

HMCS SACKVILLE - CANADA'S NAVAL MEMORIAL
ACTION STATIONS

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On the Front...

Bugle Call

Wartime service members, including women serving at HMCS *Conestoga*, quickly became familiar with bugle calls. The Women's Royal Canadian Naval Service (WRCNS) was established in July 1942 for duration of hostilities. *Conestoga*, located in a former school for girls in Galt, Ontario, provided basic training for WRCNS popularly known as Wrens.



On the Back...

Tiddley Times

The Tiddley Times newsletter carried a range of stories covering the Women's Royal Canadian Naval Service basic training establishment HMCS *Conestoga*, other establishments and the wartime deployment of members of the WRCNS. Between 1942 and 1945 more than 6,500 women had signed up to serve. The last issue of Tiddley Times rolled off the press in December 1945. WRCNS was paid off in August 1946.

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From the Chair

Capt(N) (ret'd) William Woodburn

Dear Trustees,

March 25, 2022 was a very good day for our beloved ship. This marked the first Friday in over two years that the rules and restrictions implemented by the government of Nova Scotia to deal with COVID were eased sufficiently to allow us to resume our regular "Friday Lunch". The enthusiasm of our members to attend this auspicious occasion was, simply put, tremendous! For many this was their initial opportunity to see and experience first-hand the renovations and improvements made to the Trustees Mess in refit. They included: improved access; a new bulkhead door between the Mess and the Conference room; an expanded area to socialize; a new paint scheme; and the pièce de résistance, a new top/ face/ and header

for the bar, hand-crafted by our very own Chief Shipwright, Jeff Morrison. I think it fair to say that everyone was suitably impressed with the improvements made.

It was so uplifting to see the ship full of life once again. Clearly, all who could attend the lunch seemed to thoroughly enjoy themselves, but it was not lost on anyone that this moment of happiness was set against the backdrop of the horrific situation currently unfolding overseas. Astonishingly, the very tyranny that the men who crewed HMCS *Sackville* fought against during the war has somehow raised its ugly head once again. Here we are some 75 plus years later needing to take a stand. I like to believe our ship and the men and women who support her are shining symbols to all

Canadians of our collective stance against such malicious yet pivotal events and I'm proud to count myself amongst them. At this stage we can only hope the war in the Ukraine comes to an end quickly and needless to say, without further bloodshed or the loss of any more innocent lives.

On a brighter note, I am pleased to inform you that the Board of Directors has been working diligently behind the scenes to further the development of the inaugural Strategic Plan for the Trust. Ultimately, the plan will provide a roadmap to develop new initiatives and focus current efforts to assure the long-term preservation of

HMCS *Sackville* for generations to come. I had hoped that we would be able to present the plan to our membership at the next Annual General Meeting. However, given the level of uncertainty surrounding the situation overseas and delays in progressing the development of a Canadian Maritime Heritage District on the Halifax waterfront (an initiative the Trust has been involved with since its formal inception roughly three years ago) we thought it prudent to postpone some critical planning activities until the Fall. Our goal now is to present the Strategic Plan in early 2023 at the next Semi-Annual General Meeting.

Finally, I'm glad to say the summer tourist season is almost upon us and everything indicates it will be a busy one with the planned return of cruise ships to Halifax. The call went out for Volunteer Trustee Tour Guides and was met with fantastic response. The ship looks great, the crew is ready and we all look forward to welcoming the public onboard once again. Hopefully somewhere along the way this year we will properly celebrate HMCS *Sackville's* 80th Anniversary which occurred in December. We have lots of ideas but no firm plans yet, so we will keep you posted as our intentions firm up. In the meantime, I wish all our Trustees, their families and friends an enjoyable, safe, and healthy summer.

I look forward to seeing you onboard!

Respectfully,
Bill Woodburn
Chair



Vice Admiral (ret'd) Duncan (Dusty) Miller, right, presents cheque to Bill Woodburn, during special Friday lunch in ship March 25

From the Captain Cdr (ret'd) Gary Reddy



HMCS *Sackville* maintained a low profile at her NC1 berth in HMC Dockyard during the winter as we gear up for an active season at our downtown berth.

On the crew front we have good news to share as LCdr (ret'd) Rick Powell has assumed the position of First Lieutenant and CPO2 Conrad Johnson is our new Coxswain. A huge thank you is extended to Cdr (ret'd) Bob Klein and CPO1 (ret'd) Craig MacFadgen for their commitment and dedication as First Lieutenant and Coxswain respectively to *Sackville*. Both will maintain their ties with the ship.

We are anxious to depart for our Sackville Landing berth and com-

mence operations in a post-COVID environment. The ship will follow public health guidelines for Trustees, guests, and visitors and we will continue to encourage masking when inside the ship.

April will be a maintenance month with Fleet Maintenance Facility Cape Scott completing some final work from last year's ship refit. On Battle of Atlantic Sunday May 1 *Sackville* will conduct her committal of ashes ceremony off Point Pleasant Park. Our planned move downtown is Thursday 12 May; however, this date could be pushed to the right if FMF is still working any maintenance items.

HMCS *Sackville* observed its 80th year of commissioning on 30 December 2021 and we plan an event to celebrate the milestone anniversary once at Sackville Landing.

On 25 March we were able to return to our traditional Friday lunch,

a much appreciated *Sackville* event for Trustees and guests over the years.

Other items of interest:

- Ship hosted HMCS *Ville de Quebec* change of command ceremony
- Crow's Nest gift of 80th Anniversary rum proved a popular tot for crew (see accompanying photos on p. 25)

- Sick and Visiting Group led by Craig MacFadgen has reached out to Trustees and will continue to develop over the coming year.

- Trustee Guides – Rick Powell is the lead and the response to his outreach has been most encouraging. We look fwd to continued support from our Trustees in this area.

- Interpretative Plan – the crew is developing ship's interpretative plan to better tell *Sackville's* story highlighting two main themes, "Life at Sea" and "Action Stations".

Make sure you join us this summer for one of our Friday lunches and meet our dedicated crew. Bring a guest and actively promote what it means to be a Trustee.



Crew Profile

CPO1 (Ret'd) Patrick Devenish, CD II, Chief Engine Room Artificer (CERA)



Pat was born in Oakville Ontario but grew up in the small community of Barry's Bay (about 3 hours drive West of Ottawa). Both history and service to country was impressed upon him from an early age through his father's (Army) and uncle's (Naval) service. Their subsequent stories on WWII to a history teacher who he still hopes to contact soon to let him know what he has been up to!

Pat joined the Royal Canadian Navy in 1982 as a Marine Engineering Mechanic (stoker) entering via the METTP (Marine Engineering Technician Training Plan) Program which saw him endure 2 years of College in Cornwall Ontario graduating with diplomas in Marine and Mechanical Engineering. During his time in the Navy, he sailed in HMC Ships *Saguenay*, *Yukon*,

Nipigon, *Gatineau*, *Toronto*, *St Johns*, and *Halifax*. He received his first EOOW qualification on board *Gatineau* in 1993 and requalified to a Cert 3 (Halifax Class) in 2001. He received his Marine Engineering Charge ticket in October of 2005. Subsequently, he spent time ashore at (then) First Canadian Submarine Squadron, Damage Control School, FMF Cape Scott Planning, Naval Engineering School as an instructor and training coordinator for the Fleet's EOOW (Engineering Officer of the Watch) Program. He then served in Ottawa with The Directorate of Training and as a Project leader on the Canadian Surface Combatant, as MARCOM's NCM PD coordinator. Finally, as a double hatted Fleet Chief Engineer and Cox'n at MOG 5 where he retired in August of 2015.

Pat has been a part of several NATO deployments, Op Apollo (Canada's contribution to the war on terrorism following the 9/11 attacks), Humanitarian missions off the former Yugoslavia, as well as, Haiti and a number of Fisheries and Sovereignty Patrols off Canada's East coast.

Upon retirement from the RCN, Pat immediately began assisting with HMCS *Sackville* as it had been quite some time since the ship had a ready use engineer. He has since expanded his duties to include outreach education (new Naval entrants, local schools, Museums and CF Unit PD days) in the form of presentations and tours of Canada's Naval Memorial.

Though he took a job at the Fleet School in February 2018, as a Compliance Officer for the new Navy trade; Marine Technician, he continues to work as *Sackville's* CERA doing what he can to not only enhance the visitor experience aboard HMCS *Sackville* but to also ensure mechanical systems receive proper preventative and corrective maintenance. As CERA, he has docked and undocked the ship twice. Pat received a certificate from the National Ship's Historical Preservation Society in 2019 for his efforts in the area of ship's maintenance.

Pat lives in Portuguese Cove with his wife Victoria, their 3 cats, and his 1966 Mustang!

Canadian Bobsleds 'Dazzle' at Beijing

Canada 'dazzled' in more than one area of the multi-event Winter Olympics in Beijing.

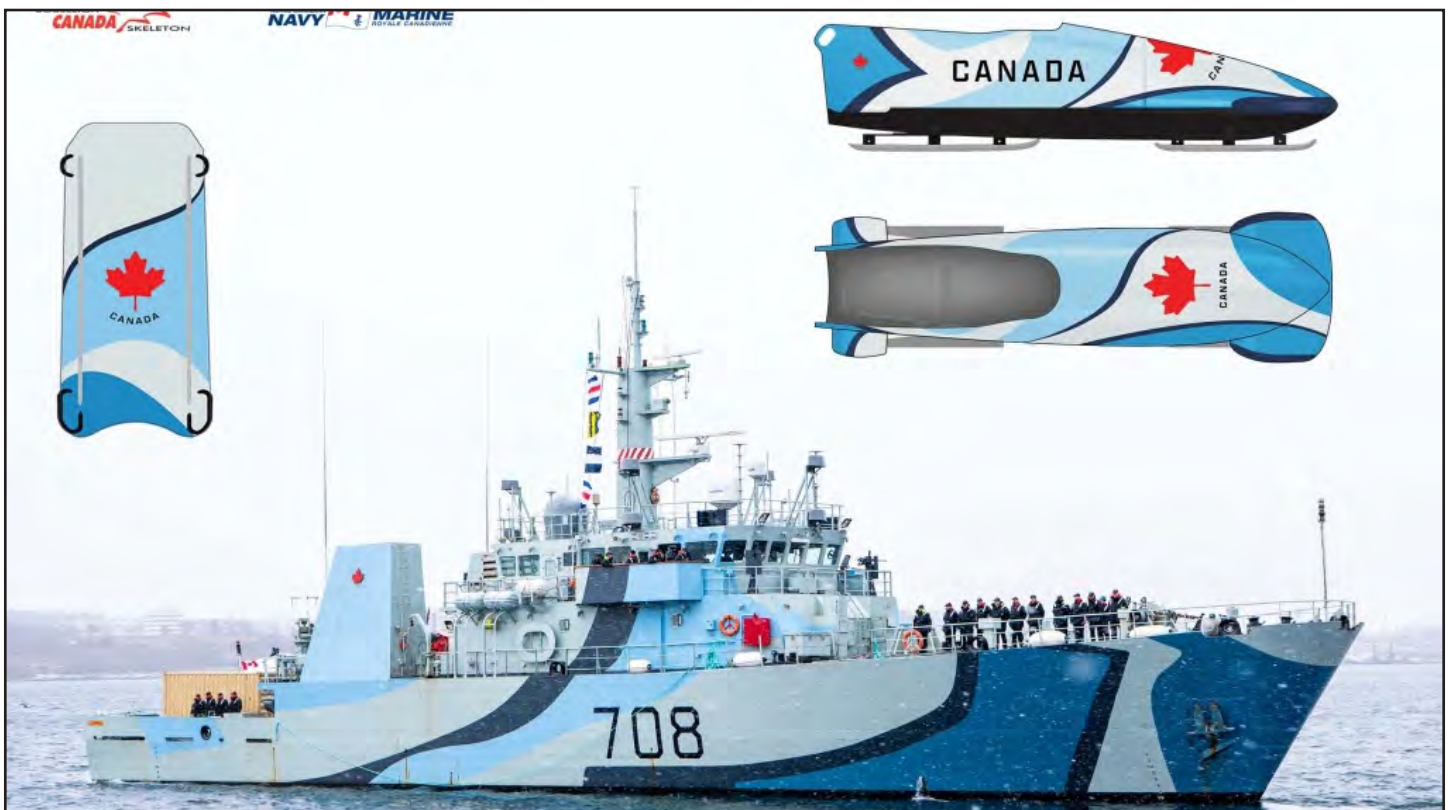
While the German teams took most of the medals in the bobsleigh competitions, Canadian athletes won bronze medals in the four man and monobob events piloting bobsleds decorated in an eye-catching color scheme that attracted more than a passing glance.

The 'striking' bobsled project was a partnership between the Royal Canadian Navy and Bobsleigh Canada Skeleton and involved a blue and white scheme to honour the sacrifices of Canadian sailors during the Second World War and to recognize those who continue to serve their country at sea. The colour pattern replicated a wartime ship disruptive paint scheme, also known as dazzle paint, designed to avoid enemy detection.

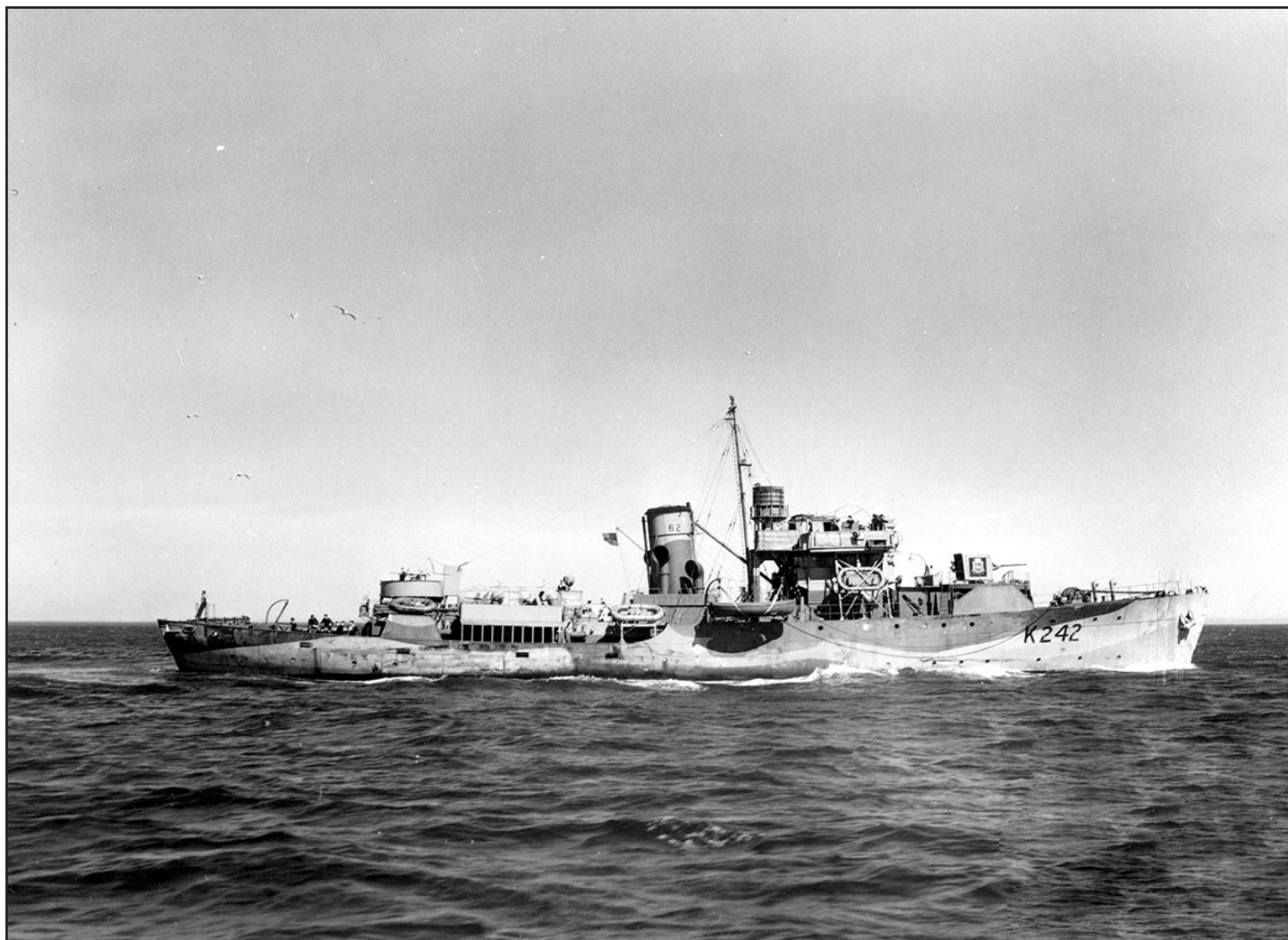
The bronze winning medalists included a four man team piloted by Justin Kripps of Summerland, BC and Christine de Bruin of Stony Plain, AB in the monobob event.

In 2020 the frigate HMCS *Regina* and the maritime coastal defence vessel *Moncton* acquired the dazzle paint pattern to commemorate the 75th anniversary of the end of the Battle of the Atlantic, the longest battle of the war 1939-1945.

HMCS *Sackville*, a veteran of the Battle of the Atlantic and Canada's Naval Memorial proudly bears the distinctive wartime white and blue paint scheme that is highly visible to visitors to the 80 year-old corvette at her Sackville Landing berth on the Halifax waterfront.



HMCS Ville de Quebec sinks U-boat in Mediterranean



HMCS *Ville de Québec* K242, Fonds Laurent Clermont, P35, P5, Collection du Musée naval de Québec

On January 13, 1943, the corvette HMCS *Ville de Québec* K242 led a daring attack on the German U-boat U-224 north of Algiers, as part of Operation TORCH. She was then commanded by LCdr A.R.E. Coleman, RCNR, a former Bell Canada manager before the war.

At 3:58 p.m., the U-boat was detected. The corvette launches its depth charges and immediately hit its target, which surfaced as the corvette veered to starboard. The captain yells “Stand by to ram!” Everyone grabbed something as the corvette rams the submarine violently, sinking the U-boat in seconds. A German sailor, Dietrich Danckworth, dispatched to the surface to check the damage caused by the attack, was propelled into the sea by the impact. He will be the sole survivor of the U-boat crew.

Only 10 minutes passed between the detection and the sinking of the submarine. Shortly after, the high ranking officers of the British Admiralty, visited the corvette. “They’re a bloody tough looking bunch of bastards,” summed up Vice-Admiral Mountbatten. “The speed of the kill reflected credit on *Ville de Québec*’s training and

alertness,” added Admiral Cunningham.

Le 13 janvier 1943, la corvette HMCS *Ville de Québec* K242 mène une attaque fulgurante sur le U-boot allemand U-224 au Nord d’Alger, dans le cadre de l’Opération TORCH. Elle est alors commandée par LCdr A.R.E. Coleman, RCNR, un ancien gestionnaire de Bell Canada avant la guerre.

À 15h58, le U-boot est détecté. La corvette lance ses charges de profondeur et atteint immédiatement sa cible, qui refait surface en urgence pendant que la corvette vire sur tribord. Le capitaine hurle “Stand by to ram!” Tout le monde s’accroche à quelque chose alors que la corvette éperonne violemment le sous-marin. Ce dernier coule aussitôt. Un marin allemand, Dietrich Danckworth, qui avait été dépêché à la surface vérifier les dommages causés par l’attaque, est propulsé dans la mer par le choc. Il sera le seul survivant de l’équipage du U-boot.

Seulement 10 minutes s’écoulèrent entre la détection et le coulage du sous-marin. Peu de temps après, les hauts gradés de l’Amirauté britanniques, visitèrent la corvette. “They’re a bloody tough looking bunch of bastards”, résuma le Vice-Admiral Mountbatten. “The speed of the kill reflected credit on *Ville de Québec*’s training and alertness”, ajouta l’Amiral Cunningham.

Naval Museum of Quebec

By: Stephen Knowles

The Naval Museum of Quebec is situated in Quebec City's Pointe-à-Carcy Naval Complex, headquarters of the Naval Reserve, the Fleet School (Quebec), the naval reserve division

HMCS *Montcalm*, as well as RCSCC Champlain. The Museum should not be confused with the Maritime Museum of Quebec situated downriver on the south shore of the St. Law-

rence in the village of L'Islet-sur-Mer where HMCS *Bras d'Or* is on permanent exhibit. In the lower St. Lawrence at Rimouski, HMCS *Onondaga* is preserved and open to visitors including the experience of spending a night on board a submarine. The Naval Museum of Quebec was officially opened in 1995 in the presence Prime Minister Jean Chretien. Its missions are the collection and display of items relating to Canada's naval reserve and the naval history of the St. Lawrence. The late LCDR Joseph Alexis Stanislas Déry RCNVR, who was First Lieutenant in HMCS *St. Thomas* when she sank U-877 in December 1944, was instrumental in founding the museum and donated many of its first exhibit pieces. Certainly these 3 sites testify to Quebec's rich naval and maritime history, and are well-worth visiting.



CNMT Life Trustee Stephen Knowles, visiting Museum Vessel HMCS *Onondaga* in Rimouski

HMCS Conestoga: The Wren Training Ship

By: CPO1 (ret'd) JoAnn Cunningham



Wartime Wrens Marching at HMCS *Conestoga*

The Women's Royal Canadian Naval Service (WRCNS) was established on 31 July 1942 to alleviate manpower shortages in the RCN. Women were recruited to fill shore positions so sailors could serve at sea and these Wrens were enrolled 'for the duration of the war'.

Three senior British Wrens were brought to Canada to recruit, train, and find suitable housing and training facilities for the Wrens. On 29 August 1942, 67 Wrens commenced training at Kingsmill House in Ot-

tawa.

With more than 2,000 applications on file within the first six months of recruiting, the pressure was on to find a larger training venue. The site chosen for the WRCNS training establishment was a former girls correctional institute located in Galt, Ontario. Sitting on 22 acres, it had four accommodation buildings, an administrative building, galley, classrooms and its own sick bay. It was ideal for training several hundred Wrens at a time.

Initially named HMCS *Bytown II*, more than 6,700 Wrens trained in Galt throughout the war. Halifax-native First Officer (Lt-Comdr) Isabel Macneill rose quickly through the ranks and was in command of the Wrens at Galt. She proposed a new name for the ship and on 1 June 1943, HMCS *Conestoga* was commissioned. The name evoked the covered 'Conestoga wagons' used by Mennonite settlers who had migrated from Pennsylvania and settled in Ontario in the early 1800s.

Probationary Wrens, as the new recruits were called, arrived at the Galt train station for a month of basic training. For most young women it was their first time away from home. Recruits were immersed in naval terminology and their training started right at the train station! They were met by the 'duty boat' (a bus) which took them to their training 'ship' (a stone frigate), where they were assigned to a 'cabin' (dorm room).

The three accommodation buildings of HMCS *Conestoga* were named after British naval heroes: Nelson, Drake, and Beatty. Collingwood housed the canteen, auditorium, and classrooms. Wren officers lived in Grenville block located across the parade square.

The daily routine at *Conestoga* followed a prescribed schedule. At 0630 'Wakey-wakey' was piped. After a hearty breakfast, served in two shifts, the duty watch mustered to assign work parties. Tasks such as scrubbing decks, shovelling snow, weeding the three-acre Victory Garden, cleaning washrooms, or washing dishes were assigned. At 0845 Divisions was piped. Wrens had to clean their living spaces, prepare for kit inspections, participate in physical training, and attend lectures on naval traditions. A different 'rig of the day' was required for each activity. Rounds were conducted twice a day; at 1130 for tidiness and at 2100 for security. Finally, at 2200 "Pipe Down" indicated that Wrens were to return to their assigned cabins and 'Darken Ship' was piped at 2230.

Each residence in Galt had its own "fo'c'sle" (rec room) where music, reading, writing, and games were permitted in the evenings. Four dogs and a cat also called *Conestoga* home.

In their free time, Wrens would often walk or take a bus two miles into

Galt to shop, eat at a restaurant, attend church functions, or visit the YMCA. Letters and parcels delivered by mail maintained important links to family and friends at home.

Successful trainees took part in a 'rating-up' ceremony at the end of their basic training. They were finally permitted to remove the white cap covers and name tags that identified them as Probationary Wrens. Their pay also increased from 90 cents per day to 95 cents per day.

Trades training continued at HMCS *Cornwallis* (Nova Scotia) for the support trades and at HMCS *St. Hyacinthe* (Quebec) for the communicators. Wrens selected for officer training went to Hardy House in Ottawa for an additional six weeks of training.

Between October 1942 and March 1945 almost 50 classes of Wrens graduated from *Conestoga*. With the end of the war in sight, recruiting ceased. The paying-off ceremony for HMCS *Conestoga* took place on 31 March 1945.

In late 1950, the federal Cabinet once again authorized the recruitment of women. The Korean conflict required more manpower for the RCN. In May 1951, Wrens were enrolled in the Naval Reserve; they were trained primarily in the Communications Branch. By 1955, women were permitted to join the Regular Force Navy and basic training was conducted at HMCS *Cornwallis*. Commander Macneill was back in uniform and the Wrens were housed in Conestoga Block, an appropriate nod to the wartime Wren training ship. Thirty-five Regu-



Saluting the Ensign at HMCS *Conestoga*

lar Force Wren courses, numbered *Conestoga I* to *Conestoga XXXV*, trained at *Cornwallis* between 1955 and 1968 when integration of the three services took place. However, the *Conestoga* name lived on; in the late 1970s and early 1980s the Naval Reserve Officer Cadet women were assigned to *Conestoga* Division and their divisional crest was the Wren crest.

Although many naval traditions have been lost, HMCS *Conestoga* will continue to be associated with the proud traditions of the Wrens and naval women who serve in the navy today.

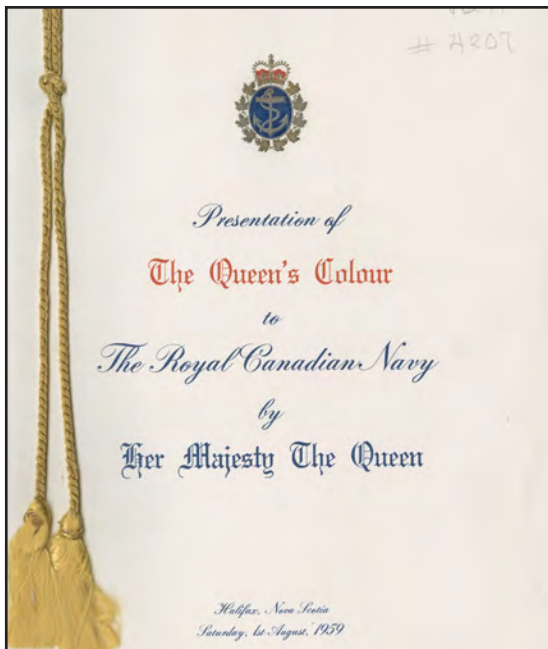
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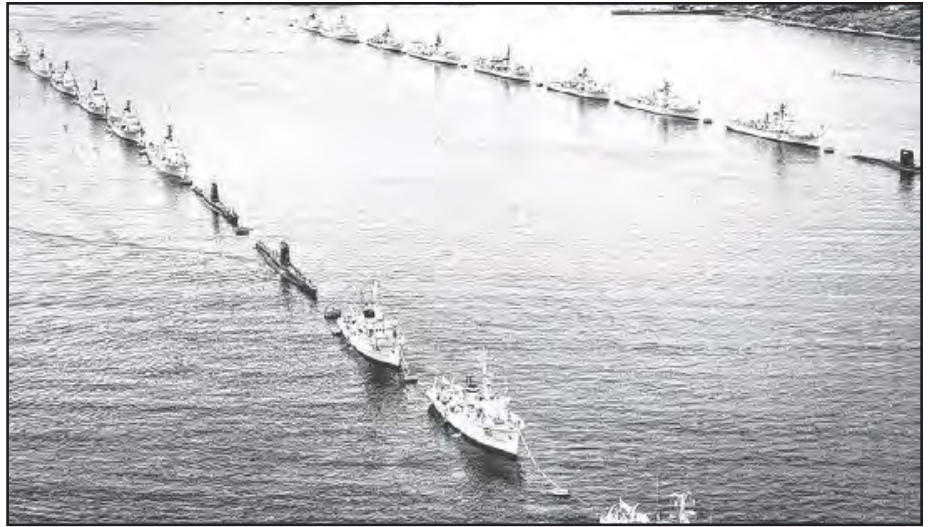
Royal Visit/Fleet Farewell 1959



Her Majesty presenting the Queen's Colour to RCN at the Garrison Grounds, 1959



Queen Elizabeth and Prince Philip, Duke of Edinburgh completed a 1959 cross-country tour of Canada by visiting Nova Scotia July 31-August 1. During the visit Her Majesty presented the Queen's Colour to the Royal Canadian Navy at a ceremony at the Garrison Grounds, Citadel Hill and formally gifted Queen Victoria's Royal Barge to the Maritime Museum. RCN ships and subs assembled in Halifax Harbour for a 'Fleet Farewell' for the Royal Couple's departure. (DND/NS Archives photos)



Queen Elizabeth Celebrates Platinum Jubilee

On February 6, 2022 Queen Elizabeth II became the first British monarch to celebrate a platinum jubilee marking 70 years of service. To mark the historic occasion year-long celebrations are underway in the United Kingdom and the Commonwealth, highlighted by a 4-day UK bank holiday June 2-5 including observation of Her Majesty's official birthday.



During her reign Queen Elizabeth has made a number of visits to Canada including Nova Scotia. Among the memorable royal milestones was the 1959 visit to Halifax when the Queen, accompanied by Prince Philip, the Duke of Edinburgh, pre-

sented her Royal Colour to the RCN at a ceremony on the historic Garrison Grounds adjacent to Citadel Hill. Ships and subs of the RCN assembled in Halifax Harbour for a 'Fleet Farewell' on the departure of the Royal Couple.

Equally memorable was the June 2010 Royal Visit to HMCS *Sackville* when Her Majesty unveiled a plaque to commemorate the visit to Canada's Naval Memorial on the occasion of the 100th anniversary of the Royal Canadian Navy and the International Fleet Review.

Spy in an East Coast Port

By: Carl Anderson

It is early on Tuesday 5 August 1941. In an east coast Canadian port, 60 ships are ready to leave the harbour's protection to form trans-Atlantic convoy HX-143, bound for Liverpool. The ships average 6,000 tons in size and their cargoes include fuel oil and gasoline, flour, sugar and grain, phosphates and iron ore, benzine and lumber. Their escorts will be Royal Canadian Navy and Royal Navy warships.

Just before noon a man climbs a narrow flight of stairs to a room high up in a building overlooking the port's waterfront. From this vantage point he can survey the port's entire inner harbour. As the ships of convoy HX-143 proceed seaward, he starts to write. He records the time, the name, and the nationality of each ship in the procession, and the flags it flies to designate its assigned position in the convoy.

The list starts with "11:00 a.m. *Madura*, British Liner." Ships are soon steaming past every five minutes or so, and the man's list grows.

"11:52 *Trojan Star*, Br. Freighter, Flags 6 and 2, There are a few passengers on her."

"1:06 *Southern Express* Br. Whale Oil Factory."

"2:01 *Novelist*, Br. Freighter, flags 1, 0, and 4." Through a telescope he observes "A man is sitting in the plane [on the ship's catapult] working on something, man under the plane with a can in his hand and a couple of others on the catapult."

"3:00 *Empire Spring*, Br. Freighter", a CAM [Catapult Aircraft Merchant] ship.

"3:31 *Empire Ray*, Br. Freighter",

another CAM ship.

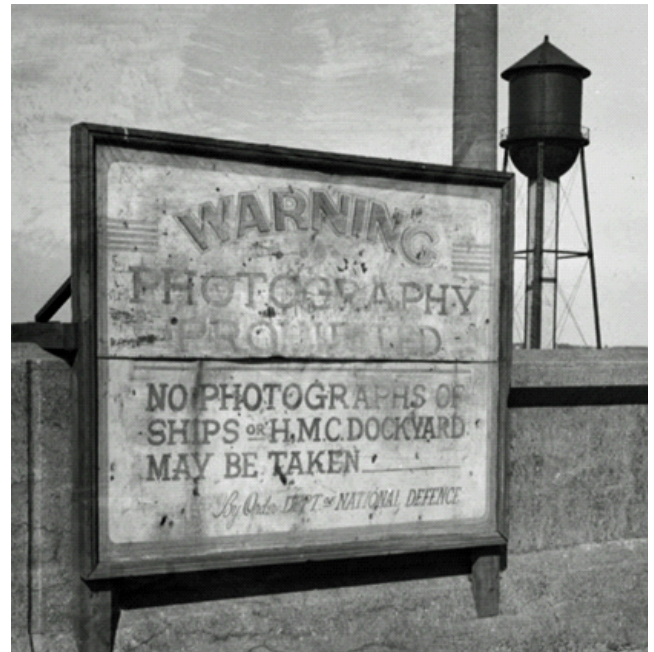
The list ends at 4:00 with "HMS *Wolfe* leaves Pier 23 and follows convoy to sea."

Convoy after convoy, the man compiles these lists of merchant ships and naval escorts departing this east coast port.

He is interested in more than the merchant ship convoys, however. On August 25th he writes, "The 13th Major Troop Convoy went to sea today. No battleships or armed merchant cruiser escorted them. Four Destroyers went in advance of them." "In this troop convoy there were some 3rd Division troops, including Quebec, Saskatchewan, and British Columbia Units, some American Red Cross nurses, American aviation workers (civilians) and some United States navy warrant officers." "There was also a ship load of Australian and New Zealand airmen."

On 21 August he writes that the armed merchant cruiser HMS *Alaunia* "has some new apparatus installed on her, between her stack and bridge she has a tower with a round glass enclosure on the top of it. I wonder if it is a Radiolocator?"

From his vantage point he also photographs ships of every description. A minesweeper and a corvette going up the harbour. The French submarine *Surcouf* going down the



harbour. A camouflaged corvette, a tanker, and eight other ships. A Dutch submarine. SS *Queen of Bermuda*. Corvette K-121, HMCS *Rimouski*. The U.S. Navy tanker USS *Rapidan*. There is an RCN signals station located just below him on the building's roof. He photographs that, too. Taking photographs of ships and military installations in wartime is absolutely prohibited, but he keeps on.

Who is this man continually recording sensitive information about convoy movements, warship activity, and troopship sailings, all of which he photographs? He's obviously a spy, but who is he working with, and how does he transmit this intelligence to the enemy?

The man's name is Jefferson. He lives in a hotel room in Halifax, Nova Scotia, and he arguably knows more about what goes on in that "East Coast Port" than any other single individual in Canada.

Censor of Publications

At the outbreak of war in September 1939 the Canadian government moved quickly to censor all news reaching the public via newspapers, magazines, and radio. There were then 10 radio stations and 16 daily and 68 weekly newspapers in New Brunswick, Prince Edward Island, and Nova Scotia. In the fall of 1939 Henry Bruce Jefferson, a 46-year-old New Brunswicker, was appointed Regional Censor of Publications for the Atlantic provinces. He was a veteran newspaperman, having worked for New Brunswick and Nova Scotia papers since his mid-twenties. In 1939 Jefferson was a senior writer and editor at the Halifax *Daily Star*. After twenty years in the newspaper business Jefferson knew practically everyone in the regional news media, a distinct advantage for him in his role as Censor.

The Regional Censor's office overlooked the harbour from high in Halifax's tallest building, the Dominion Public Building on Bedford Row. Completed in 1937, it was also referred to as the Main Post, or the

Office Dominion Tower.

At his office Jefferson received calls from news reporters and editors who read him their copy over the phone. His decisions as Regional Censor determined what the public would hear and read about the war going on around them. In the news originating from this naval port, it was vital that ships' identities be suppressed and their movements hushed up, or reported only days or weeks after the fact.

Jefferson and his wife resided throughout the war in Halifax's Hotel Nova Scotian. Their fifth floor Room 511 overlooked the marine terminals where troop ships were berthed. When he wasn't "spying" on convoys or illegally snapping photographs of ships in Halifax Harbour, Jefferson seemed to be everywhere. He observed activity from the ground, from the Dominion Tower, his hotel, and from atop the port's grain elevators. As Censor, he was entitled to passes that permitted him to go almost anywhere around the harbour, and he had access to National Harbours Board officials and military and naval officers.

Halifax Harbour during the Battle of the Atlantic was crowded with ships of every kind and nationality. Merchant ship convoys departed and arrived. There were allied warships, cargo vessels, tankers, troopships, prison and hospital ships, cable ships, fireboats and tugs.

Damaged ships limped into the

harbour and survivors of torpedoed vessels arrived almost daily. Ships went aground, were refloated, caught fire, sank, went adrift. Passenger liners serving as troopships embarked thousands of soldiers for the voyage to Europe. Others discharged prisoners of war and wounded or furloughed soldiers.

Troop trains brought soldiers bound for Europe, sailors bound for sea, and civilians arriving for war work of all sorts. Trains departed for Canada's hinterland carrying prisoners of war, Canadian wounded soldiers, and civilians from all walks of life.

Throughout the war Jefferson filled more than 700 typewritten pages of a private journal with convoy lists, hundreds of ship observations, and his first-hand accounts of events in wartime Halifax. From high in the Dominion Tower, he surreptitiously took over 700 photographs, most of which were unseen until long after the war. H.B. Jefferson, Atlantic Regional Censor, was not, however, a spy, but a man whose official duties permitted him to satisfy an active curiosity about everything in Canada's "East Coast Port." His journals and photographs are preserved in the Nova Scotia Provincial Archives. (See below.) Samples of the Jefferson's journal entries follow.

18 January 1941. *The Duchess of York* arrives from the UK bringing a thousand German airmen captured after being shot down over England in the Battle of Britain. Jefferson confers with Canada's Director of Internment regarding press coverage of the prisoners' arrival. Two other prison ships arrive, but a fourth was torpedoed and failed to make the Atlantic crossing to Halifax.

10 Jan 1942. The outward-bound armed merchant cruiser *HMS Queen of Bermuda* runs aground in the Hal-





Halifax Harbour approaches. Her RN captain had refused a harbour tug, sideswiped a pier, refused to board a pilot, and then stranded the ship on Mars Rock in a snowstorm. She comes off the rock the next day, badly holed. Jefferson suppresses news coverage of the stranding.

14 Jan 1942. The Free French Navy's giant submarine *Surcouf* arrives in Halifax with two newspaper reporters on board. Jefferson permits them to publish the story of their voyage but bars any mention of the ship's presence in Halifax. [*Surcouf* had participated in the liberation of St. Pierre and Miquelon on 24 December 1941.]

17 Jan 1942. The freighter *Byrnymore*'s steering gear fails and she rams the ship *Dalhem* at Pier 21. Reports circulated that *Byrnymore* was loaded with TNT and that a disastrous explosion was narrowly averted. In fact, neither ship was carrying explosives.

1 February 1942. The freighter *SS Maurienne*, previously reported torpedoed, arrives in port chased by a U-boat. Three days later the submarine in question is sunk by depth charges from an RCN minesweeper.

5 February 1942. The 85-foot

fishing boat *Lucille M* lands in Lockport NS with six survivors of a torpedoed British tanker [*Silveray*]. Three of the six are frostbitten and a seventh man in their lifeboat is dead. Forty-two other men from the tanker are lost. The date and position of the sinking aren't immediately known.

9 April 1942. Naval vessels search Halifax's inner harbour unsuccessfully for a submarine. It had reportedly slipped through the submarine net when it was open to admit several Allied merchant ships. The danger that some bulk explosive ship might be blown up subsides. The Hollywood movie "The Fleet's In", starring Dorothy Lamour and William Holden, plays in a Halifax theater. Fights break out among US sailors and marines. Most of the city's over-night restaurants are the scene of fighting. Jefferson notes that the Union Cafe is wrecked.

10 April 1942. British freighter *SS Trongate*, moored in Halifax Harbour, signals she has fire below decks and that there is TNT on board. Several tugs begin pumping water into her. Around midnight *Trongate*'s crew is sent ashore as she prepares to scuttle. RCN minesweeper HMCS *Chedabucto* is ordered to

sink *Trongate* with gunfire. At 3 a.m., 11 April, *Trongate* sinks after being hit by 20 to 25 4-inch shells. One shell from *Chedabucto* is later found on a Halifax pier where it had come to rest after passing through *Trongate*'s hull and ricocheting across the water.

26 July 1942. The captain and crew of the fishing boat *Lucille M* come ashore in two dories at Cape Sable NS a day after their boat was shelled and sunk by a U-boat [U-89] SW of the Cape. The boat's engineer was hit by a machine-gun bullet. Jefferson notes that the *Lucille M* is the first fishing boat to be sunk by the enemy.

30 July 1943. Freighter *SS Jamaica Producer* runs down an RCN corvette in heavy fog 60 miles off the Nova Scotia coast. Twenty-four men are thrown into the water from the corvette, and all are miraculously rescued by *Jamaica Producer*'s boats. Both vessels make their way safely to Halifax.

3 August 1943. Jefferson is advised by telegram that the Canadian Government will take over the Chateau Frontenac in Quebec City for "war purposes". This is to be kept strictly secret with no publicity pending an official announcement. Jefferson consults Admiral Leonard Murray [Commander-in-Chief Canadian Northwest Atlantic] and is told that British Prime Minister Winston Churchill will arrive in Halifax late on 9 August aboard the *Queen Mary*. He will then proceed to Quebec by rail to confer with U.S. President Franklin Roosevelt on the conduct of the war [the first Quebec Conference, 17-24 August 1943]. There will be over 100 persons in Churchill's party. Jefferson starts making arrangements to witness Churchill's arrival in person.



9 August 1943. The *Queen Mary* arrives in Halifax at 9:30 p.m. and proceeds to Pier 21 where she is visible from Jefferson's hotel room. He gains entry to the restricted Pier 21 using a "borrowed" pass belonging to the Nova Scotia Attorney General Joseph MacQuarrie. There are no newspaper reporters there. Churchill descends the gangway, waving and giving his "V" sign. The party departs for Quebec by special train with Churchill occupying the private car of the CNR president.

23 August 1943. Jefferson is taken on a tour of the *Queen Mary*. Four days later she departs Halifax, without Churchill, who has gone to Washington following the Quebec Conference.

29 August 1943. British battle cruiser HMS *Renown* arrives in Halifax just after midnight in dense fog. Jefferson surmises she will transport Churchill back to England.

12 September 1943. Jefferson writes that since her arrival, HMS *Renown* has been continually entertaining visitors, including "truck-loads of CWACS and WRENS". It is

widely believed that she will transport Churchill back to England.

14 September 1943 Jefferson is one of only two civilians permitted to witness Churchill's arrival by train from Washington. The Prime Minister and his party, including his wife and a daughter, board HMS *Renown*. He then impulsively decides to take a tour of Halifax, for which he says he can only spare 20 minutes. Churchill returns to the ship an hour later, then re-embarks. HMS *Renown* departs for England.

18 September 1943. Jefferson attends the launch of Canada's first Canadian-built Tribal-class destroyer, HMCS *Micmac*. Hundreds of shipyard workers, guests, reporters, and dignitaries are on hand, and a huge buffet luncheon is laid on. Jefferson and others note that among the Allied naval ensigns on display is a white Russian ensign bearing a hammer and sickle and a star in red.

30 October 1943. Jefferson flies to Ottawa for an annual conference of Canadian Censors of Publications. He is entertained in the homes of many of his friends. He writes that

the food in Ottawa is much better, and men's clothing is much more available, than back home in Halifax.

21 November 1943. Jefferson dines in Halifax with Yussef Karsh, the noted Canadian photographer. Karsh has just returned from two months in London where he had a Canadian government commission to photograph the principal Allied war figures. He photographed the King and Queen and numerous dignitaries including Canadian Prime Minister King and the Norwegian Royal family.

19 March 1944. Another busy day begins in Halifax Harbour:

2:08 a.m. SS *William H. Prescott* drags anchor near wreck of SS *Trongate*. Pilots and tugs are called out.

2:29 a.m. *Prescott* grounds on wreck of *Trongate*. 3:00 a.m. *Prescott* free of wreck but fouled by barge. 3:37 a.m. *Prescott* free of barge, proceeds with tugs.

3:50 a.m. *Prescott* anchored.

4:02 a.m. *Prescott* drags anchor again. Tugs return.

4:15 a.m. *Prescott* proceeds with tugs to anchorage.

4:40 a.m. *Evelyn B* dragging anchor.

References:

Jefferson's journals and photographs can be viewed on Archives Nova Scotia's website. See *The Censor and the City: H.B. Jefferson Captures Wartime Halifax*, which includes a biographical sketch of Jefferson by Nova Scotia author William Naftel.

We're Back!

March 25th Lunch Onboard



Bar manger Chuck Goldberg, left, and Neil MacDonald ready to serve



Rick Powell, First Lieutenant, centre, chats with Bruce Moxley, left, and Roger Chiasson.

Trustees and guests celebrate return of Friday lunch in ship

Overcast skies and showers on March 25 didn't dampen the turnout or enthusiasm of Trustees and guests who attended the first Friday lunch aboard the spiffy HMCS *Sackville* in two years.

With the easing of public health restrictions around COVID on March 21, Commander (ret'd) Gary Reddy, Commanding Officer and crew were more than ready to show off the renovations and improvements since Canada's Naval Memorial underwent an extended refit in HMC Dockyard 2020-21

For most of the attending Trustees this was their first opportunity to experience and view the refit of the Trustees Mess. This included improved access via a new bulkhead door between the mess and the conference room; an expanded area to socialize and a new top/face/ and header for the bar, hand-crafted by the ship's Chief Shipwright Jeff Morrison.

Cdr Reddy welcomed Trustees and guests and introduced members of ship's crew that have been involved in the ship's refit in the last several years, along with announcing a new First Lieutenant, Lieutenant Commander (ret) Rick Powell, and new Coxswain, Chief Petty Officer (ret'd) Conrod Johnson.

Captain (N) (ret'd) Bill Woodburn, Chair of the Canadian Naval Memorial Trust commended the ship's crew for their dedication and all they have achieved and said "it was so uplifting to see the ship full of life again." He noted it was also timely and much appreciated to accept a contribution from long-time supporter Commissionaires Nova Scotia (CNS) which was presented by Vice Admiral (ret'd) Duncan (Dusty) Miller, former Chair of CNS and former Chair of CNMT.



Graham McBride (91), a Korean naval war veteran, and Bill Gard onboard for lunch today after a two year hiatus due to Covid-19. The luncheon was well attended and the sandwiches and seafood chowder were excellent. Our get together for lunch allowed us to see many trustees and guests for the first time in two years.



New Coxswain, CPO Conrad Johnson socializing at the luncheon



Past and present Chair sharing a laugh

Exceptional Naval Women: Commander Isabel Janet Macneill, OBE, LLD, OC

By: CPO1 (ret'd) JoAnn Cunningham

Born in Halifax in 1908, Isabel Macneill studied at the Halifax Ladies' College, Mount Saint Vincent Academy and the Nova Scotia College of Art. She graduated from the School of Art in England and worked as a scenic designer for London theatres. She later taught art and drama at schools in Cape Cod and Washington, D.C.

When war was declared in 1939, Macneill returned to Halifax. She and her two sisters volunteered at the North End Services Canteen which catered to merchant navy sailors and service personnel. Isabel and her sister Edith were two of the three founders of the *Ajax Club*, a recreational facility for members of the Royal Navy visiting Halifax.

When the Women's Royal Canadian Naval Service (WRCNS) was established in 1942, Macneill was one of 67 women enrolled in the first class. Upon graduation, she was commissioned and assigned as training officer for Wren recruits in Galt, Ontario. Quickly rising through the ranks, Lieutenant Commander Macneill became commanding officer of HMCS *Conestoga* in March 1943. As CO, she was the only woman in the British Commonwealth, apart from royalty, entitled to be piped aboard a ship.

Loved and respected by all Canadian Wrens, Macneill was an effective mentor and leader. In June 1944,

The June 1944 issue of the Wren newsletter The Tiddley Times describes Macneill:

When she is speaking to a group of Probationary Wrens of the tradition behind the Navy, or when she deals with captain's defaulters on the quarterdeck, she can be as stern and majestic as any 'old man' on board a flagship of the Fleet! But there's an air of femininity always, and an unceasing feeling of gentleness about Lieutenant-Commander Macneill which can best be illustrated by a word or two about 'Trilby' ... (her) beautiful little copper dachshund. ... (Trilby) is always with the CO, tagging along at her heels to divisions, lectures, and rounds.



she was promoted to commander and made an Officer of the Order of the British Empire.

When HMCS *Conestoga* was decommissioned in March 1945, Macneill was appointed Staff Officer Wrens for the Commander Atlantic Coast in Halifax. She was demobilized in April 1946 along with more than 6,700 Wrens she had trained 'for the duration of the war'.

After the war, the *Conestoga* training facility once again became the Ontario Training School for Girls; Macneill was appointed as the civilian superintendent. Over the next six

years, she was credited with enacting many reforms designed to improve the lives of the incarcerated girls. In recognition of this work, Macneill was awarded the Coronation medal in 1953.

When women were permitted to join the Regular Force Navy, Macneill served at HMCS *Cornwallis* as Staff Officer (Wrens) from 1954 to 1957.

In 1960, after a year of studying correctional facilities in Europe, Macneill became superintendent of the Federal Prison for Women in Kingston. She introduced vocation-



Commander Macneill Heading To UK (1944)

al and academic courses, improved the prison uniforms, and established early release programs for the inmates. Her work continued at the prison until 1966.

Macneill also served three terms with the Canadian Criminology and Corrections Association. She was awarded the Order of Canada (1971), the Queen's Jubilee Medal (1978), and received honorary Doctor of Laws degrees from Queen's University (1977) and Dalhousie University (1980).

After retiring to Mill Village in Nova Scotia, she became director of the Canadian Institute for the Administration of Justice 1979 to 1982. She was the first woman on the board of governors of the Canadian Corps of Commissionaires (NS Division) and acted in that capacity from 1982 until her death in 1990.

Author's Note:

Commander Isabel Macneill's photo album is available online at HMCS *Conestoga* 1943-1945 Flickr. In addition to showing images of Wrens and Wren Officers at HMCS Conestoga there are photos of distinguished visitors to the ship

including Princess Alice (granddaughter of Queen Victoria and Honorary Commandant of the WRCNS), Angus L. Macdonald, Canada's Naval Minister, and Isabel's sister and brother-in-law Janet and LCdr Desmond Piers.

References:

1. *Proudly She Marched, Volume 2: Women's Royal Canadian Naval Service* by Anne Kallin, Canadian Federation of University Women, Kitchener-Waterloo, 2007.
2. *Sailors, Slackers and Blind Pigs: Halifax At War* by Stephen Kimber, Anchor Canada, 2003
3. *Isabel Macneill* by John Boileau, online article, The Canadian Encyclopedia, 19 June 2019. [Historica Canada. www.thecanadianencyclopedia.ca/en/article/isabel-macneill](http://www.thecanadianencyclopedia.ca/en/article/isabel-macneill)
4. *The Tiddley Times: The WRCNS Magazine*, Lieutenant Nancy Pyper, editor, June-July 1944 issue, NSHQ, Ottawa.

Ship's Sick and Visiting Committee Active

Trustees now hear this:

Earlier this year, HMCS *Sackville* formed a Sick and Visiting Committee under ship's Coxswain Craig MacFadgen.

If you are unable to make your way to the ship or if you know of a Trustee that is in the hospital, care facility or unable to leave their home, please contact Craig MacFadgen craigmacfadgen@hotmail.com or Bill Gard wgard@eastlink.ca. In addition to Craig and Bill, other members of the visiting team include Padre Andrew Cooke and Bruce and Sue Moxley.

Visits in the last several months include Camp Hill Veterans Memorial Building where members met with Second World War veterans Flying Officer Russ Hubley and Patricia Martinson who served in the Royal Indian Naval Reserve during the war. Craig and Bill also visited with Korean War veteran Chief Petty Officer Tom Estabrooks at his Dartmouth home where they viewed Tom's naval memorabilia including an account of his career "I Have Seen the Harbour Lights."



Craig MacFadgen spends some time with Second World War veteran Russ Hubley, Halifax.



Bill Gard visits with Korean War veteran Tom Estabrooks, Dartmouth.



Political Blind Date

“Political Blind Date” is a Canadian television program, produced by TV Ontario (TVO), which began airing in 2017. The series brings together two politicians with different perspectives for a “date” so that they can present their opposing views on a particular topic.

The episode with Liberal MP Darrell Samson (Sackville-Preston-Chezzetcook and Parliamentary Secretary to Minister of Veterans Affairs and Associate Minister of National Defence) and Conservative MP John Brassard (Barrie-Innisfil and Shadow Minister for Veterans Affairs) involved the state of veteran affairs in Canada and aired on 22 March 2022.

The MPs first visited Brassard’s riding in Barrie, ON to meet veterans who are fighting to get their claims resolved as a result of a backlog of claims in Veterans Affairs. Then the MPs visited Halifax to meet with former service members and families who have benefitted from Veterans Affairs programs and services brought about by the current government.



The Halifax part of the production was filmed on board HMCS *Sackville* on 27 July 2021. The MPs met with veterans and CNMT Trustees including Second World War veterans Merchant Navy Captain Earle Wagner and Commander Rowland Marshall.

Trust and Mess Events

Christopher Verklan, Winner of CNMT Essay Contest

CNMT has been providing the First Prize of \$1,000 for the Canadian Naval Review's annual Essay Contest. The winner for 2021 was Christopher Verklan, a student at the University of Calgary pursuing a Master's degree in Strategic Studies. His article was entitled "Winning the Narrative Battle on the High Seas: A Warning for the RCN." It makes for interesting reading in the wake of the invasion of Ukraine by Russian Forces.



Sackville at her usual Winter berth in HMC Dockyard



HMCS Ville de Quebec change of command:

Captain (N) Sheldon Gillis, centre, Deputy Commander Canadian Fleet Atlantic presided at HMCS Ville de Quebec change of command ceremony aboard HMCS Sackville. The new CO, Commander Russell Hodgson is shown at left and Lieutenant Commander Turnstall, outgoing CO at right.



59 Steps Rum
 HMCS Sackville's crew enjoyed a special tot of "Fifty-nine Steps to Crow's Nest rum" provided courtesy of Crow's Nest President CPO (ret'd) Jon Summers on occasion of the Crow's Nest 80th anniversary.

RCN Minesweepers of World War II

By: LCdr (ret'd) Doug Thomas

Minesweepers were smaller and had a less active war than the corvettes, frigates, and destroyers which garnered most of the publicity and glory. Pre-war threat assessments held that mines would be a significant problem. To that end, most of the 64 corvettes in the initial building programme (including *Sackville*) were fitted with minesweeping equipment to counter moored contact-mines which had caused mayhem in World War I. Such mines could be laid from surface ships, by aircraft, or by submarines. In Canadian waters they were laid by submarines: two mines replaced each torpedo and could be laid in secrecy with the submarine submerged.

The RCN's 84 minesweepers, of 5 different types, were generally employed in or near Canadian coastal waters. Most of them were engaged in anti-submarine operations throughout the war, and some

were not even equipped for mine-sweeping – but could be quickly if needed. Minesweeping equipment was removed from the early corvettes when it became clear that the primary threat to shipping was from U-boat torpedoes, and escorts were employed solely in protecting convoys and conducting anti-submarine operations (ASW).

About one thousand feet of sweep wire was paid-out astern of the minesweeper, with a torpedo-shaped Oropesa float supporting its far end. Below the surface, attached to the wire, were a kite and an otter – steel frames each with four inclined slats. The otter – far astern - veered the wire outward from the towing ship, while the kite kept it at the desired depth. Just ahead of the otter was a set of cutters which snagged and cut the mine's mooring cable. The mine would rise to the surface and be sunk or detonated by small arms fire.

Minefields were only laid on two occasions in our coastal waters during World War II (off Halifax and St. John's, both during 1943), but the threat always existed. The German Navy believed it was more effective for U-boats to attack surface targets in and near North America with torpedoes, but we had to sweep the approaches to major ports anyway - we never knew if or when the Germans had laid mines and the only means by which we could be reasonably sure it was safe to transit through mineable waters was if minesweeping had just been completed.

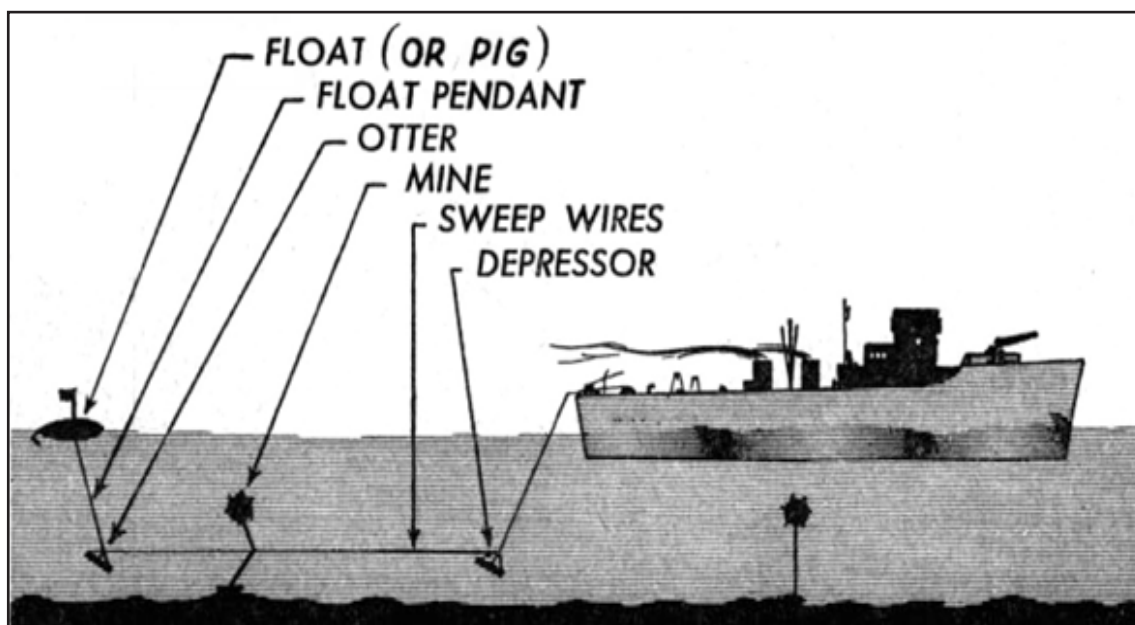
The principal mine threat encountered by the RCN was the moored contact-mine as discussed previously. Sophisticated Influence mines, which did not require direct contact with the target, were developed during the war:

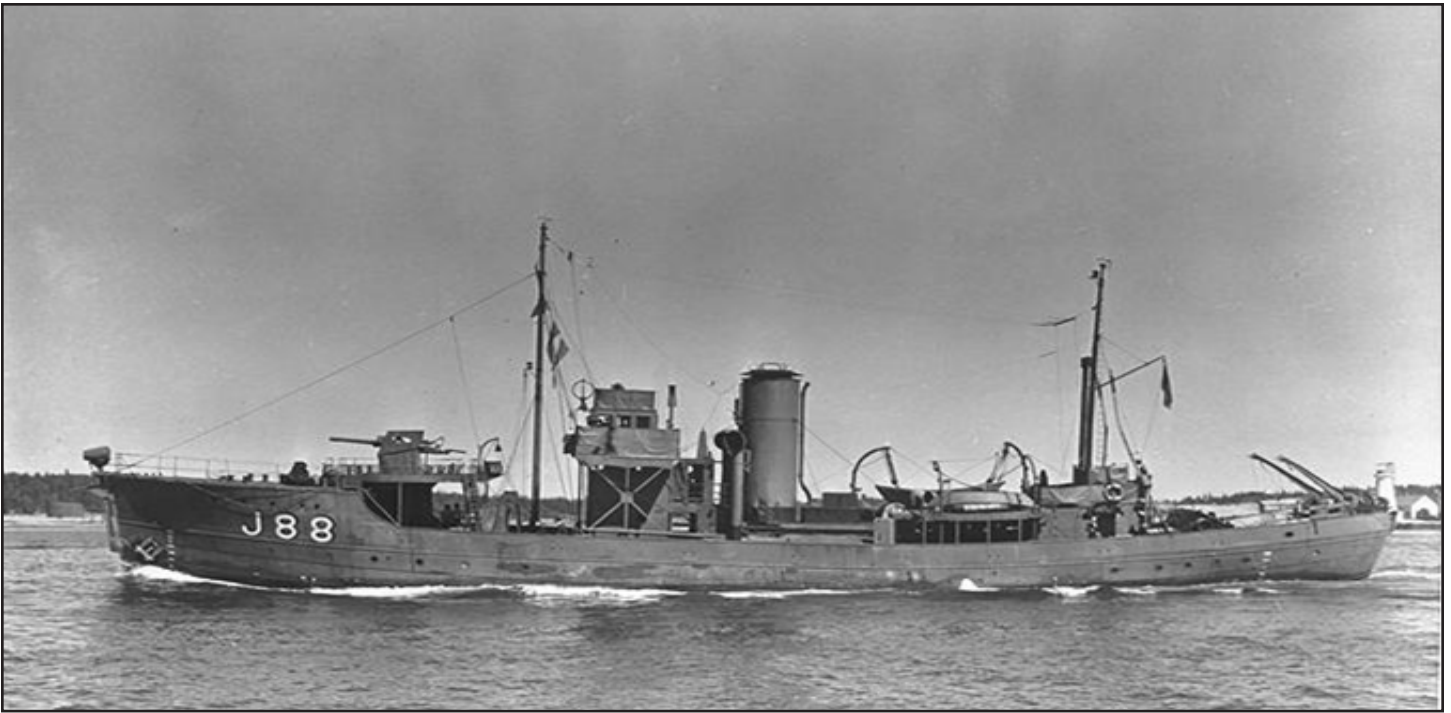
a. The Magnetic Mine, detonated by the magnetic field of the ship;

b. The Acoustic Mine, detonated by the sound of a ship's propellers; and

c. The Pressure Mine, activated by the change in water pressure caused by a ship passing overhead.

These variants, and combinations thereof are employed in modern naval warfare although there are considerable stocks of the basic moored mines, particularly in third





HMCS *Fundy* - One of the "Tea-Time Trawlers!"

world countries.

Fundy Class

The four Fundy class were the first warships to be built in Canada since World War I, completed to a British design in 1938. They were new, but already obsolescent: coal-fired (i.e., sailors [stokers] shovelled coal into their boiler's fire box) to create steam for their reciprocating engines, producing a maximum speed of 12 knots. They represented 40% of the RCN's Order of Battle (OR-

BAT) in 1938.

The hull was a trawler design, with a short raised-foc'sle and 4" gun – from some angles they look similar to the early-configuration Flower class corvettes. There were many ships in the RCN with reciprocating engines, including frigates and corvettes, but most burned oil rather than coal. HMC Ships *Comox*, *Fundy*, *Gaspe* and *Nootka* (renamed *Nanoose* in 1943) operated as part of the Halifax Local Defence

Force: sweeping the port approaches for mines on a daily basis and were nick-named the "Tea-time Trawlers."

These ships were designed for sweeping moored-contact mines, which floated just below the surface and were moored via a steel cable to an anchor on the bottom. Detonation of the explosive warhead was initiated by a ship or submarine striking one of the horns projecting from the spherical mine.

Bangor Class

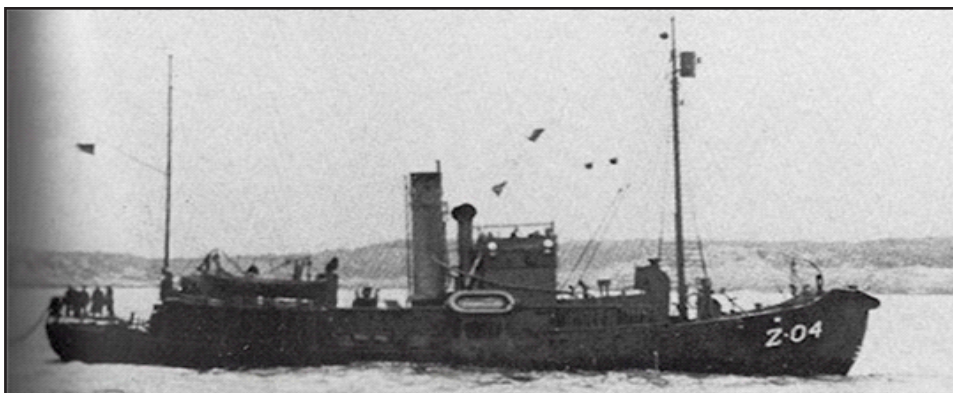
This numerous class of 54 ships (including six ordered for the RN but loaned to the RCN) were steam-powered, except for ten smaller diesel-powered versions - smaller and lighter because they did not require boilers and the engines were more compact. They were



HMCS *Wasaga* – the first RCN Bangor

fitted with asdic (sonar), carried 40 depth charges, two D.C. chutes, and two D.C. throwers.

Although the Bangors were equipped as minesweepers, most of them operated as members of local escort forces in and near Canadian waters. Canada was asked to provide two flotillas of fleet minesweepers to sweep the waters in the English Channel and off the Normandy coast prior-to and during the D-Day Landings. 16 of the steam Bangors deployed early in 1944 to Plymouth for extensive minesweeping workups prior to D-Day. They performed very well as part of the Allied Minesweeping effort, and most of them were engaged in port clearance duties until well after the conclusion of the war in Europe. HMCS *Chedabucto* was lost after a collision with the cable vessel *Lord Kelvin*, and three more Bangors were sunk by U-boats: HMC Ships



HMCS *Suderoy 5*

Clayoquot, *Guysborough*, and *Esquimalt*. A number of this class were transferred to the RCMP Marine Division, sold to the Turkish Navy, or retained by the RCN for seasonal training duties. HMCS *Granby* was a tender for clearance divers in Halifax until 1966; her name and duties lived on in the re-named frigate *Victoriaville* until 1973.

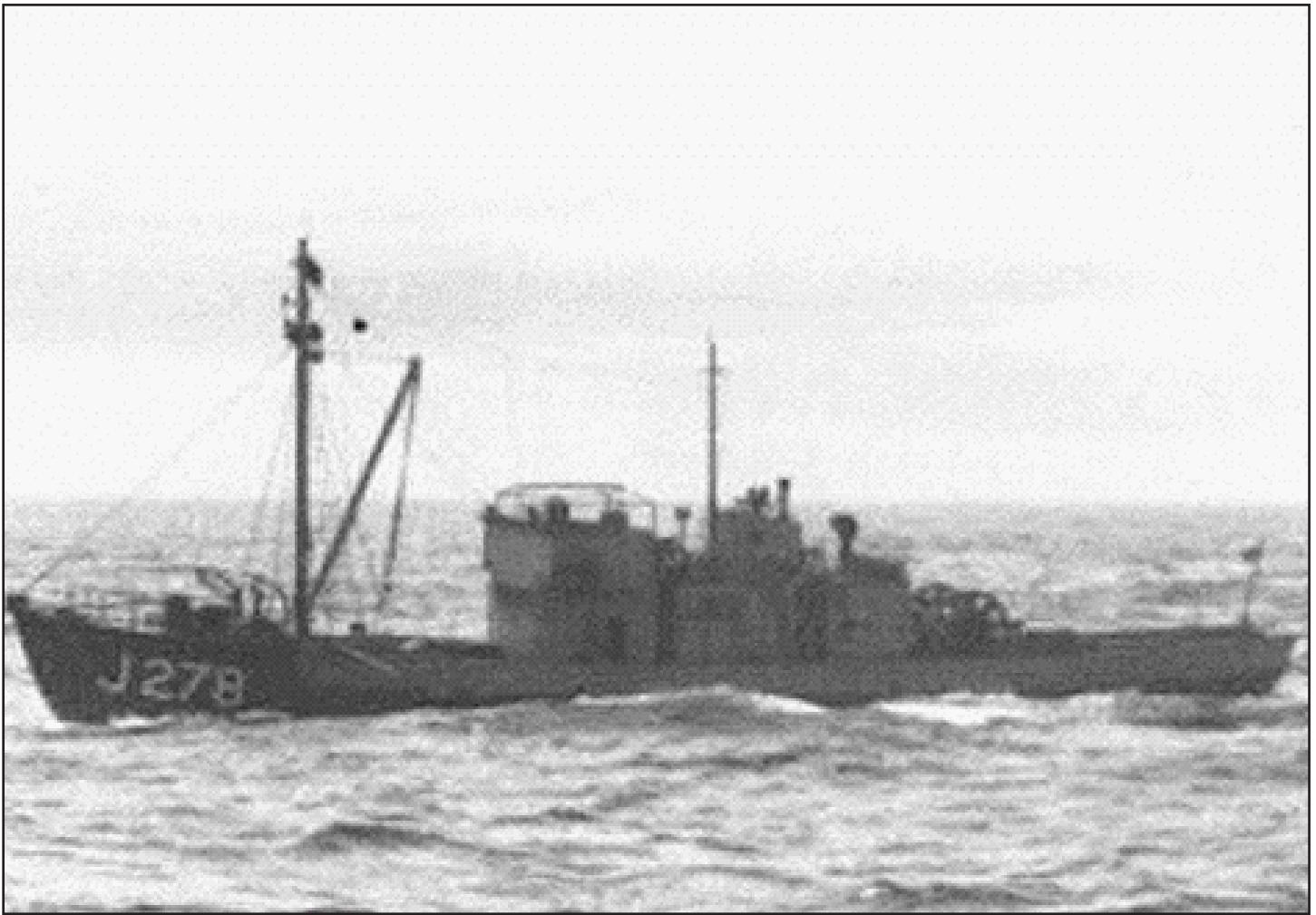
Algerine Class

These large ocean-going minesweepers, some 20' longer than cor-

vettes, were built in Canada for the RN and RCN but many were never fitted with minesweeping equipment. The 12 Canadian units were employed as ASW escorts – frequently carrying the Escort Group's Senior Officer and staff. Some of these vessels were retained in the RCN after the war for training Naval Reserves on the Great Lakes and as Auxiliary Vessels for Operational Research. Several were transferred to the Belgian Navy in 1959.



HMCS *Rockcliffe* – RCN Photo



HMCS *Llewellyn*

The Suderoys

After the Fall of Norway in 1940, Norwegian merchant vessels not able to return home joined the Allied War effort. The whaling ships *Star*, *Suderoys IV*, *Suderoys V*, and *Suderoys VI* were commissioned and reconfigured as inshore minesweepers and patrol vessels.

HMCS *Suderoys V*, with Lt. Murray Knowles in command from June 1942 to November 1943, was a member of the Sydney Force. After the war she and her sister ships returned to Antarctic whaling.

Llewellyn Class

10 wooden-hulled 105' magnetic-minesweeping vessels were built in Canada. Two, *Llewellyn* and *Lloyd George*, were assigned to Halifax Defence Force and conducted pre-

cautionary sweeps of the Halifax approaches for magnetic-influence anti-ship mines. After the war they served as tenders for naval reserve divisions for a few years. The other eight of this class were built on the West Coast and employed there for the duration of hostilities. They were paid-off at the end of 1945.

Conclusions...

Minesweepers were an important component of the RCN, even though the mine-threat in Canadian waters did not materialize as the serious problem that had been anticipated. Aside from the "Tea-Time Trawlers" and the small *Llewellyn* class of specialized minesweepers, these ships proved to be excellent escorts and patrol vessels in local waters, and for protecting coastal convoys.

References

1. Wartime RCN Photos were provided courtesy of CFB Halifax Formation Imaging Services.
2. Details in this article were from a number of sources, including *Minesweepers of the Royal Canadian Navy 1938-1945* by Kenneth Macpherson; and *The Canadian Naval Chronicle 1939-1945* by Fraser McKee and Robert Darlington.

Crossed the Bar



Lieutenant (N) Terrance (Terry) Meloche OMM CD of Woodstock, Ontario who joined the Navy in 1964 as a naval electrician, served in a number of ships and shore establishments culminating in his appointment as Command Chief 1995-1999 passed away Jan 27 at age 74. Following commissioning in 1999 and prior to retirement after 42 years of service he was area cadet officer for southern Ontario. He was active in a number of military support and community organizations, including the Navy League of Canada, Museum of Naval History and the Royal Canadian Legion. He was predeceased by his wife Ann and his son Brian; he is survived by a large number of family members, including 23 grandchildren and one great-grandchild.

John (Jack) Glavin, a veteran of the Second World War who signed up at 17 and served in the RCNVR in the North Atlantic passed away in North Vancouver, BC in December 2021 at age 96. Following the end of hostilities he commenced a lengthy career in the general insurance industry. Survivors include his wife Elizabeth, children Christine, Gibson and Jim and brother Gerry. Donations in his memory may be made to the Canadian Naval Memorial Trust/HMCS *Sackville*, PO Box 99000, Station Forces, Halifax, NS B3K 5X5

Lieutenant Commander (ret'd) Harry Steele, prominent Canadian business executive and Honorary Naval Association of Canada President passed away January 28 in St John's, NL at age 92. Early in his career while attending Memorial University he enrolled in the University Naval Training Division (UNTD) and following graduation transferred to the RCN. He retired after 24 years of service with his final posting as base commander at Gander, NL. He then pursued a successful business career in a number of industry sectors in Newfoundland and across Canada, including Eastern Provincial Airlines and Newfoundland Capital Corporation. Survivors include his wife Catherine and sons Peter, Rob and John.

Commander Michael F. Morres (ret'd), a 36 year veteran of the Navy and active in the arts community and naval support organizations, passed away in Victoria at age 81. A graduate of Royal Military College, he held a number of appointments on both coasts, US and UK, including vice commandant of Royal Roads Military College; commanding officer of HMCS *Yukon* and senior planning officer, NATO Headquarters, London. In civilian life he was an international tour director, past president of Pacific Opera Victoria and active in several capacities of the Naval Association of Canada, including president of the Vancouver Island Branch, Victoria. He was predeceased by his wife Barbara.

Commander Douglas Innes (Doug) Caie CD (ret'd), who joined the Navy at 16 as an ordinary seaman, served in naval air before being commissioned and transferring to the public affairs branch passed away in Eastern Passage, NS January 15 at age 79. During his early career as a naval air crewman he flew in Trackers from Shearwater and off HMCS *Bonaventure* and as an air observer in Argus aircraft out of Greenwood. His lengthy public affairs career included postings at National Defence Headquarters and senior public affairs appointments in Toronto, Winnipeg and Halifax. Following retirement in 1997 he started a public affairs consulting business with a fellow retired officer. He was an advocate for several military support organizations, including the Canadian Naval Memorial Trust (CNMT)/HMCS *Sackville*. Survivors include his wife Mary Ellen, children Kristine, Karen and Doug Jr; grandchildren Ellen and Kyle, brothers Jack and Don and sister Barbara. His ashes will be spread at sea from Sackville at a future date. Donations in his memory can be made to CNMT, PO Box 99000 Station Forces, Halifax, NS B3K 5X5



James G. Thompson, a prominent London ,ON business executive and sportsman passed away in March 2021 at age 94. He attended Royal Roads Military College and University of Toronto (engineering) and was president of Supertest Petroleum Ltd. He was active in a number of community organizations and sports fields; served as honorary colonel of 1st Hussars Regiment and was inducted into the London Business Hall of Fame, the Canadian Sports Hall of Fame and the Canadian Motorsports Hall of Fame. Survivors include wife Beverly, children Adair, Leslie, Ann, Robin and Gordon and a number of grand and great-grandchildren.



William (Bill) MacPherson of Dartmouth, NS, passed away March 15 at age 89. A graduate of Saint Francis Xavier University (geology), he had a lengthy career as an executive in the mining industry. He was a life member of the Association of Professional Engineers and Geoscientists Newfoundland and Labrador and a life member of the Canadian Naval Memorial Trust/HMCS *Sackville*. Survivors include his wife Claire, children Reigh, Kerry, Kathy and Richard and a number of grandchildren and great-grandchildren.

Trustee Remembers Shipmate Harry Steele

Harry Steele was a shipmate in HMCS *Fort Erie* 1960-62 and during our time in the frigate we sailed from the Arctic Circle to the Equator - visiting ports as diverse as Reykjavik, Iceland; Accra Ghana; Port of Spain Trinidad and Kingston Jamaica. Commander L. B. (Yogi) Jenson was our captain and the Commander of the Seventh Canadian Escort Squadron - a group of a half dozen frigates. The executive officer was Lieutenant Commander A. C. (Andy) McMillin. Harry was the squad-



ron communications officer and wardroom wine caterer (the latter assignment required coordinating the purchase of duty free liquor for the wardroom and ship's company when we were in foreign ports).

When I joined *Fort Erie* I was in my fourth year in the service and had just finished the lieutenant qualifying course. I was the youngest, most junior and only unmarried officer in the ship. I was most fortunate to serve with, be trained, and befriended by Yogi, Andy, Harry and the other officers in *Fort Erie*. I benefited tremendously from their leadership and professional example and life experiences.

The wardroom officers were tight knit cohesive group - friendly, hap-

py, hospitable and generous. As wine caterer, Harry kept the bar well stocked. He paid attention to what were the preferred tipples of others - including guests, especially when the ship hosted official receptions in foreign port. After one lengthy deployment, when the ship had hosted several receptions (official and otherwise), Andy remarked to Harry that the bar seemed to stocked with a great variety of Scotch. Harry's rejoinder was, "Number One (a traditional name for the executive officer or first lieutenant), I would hate to have to tell guests that we do not have their preferred brand of Scotch."

Aside the usual topics of discussion and activities we spent a good

deal of our time discussing investment opportunities-- often initiated by Harry whose brother-in-law worked for an investment firm. Once in while some of us would take a very small 'flyer' on the basis of some of those discussions. In my case, my risk tolerance financially was minor; however, I learned much from Harry and the others about saving, managing your financing and investment.

I remember Harry with great fondness. He was kind, generous, humorous, and great shipmate and teacher. More than anything he was always great fun.

Bill Shead, Selkirk

2021 Donors

Well Done and Thank You to all of our 2021 donors. Your ongoing support is truly appreciated. Total contributions to the Hull campaign and the Preservation, Operating and Endowment funds exceeded \$440,000.

The Just For The Hull Of It Campaign generated over \$30,000 from 23% of the membership, including many repeat donors. BZ. Can we achieve 50% of members donating to the campaign in 2022 ? The challenge is on !

General Donors (\$100 - \$499)

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General Donors (\$100 - \$499)

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Frigate Class (\$5000 - \$9999)

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2021 Donors Cont...

Destroyer Class (\$10,000 - \$24,999)	Cruiser Class (\$25,000 - \$49,999)	Squadron Level (\$250,000 plus)
The Two Philippe Ian McKee, Halifax, NS	Estate of Ralph McClean, Nepean, ON	Estate of Marjorie Hodgson, Ottawa, ON

USS Slater

USS *Slater* is the USN's Destroyer Escort Museum in Albany, New York, and a member of the Historic Naval Ship Association.

The DEs were a very numerous class of Anti-Submarine escorts and are of similar size and capability to the River Class Frigate.

She is shown here "shivering" in the depths of winter, and her crew are looking forward to another busy summer.





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HMCS SACKVILLE K181



Just For The Hull Of It Campaign

Canadian Naval Memorial Trust
P.O. Box 99000 Stn. Forces
Halifax, NS B3K 5X5

Thank You Supporters

Over
\$376,000
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Please help the Trust
continue its mission.

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To make a contribution please visit:
<https://hmcssackville.ca/join-and-support/donation-form/>

2022
Celebrating the 80th
Anniversary of
HMCS Sackville's
Commissioning.

Photo Credit: Douglas Struthers

Tiddley Times

FINAL ISSUE

DEC. 1945



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