three of them: LCdr Charles ‘Bones’ Burk of Toronto, LCdr Cornelius ‘Corny’ Burke of Vancouver and LCdr Tom Fuller of Ottawa, were, I believe, our only Canadian naval officers in World War II to have two bars to their DSCs — in other words to have earned the DSC on three separate occasions.

Notwithstanding the fact that Rear-Admiral Leir spent some three years in a Japanese POW camp having survived two sinkings — HMS *Prince of Wales* and HMS *Exeter*; and therefore did not serve throughout the Battle of the Atlantic, I was remiss in not including his name with RAdm Welland and RAdm Charles in my talk at the 2009 BOA dinner. This has been corrected in my recent talks — which now read:

Just about everyone I have named up to this point has passed away. Three World War II naval veterans who became Flag Officers are still with us on this coast — Rear Admiral Bob Welland in Vancouver [who unfortunately passed away recently, Ed.], Rear

Admiral Richard Leir in Saanich and Rear Admiral John Charles in Sooke. They occasionally appear at naval functions and their recollections of the war are truly phenomenal. There is much to be learned from them and they, like all of us, are very interested in, and proud of “those who go down to the sea in ships” today.

A less known aspect of Tom Fuller’s naval career, which he mentioned to me in Ottawa on more than one occasion, had to do with V-J Day in August 1945. Three months before, my father, RAdm. Victor Brodeur, had been given the unpleasant duty of chairing the Board of Inquiry into the V-E Day riots in Halifax. He was very determined that a similar incident would not occur in Victoria on V-J Day. Acting Commander Tom Fuller was then in command of RCN Barracks Esquimalt. He well remembered being summoned by ‘Scotty’ Brodeur and being told in no uncertain terms what he was to do vis-à-vis the men in barracks (and the consequences to him if he failed). Suffice to say, there were no V-J naval riots in Victoria.

Bob Wilson’s concern over lack of mention of WRCNS is something my father would certainly share (as do I). The following is an excerpt from my recent talk to NOABC; it was accomplished by two excellent official photos of Commander Adelaide Sinclair and Commander Isabel Macneil. I consider it noteworthy that both of them later received the Order of Canada!

Wrens did not man our warships, but their accomplishments in the fields of Communications, Intelligence, Operations and Supply, were vitally important to the successful outcome of the battle. One example was Vancouver’s Lieutenant Diana Spencer WRCNS who received a Commendation for her courage and leadership in the coding and cipher offices of the Canadian Naval Mission in London during the flying bomb attacks in the summer of 1944. In 1944 the Wrens numbered 5,000 and the 1945 Navy List names 400 Wren officers — a tremendous contribution — and another important part of Canada’s naval heritage.

In the lengthy process of researching my NOABC talk (I had been requested to repeat my 2009 BOA talk but with more focus on naval officers from British Columbia), I was struck by the number of highly decorated BC residents who had either joined the Royal Navy, or had joined the RCN and served mostly with the RN. The preeminent ones would have been Rowland Burke VC, DSC, Frederick Peters VC, DSO, DSC** and, of course, the ‘Three Musketeers,’ ‘Corny’ Burke DSC**, John Maitland DSC* and Tom Ladner DSC*. The BC connection tended to be overlooked when I lived in Halifax and Ottawa. Perhaps things have changed!

Nigel D. Brodeur, NOAVI

▶▶ Are we too silent a service?

[‘The Little Known Navy’ by Fraser McKee – ‘Are we too silent a service?’, p.11, Vol. VII, No. 50, Spring 2010 issue *Starshell*.]

Concerning Fraser McKee’s comment “Are we too silent a service?”, I would like to reassure him that in the little country parish of St. Peter’s in Hacketts Cove, NS, we have commemorated Battle of the Atlantic Sunday for the past 17 years or so.



This year a special service orchestrated by Rector, the Rev. Anna Hoeg, included attendance by one Battle of the Atlantic naval veteran, a delegation from the local St. Margaret's Bay Sea Cadet Corps, reading of the names of the Canadian warships and merchant ships lost, punctuated by the tolling of a bell, both by Sea Cadets and a selection of naval-themed readings, prayers and hymns.

St. Peter's Church is the proud possessor of a small wooden table, originally part of a cabin door from the famous armed merchant cruiser HMS *Jervis Bay* which was removed when the ship was refitted in Saint John, NB in 1940, just before sailing as the sole escort for convoy HX.84 and her subsequent fateful encounter with the German pocket battleship *Admiral Scheer*.

Having been invited to say a few words during the service, I used the table to connect the Battle of the Atlantic with St. Peter's Church. I described the *Jervis Bay* action, including quoting from the epic poem by Lt Michael Thwaites RNVR, reminding the congregation of the valour of Captain Fogarty Fegen VC and all those who passed on the seas on their lawful occasions during the Battle of the Atlantic.

This annual commemoration service has become a popular event in the parish, serving as a reminder of the sacrifices made by our sailors during that long campaign. Yes, Fraser, we may be known as the

'Silent Service,' but that doesn't mean we can't wave the flag occasionally.

H. A. 'Mike' Cooper, NSNOA

▶▶ Tudor/Naval Crown Pins

['Tudor Crown Lapel Pin & Ladies' Brooch Available,' p.13, Vol. VII, No. 49, Winter 2009-10 *Starshell*]

There's been a problem with the telephone and email addresses in the Winter 2009-2010 issue of *Starshell* for Valdemar's production of the brooches and lapel pins. The email didn't work due to problems at their end, and the telephone number given is actually their fax number.

I've just been talking to Helen Valdemar in Ottawa and the prices listed are right (plus taxes and shipping of course). Thus in Ontario a gold or silver-plated lapel pin is \$73.45. Dress shirt studs will also be available shortly at a per-pin cost of about the same amount as the lapel pins. Delivery time is about a week to ten days.

To order, please contact Helen Valdemar at helen@valdemar.ca, telephone 613-726-6340. Their address is: Valdemar Jewelers, Units 3 & 4, 250 Greenbank Road, Ottawa, ON K2H 8X4.

Fraser McKee, Toronto Branch

▶▶ in brief

▶▶ Major donation presented to the NOAC Endowment Fund

NOAC National President Jean-Claude Michaud recently announced that Waldron 'Wally' Fox-Decent will make a major donation of \$110,000 to the NOAC Endowment Fund.

The donation will be in three parts. The first, for \$40,000 has already been donated. The second, for \$30,000, will occur in December of this year, and the third, for \$40,000 will be made in March 2011.

The donation is the retired Admiral's way of helping to commemorate the Canadian Navy's centennial.

Born in Winnipeg in 1937, Wally has had a full and varied Naval Reserve and civilian career. In his Naval Reserve career from 1954 to 1996, he rose to the position of Chief of Reserves and Cadets at National Defence Headquarters, retiring as a Rear-Admiral. He is also a member of NOAC Winnipeg Branch.

In his civilian career he has been a university professor, a constitutional advisor to the Manitoba Government on the Meech Lake Accord and a labour mediator and advisor. He served as the chair of the Manitoba Worker's Compensation Board from 1992 to 1995. He has been awarded the Order of Canada, the Order of Manitoba, and the Order of Military Merit.

Given its importance, the donation will be identified separately from the remainder of the Endowment Fund. It will be known as the 'Fox-Decent Naval Centennial Gift.'

Our National President warmly welcomed the donation to the Endowment Fund, stating: "As with other capital in the fund, the income of the Fox-Decent Naval Centennial Gift will be used to support NOAC/



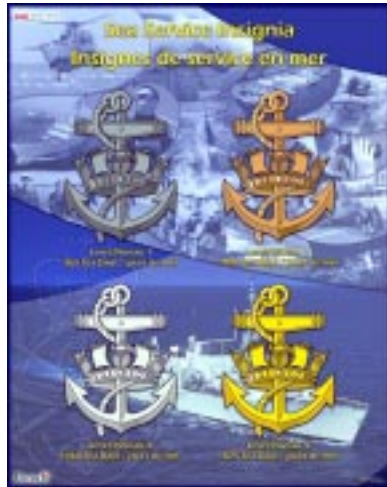
On May 4th, 2010, RAdm (Ret'd) Waldron 'Wally' Fox-Decent (left) presented NOAC National President Jean-Claude Michaud with the first of three cheques destined for the NOAC Endowment Fund.



AOMC charitable contributions to sea cadet scholarships, to the preservation of Canada's maritime heritage and to other worthy causes across the country. We will be able to make even more of a difference in the recognition and support of the naval community."

▶▶ Navy welcomes uniform changes

The Honourable Peter MacKay, Minister of National Defence, recently announced changes to the Canadian Navy uniform in commemoration of the Naval Centennial. The navy will add a badge called a Sea Service Insignia (SSI), a visible and formal recognition for those who have spent significant amounts of time at sea. Also, the government will reinstate the 'executive curl' which was adopted by the Royal Canadian Navy when it was formed in 1910. "The executive curl provides a distinct naval officer identity that was lost when the National Defence Act unified the three services in 1968. What better time to bring back this tradition than in the year of the Canadian Navy's 100th anniversary," said MacKay. VAdm P. D. McFadden, Chief of the Maritime Staff, also welcomed the changes saying: "Recognition of people is vital to our long term operational effectiveness. The creation of the SSI is intended to recognize the efforts of all those who serve at sea and to re-enforce the key role that naval operations play in Canadian security at home and in diplomacy abroad." The SSI is a visible and formal recognition of the time the navy's sailors, as well as members of the army and air force who sail in HMC Ships, spend at sea, away from their homes and loved ones. It is a way of saying 'thank you' to all those who have spent significant amounts of time away from their homes and families in service to the Canadian Navy.



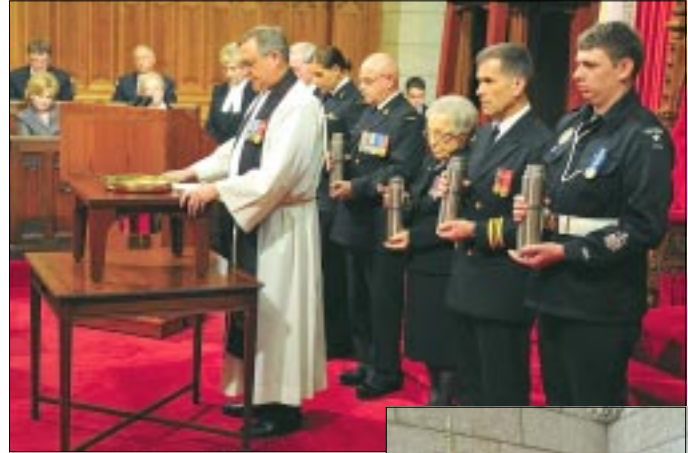
Navy Public Affairs

NOTE – According to the specifications for the SSI, the insignia will be produced in both cloth and metal versions with the metal insignia worn on the tunic. They will come in four colours: gun metal (for 365 days at sea), copper (for 1,095 days), silver (1,460 days) and gold (1,825 days). On the naval tunic the insignia is to be worn above the nametag; while on both the male and female short sleeve shirt: it is to be centred on right pocket panel.

▶▶ The Centennial Bell

On May 4th, 2010 [the actual 100th anniversary date of the formation of the Royal Canadian Navy] a special ship's bell was presented to the people of Canada at a ceremony held in the Parliament

Top: Government of Canada. Bottom: Lt(N) Wendy Goulet.



ABOVE – Dedication of the materials for the bell in Parliament. RIGHT – The completed Centennial Bell displayed in the Hall of Honour in Parliament.



buildings in Ottawa.

The Canadian Naval Centennial is being celebrated with parades, naval reviews and gala events in the main bases of Halifax and Esquimalt and in cities and towns across Canada.

One of these special anniversary projects was the casting of a special ship's bell. It is in the form of a 40kg bell, as fitted in destroyers and frigates. What makes it special is that it contains material — brass, bronze, copper — from historic ships, as well as other significant artefacts such as medals and war souvenirs contributed by various individuals and organizations. These were melted together and incorporated in the bell metal when it was created at the navy's engineering training facility in Esquimalt.

Maritime museums and the Coast Guard also provided items from ships with naval associations. Not everything cast into the mould was metal. Ephemera (cloth and paper items) were also included; these instantly vanished in smoke in the heat of the crucible, but are considered to have left their essence behind!

Charles (Doug) Maginley, NSNOA

▶▶ Canadian Navy commemorates Lt. Hampton Gray VC

The Canadian Naval Air Group (CNAG) held an official commemorative ceremony in honour of the only Canadian naval Victoria Cross recipient of WWII, Lt Hampton Gray VC, DSC, RCNVR, at the National War Memorial and Valiant's Site in Ottawa on May 19th, 2010.

The event was attended by VAdm Dean McFadden, Chief of the Maritime Staff, BGen





Dwight Davies representing the Chief of the Air Staff, and Peter Mills of Veterans Affairs Canada as well as diplomatic representatives from various allied countries.

The commemoration was highlighted by a bugler from the Stadacona band playing 'The Last Post' and 'Reveille,' a solemn piper's rendition of the 'Lament' and the 'Rouse,' as well as an official wreath laying ceremony.

On August 9th, 1945, during one of the last operational flying days of WWII in the Pacific, Lt Gray climbed into his Corsair fighter and prepared to lead his flight of seven aircraft in the attack on Matsushima airfield from HMS *Formidable*. To avoid anti-aircraft fire, Lt Gray decided to have his two flights approach Onagawa Bay from the mainland. He entered into a rapid descent in order to get the aircraft down to sea level for the short bombing run of *Amakusa*, the largest Japanese warship in the harbour.

Despite the risk of losing his life, Lt Gray fearlessly attacked *Amakusa* which resulted in its instantaneous sinking. It was reported that his aircraft rolled to the right and plunged into the sea in a violent explosion. The aircraft was never seen again.

Lt Gray was one of the last Canadians to die in World War II and was the last Canadian to be awarded the Victoria Cross. His VC is displayed in the Canadian War Museum in Ottawa. He is commemorated, along with other Canadians who died or were buried at sea during the 1st and 2nd World Wars, at the Halifax Memorial in Point Pleasant Park. The Royal Canadian Legion hall in Nelson, BC (his home town) and HMCS *Tecumseh* in Calgary (his RCNVR home unit), also bear plaques in his honour.

A memorial service honouring Lt Gray's act of bravery was held in 2006, and a memorial erected at Onagawa Bay, just meters away from where his plane crashed. This is the only memorial dedicated to a foreign warrior on Japanese soil. He is also one of fourteen figures commemorated at the Valiants Memorial in Ottawa.

2Lt C. J. Daniel, Canadian Naval Centennial Public Affairs

▶▶ the edward's files...

Never trust your career manager!



After my time as XO of *New Waterford*, it looked like the navy might have a chance to get A4Ds, right up the army's alley, as they already loved the air support they always got from the Sea Furies, at a time when the air force couldn't do it. So they formed a new directorate under good friend Colonel Fromow called 'Directorate of Combat Aviation and Joint Warfare.' And so, I was duly appointed to NDHQ, not one of my choices for sure. But my career manager Bob Laidler told me that not only was it a good job, but also that Welland had asked for me "by name!" So off I went and found it to be a 'non-job,' — that's another story — but I was doing such things as amending the paratrooper manual (poor unsuspecting souls!) and that kind of thing, and of course when we didn't get the A4D, Hellyer stupidly buying the F5 instead, a virtually useless aircraft albeit nice to fly ... the directorate was dismantled and I moved over to the naval aviation desk. But just before that I was walking down the hall in A Building, when I passed Welland, and he said: "Edwards, what in hell are you doing here?" So much for being asked for by name. If I didn't trust my career managers before, I never did again!

Gord



VAdm McFadden laying a wreath in honour of Lt Robert Hampton Gray VC.

▶▶ Naval Technical Officer Award



Unfortunately, when the last issue of *Starshell* went to the printer, the above photo of Naval Cadet Matthew Daigle receiving the NOAC Shield from former NOAC National President Mike Cooper, had not been received — so finally, here it is.

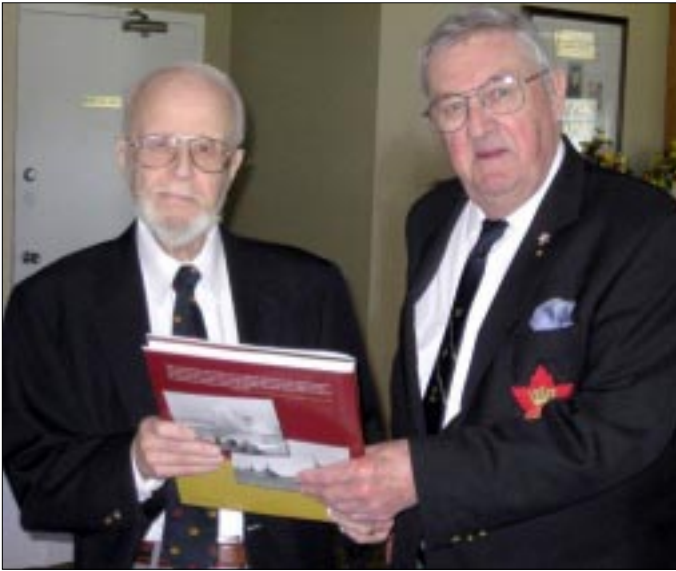
NCdt Daigle is a native of Saint John, New Brunswick, and is in his final year of mechanical engineering at Royal Military College, Kingston, Ontario. Upon graduating this year, he intends to continue his studies at the Royal Naval Engineering College in the UK.

The NOAC Naval Technical Officer Award is presented annual to the top student in the Naval Technical Officers Indoctrination Course, and is accompanied by a copy of the book: 'No Higher Purpose: The Official Operational History of the Royal Canadian Navy in the Second World War 1939-45,' Vol. II, Part I (Vanwell, 2002).

Mike Cooper, NSNOA

▶▶ Andy Irwin honoured

Fraser McKee



Gil Hutton (left) of the Hamilton NOAC group presents a copy of the new "Naval Service of Canada 1910-2010, The Centennial Story" to Andy Irwin. Andy and his wife Elaine were honoured for their contribution to the NOAC at a recent function held at the Royal Hamilton Yacht Club.

▶▶ Gathering of the Toronto 'Don's'

Fraser McKee



The above photo was taken at this year's Toronto Branch AGM held at the CF Staff College. Nine past and current Branch Presidents are in this view, from L to R (with the year their terms commenced): Fraser McKee (1978), Reg Lewis (2005), Joe Duffy (1973), Gil Hutton (1991), Gavin Clark (1985), Jim Stewart (1962), Bruce Wannamaker (current President, 2009), Larry Barwick (2000) and Bob Bundy (1960).

▶▶ Naval Reserve Air Section

In this centennial year of our navy, it is appropriate to research the topic of Volunteers for Naval Air Service: Reserve Naval Air Section 1950-1960, before those who participated are no longer around to contribute. The Reserve Divisions involved were HMC Ships *Unicorn*, *Tecumseh* (VC-924), *Nonsuch*, *York* (VC-920) *Star*, *Cataraqui*

(VC-921, *Malahat* (VC-92) and *Montcalm* (VC-923).

Please send a short anecdote, an account of your relationship with Naval Reserve Air Section for an article to be published in the Shearwater Naval Air Museum newsletter *Warrior* to me, Stephen Porrior, #15, 386 Irwin Miller Street, Vanier, ON K1L 6V8, telephone 613-680-0552, or by email to seafury1_flynavy@hotmail.com.

Stephen Porrior

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

***Please consider a tax
deductible gift to the
NOAC Endowment Fund***

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

▶▶ schober's quiz #51

By George S. Schober, NOAVI

Although still in their infancy, heavier-than-air as well as lighter-than-air naval aircraft were already in use during the First World War. Although Royal Naval Air Service (RNAS) aircraft executed a limited number of bombing missions, their primary employment lay in scouting and anti-submarine warfare. On the other hand, the Imperial German Navy regularly sent its dirigibles ("Zeppelins") to bomb English cities and towns.

Question: What was the name of the first aircraft carrier ever to launch a heavier-than-air aircraft during a major fleet action?

Answer on page 26.

Copyright © 2010 George S. Schober
All Rights Reserved



▶▶ Donation to MARCOM Museum

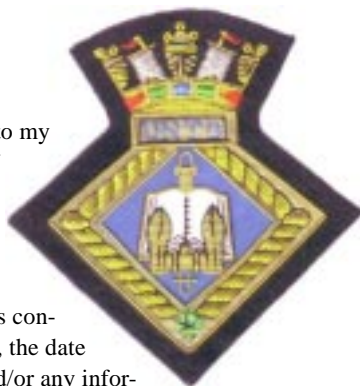
Trident Newspaper



John Stuart (centre) President of NSNOA, is shown presenting a donation for \$1,000 to CFB Halifax Base Administration Officer Cdr A. M. Paddock for the Maritime Command Museum, while museum curator Rick Sanderson looks on. The MARCOM Museum is one of an association of DND naval museums across Canada under the banner of the Naval Museums of Canada.

▶▶ Info sought on UNTD badge

As part of the final wrap up to my manuscript for *Designs of Distinction: RCN Badges and Insignia 1910 to 1948*, I am looking for information on this badge.



If anyone can provide details concerning the origins of the badge, the date when it was first introduced, and/or any information as to who might have been the designer, would you kindly contact me, Dave Freeman at djfreeman@shaw.ca.

David Freeman, NOAVI

▶▶ Update on the Wrens' Naval Centennial Rose project

Since the beginning of 2010, the Toronto Wrens have been caught up in a whirlwind of events celebrating the 100th anniversary of the Canadian Navy. Our project is sponsored by Wren Associations across Canada to honour the thousands of Canadian women who served in the Women's Royal Canadian Naval Service (WRCNS) and as a tribute to our shipmates who served at sea and ashore. The 'Navy Lady' bush rose; dark red velvet with a light fragrance, made 'her' debut with much fanfare across the nation as simultaneous historical plantings took place the third weekend in May.

The Toronto Wrens planting in Cambridge, Ontario, formerly Galt, where wartime Wrens did basic training in HMCS *Conestoga*, occurred outside the Cambridge Public Library where a statue of 'Jenny Wren' sculptured by Wren Francis Gage in 1972, now stands amidst a guard



The Cambridge, Ontario dedication – BACK ROW L to R: Rev. David Mulholland, Cmdre Jennifer Bennett (Commander Naval Reserve), Georgie Hebb, Mayor Doug Craig and Peter Braid, MP. FRONT ROW: Joan Balch, Pauline Hebb, Janet Watt and Margaret Haliburton.

of twelve rose bushes. There was no lack of ceremony, a sea of flags held by RCSCC *Warspite* Sea Cadets. The *Warspite* band played Heart of Oak as the Wrens paraded and our Padre, Rev. David Mulholland blessed the roses. There were speeches from special guest Cmdre Jennifer Bennett, Commander Naval Reserve and various government and local dignitaries.

We could not have held this event without the support and cooperation of the Cambridge Public Libraries and Galleries; they left no stone unturned and no detail to chance from the programme printing, seating, to recruiting ladies from Holy Trinity Church to look after refreshments. It was a wonderful, memorable day.

The Wren Association of Toronto gratefully acknowledges the contribution toward event expenses from Veterans Affairs Canada.

For more information visit our website at www.thewrens.com.

Georgie Hebb

▶▶ Historic RCN film re-released

A colour film produced by the RCN on the occasion of the Coronation of HM Queen Elizabeth in 1953 and entitled "Sailors of the Queen" with coverage of the Coronation Naval Review, has been circulated on the occasion of the Canadian Naval Centennial.

To view the film go to <http://www.cbc.ca/video/news/player.html?clipid=1530280479>. A trifle fuzzy by today's standards, even when viewed on a new iMac LED screen, but definitely worth a look!

▶▶ More on London ON, Battle of the Atlantic Memorial

At the AGM in Halifax, I was asked to provide more information on the Battle of the Atlantic Memorial created as a Naval Centennial project by HMCS *Prevost* and NOAC London [see "New monument..." , p.9, Spring 2010 *Starshell*]. The comment was made by someone that this is the sort of project which could be replicated at various locations across Canada. I have previously sent this information by email for distribution to Branch presidents by our Executive Director, however it was suggested that the information on the memorial should

get wider distribution via *Starshell*.

The idea for the memorial originated in October 2009 in the mind of NCdt David Lewis of HMCS *Prevost*, and through discussions with the CO, LCdr Jeff White, the eventual concept was approved as a Centennial Project. The NOAC partnered with *Prevost* in making the monument a reality by provision of advice, fund raising assistance, financial and administrative management. NCdt Lewis (now A/SLt) is not your typical Naval Cadet. He is about 50 years old, training to be a public affairs officer, a graphic designer and a former member of the US Infantry (eight years). He was indeed key to the success of the project.

The best way to describe what the memorial looks like, although not completely finished, is by referring you to the website at <http://www.boamemorialgarden.com>, where you can see various aspects. Since the site was started before the project was completed, make sure you look at the updated photos. Essentially, the memorial as the photos show, is composed of 25 blue granite stone slabs weighing about 400-500 lbs. each — one stone for each RCN ship lost and one stone for all Merchant Navy ships. Each stone has the silhouette of the type of ship, the name of the ship and the date sunk, carved upon it. The stones are arranged in an undulating pattern along the hillside between *Prevost* and the Thames River. The flats area also has a Sailor's Memorial which has been there since the late-90s and this is the area where our Battle of the Atlantic Parade and Service occurs. The stones are placed chronologically in terms of date sunk. Not yet done but in the process, will be three stands at the base of the hill. On these stands will be the name of the ship, ship's badge, details of the loss, name of donor and in memory of. The stones were offered for sponsorship to individuals and organizations. Where a ship namesake currently exists, it was given first choice to sponsor the stone. On the website you can see the information which will appear on the stands. Some wording is not yet finalized. Stones were offered at \$325 each payable to the NOAC which enables a charitable organization receipt. Some donors gave more. Additional donations to the project were made by individuals and groups.

The local ASU London which is responsible for the property was advised of, and approved the project. The footings and cement work was done by the ASU but at our expense. The initial depth of the footing was deemed insufficient so the additional depth ended up raising the bill which caused some shortfall. The grant from the NOAC Endowment Fund helped deal with this. There were some additional costs for flowers and miscellaneous. There was also heavy equipment assistance provided by the Army Reserve in the lifting and placing of the stones.

For the stones we dealt directly with the stonecutter who gave us a flat rate of \$325 per delivered engraved stone. This was a special rate which she gave to us as her contribution to the Naval Centennial. The total stone cost then was \$8,125. The construction cost was approximately \$5,000 recognizing some free contributions. Roughly speaking we estimate the total cost upon completion is about \$15,000 - \$16,000. Not bad at all for what we have. We have also submitted the memorial application to obtain official memorial status with the government and one of our local MPs is fully behind this in Ottawa. Once approved, funds are available for maintenance and upkeep.

I think that pretty well summarizes the project. As you can see, it is not an expensive memorial and it is certainly something which could indeed be replicated in other locations. If there are any questions, I would be pleased to answer them. My email is drmh@hay.net.

Mike Hoare, London Branch



Daimler Buses North America has delivered three new Setra 'TopClass' S-417 touring coaches to the Canadian Navy in Ottawa. They are specially designed for the Navy and are to be used in Ontario, Quebec and Prairie regions. The coaches' vivid graphics depicting warships and Navy personnel at work act as an attention magnet. The interior includes electronic kiosks and computer systems to provide information about employment opportunities in the Canadian Navy. An eye-catching set of 'wheels'!

Fraser McKee's



The Little Known Navy

The Navy's 3 P's ... or maybe 4?

At the recent NOAC AGM in Halifax, MARCOM, RAdm Paul Maddison laid out the Navy's "3 P's":

PURPOSE – To be rapidly and globally deployable; to represent Canada abroad; contribute to freedom of access and control of the seas.

PEOPLE – To engender within the Navy a "Want to stay in" attitude; get the message out that it is a good place to work; set as a priority solving the 400 to 600 shortfall in mid-rank members and officers (caused by feast and famine recruiting over the years); and set a goal of net 'zero' loss within seven years.

PLATFORMS – Create two "Centres of Excellence," one for building and/or maintaining all naval ships—warships (2 yards); the other for all other government vessels, i.e., CCG, Arctic Patrol and JSS (by 2017). With the agreement of the shipbuilding industry this has been negotiated—a fundamental and major step cutting everyone's costs; plan for the DD280's retirement in five years; modernization of the Halifax-class in 2014-15, requiring some out of service those years. The CH-148 Cyclone helicopter has been trialed in HMCS *Montreal* recently, is undergoing some modification and should start arriving for flying and maintenance crew training at new and ready facilities at Shearwater in the fall.

And I would add...

PROBLEMS – (1) A 'reconsideration' cut in the lowest 5% of all priorities has been mandated. This could be a cut of up to \$1 billion over the next few years. (2) The refusal to consider offshore ship acquisition, as the Australians, and others are doing for their JSS vessels—from Santander in Spain, with fitting out and final preparation in Australia. Or cooperative building as the French-Dutch-Belgians did with their mine warfare ships. The Navy feels the government will not even consider these ideas. Shipbuilding is labour intensive. (3) The old small nation ('navally') argument of small/fast/cheap ships vs. large/slower/expensive ones, thus far fewer. Israel faced that choice and bought the missile boats smuggled out of Cherbourg vs. destroyers. Are we still trying to play in the 'Majors'?



fred fowlow's broadsides

"A nation that forgets its past has no future"

Sir Winston Churchill



Churchill's quotation sets the stage for this edition of 'BroadSides.' Evidence that funding of the Canadian Forces was wanting appeared in a recent *National Post* editorial entitled: "You call this supporting our troops?". Urging the government to "provide desperately needed funds for our navy," it delivered the message that if inadequate funding of the navy was allowed to continue, the navy, and as well the entire CF, would find itself in a more untenable situation in the future than it is today.

Responding to the *National Post* editorial, Defence Minister Peter MacKay offered that the government was transforming and rebuilding the navy by way of extending financial support to the Canadian Forces. The reality of the situation is that Canadians could see little proof that the transformation and rebuilding of the navy was taking place at an acceptable rate.

Although many media articles applauded the government's well intentioned promises, few offered concrete evidence that "getting the job done" was well in hand. In fact, there were statements suggesting the navy and air force experienced more serious funding problems the day the government discovered it had to re-equip the army for the war in Afghanistan. For the navy this meant a delay in the replacement of the three 40 year old Operational Support Ships (more commonly known as AORs, Auxiliary Oiler Replenishment ships); the acquisition of the Arctic/Offshore Patrol Ships (A/OPS); payment of extra funding to complete the Sea King helicopter replacement contract; and, for want of proper funding, it was forced to purchase second-hand submarines from the Royal Navy. Finally, the economic recession that in due course hit Canada, accounted for government failure to deal with personnel needs of all three services.

Notwithstanding the few media reports implying the government was not following through with the implementation of promises related to the transformation and rebuilding

of the CF, senior military leaders, reflecting government policy, regularly proclaimed the high professionalism, capability, effectiveness and efficiency of our armed forces. Coming at a time when the navy was clearly caught in what can only be described as 'rough seas,' encouraging information concerning its outlook for the future came in 2001 when the Chief of the Maritime Staff (CMS) released "Leadmark: The Navy's Strategy for 2020," a plan that comprised a critical linking to the capability-based planning framework that was earlier set in place by "Strategy 2020," a document issued by the Chief of the Defence Staff (CDS) and the Deputy Minister in June 1999. Both documents offered principles of naval strategy that conveyed a message there was a need for the government to react to a navy commitment list that would identify future maritime force challenges. Not mentioned in "Leadmark" was the expected navy and coast guard commitment in Canada's Arctic that appeared as a consequence of the forecasted year-round opening of the Northwest Passage. In a few years following developments in the Arctic, new maritime security responsibilities on the international scene gathered momentum, followed by more recently identified tasking, coming as a consequence of the possibility of having to secure transportation routes through Asia.¹

The impact of poor government funding that confronted senior navy leaders was reflected in an *Ottawa Citizen* article that reported the CMS had ordered preparations begin for the mothballing of six of the navy's twelve Kingston-class Maritime Coastal Defence Vessels (MCDVs). Other directed changes would render the navy incapable of global operations because seagoing operational ships would have their weapons inactivated, as would one of the navy's three remaining three destroyers. The two other destroyers would see their anti-submarine capabilities ended. Perceived as a devastating, unacceptable proposal that would gut the navy of its fleet, the Defence Minister directed that the

CMS's reductions would not take place. On the same topic, the *Ottawa Citizen* reported defence analyst Martin Shadwick's statement that government funding would cut the navy to the bone and, "the sheer percentage of the fleet that will be unavailable is staggering," adding, "it leaves the navy in the medium-term with very limited capability." Not allowing the situation confronting the navy to pass unnoticed, a longtime supporter of the CF, Liberal Senator Colin Kenny commented: "This is some happy 100th birthday isn't it ... it means that for the next few years there won't be much of a navy."² With good reason the CDS reaffirmed the Minister's direction telling the navy to forget its cost-saving plans. The CDS's action likely prompted a number of observers and defence analysts to conclude that the "on again, off again cuts to the navy raised serious concerns about Canada's defence policy that revealed an apparent lack of coherent planning."³

It is interesting to note that in early 2010, the results of a poll conducted for the Canadian Defence and Foreign Affairs Institute revealed: "Canadians appear divided on whether the government should reduce military spending."⁴ Then a Canadian News Service release affirmed that critical gaps in the army, air force and navy capabilities will appear in the second half of this decade and that the delayed acquisition of the Arctic/Offshore Patrol Ships, replacement of aged destroyers, supply ships and fighter aircraft were in limbo at a time when a majority of Canadians see both a military and humanitarian role for the CF. Later a Canwest article confirmed the desire for Canada to play a leadership role in the world—a role that goes beyond the soft power words of the past. An Innovated Research Group poll reported that nearly 5-in-10 people think military spending should **not** be cut, even if it means reducing other services to shrink the deficit. The same survey also confirmed that 4-in-10 think military spending should be reduced,⁵ offering a sobering message when it stated: "Official gaps

in army, air force and especially navy capabilities will appear in the second half of this decade." And now an important observation—when government leaders consider planning for the CF future, they should remember that policy should not be made on the basis of polls, but demonstrate good leadership by drafting policy that is perceived to be the correct and best thing for the country.

David Mugridge, a veteran of the Royal Navy and a visiting fellow at the Centre for Foreign Policy Studies at Dalhousie, injected a new dimension into the maritime affairs discussion when he asked under the title, "Navy hasn't adapted to new world," asked: "is a frigate-based navy really the most appropriate to confront today's unconventional maritime threats?" And that, "current plans will apparently not see the Canadian Navy change to a versatile and dynamic joint entity." Instead, "it will remain focused on the need for escorts; it will debate incessantly the need for submarines and are likely to ignore the issue of meaningful force projection from the sea." For a more recent and lengthy portrayal of Mugridge's opinion, see the *Canadian Military Journal*, Summer 2010 edition.

In the midst of evaluating the perceived CF equipment needs, the government announced that a 30-year shipbuilding program for the navy and coast guard had been prepared, and agreements with two shipyards—one for combat vessels, the other for non-combat vessels, would be signed in the near future. What at first reading appeared to be a major step forward with respect to the future construction of combat (navy) vessels fell a bit flat when the Hon. Rona Ambrose, Minister of Public Works and Government Services stated that a design process for the Joint Support Ship (JSS) would run parallel to government planning as it tries to figure out which two yards will emerge as the yards the government desires to work with in future. Could this be a planned tactic to 'mark time' on heavy government funding in the future? The shipbuilding announcement was considered sufficiently vague to prompt shipbuilding industry leaders to suggest they had the impression the JSS might not be moving ahead at priority speed. Details about the A/OPSs, and how they fit into the grand scheme of things, was even less informative. Many interested authorities were probably lost in the government's statement that it was trying to decide whether the ships would be defined as "smaller vessels" or "larger vessels." Notwithstanding the 'here we go again' reaction expressed by those who watch government game playing,

Minister Ambrose called the strategy an "historic event" that would eliminate the cycles of boom and bust in the country's shipbuilding industry. The author of an article concerning the new shipbuilding policy and Joint Support Ships offered: "In fact, I did not see an actual strategy. What was handed out was a press release and brief background paper, in total, several pages."⁶

No doubt the tempo of maintaining an effective navy, capable of dealing with a variety of domestic and international deployments, has been adversely affected by inadequate government funding action for decades. Hopefully, if the government's shipbuilding program takes less than 30 years to complete, long overdue navy and coast guard equipment acquisitions will improve the effectiveness and capability of Canada's maritime defence and security undertakings.

At this writing, a National Defence release reaffirms "the Joint Support Supply ships are a critical component for achieving success in both international and domestic Canadian Forces missions, and constitute a vital and strategic national asset."⁷ This well known valid assumption was followed by a joint announcement by Defence Minister Peter MacKay, Public Works Minister Ambrose and Industry Minister Tony Clement stating a "federal government plan to purchase at least two new joint support ships to replace the navy's aging supply vessels is back on track and moving ahead, and that a \$2.6 billion plan to build the joint support ships, with an option for a third vessel," is in the mill. The new JSS ships would carry fuel and ammunition for naval task groups at sea. Presumably there is no intention on the part of the government (NDHQ) to involve the JSS in sea-lift or support of expeditionary and/or humanitarian deployments and landings around the world because such activity would deprive Canada's navy task group system of underway replenishment and other much needed forms of logistical support.

Minister MacKay would not give a definite delivery date for the JSS, nor would he say where the ships would be built, adding that we all know that it takes time to complete the procurement process and construction; a statement that many of us have lost track of the number of times we have heard in the past.⁸

A case for the need for strategic mobility and support of overseas army deployments has been made by the CDS and fellow service element leaders as well as distinguished senior retired officers, claiming the CF should have at least two major amphibious ships that would

provide heavy lift capability; vessels capable of carrying troops and army vehicles; transport helicopters and landing craft that would be capable of providing support for ground forces ashore for all of Canada's overseas deployments. The ships would have an air force helicopter and repair element on board, as well as a hospital.⁹ With the use of any one of the many variants of amphibious assault ships in service in countries around the world, the procurement of which by the Canadian government has been blocked by a collection of shadowy parliamentarians and bureaucrats who contend an amphibious assault ship purchase would be stratospheric in cost and totally unaffordable, is sheer nonsense.

In the long run it is suggested the government should take note that the Australian government has approved an AU\$3 billion project to build two Canberra-class Landing Helicopter Deck (LHD) vessels, each having a wide range of air support, amphibious assault, transport and command centre roles. Careful cost analysis by Canadian planners might reveal that the amphibious assault ships could better serve our needs in the Arctic at half the cost of the envisaged A/OPS; and if called upon, would be an ideal vessel to respond to a disaster in Canada's well known West Coast earthquake zone or other humanitarian tasking.

With proper government funding of the CF still considered a major problem, this 'Broadside' could overlook the observation that July 16th must have been a wild Friday in DND/NDHQ when the government announced it planned to spend \$9 billion to purchase a new generation of fighter jets, the F-35 Lightning II, for the air force. Not unexpected, opposition parliamentarians were quick to announce they were unconvinced of the need for the new Joint Strike Aircraft. Joining the discussion of the planned purchase, one of many supporters of the F-35 proposal, analyst Mercedes Stephenson told CBC news that the purchase was "absolutely necessary," pointing out: "We have to have fighter jets. Canada is a massive country and when you think purely about response times, there is nothing that can get across the country as fast as a fighter jet."

Canadian parliamentarians and all bureaucrats who directly or indirectly play a part in preparing proposed defence and foreign policy should remember Churchill's prediction and take note of an article written by former army commander LGen Jeffery, wherein he stated: "The Canadian Forces must develop specific



▶▶ canadian naval heritage



days of endeavour

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

part eleven: 'weather ship to destroyer'

In Part 10, and while serving in HMCS Ontario on the West Coast, 'Skinny' received orders to assume command of the Halifax-based wartime frigate cum weather ship, HMCS St. Stephen. His wife Pam was expecting their third child and it meant yet another move across Canada for the family. He joined St. Stephen in the third week of August, 1949. Their son Stephen (the name had been picked prior to his appointment) was born on September 19th just as the ship was returning to Halifax, having just completed her sea trials.

St. Stephen was Canada's first contribution to an International Civil Aviation Organization (ICAO) agreement under which a network of weather observation stations had been set up around the world (largely in Europe and North America), which included a half a dozen ship weather stations in the Atlantic.

Canada had accepted Weather Station 'Baker' as our commitment without too much competition I suspect. Station 'Baker' was situated in the Davis Strait, halfway between the coast of Labrador and the tip of

Greenland. It was the birthplace and breeding ground of many Atlantic gales and, in the early summer, also in the mainstream of the iceberg parade down the Atlantic seaboard!

The ship's duties consisted of sitting 'on station' as close as possible to the geographic centre of a navigational grid, transmitting weather observations at regular intervals, acting as a communications link with passing

high definition surface-to-air radar and most of the scientific instruments and equipment found in a shore weather reporting station. Our secondary duty was to act as a 'Search and Rescue' vehicle if need arose. This latter commitment gave me nightmares whenever it was rough and the aircraft traffic was heavy.

It was 'rugged duty' as the saying goes. The ship herself was an unmodified, wartime



RCN Photo

HMCS St. Stephen as a weather ship.

frigate, seaworthy but uncomfortable and not sea-kindly in the least. She did not take the seas and swells easily and was difficult to handle in any appreciable amount of wind. It was a three-day run from Halifax to the centre of Station 'Baker' and we were on patrol for a three week period with absolutely nothing to do but keep the ship on her station and stay alive! There were no amenities to help pass the time except a 16mm movie projector and an internal

aircraft if required and providing a navigational checkpoint on the 'great circle' route to and from Europe. For this duty we were equipped with a radio beacon which broadcast our position on the grid continuously, a

broadcast set which could be used to broadcast ordinary commercial radio programmes or locally-produced material. Audio tapes were not commercially available or had yet been invented, so if radio reception was bad,

as it usually was, there was not much entertainment.

The manning scale may be described as adequate. We had a full complement of engine room personnel and an adequate number of upper deck seamen. There was a reduced complement of signalmen but additional radio operators. We had a senior meteorologist from the Department of Transport who had three assistants who took the observations and coded them up for transmission every four hours. We had no doctor, but a very good Sick Bay Attendant. An RC [Roman Catholic] Chaplain also did two trips with us during the winter.

I spent the winter of 1949-50 in command of *St. Stephen* and did five patrols of at least three weeks each on Station 'Baker.' During those five patrols we had ten (yes 10!) cases of acute appendicitis. Since a Medical Officer was not carried every time the excellent Sick Bay Attendant reported a suspicious bellyache, we had to make an unscheduled trip to St. John's, Newfoundland, the nearest civilization, to land the sufferers. It was a 36 to 48 hour trip to 'Newfiejohn' in decent weather. During our February 1950 trip, we started off one day from Station 'Baker' with one patient and eventually landed six suspected cases! Such is the power of suggestion and apprehension! I got the medical authorities in Halifax so stirred up about our troubles that they sent a team of two doctors and two senior Sick Berth Attendants up to St. John's to meet us and examine every member of the ship's company. I was informed at one point that the right sort of symptoms could be developed by eating soap!

We spent Christmas at sea that year — the only ship in the Canadian Navy to do so. We left Station 'Baker' on December 23rd and arrived in Halifax on the 26th.

On Christmas morning we informed the Admiral that we had sighted a crashed sleigh and rescued an old gentleman dressed up in a funny red suit. When we arrived in Halifax after dark on Boxing Day, we had mounted a sleigh, complete with sacks of presents and Santa Claus, on the top of the wheelhouse all floodlit. All the waiting kids got candies and whatever presents their fathers had made for them during the patrol. It was a Public Relations bust (not a word or picture in the local press) but most of the kids got a bang out of it!

We completed our fifth trip to Station 'Baker' about the 3rd of July 1950, with no expectation that it would be our last. However, soon after our arrival in Halifax I was

informed that Canada had turned over our commitment on Station 'Baker' to the US Coast Guard completely (we had shared the station with them heretofore) and accepted in its place full responsibility for Station 'Papa,' commencing September 1st, 1950. The only complication was that Station 'Papa' was 600-700 miles off the west coast in the Pacific Ocean and would require at least two ships to man it completely.

It was a classic case, of course, of one civilian department of government accepting a commitment with the expectation that another department could and would provide the resources to meet it. At any rate, I was suddenly faced with the proposal that I would proceed to the West Coast "with all despatch" and rush out to Station 'Papa' on arrival. While the trip to the Pacific was a fabulous prospect, the circumstances surrounding it were not. We were given no warning, had no chance to make any of the domestic arrangements necessary before a long separation, or yet another transcontinental move of family and furniture, etc. In addition we had just had a rugged winter on Station 'Baker' and I was not about to rush through the Panama Canal without taking advantage of some tropical ports, sunshine and duty-free booze without a good many objections. After all, I owed it to my hard-working and long-suffering crew, not to mention myself!

After a couple of weeks in Halifax, we sailed for Esquimalt on July 17th, 1950. After much arguing, I had obtained permission for visits to Charleston, South Carolina, the Panama Canal ports of course; Acapulco, Mexico and Long Beach, California. We made the passage in about four weeks, which is pretty quick considering the speed of the ship and the terrible winter we'd had. The only difficulty we had on that trip was when one of the Reserve officers on board for the passage was picked up ashore in uniform in Long Beach and thrown in jail. We had to leave him behind because the charge was a felony related to homosexuality. He was discharged



The yellow asterisk designates the approximate location of Weather Station 'B' for Baker, situated at 56.3°N, 51°W and was shared between Canada and the US until 1950.

from the Naval Reserve on his return home, I understand.

About the time we were transiting the Panama Canal, I was informed that we were not going to take over Station 'Papa' after all. On arrival in Esquimalt we were to turn the ship over to the Canadian Coast Guard for weather-related duties, and stand by to commission HMCS *Crescent*. In due course we were to sail her back to Halifax. We all worked very hard for the last part of the trip to Esquimalt getting *St. Stephen* ready to hand over. All the stores were mustered, all equipment listed in detail, all the publications, charts and confidential books mustered and made ready.

On our arrival we were instructed to turn the ship over to Captain Cuthbert, a Coast Guard captain. Captain Cuthbert had been in the navy during the war so he knew how a naval ship was organized. It soon became clear, however, that he expected to muster all the gear in the ship single-handedly and satisfy himself that it was indeed all there. This included sighting every nut and bolt in Naval Stores, checking out the twin 4-inch guns and presumably counting the bullets, mustering the pots and pans in the galley, etc.! I left him to it after about two weeks as I had to take over my new ship!

In retrospect, *St. Stephen* was a good appointment for me. There were very few commands available. I was a very junior LCDR when I took over, and in less than a year moved on to command HMCS *Crescent*, a destroyer. I was the only Lieutenant-Commander 'driving' a destroyer (all the rest had Commanders in command), and needless to say I enjoyed the distinction as well as the job!



RCN Photo



HMCS *Crescent* date unknown, but as she appeared immediately postwar and before her extensive rebuilding in the mid-1950s as a fast A/S frigate.

Our stay on the West Coast was pleasant enough, allowing for the fact that my wife and kids were in Nova Scotia. Nana, my Mother, was in Victoria though. She had stayed behind when the family moved to Dartmouth after Stephen was born the year before (1949). She had taken a job looking after a widower by the name of Mr. Robinson who lived on Sims Avenue. He was a dour old chap but they got on all right, I think. He was always nice to me and, when Uncle Charlie visited Mother from Winnipeg, they got on like a house afire. Mother kept house for him for quite a few years until he died.

Having arrived in Esquimalt in *St. Stephen* on August 15th, 1950, and after turning over that ship to the Coast Guard, I immediately took charge of the preparations to commission my first destroyer. It was a very busy time as I remember, learning about the new ship, writing Standing Orders and overseeing the myriad details of people, gear, weapons and stores that make a ship run. I would point out here that, while the core of the ship's company were those men who had come with me from *St. Stephen*, many more had been added. *Crescent* was a fighting destroyer, a larger and much more complicated ship than a frigate employed on weathership duties. Many different tradesmen, particularly in the weapons field, were required. My new First Lieutenant (Executive Officer) was Ian McPhee, an old shipmate from *Ontario* days.

HMCS *Crescent* commissioned in Esquimalt on September 26th, 1950. We had four or five weeks of trials of every kind and a visit to Vancouver to show our East Coast sailors Canada's largest West Coast port before we left for Halifax. The aim, of course, was to get back to our families before Christmas. We sailed from Esquimalt on November 6th and did our Christmas shopping in such ports as San Diego, Acapulco, Balboa and Colon in the Canal Zone, Havana and Charleston again. We arrived in Halifax on December 10th, 1950.

Havana, Cuba in 1950, was different. We called there as I remember, as the result of representations by our Department of External Affairs to support our Embassy. It was of course, in the days before Castro. Indeed, during our visit there was considerable unrest in the back country as the revolution was gathering steam. The visit to Havana sticks in my mind because I inadvertently became involved in a horde of 'oatmeal savages.' On arrival I made all the usual courtesy calls recommended and organised by the Embassy. When I called on the Canadian Ambassador he apologised profusely over the fact he would not be able to host a dinner especially for me and my officers. He explained that by long-standing arrangement, the local Scottish Caledonian Society held their St. Andrew's Day dinner at the Canadian Embassy and it happened to be scheduled on the one night he would be avail-

able during our visit. He had, therefore, asked the Society to invite me and as many of my officers as could come to this occasion.

On the day in question, a very busy schedule had been arranged for me and it was decided that I would change into mess kit at the Embassy before dinner. All went according to plan and I was shown into a spare bedroom to change. While I was tying my bow tie the Ambassador wandered in and casually informed me that I would be expected to respond to the Toast to Canada. He told me that the Caledonian Society set great store in speeches and it was considered an honour to address the group. Needless to say, I was somewhat less than thrilled about this 'honour,' bearing in mind the half-an-hour's warning. While I finished dressing I made a note or two of a couple of obvious comments I could make concerning the Scottish/Canadian connection and went down to dinner.

It was quite a sight and quite a night! The setting for the dinner was superb, to start with. It was on the Embassy patio, surrounded by shrubs and flowers and lit with lanterns which set off the white lined-covered tables to perfection.

When the dinner was over it was time for speeches. First came the Toast to Scotland which took nearly an hour! Then the Toast to Canada. The man who delivered the former was a very accomplished speaker. He covered the four or five points I had thought of (as obvious links between Canada, the Royal Canadian Navy, HMCS *Crescent* and Scotland) in the first few minutes. He went on for at least another half hour before he finally sat down. I have never been able to think very fast on my feet, so when my turn came to reply to this superb speech, I was 'out in left field' so to speak. All I could do was belittle my speaking abilities, thank everyone for their kindness in inviting us, and sit down. The Canadian Ambassador was not pleased! He was somewhat mollified when I offered to sing "Loch Lomond" and "The Road to the Isles" after the dinner. I did too!

As mentioned, we arrived in Halifax on December 10th, 1950 and caused quite a stir. *Crescent* [see photo] and her sister ship *Cru-sader* were handsome ships completed at the very end of the war. They had been acquired by Canada for the Pacific war and had proceeded directly to the West Coast from Britain. This then, was the first visit of this class of destroyer to Halifax. These ships had only one funnel, four 4.5-inch guns controlled by a special director which towered over the bridge structure, and four torpedo tubes. She

could do over 30 knots, faster than any other ship on the coast. *Crescent* was transferred to the East Coast to become a weapons training ship because of her particular armament and we were to be kept very busy doing that job.

I can remember one torpedo shoot while we were a training ship. It was going to be just a day run with a training class aboard, so I got permission to take Jinny out for the day.

She was seven or so and it was a lovely day, clear and cold with unlimited visibility. We fired our practice torpedoes and at the end of their run, one of them did not surface as it was supposed to do — at any rate we couldn't find it. In those days it almost took an Act of Parliament to get permission to abandon a 'fish' so we were obliged to carry out a very extensive and exhaustive search until well past our

scheduled time to return to harbour.

Eventually, after hours of searching with airplanes, additional ships, all hands on deck, square searches, etc., guess who first spotted "that orange thing over there"—Jinny of course!

_____ **TO BE CONTINUED**

Fred Fowlow's Broadides

CONTINUED FROM PAGE 19

programmes to meet the government's policy objectives in an effective and timely manner," and, "The nation's future is in its demography and we can predict with considerable accuracy the challenges we will face. The real question is whether we will make the adjustments critical to ensuring a smooth transition to that future."¹⁰

For over 12 years, my 'Broadside' opinions have commented on countless navy issues and problems that in today's world is regarded as history. It is hoped that readers take special note of the title of this submission and

inform their fellow Canadians of the manner in which our government inadequately funds the navy in fulfilling its commitment to implement Canadian maritime security policy and strategy — all for the protection of Canada and participation in humanitarian and other special deployments on the international scene.

¹ Article: "Navy celebration masks deep woes facing all services," *Saskatoon Star Phoenix*, May 7, 2010.

² David Pugliese, "Cash-strapped navy being cut to the bone, analysts say," *Ottawa Citizen*, May 12, 2010.

³ Editorial. "No way to run Canada's Navy," *Times Colonist*, May 21, 2010

⁴ Juliet O'Neil, "Canadians split on potential military spending cuts," Poll, Canadian News Service, March 10, 2010.

⁵ *ibid.*⁶ David Pugliese's Defence Watch, "The New Shipbuilding Policy & Joint Support Ship," *Ottawa Citizen*, June 4, 2010.

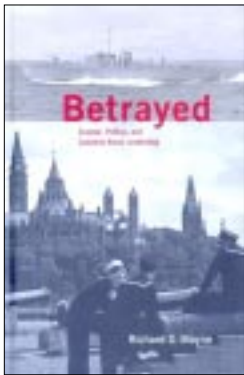
⁷ National Defence Newsroom, "Canada begins Joint Support Ships procurement for the Canadian Forces," www.forces.gc.ca, BG 10.016, July 14/10.

⁸ CBC News, "Navy supply ships to be replaced, Defence Minister promises 'boom time' for Canadian Shipbuilding," July 14, 2010.

⁹ David Pugliese, "Government to announce billions on new aircraft," *Ottawa Citizen*, July 12, 2010.

¹⁰ Mike Jeffery, "The Competition for People: The Military's Next Big Challenge," Canadian Defence & Foreign Affairs Institute Newsletter, Winter 2009.

►► book reviews



A review by Fraser McKee

BETRAYED: Scandal, Politics and Canadian Naval Leadership

By Richard O. Mayne, UBC Press (2006), <http://www.ubcpres.ca>, (Studies in Canadian Military History), 279 pp, illustrations, appendices, notes, bibliography, index, paperback, \$30.95, ISBN 978-0-7748-1296-2

It is not too often that an academic naval history can be described as fascinating in the way that a good detective story can be described. And one that contains 32 pages of reference notes tends to put at least me off as being disruptive to the march of the tale. But this sorry history is an exception, highly worth the reading, and yet more and more disturbing as it progresses.

Richard Mayne of the DND Directorate of History & Heritage has happily had access

to the whole background to the tale of the firing of Vice Admiral Percy Nelles in 1944, of which this is the carefully plotted track. He makes many pretty strong accusations both navally and politically, every one of which is backed up by those copious notes from the files of the day. Often during the reading, one does indeed turn to the notes to see just where a quote came from, on what assumption made was based, or who could possibly have recorded such a comment. "Scandal" is almost

too light a term.

Mayne, like me, happens to think that not only did Nelles get a shoddy and underhanded deal when relieved as Chief of Naval Staff and sent to the UK, ostensibly to oversee Canada's contribution to the invasion of France, but he had made a major contribution to the Navy's not only preparation, but handling of the war at sea.

Nelles was not a micro-manager, leaving his Board and often quite young senior officers to run their departments as best they might. More could, perhaps, have been done: better liaison with shipbuilders, with technical equipment providers, the RN and so forth. But given the parsimonious government just struggling out of the depression in 1938-39, the miniscule Regular Force to draw on, and the completely unanticipated anti-submarine war (by *all* the Allies, not just Canada) that developed, it is truly to Nelles' credit when he replied to the Admiralty's query in early September "When will you be prepared to start convoying?" ... /"At once," and sailed two destroyers within days with convoy HX.1 on



September 16th, six days after Canada went to war ... a better action response than the other two Services!

We can now appreciate how much of a problem he faced with lack of shipbuilding, and later ship repairing and modernization facilities when it turned out they were vital, and how little control the Navy, ultimate employers and users of the product, had over decisions made. It is a credit to those operations that in Canada we accomplished as much as we did, but C. D. Howe, 'Minister of Everything,' and his bureaucrats and plant managers made the decisions, not Nelles and the Naval Board.

Later the Admiralty and Western Approaches Staff in London, Liverpool and Londonderry didn't help with misinformation fed into the *sub rosa* information network set up via Nelles own Naval Minister, Angus L.

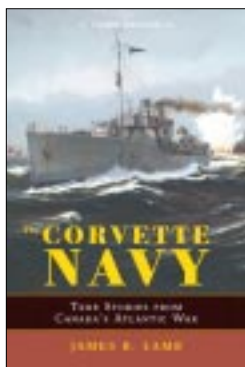
Macdonald. The almost essential easy working relation between the political head and the Chief of Staff of the Navy was never there, and deteriorated steadily, often with prodding by Macdonald's Executive Assistant J. J. Connolly, and even input by RCNVR officers, some of whom had shortly before been executives in their own right. That part of the story is particularly dependent on those 'Notes' for proof that Mayne's accusations are based on fact.

And this comment is a window onto the real crux and accusations of the story. It is immensely complicated, with many at sea doing the best they could with substandard equipment, officers vying for future position, those with axes to grind or without access to the progress of the broader Battle of the Atlantic that Nelles must balance to even come close to keeping up with events moving too

quickly and well beyond any naval control. And two leaders with entirely different concerns—Nelles with trying to keep the RCN's ships in the close-fought battle, and Macdonald worried about political fallout and image.

It is a book well worth its shelf space, a must read for any student of the Royal Canadian Navy, despite its disturbing narrative. One doubts in these days of political expediency and armed forces restraints, if it would be any different. But admirably, Mayne makes a strong case for Percy Nelles' rehabilitation, with which I agree.

Fraser is, of course, an author of note of several books and numerous articles on Canadian naval history. He is also a former editor of 'Starshell.'



A review by Fraser McKee

THE CORVETTE NAVY: True Stories from Canada's Atlantic War

By James B. Lamb, Nimbus Publishing, Halifax (2010), <http://www.nimbus.ns.ca>, 223 pp, illustrations, glossary, softcover, \$19.95, ISBN 978-1-55109-770-1.

Jim Lamb's iconic tale of the "little ships" in the Atlantic battle first appeared in 1977, published by Macmillan of Canada. A subsequent pocket book edition appeared around 2000, and now it is noted on this issue's cover as "Third Edition," which is true. Jim himself died in 2000, living at Big Harbour on Cape Breton Island, having retired many years before as Editor of the Orillia, Ontario, *Daily Packet and Times*. In 1979 he wrote another fine book about his whole life as a newspaperman, *Press Gang*, also from Macmillan, and several other books as well — a novel about the war and reconnection with a survivor, *Man from the Sea* from Lancelot Press, an historical story of the French St. Anne's 1620s fort in Cape Breton, *The Hidden Heritage*, also from Lancelot, and several others, all worth reading.

It is hardly conceivable that anyone interested in Canadian naval history has not at least

read Jim's *Corvette Navy* at some stage, and most will have owned a copy. This reprint would seem to be an exact and nicely done reproduction of the original except for three rather minor adjustments. The typeface is slightly larger (because his interested readers are aging, with somewhat poorer eyesight?), there are included 27 appropriate photos, whereas in the original there were none except on the back outside of the dust cover, and his introductory paragraph referring to HMCS *Sackville* has been updated to note that she is now moored at the Maritime Museum of the Atlantic, rather than lying derelict at a wharf in the harbour.

His finely crafted original chapters still evoke his own life experience in command of the Bangor 'sweeper *Minas* and the corvette *Camrose* for over two years, and the photos in this edition are mostly of those to and their crews. He talks of the characters the RCNR

and RCNVR tended to throw up both as COs and as his friends and acquaintances — 'Foghorn' Davis, 'Pavillard the Mad Spaniard' (who Lamb succeeded in *Camrose*), 'Two-Gun Ryan,' 'Tiger' Turner, the Damon Runyon adopted characters such as 'Liverlips' MacNeil and 'Harry the Horse,' and many others.

He sets an imaginary but very true-to-life scene on any corvette or other escort such as the Bangors and Algerines, as she would sail and proceed into the cruel sea of the Atlantic in normal, crummy weather, and a chapter specifically on that 'Cruel Sea' and the tribulations of such a small vessel on it.

He cribbs (presumably) a chapters-worth of mostly hilarious signals from Captain Jack Broome's "Make a Signal," since Jim's tale is largely written with much humour throughout: PLEASE SEND YOUR ARTIFICER TO SEE OUR FORWARD GUN ... (response) ... OUR ARTIFICER CAN SEE YOUR FORWARD GUN FROM HERE.

There is a very real life description of *Minas* as one of the minesweepers present on D-Day off Normandy, being fired at by German shore batteries; another of life aboard the convoy-escorting corvettes that were: "but warriors for the working day."

His heartfelt Epilogue is retained, and the whole is well worth rereading and its shelf space still. Although I have a signed original, this too is a nice memory of a great story teller and wartime 'Old Man' of 24 years of age when he took command first.

Originally published in the Canadian Nautical Research Society's "The Northern Mariner."

▶▶ the editor's reading list



HALIFAX & THE ROYAL CANADIAN NAVY, by John Boileau, Nimbus Publishing, Halifax (2010), 224 pp, paperback, 6.25 x 9.25 in., bibliography, index, profusely illustrated in B&W, \$21.95, www.nimbus.ns.ca, ISBN: 978-155109-747-3.

As billed, this delightful little book is a collection of short stories about the navy in Halifax, in both peace and war. Part of the *Images of Our Past* series, the book marks the centennial of the Canadian Navy's founding in 1910. Author John Boileau's narrative is supplemented by over 150 historical photos of the sailors, ships and shore establishments that defined the Royal Canadian Navy. For more information contact Diane Faulkner at 902-455-5251 or by email to dfaulkner@nimbus.ca.



DANGEROUS GAMES: Faces, Incidents and Casualties of the Cold War, by James E. Wise Jr., and Scott Baron, Naval Institute Press, Annapolis (2010), 264 pp, hardcover, 6.25 x 9.25 in., 43 b/w photos, notes, references, index, US\$34.95. www.nip.org, ISBN: 978-1-59114-968-2.

The Cold War was actually a time of hot wars, spying, murders, defections, shoot-downs of reconnaissance aircraft and a very competitive space race. The authors call attention to the political and military volatility of this period in history by uncovering and relating unknown or long forgotten incidents of the period including: the murder of a US naval attaché on the Orient Express; an East German soldier's leap to the West in Berlin; two CIA officers' imprisonment by China for twenty years; Capt Bert Mizusawa's rescue under fire of a Soviet defector in the Korean DMZ; a North Korean pilot's defection in a MiG fighter; the USS *Forrestal* fire; and the Soviet Union putting the first man in space.

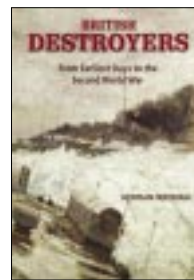


FIRE FROM THE SKY: Surviving the Kamikaze Threat, by Robert C. Stern, Naval Institute Press, Annapolis (2010), 384 pp, hardcover, 6.5 x 9.5 in., numerous b/w photos, appendices, notes, sources, index, US\$49.95, www.nip.org ISBN: 978-1-59114-267-6.

By late 1944, the war in the Pacific had turned decisively against the Japanese, and as overwhelming Allied forces began to close

in on the home islands Japan unveiled a terrifying new tactic: the suicide attack or *Kamikaze*. Bomb-laden aircraft which were intentionally crashed into Allied warships, these piloted 'guided missiles' at first seemed unstoppable, calling into question the naval strategy on which the whole war was based. This book looks at the origins of the campaign, at its strategic goals, the organization of the Japanese special attack forces, and the culture that made suicide not just acceptable, but honourable. Inevitably, much mythology has grown up around the subject and the book attempts to sort fact from legend.

The principal focus of the book is upon the experiences of those in the Allied fleets on the receiving end of this peculiarly alien and unnerving weapon — how they learned to endure and eventually counter a threat whose potential was, in the view of the author, overestimated by both sides. Many of the attacks described throughout the book are helpfully illustrated by sequential photographs taken by those on the receiving end.



BRITISH DESTROYERS: From Earliest Days to the Second World War, by Norman Friedman, drawings by A. D. Baker III, Naval Institute Press, Annapolis (2009), 320 pp, hardcover, 10 x 11, 25 in., 225 b/w photos, 75 line drawings, notes, data list, list of ships, index, US\$34.95. www.nip.org, ISBN: 978-1-59114-081-8.

Another superb naval reference source from Norman Friedman accompanied by the usual precise artwork, superbly reproduced, from A. D. Baker III and Alan Raven.

The book is billed as the first detailed study of the Royal Navy's destroyer from its early predecessors from the 1880s to the 1930s, and its use in both World Wars.

Friedman shows how the RN developed the torpedo and its surface carrier — the destroyer — as both an offensive and defensive naval weapon. He also discusses the influence the British exerted on foreign navies, including the American and Japanese fleets, destroyer design and tactics, and the British use of US-supplied destroyers during World War II.

Many new photographs never seen by your editor before, and a worthy companion to anyone's naval reference library.

Still Seeking Book Reviewers!

Your editor is still seeking to engage anyone with sufficient available time and energy to prepare critical reviews of new titles for *Starshell*. I have a growing number of new publications on hand begging for review. If you would like to help, please contact me at starshell@shaw.ca or by calling 250-314-1284 and I will provide you with a list of titles on hand. As a general rule — with the rarest of exceptions — you review it ... it's yours!



answer to schober's quiz #51 on page 15

Answer:

The seaplane-carrier HMS *Engadine*.

Prior to the First World War, the *Engadine* was a cross-channel packet of the South Eastern and Chatham Railway Company, serving the Folkestone – Boulogne run. Built in 1911 by William Denny and Brothers at Dumbarton, she was 316 feet in length with a standard displacement of 2,500 tons. Her triple shaft turbines produced 13,800 SHP at a top speed of 22.5 knots.

Engadine was requisitioned by the Royal Navy in August 1914 for conversion to a seaplane carrier at Chatham dockyard. The after part of her superstructure was removed and replaced by a hangar large enough to accommodate three seaplanes. She was armed with two 4-inch and one 6-pdr. A/A guns.

Retaining her peacetime name on commissioning as an HM Ship, she was assigned to the Harwich Force under RAdm Reginald Y. Tyrwhitt. In company with other seaplane carriers, *Engadine* participated in a number of air raids against German coastal targets, but success eluded her aircraft at every turn. Consequently, in May 1915 she was reassigned to VAdm David Beatty's Battlecruiser Fleet, based at Rosyth.

At 2130 on 30 May 1916 the Battlecruiser Fleet, including *Engadine*, sortied from the Firth of Forth to rendezvous with the main body of the Grand Fleet in the vicinity of Horn Reefs on the following afternoon. The Battle of Jutland was on.

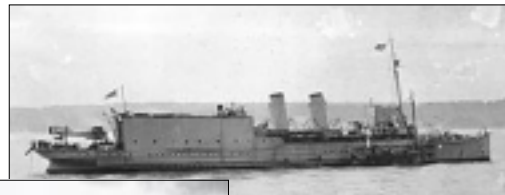
At 1447 on 31 May, half an hour after ini-

tial contact with German cruisers, Beatty ordered *Engadine* to launch an aircraft to reconnoiter the enemy's disposition. The historical moment occurred at 1508, when Short Type 184 seaplane no. 8359 became airborne, with Flight Lieutenant F. J. Rutland, RNAS at the controls and Assistant-Paymaster G. S. Trewin, RN as observer.

Flying under heavy cloud cover at only 900 feet it took them about half an hour to locate the enemy, and in the words of Rutland, he: "closed to within a mile and a half, when they opened fire on me, the explosions taking place about 200 feet away. When Trewin had got the disposition of the enemy and was making his report, I observed our fleet. The picture of the battlecruisers and of the 'Queen Elizabeth' battleships, with their attendant light cruiser screen and destroyers, rushing forward to cut off the enemy can never be forgotten. At 1545 a petrol pipe broke, my engine revolutions dropped and I was forced to descend and be hoisted in."

For his exploit Rutland was awarded the Distinguished Service Cross, thereafter becoming known as "Rutland of Jutland."

Due to the rising sea, no more aircraft could be launched during the rest of the battle, and *Engadine's* further contribution was limited to taking the badly damaged armoured cruiser *Warrior* in tow for 75 miles, when she foundered. *Engadine* then went alongside the sinking cruiser to take off her remaining crew.



ABOVE – HMS *Engadine*.
LEFT – A Short Type 184 seaplane.

One wounded seaman fell between the ships and Rutland dove into the water to rescue him—only to find him dead. For this intrepid deed, Rutland was awarded the Albert Medal of the First Class.

Engadine saw no further action with the Grand Fleet, nor during a short stint on anti-submarine patrols out of Lough Swilly in 1917. For the remainder of the war she was employed as an aircraft transport-ship running between Devonport and the Eastern Mediterranean.

Paid off by the Royal Navy in November 1919, she was reconverted to her former ferry role in the English Channel until 1933, when sold to Philippine interests as an inter-island ferry.

Departing Manila with an overload of passengers on 17 December 1941, *Engadine* struck a Japanese mine off Corregidor and sank. Although nearby US Navy PT boats rescued 282 passengers and crew, some 900 others perished.

A tragic end to such a historic ship.

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)

◆ Lt George Edwin BAMPTON, RCNVR (Ret'd)

Winnipeg Br., in Winnipeg 18/03/10. Jn'd RCNVR as Telegraphist in '40, prom. SLt 11/42 and srv'd. *Stadacona*. Prom. Lt 11/43 and srv'd *MTB 466* as 1st Lt. Thence *Stadacona* in '45 for rls. Civ. career with Cdn. Celanese. [GM, *Winnipeg Free Press*, "White Plumes Astern"]

◆ Cdr John Leonard BRYANT, CD***, RCN(R) (Ret'd)

Thunder Bay Br., 86 in Thunder Bay 17/06/10. Srv'd in RCNVR WWII and postwar jn'd. *Griffon*. On commissioning srv'd. as Trg. O, XO and CO (from '76 to '80). Ret'd. in '84. Civ. career culminated as Chief of Thunder Bay Fire Dept. [GK, *Thunder Bay Chronicle Journal*]

◆ LCdr Duncan Ewing LESLIE, CD**, RCN (Ret'd)

NSNOA, 87 in Burlington, ON 19/06/10. Jn'd. RCN and srv'd. WWII and Korea in

numerous ships. CFR'd. as Lt 04/68 and ret'd. in '76. Bronze Medallion '85. [SR, *Hamilton Spectator*, PDCB]

◆ Bruce MORGAN

Toronto Br., in Toronto 17/09/09. School teacher and member of the Royal Canadian Sea Cadets. [DM, *Toronto Star*]

◆ LCdr(C) Clifford Andrew STEWART, CD*, RCN (Ret'd)

Calgary Br., 81 in Calgary 26/06/10. Jn'd. RCN / RCAF College Royal Roads in '47 as Cdt RCN(R). Tsf'd. to RCN as Mid. 08/49 and to RN for trg. Prom. SLt 12/50, thence *Quebec* 01/53. Prom. Lt 05/53 and to *Cornwallis* (Comm. Cse.) 09/55, fl'd. by *Naden* (FOPC Flg. Lt) 09/56, *Stettler* 06/58 and *Stadacona* (FOAC Staff) 10/59. Prom. LCdr(C) 05/61, thence CANCOMFLT 04/62, fl'd. by *Niobe*. Ret'd. in '73. In retirement active volunteer on numerous boards. Bronze Medallion '88 and Silver '03. [RD, *Calgary*



Herald, e-Veritas, PDCB]

◆ **RAdm Robert Phillip WELLAND, DSC*, MiD, LoM(US), CD*, RCN (Ret.)**
NOAVI, NOABC, Ottawa Br., 92 in White Rock, BC 28/05/10. Jn'd. RCN as Cdt (Special Entry #40) in '36, to HMS *Frobisher* for trg., prom. Mid in '37, thence HMS *Exeter* and prom. SLt in '39 and Lt in '40. *St. Laurent* in '40, fl'd. by HMS *Onslow* for a/s trg. in '41, thence *Naden* (Staff O a/s to CO Pacific Coast) in '42. *Assiniboine* (XO), then i/c in '43 and prom. A/Lcdr, fl'd. by *Haida* (i/c) 12/44. *Royal Roads* (XO) in '45, prom. LCdr 05/47 to *Bytown* as SO (TAS). Prom. Cdr 07/49, thence RN Staff College in '50, fl'd. by *Athabaskan* (i/c) for Korean service fl'd. by *Naden* (COS FOCP) in '53. Prom. Capt 07/53, thence *Bytown* (DNT), fl'd. in '54 to commission *Venture* (i/c), *Ontario* (i/c) in '56 and *Shearwater* (i/c) in '58. Prom. Cmdr 04/61, thence *Bytown*

in memoriam (non members)

◆ **Lt Barnabas William Nixon APPLE, RCNVR (Ret'd)**

86 in Roberts Creek, BC 27/04/10. Jn'd. RCNVR in '44, SLt 05/44 and prom. Lt 05/45. Srv'd. in *St. Boniface* and *Inch Arran*. Rls'd. in '45. [DB, *Globe & Mail*, PDCB]

◆ **Ord Cdr Martin BEARDMORE, CD*, RCN (Ret'd)**

92 in Ottawa 29/04/09. Jn'd. RCNVR 12/39 as A/SLt. Prom Lt 09/41 (adjusted to 03/40), qual 't' and 'T' and srv'd. *Stadacona*, *Iroquois* and *Niobe*. Rls'd. in '45. Jn'd. RCN 04/49 as Ord LCdr and prom. Ord Cdr 01/53. Srv'd. in *Quebec*, *Naden*, *Niobe* and *Bytown*. Ret'd. in '66. [*Citizen*, KB, PDCB]

◆ **LCdr John Jeffery COATES, MiD, CD*, RCN (Ret'd)**

90 in Halifax 04/10. Jn'd. RCNVR at *Royal Roads* in '41, prom. SLt 04/42, Lt 04/43 and qual 'a/s'. Srv'd. *Cornwallis* and *Matane*. Tsf'd. RCN in '45 and prom. LCdr 04/51. Srv'd. *Nootka*, *Bytown*, *Stadacona*, *James Bay* and COMOPVAL. Ret'd. in '64. [SR, *Chronicle Herald*, PDCB]

◆ **Lt(P) Jean Paul FOURNIER, RCNVR (Ret'd)**

93 in Kingston, ON 12/05/10. Jn'd. RCNVR in '40, SLt(A) in '42, Lt(P) 11/42 (later backdated to '41). Srv'd. RN (for trg.), HMS *Indomitable* and various RNAS units. Rls'd. in '46. [AW, "Canada's Naval Aviators"]

◆ **Lt Gerald HALIKOWSKI, CD*, RCN (Ret'd)**

86 in Victoria 31/03/10. Jn'd. RCN in '42, CFR'd 10/55 and prom. Lt 01/63. Srv'd. in *Cayuga*, *Ontario*, *Cape Breton* and *Naden*. Ret'd. in '73. [SS, PDCB]

◆ **Lt Kevin Lawrence HARGADON, RCNVR (Ret'd)**

90 in Ottawa 29/05/10. Jn'd. RCNVR in '42, prom. SLt 10/42 and Lt 10/43. Srv'd. with RN and attached *Niobe*. Rls'd. in '45. [PDCB, *Citizen*]

◆ **Cdr(E)/A(E) Roderick Moore HOUSTON, CD, RCN (Ret'd)**

78 in St. Lambert, QC 17/04/10. Jn'd. RCN as Cdt in '49, Mid 05/51, SLt (05/54), Lt(E) (A/E) '55, LCdr 08/62 and Cdr '66. Srv'd. *Royal Roads*, RNEC for trg., *Ontario*, *Shearwater*, *Bonaventure*, *Niobe* and *Bytown*. Ret'd. in '68. [RW, *Gazette*, "Canada's Naval Aviators"]

◆ **Surg Cdr James Rodway KIRKPATRICK, RN (Ret'd)**

Former Winnipeg Br., 82 in Winnipeg 15/05/10. Surgeon RN Medical Service. Immigrated to Canada in '76, thence Surgery Professor U of M and head Gen. Surg. at St. Boniface Hospital. [GM, *Winnipeg Free Press*]

◆ **Lt William Wentworth LOUCKS, RCNVR (Ret'd)**

88 in Toronto 20/03/10. Jn'd. *Unicorn* in '43 and prom. E1 Lt(R) 05/44. Srv'd. in *St. Hyacinthe* and *Sorel*. Rls'd. in '45. [*Globe & Mail*, JD, DB, PDCB]

◆ **Cdr Donald MacKay MacLENNAN, CD* RCN (Ret'd)**

89 in Halifax 19/04/10. Jn'd. RCNVR in '41, SLt 05/41, prom. Lt 05/42, srv'd. *Stadacona*, *Captor II* and rls'd. in '45. Jn'd. RCN(R) as LCdr in '50, tsf'd. RCN(SSA) in '51, to RCN in '53 (sen. 10/53) and prom. Cdr 01/60. Srv'd. *Stadacona*, *Quebec*, *Niagara*, *Bytown* and *Bonaventure*. Ret'd. in '68. [SR, *Chronicle Herald*, PDCB]

◆ **LCdr(P) George Herbert MARLOW, CD*, RCN (Ret'd)**

86 in Florida 27/04/10. Jn'd. RCAF in '42, tsf'd. RNVR in '45 as SLt(A), thence RCNVR in '45, fl'd. by Lt(P) RCN 12/45 and LCdr(P) 12/53. Srv'd. RN, *Warrior*, *Stadacona*, *Niobe*, *Bytown*, *Antigonish*, *Shearwater* (HS 50 i/c, VU32), *Magnificent*, *Algonquin*, *Bonaventure* and *Niagara*. Ret'd. in '69. [JA, "Canada's Naval Aviators"]

◆ **Lt George Joseph PAYEUR, CD*, RCN (Ret'd)**

81 in Texas 05/12/09. CFR'd. 12/61, prom. Lt 01/65 and srv'd. *Bonaventure* and *Bytown*. Ret'd. in '77. [*Citizen*, PDCB]

(A/CNS Air & Warfare), Snr. Cdn. Off Afloat in '62 and *Bytown* (Acting VCNS) in '64. Prom. RAdm 08/674 and srv'd. as Chief Operational Readiness, VCNS and Deputy Chief of the Defence Staff. Ret'd. in '66. Civ. career running his own business. [KS, "Canada's Admirals & Commodores"]

◆ **Lt Christopher WEST, MiD, RN (Ret'd)**

NSNOA, 87 in Halifax 28/03/10. Jn'd. RN as Special Entry Cdt. at RNC Dartmouth in '41. Srv'd. in HM Ships *Queen Elizabeth*, *Klo*, *Falk*, *Beaufort* and *Orion* and HM S/M *Sleuth*. Medical discharge in '45. Thence Naval Architect degree and worked in Malaya, Scotland and Canada (Vickers, Saint John, Marystown, Halifax) as well as for his own consultancy. Post-retirement volunteer with CUSO. [*Chronicle-Herald*, SR, PDCB]

◆ **Lt Herbert Marquis PICKARD, MiD, RCNVR (Ret'd)**

93 in Calgary 01/05/10. Jn'd. RCNVR at *Royal Roads* in '41, prom. SLt 12/41 and Lt 12/42. Srv'd. with RN in *MTB 655* and in *Stadacona*. Rls'd. in '45. Civilian career as solicitor with Canadian Pacific Railway, CP Limited and Marathon Realty, the latter as Chairman. [DB, *Globe & Mail*, PDCB, GAM]

◆ **LCdr David REDMOND, CD, CF (Ret'd)**

61 in British Columbia 01/03/09. Jn'd. *Royal Roads* as Cdt in '65, thence RMC, SLt 05/69, Lt 05/71 and LCdr 01/81. Srv'd. in several destroyers. Ret'd. in '84. [*Veritas*, PDCB]

◆ **LCdr Lionel ROBERTS, CD**, RCN (Ret'd)**

88 in Halifax 27/05/10. Jn'd. RCN in '39, CFR'd as Cmd Bos'n 10/55, prom. Lt 01/58 and LCdr 01/67. Srv'd. in *Huron*, *Naden*, *Stadacona* and *Bonaventure*. Ret'd. in '71. [BC, SR, *Chronicle Herald*, PDCB]

◆ **A/Lt Paul SAMSON, RCN(R) (Ret'd)**

83 in Toronto 20/03/10. Jn'd. *Royal Roads* as Cdt RCN in '45, thence Mid RCN(R) 07/45 and jn'd. *Uganda* 01/46. Jn'd. *Donnacona* in '46, prom. SLt 05/46 and A/Lt 05/48. To Ret'd. List '52. [*Globe & Mail*, DB, PDCB]

◆ **Lt(N) James SEBE, CF**

41 on 23/04/10. Jn'd. in '90 as CIL officer, qual. parachutist and tsf'd. to reserve in *Star* in '05. PA officer for 'Skyhawks.' [PDCB]

◆ **Lt(E) Brian Kemp SMITH, MiD, RCNVR (Ret'd)**

90 in Toronto 21/03/10. Jn'd. Toronto Div. in '41, SLt(E) 05/41 and prom. Lt(E) 11/41. Srv'd. in *Stadacona*, *Blairmore* and *Stormont*. Rls'd. in '45. [*Toronto Star*, AW, DB, PDCB]

◆ **Cdr(E) Donald Hugh SMITH, CD*, RCN (Ret'd)**

79 in Halifax 03/03/10. Jn'd. UNTD as Cdt at *Scotian* 01/49, thence A/SLt(E) RCN(R) 05/51 and Lt(E) 08/53 in *York*. Tsf'd. RCN in '55 (sen. as Lt[E] 12/55), prom. LCdr 01/65 and Cdr 07/74. Srv'd. RN and *Stadacona*. Ret'd. in '80. [SR, *Chronicle Herald*, PDCB]

◆ **Capt Richard Miles STEELE, CM, DSC, CD, RCN (Ret'd)**

94 in Bridgewater, NS 14/03/10. Jn'd. RCNVR in '41, prom. Lt 12/41, qual 'n' and srv'd. *ML 054*, *Wallaceburg* and *Algonquin*. Tsf'd. RCN, prom. LCdr 03/47, Cdr 07/51 and Capt 07/58. Srv'd. *Chippawa* (SO), *Stadacona*, *Nootka* (i/c), *Niagara*, *Patriot*, *Cornwallis* (i/c) and SACLANT. Ret'd. in '68. [*Chronicle-Herald*, SR, PDCB]

◆ **Lt the Reverend Margaret STINSON (nee BOOTH), WRCNS (Ret'd)**

89 in Toronto 13/03/10. Jn'd. 10/42 and prom. Lt 07/44. Qual. 'c' and srv'd. *Stadacona* and *Coverdale* (i/c). Rls'd. in '45. [*Globe & Mail*, AW, PDCB]

◆ **Mid(E) Charles Michael TOWNSEND, RCN**

76 in Stoney Lake, ON 26/05/10. Jn'd. *Royal Roads* as Cdt(E) 09/52, prom. Mid(E) 05/54, srv'd. RNEC and HM Ships *Ocean* and *Delight*. Medical rise in '55. [RC, *Veritas*]

◆ **LCdr(P) Gerald Edward WATSON, OMM, CD*, RCN (Ret'd)**

79 in Langley, BC 14/05/10. Jn'd. RCN in '48, CFR'd as Mid(P) 05/52, SLt(P) 07/54, Lt(P) 11/55 and LCdr(P) 05/65. Srv'd. *Cornwallis*, *Quebec*, RCAF and RN for Ft Trg., *Shearwater* (VS 880, HU 21), *Magnificent*, *Cataraqui* (VC 921, *Sioux*, *Athabaskan*, *Stadacona*, MARPAC HQ and CFB Comox. Ret'd. in '76. [JA, *Citizen*, "Canada's Naval Aviators"]

◆ **Lt Thomas Jaffray WILKINS, RCN(R) (Ret'd)**

84 in Brockville, ON 22/04/10. RN FAA in WWII. Jn'd. RCN(R) at *Carleton* as SLt 05/49, prom. A/Lt 09/52 and ret'd. in '59. [*Citizen*, PDCB]

