

# ACTION STATIONS!

CANADA'S NAVAL MEMORIAL MAGAZINE



**HMCS SACKVILLE**  
CANADA'S NAVAL MEMORIAL | MEMORIAL NAVAL CANADIEN

**THE LAST CORVETTE**

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# ACTION STATIONS!

## THIS ISSUE:

Seventy three years ago Allied nations bombarded the Normandy coast in what we know as the D-Day invasion. This issue of *Action Stations* is dedicated to those who fought the good fight to liberate Europe from the scourge of the Nazis.



Field Marshal Rommel and officers inspect large landing obstacles along a portion of the Atlantic Wall



Juno Beach. 6 June 1944. View from German Anti-Tank Gun Casemate



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## COVER



Canada Day 150 was an momentous event for HMCS *Sackville* with record breaking numbers of visitors to the ship. With our new paint job, flags-a-flying and solid interpretive team in place, we were a star attraction on the Halifax waterfront.

Photo: P. Jessup

# From the Chair

by Commander Wendall Brown, RCN ret'd



L- R, Trustee and The Honourable Geoff Regan, member of Parliament for Halifax West and the current Speaker of the House of Commons and Commander Wendall Brown RCN ret'd at the annual Merchant Navy Ceremony, Battle of the Atlantic, 7 May, 2017, Photo: Bill Gard.

This is my first report to *Action Stations* as Chair of the Board. I was elected Vice chair at the Semi Annual AGM in November 2016 and assumed the Chair when Bryan Elson stepped down in April 2017, after many years providing yeoman service to the Board.

The Trust's AGM on 28 June re-elected, with thanks, all current Board members and elected three new and very experienced trustees to the team to fill our authorized complement of eighteen members.

The new Board members are Vice Admiral Dean McFadden RCN ret'd, Captain (Navy) Tony Goode, RCN ret'd, Captain (Navy) William Woodburn RCN ret'd. All have a wealth of naval and civilian experience which will be invaluable to the Board in directing the affairs of the Trust. On behalf of the Trust I express our thanks and appreciation to them for making the commitment to join the Board. In a meeting immediately following the AGM the Board of Directors confirmed me as the Chair of the Trust.

2017 is both a very busy and high profile season for *Sackville*, with film crews, Canada Day, Open

Doors - Halifax and Tall Ships highlighting an increased visitor stream. We expect this to be a banner year with the visitor numbers increasing - especially during the cruise ship season starting in early September.

Captain Jim Reddy and his team have *Sackville* freshly painted and ready for the visitors and their cameras and have greatly improved the visitor experience with their knowledgeable and enthusiastic visitor guides and duty trustees.

For the fifth year in a row HMCS *Sackville* has been awarded a Certificate of Excellence by Trip Advisor. We are holding steady our ranking of 10 out of 138 of places of interest to visit in Halifax through the hard work of all members of our organization. During our off-season, we maintain our profile in the local community through onboard receptions and large format concerts. We are indebted to the Royal Canadian Navy's Stadacona Band for their support in presenting the annual *Battle of the Atlantic Concert* and this year for a *Moment in Time* - commemorating the 100th Anniversary of the Halifax Explosion.

George Borgal and the Project Working Group of the Trust are working tirelessly to gain the government and private commitment necessary to achieve Battle of the Atlantic Place.

My chief concern at this time of national and military constraint is that the Department of National Defence will be able to find the resources to provide the authority and financial support for the critical and overdue refit for *Sackville* and to reconfirm the status of *Sackville* as the Naval Memorial.

If you come to Nova Scotia, do make a point of visiting HMCS *Sackville* and if you do, note the tremendous volunteer effort that has gone into making your visit significant and memorable. Tell these volunteers that you appreciate their effort. Wherever you live tell your friends and people of influence that Canada must preserve *Sackville* as a memorial to those who served and particularly those who made the supreme sacrifice.

# Captain's Cabin

by Lieutenant Commander Jim Reddy RCN ret'd



Tall Ship 2017 Quarter Deck gathering of Trustees and re-enactors. L-R, Sandy McClearn - Photographer, Tim Friese - Tour Guide, Old Fort Henry team, Steve Rowland - Senior Watch Keeper, Jim Reddy - Captain, Roger Litwiller - Author, Doug Thomas - Executive Director (photo: PJ)

Traditionally, our "operational" season has begun with the Battle of the Atlantic Sunday underway service and committal coincident with the shore ceremony off Point Pleasant Park. For the third consecutive year, still awaiting our docking and hull preservation work which will address hull safety concerns, we were unable to move that distance with so many people embarked. However, the RCN stepped in and assigned HMCS *Montreal* to the task. She looked after the job magnificently, and although she didn't sail because of wind and rain that would have prevented a dignified ceremony, an onboard service was held alongside. Later in May, a committal service was carried out in Canadian Forces Auxiliary Vessel *Glenevis* with perfect conditions. A family from Quebec was able to attend, having missed the earlier Halifax flight because of the same weather system that interfered on Battle of the Atlantic Sunday.

I can recall two other weather-modified Battle of the Atlantic committal services in my 15 years involvement. It is remarkable how veterans and families continue to request this unique last rite. Padre Black noted that in this more secular time with less church activity in people's lives, the importance of this naval tradition appears to be increasing.

As I write, *Sackville* is well settled in to the summer season and taking part in the Rendezvous Tall Ships Regatta, a Canada 150 signature event.

Halifax hosts Tall Ships events about every five years. *Sackville* was actively involved by providing our "conference room" - yet to receive a proper name - to the Tall Ships team as an operating headquarters. The ship also supports the Opening and Parade of Sail ceremonies which take place on our jetty. Additionally, we honour the Tall Ships omnibus visitor passes for which we are compensated. All to say that despite having no sails, our central location in this waterfront spectacle works very much in our favour and it is much to our advantage to participate and help.

Although painting weather arrived late this spring, a robust team has made her look the best she has in some time. That same team has shifted from hands-on cleaning and painting to hosting visitors. It bears comment that our seasonal ship's company has four components: the attached RCN personnel who handle gangway traffic and onboard safety, the grant-supported university students who are interpretive guides, the student Gift Shop staff who handle tickets and money, and the volunteer "Duty Trustees" who provide a mature backup to the younger staff. This team is split into a Port and Starboard watch and overseen by Chief Boatswain Mate (CBM) Danny Rowe and ACBM/Gift Shop Manager Kevin Waterman.

In the next issue I hope to make a meaningful report on our maintenance and preservation docking.

# Executive Director's Report

*Do You Hear There?*



*Doug Thomas, on watch, HMCS Sackville.*

**Duty Trustees:** We are off to a great start for the season, with 2511 visitors on Canada Day. Our Duty Trustees are doing a terrific job, and enjoying the experience. Our Interpretive Guides hired with the strong financial support of the Canada Summer Jobs Program, Nicole Cameron and Helen Hillis, are enthusiastic and have become key members of our team. In addition, we have two Officer Cadets and a number of sailors from the fleet who are available to us between training serials.

Bert Walker is recovering from a nasty fall while in Peterborough, but he is back, on the mend and as usual, full of great ideas. Steve Rowland is our "Senior Watchkeeper" and Duty Trustee organizer, keeping that important facet of our organization running smoothly.

**The AGM** – This year's AGM, again at the Art Gallery of Nova Scotia, was well-attended with 51 Trustees and a few spouses in attendance. We have three new members of the Board of Directors, all of them retired senior members of the RCN. Vice-Admiral Dean McFadden, with much experience at sea and ashore, including command of Maritime Forces Atlantic and finally Maritime Command. Captain (Navy) Tony Goode, commanded four ships, Training Group Pacific, and Royal Roads Military College.

After leaving the Navy he worked for Defence Contractors in project management and more recently business development. Since 2006 he has worked for CFN Consultants in Halifax. Our third new Director is Captain (Navy) Bill Woodburn, a former submariner, Commander of CFB Halifax, and Chief of Staff to the Commander MARLANT and Commander RCN in Ottawa.

Captain (Navy) ret'd Bryan Elson, former Chair of the Trust until earlier this spring, has stepped down from the Board. His strong counsel and extensive knowledge of the Trust since its early beginnings has been invaluable, and will certainly be called upon if and when needed.

Mark your calendars for the AGM in 2018 already booked at the Art Gallery of Nova Scotia for 28 June 1 - 4:30 pm, followed by the annual reception onboard HMCS Sackville - steps away. Next year's AGM coincides with the 40th anniversary of the Royal Nova Scotia International Tattoo and promises to be a grand show. Tickets go on sale this coming 1 October and can be purchase on line at: <http://www.nstatattoo.ca/tickets/>

**Contacts from abroad:** As HMCS Sackville is the last Flower Class corvette, she is of considerable interest world-wide. I have been contacted by a New Zealand enthusiast who is building a detailed model and wanted to depict the crew closed-up at Action Stations – who would be where? That got a few of us into our references in order to flesh-out our watch and station bill and provide useful information. We look forward to getting detailed photos when the model is completed.

A Sea Scout Group from the Czech Republic sent an enquiry about the ship, and expressed a wish to visit someday. We responded with good wishes and books and brochures. A Norwegian author is writing an article about a WWII Free Norwegian Navy escort group composed of five corvettes and wanted to visit Sackville- we indicated that we would be pleased to support her research and were very interested in her project.

**Website:** Under the strong direction of Captain (Navy) ret'd John Pickford, a working group stood up in the fall of 2016, with the aim to

develop a new, first-class website, taking advantage of the importance of social media. The maintenance and security for the website will be robust and will provide core updates, hosting support, performance support, daily backup and security protection. The marketing strategy will appeal to a broader audience; recruit new trustees; reach audiences external to Nova Scotia and promote wider awareness.

The site will focus on Sackville and the Battle of the Atlantic and not expand into a pan-naval resource. It will retain some aspects of the current site such as Book of Remembrance and Committal of Ashes, the capability to conduct online membership and donations, *Action Stations!* and the Trust organization. An important aspect of the new site is that it will maintain a current and future ship's program to keep you up to date on the latest information.

Two trustees will receive the appropriate training to input updates on news and events or any other matter. It is critical to success that we recognize the need to maximize the current and future trends in social media and what they can offer to the ship and the Trust."

The new site should go live in the early fall 2017 time frame.

## SUPPORTING THE CANADIAN NAVAL MEMORIAL TRUST THROUGH AN ALTERNATE ORGANIZATION

A growing trend for some people is to use organizations such as the United Way, the National Defence Workplace Charitable Campaign (NDWCC) or Canada Helps, et al, in providing financial support to HMCS Sackville. The donor not only supports their primary charity of choice, but also Sackville. While the alternative institution takes a small amount of each donation to cover administration costs, a donor effectively contributes to two organizations with one donation. The Trust welcomes and is always appreciative of any support whether direct or through another group. What a great option to consider, particularly with the upcoming United Way/ NDWCC campaign this fall.

The challenge for the Trust in receiving funds from a second party is that very little information on the donor is normally provided. Some donors

**DEFSEC 2017** – we will be at the Cunard Centre at Pier 23 5-7 September as in past years. It may be that there will be fewer onboard meeting rooms booked as DEFSEC will have air-conditioned trailers available for rent. Nevertheless, the exposure of HMCS Sackville and our booth to exhibitors and visitors to DEFSEC is invaluable.

**Action Stations:** Our magazine has grown in size and sophistication, becoming a much-praised publication thanks to the diligence of our Editor and her staff. We welcome help with it, and if you would like to research or submit articles or photographs, please contact the Editor at [pr@canadasnavalmemorial.ca](mailto:pr@canadasnavalmemorial.ca). We anticipate that some of the more time-sensitive material that we receive and generate will go directly to the new website – so you will not need to wait for *Action Stations* to find out what is going on with the Trust and our ship.

Yours aye,

*Lieutenant Commander Doug Thomas, RCN ret'd*

[execdir@canadasnavalmemorial.ca](mailto:execdir@canadasnavalmemorial.ca) 902-721-1206 (weekday mornings)

wish to remain anonymous and that is absolutely their prerogative. However, if a donor would like to know more about the Trust, membership benefits, Sackville activities or information on the donor recognition program (DRP), then please send a quick email with your contact information (email, address, phone) to: [membership@canadasnavalmemorial.ca](mailto:membership@canadasnavalmemorial.ca).

## Matching Donations

There are a number of companies that match donations by their employees to recognized charitable organizations. Do you work or have an association with such a company? Please check it out. These types of contributions are a double win for HMCS Sackville.

Charitable organization # BN-11883 4720 RR0001.

# Crossed the Bar

**Robert George Bundy**, a decorated Second World War RCNVR officer who played a prominent role in business and civic government in Toronto passed away in Toronto May 8 at the age 94. He joined the navy in 1941 and was commissioned sub-



lieutenant at 19. His naval career included service in several Royal Navy destroyers, including the Murmansk Run and for which he was awarded the Russian Ushakov Medal, and the aircraft carrier HMS *Furious* which participated in the sinking of the German battleship *Tirpitz*. Following the hostilities he formed Bundy Construction in Toronto and served on a number of civic agencies and boards. He was active in several organizations including the Naval Association of Canada, the Navy League of Canada, Hockey Hall of Fame, Royal Agricultural Winter Fair, Canada Sports Hall of Fame and Canadian National Exhibition. Survivors include his wife Waltraud (Trudy), children Karl Sunter, Claire-Anne, Harry Brock, Stuart George and Derek Robert and several grandchildren.

**Lieutenant (N) Stephen M. (Steve) Collins CD, RCN (ret'd)**, whose 20-year naval career included



service in the Persian Gulf during Operation Apollo, passed away in December 2016 at age 45. The son of John and Madonna Collins, he joined the Navy in 1992 serving in several ships including HMCS *Iroquois* and *Athabaskan*. Steve was selected to attend Saint Mary's University under the UTPM and graduated with a Bachelor of Commerce (honours) and a certificate in Human Resource Management in May 2007. Following his naval career he joined the Nova Scotia Department of Community Services and later the Defence Research and Development Canada Atlantic. He is survived by his wife Michelle, son Dylan, his parents John and Madonna and brothers Mark and Gerard (Dana).

ing retirement from the Navy in 1963 he became a senior executive with RL Crain Ltd. (printing) in Ottawa and was a long-time member of the Royal Ottawa Golf Club. He was predeceased by his wife Joan; survivors include children Christopher, Timothy and Deborah, and several grandchildren and great-grandchildren.

**Harry J. Cheesman**, who commenced his career and served 20 years in the RCMP and would later serve 25 years as a Nova Scotia public servant passed away in Dartmouth, NS June 30 at age 88. Following retirement from the RCMP as a staff sergeant he joined the provincial government serving in several positions including deputy registrar of motor vehicles and director of security for



the Department of Tourism and Culture. He was the recipient of the RCMP Long Service Medal and the NS Police Long Service Award. He was predeceased by his wife Joan and brother Charles; survivors include daughter Lynn, son Malcolm, brother Robert Robert, sister Doreen and a number of grandchildren and great-grandchildren.

**Marion Clair Deluca**, a self-described 'Navy wife' to her husband Captain(N) Robert (Bob) Deluca (ret'd) and family passed away in Halifax April 17 at age 80. In addition to her husband, survivors include her children Catherine, Cheryl and Diane, several grandchildren and sister Joann.



**Commander John Frank (ret'd)**, who joined the RCN as a cadet in 1942, attended the Royal Navy Naval Engineering College, Devonport, Eng followed by graduate training in aeronautical engineering passed away in Ottawa June 29. He served on the Board of the Royal Military College Club of Canada and the DND Advisory Board of Military Colleges. Follow-



ing retirement from the Navy in 1963 he became a senior executive with RL Crain Ltd. (printing) in Ottawa and was a long-time member of the Royal Ottawa Golf Club. He was predeceased by his wife Joan; survivors include children Christopher, Timothy and Deborah, and several grandchildren and great-grandchildren.



**Andrew A. (Andy) Irwin**, a veteran of WWII who served in HMCS *Algonquin* during the D-Day invasion and was an active supporter of the Naval Association of Canada and other community organizations passed away in Mississauga, Ontario June 1 at age

92. He was the navigator's yeoman in *Algonquin* on the Murmansk to northern Russia in 1944 and for which he received the Russian Medal of Ushakov; he also received the French Legion of Honor. He was a long-time member of the the Port Credit Yacht Club and the Royal Canadian Legion. He was named Mississauga's Citizen of the Year in 2017 for sharing his wartime experiences with students and community groups as well as creating a Battle of the Atlantic resource kit for teachers using HMCS *Haida* as a platform and raising more than \$100,000 to build a curriculum. He is survived by his wife Elaine, three children and several grandchildren.

**Lieutenant Commander Seth Walter Grossmith**,



who received his RCAF wings in 1940, flew Lancasters with RAF Bomber Command during WW II and would have a distinguished career as a naval and

civilian test pilot passed away in Ottawa March 17 at age 95. Following the end of hostilities he received his electrical engineering degree from McGill University, joined the RCN and trained as a test pilot in England, later serving as executive officer of VX-10 squadron. Following retirement from the Navy in 1966 he pursued a career as a civilian test pilot with private industry and government in Canada and the US. His tenure with Transport Canada also included secondment to NASA in California. In a flying career that spanned almost 50 years he flew more than 170 different types of aircraft. In 1988 he was elected as a fellow of the Canadian Aeronautics and Space Institute and in 1990 was inducted into Canadian Aviation Hall of Fame. He was prede-

ceased by his wife Margot; survivors include sons David and Mark and several grandchildren and great-grandchildren.

**Lieutenant Commander Bill Legg RN (ret'd)**.



Word has been received of the passing of Life Member, Lieutenant Commander Bill Legg, a weapons electrical officer and 36 year veteran of the Royal Navy and former curator of HMS Collingwood Museum of Radar and Communications, Fareham, Eng.

As curator of the museum he is remembered by CNMT Trustees and crew of HMCS *Sackville* for providing electronic artefacts for the ship.



**Raymond Meloche**, a WWII veteran who survived the sinking of HMCS *Athabaskan* off the French coast in 1944 and was one of 83 crew members taken as prisoners of war, passed away in Sainte-Anne Hospital, Quebec May 29 at age 93.

He was predeceased by his wife Jacqueline; survivors include his children Daniel

and Denise, brothers Guy and Jean and several grandchildren.

**Chief Petty Officer 1st Class Donald Angus MacKay**, who commenced his naval career as a reservist in 1944,



joined the RCN as a bandsman in 1947 and would retire as assistant director of the Stadacona Band passed away February 2 in Halifax at age 90. During his naval career he served in HMC Ships

*Warrior*, *Magnificent*, *Bonaventure* and *Cape Scott* and received his licentiate from the Royal Academy of Music in England. Following retirement from the Navy he was an instrumental music program teacher with the Dartmouth schools and active in community bands and dance groups. Survivors include his wife Yvonne, children

JoAnn, Christine, David, Jim, Terry, Carol, Valerie and John and a number of grandchildren and great-grandchildren; he was predeceased by son Danny, brothers George, Macy and Ron, and sisters Isabelle and Kathleen.

**Colin Hunter MacLean**, who was appointed president and CEO of the Halifax Waterfront Development Corporation (WDC) in 2008 and a supporter of the Canadian



Naval Memorial Trust's mission to ensure the long-term preservation and operation of HMCS *Sackville* passed away in Halifax Feb 21 at age 51. He was a graduate of the University of King's College and Dalhousie University (BEd and L.LB). He taught in Nova Scotia and the Arctic and later served as vice president of the Nova Scotia Community College before becoming president/CEO of WDC, the provincial Crown corporation that owns extensive land on the Halifax, Dartmouth, Bedford and Lunenburg harbours. He was active on a number of boards and organizations including the Board of Governors of the University of King's College and the Immigrants Services Association of Nova Scotia. Survivors include his wife Marilla, daughter Mollie, son Lewis, sister Jocelyn, and parents Guy and Judy MacLean.

**Major Jean-Pierre (John) Montminy (ret'd)**, who served as a performer in and director of several military bands during his 35 year career, passed away in Belleville, Ontario, March 17 at age 82. He commenced his musical study as a clarinet student, joined the Regular Force I 1955 and served the next 20 years in the Cornwallis Band, Stadacona Band and the Royal Canadian Regiment



Bands. After graduation as a conductor in 1975 he served in a number of positions, including director of the RCR Band, Oromocto, NB; director of Royal 22nd Regiment Band, Quebec City; director Princess Patricia's Light Infantry Band, Calgary; and director Canadian Forces School of Music, Borden, ON. Survivors include his wife Marilyn, daughters Michelle, Denise, Lisa

and Jacqueline, several grandchildren, two step-daughters Kathy and Christa and sister Jacqueline; he was predeceased by his first wife Donna.

**Professor Gordon Charles Murray**, a native of Prince Edward Island and an international recognized musician died in Vienna, Austria March 12 as the result of a car/pedestrian accident; he was 68. He graduated from McGill University with a bachelor of music degree and was active in the European music commu-



nity for a number years as a harpsichordist, forte pianist, conductor and teacher, including serving as a professor at the University of Music in Vienna. He also performed as a guest artist with the Atlantic Symphony and the PEI Indian River Festival. Survivors include his wife Anne, daughters Charlotte and Catherine, and sisters Jean (Wendall) Brown and Margaret.

**Deborah Ruth Oland**, daughter of the late Commodore Bruce Oland and Ruth (Hurley) Oland passed away in Dartmouth, NS April 1 at age 58. She attended the NS Youth Training Centre in Truro, NS from age eight to 16 and then became a client of Regional Residential Services Society (RRSS) living



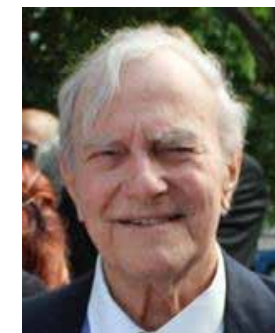
in several of their small option group homes over the course of her adult life. She worked at a number of organizations, including DASC Industries, Dartmouth YMCA and RRSS office. Survivors include her brother Richard, sister-in-law Barbara, nephews Keith and Eric and niece Heather.

**Captain (N) R.C.K. (Bob) Peers CD**, who commenced his naval career at Royal Roads College in 1944 and would hold a number of senior appointments during a 32 year career, passed away April 14 in Victoria, BC at age 90. In 1946 he was posted to the Royal Navy, served in the battleship HMS



*Vanguard* and participated in the Royal Family visit to South Africa in 1947. On returning to the RCN he served in HMCS *Sioux*, completed two tours in Korea and was selected to attend the coronation of Elizabeth II in 1953. In 1964 he was appointed commanding officer of HMCS *Annapolis*, followed by command of the Sea Training Unit (Atlantic), Second Escort Squadron (Pacific) and as commandant of Royal Roads Military College, retiring in 1976. He was predeceased by his wife Cleone; survivors include sisters Anne and Babs, and children Lorna, Brian and Carol. Capt(N) Peers was the RRMC Commandant who negotiated with the BC Government to obtain a degree-granting charter for Royal Roads Military College and watched as the first Third Year and Fourth Year classes passed through RRMC.

**Arthur Walter Rimmer**, a veteran of the RCN and a member of several naval and military support organizations including the White Ensign, HMCS *Donnacona* and the Royal Canadian Legion (Branch 94) passed away in St Lambert, QC Dec 15, 2016 and age 96. He was predeceased by his wife Marie; survivors



include children Jackie and Terrie, sister Olive, a number of grandchildren, great-grandchildren and great-great-grandchildren and partner Helena.

**Christopher Stanbury**, a native of Halifax with a lengthy career in the graphic arts industry and as an artist passed away in Vancouver April 16 at age 70. A graduate of the Nova Scotia College of Art and Design, he pursued his career in London, England including work for the Canadian High Commission. He returned



to Vancouver in 1993 and continued his career, including drawing and painting in every medium. On March 13th 2017, weeks before he passed away, Christopher, a member of the Society of the Officers of the Honourable Guard, in what he referred to as "my last parade, stood proudly at Government house welcoming guests to the

Commonwealth Day Luncheon, hosted by The Honourable Judith Guichon, Lieutenant Governor of British Columbia," Survivors include his son Roland, Priscilla Stanbury, five siblings, Penelope, Michael, Lindita, Bruce and Norman and former wife Asifa Bhatia.

**Lieutenant Colonel James W. Stegen, CD**, whose naval and flying career spanned 36 years passed away in Dartmouth, NS May 1 at age 83. He was born in Barcelona, Spain and emigrated with his family to Canada on the outbreak of WWII. He joined the RCN at 17, was commissioned and earned his wings. He served in different postings including flying off HMCS *Bonaventure*, Canada's last aircraft carrier. In retirement he was active in the community, including serving with the Boy Scouts and the Rotary Club. He is survived by his wife Elinor, children Cindy, Ronald and Andrew and a number of grandchildren.



**Gerald Francis (Knobby) Walsh**, a naval veteran who served in a number of ships passed away in Cole Harbour, NS in July at age 79. He joined the RCN as a victualing storesman and served in HMC Ships *D'Iberville*, *Crusader*, *Nootka*, *Athabaskan*, *Kootenay*, *Iroquois* and *Saguenay* and in HMC *Dockyard* and *Stadacona*



clothing stores; following retirement from the Navy, he was employed as a storesman with the Royal Nova Scotia International Tattoo. He was predeceased by his wife Carol; survivors include sister Jane, brothers Robert and Ralph; children Kevin, Jane, Sharon, Lisa, several grandchildren and great-grandchildren.



# The Great Bombay Explosion of 1944

by Carl Anderson



There is a grim history of fires and explosions resulting from the making, storage, and transport of munitions in wartime. Detonations of high explosives and ammunition stowed in oceangoing vessels, whether the result of accident or human error, have cost thousands of lives and caused the destruction of vast amounts of property. During World War I the 1917 explosion of the ammunition ship *SS Mont Blanc* in Halifax Harbour caused the deaths of approximately 2,000 people and injured nearly 9,000 while the blast and subsequent fires destroyed hundreds of buildings on both sides of the harbour. The power of the Halifax Explosion was unprecedented at that time.

A quarter century later the world was again at war. Quantities of munitions and war materiel, unimaginable in peacetime, were again being routinely transported across the world's oceans to supply armies, navies, and air forces on both sides. One of the hundreds of ships engaged in this vast supply operation was the Canadian-built steamship *SS Fort Stikine*, owned by the U.S. War Shipping Administration and leased to the British Ministry of War Transport. Her dimensions matched those of the U.S. Liberty ships (441 ft. length overall, 57 ft. beam, and 36 ft. depth, net cargo volume of 426,000 cubic feet, and a fully-loaded draft of 27 ft.). A 2,500-horsepower triple-expansion steam engine gave the ship a maximum speed of about 11 knots.

*Fort Stikine* entered service in September 1942 and made 25 wartime voyages in convoy. She often sailed in company with one or more sister ships of the 'Fort' class, of which 198 were built in Canada during the war. *Fort Stikine* and ships like her carried a wide range of cargoes from bulk ore to general cargo, food, mail, aircraft, and munitions.

On her 25th voyage *Fort Stikine* departed Birkenhead, England, on 24 February 1944 for Bombay. She was carrying 1,395 tons of ammunition and explosives

*Victoria Station and Docks, Mumbai, 1968.*

(artillery shells, torpedoes, mines, signal rockets, magnesium flares, and incendiary bombs), 573 tons of lube oil in bulk, and a further 11,000 drums of oil. In a welded steel vault within No. 2 hold were 5,800 lbs. of gold ingots valued at about £750,000. The gold was destined for a bank in Bombay and, understandably, was a popular topic of conversation among the ship's crew.

On 30 March, after transiting the Mediterranean Sea and Suez Canal, *Fort Stikine* arrived in Karachi where 12 Spitfire aircraft and 20 tones of stores were discharged for the Royal Air Force. Cargo was then loaded for the Karachi-to-Bombay voyage. Over the objections of her Master, Captain Alexander Naismith, *Fort Stikine* took on 1,637 tons of cotton in approximately 9,000 bales. Because cotton is liable to undergo spontaneous combustion, established rules of stowage prohibited it from being carried in any ship's hold that also contained dynamite, gun powder, or other explosives. No-smoking precautions were required and ventilators were to be screened to prevent the entry of sparks from the ship's funnel or from matches. Nevertheless, the cotton was stowed in *Fort Stikine's* holds around and under large amounts of ammunition, explosives, detonators, and 1,000 drums of lubricating oil. During loading some of the oil drums were seen to be leaking, and measures were taken to prevent oil from permeating the cotton. At the last minute a shipment of 750 drums of highly inflammable turpentine arrived to be loaded on top of coal in the *Fort Stikine's* bunkers, but this Captain Naismith refused to accept. He could not, however, refuse a shipment of reeking fish manure which, in the tropical heat of the Arabian Sea, was going to make the voyage to Bombay extremely unpleasant.

*Fort Stikine* departed Karachi on 6 April and joined the southbound convoy PB.74 destined for Bombay. She

now sailed in company with another 'Fort' ship, *SS Fort Crevier*, which had just unloaded 600 U.S. Army mules in Karachi. The convoy arrived in Bombay Harbour on 12 April 1944. At midday *Fort Stikine* proceeded to No. 1 berth, Victoria Dock, one of two enclosed commercial docks separated from the harbour by tide gates. *Fort Crevier* later tied up at No. 11 berth, about 350 metres from *Fort Stikine*.



*Indian Troops embarking in HMS Devonshire bound for Batavia and Singapore. February 1942, Imperial War Museum (IWM) Photo*

Under the rules of the Port of Bombay ships carrying explosives were normally prohibited from berthing in the enclosed Victoria Dock and the adjoining Prince's Dock. Such ships were required to anchor offshore and discharge their cargo into lighters. These rules were suspended during the war, however, allowing *Fort Stikine* to offload explosives into lighters inside Victoria Dock. In port *Fort Stikine* would normally have displayed the internationally recognised red signal flag to warn of her explosive cargo. That practice had also been abandoned during the war to prevent munitions ships from becoming prime targets during enemy air raids. *Fort Stikine* did have a 'certificate of grave urgency', however, which meant her cargo warranted special attention upon arrival in Bombay.

Unloading was slow to start. Lighters did not appear at No. 1 berth, Victoria Dock, until the next afternoon, 13th April. In the meantime, to the relief of everyone, the fish manure was removed from No. 1 hold. Oil drums were unloaded from No. 2 hold onto the dock and it was then evident that oil leakage had collected on the tween deck hatch cover separating the explosives from the cotton in the lower hold.

Unloading continued throughout the night of 13-14 April. On the morning of the 14th Chief Engineer Alexander Gow received permission to make repairs to *Fort Stikine's* engine. Steam pressure was maintained in one boiler to power the ship's winches, but she was unable to move on her own.

About half past noon several members of *Fort Crevier's* crew noticed a thin coil of black smoke coming from a ventilator connected to *Fort Stikine's* No. 2 hold. Within half an hour the smoke had been observed from several vantage points around Victoria Dock, but it didn't seem to concern onlookers that the ship might be on fire. Surely those on the ship knew the situation and they had not raised an alarm. Less than a half hour later, however, stevedores in No. 2 hold saw the smoke and gave the alarm. The cotton was on fire!

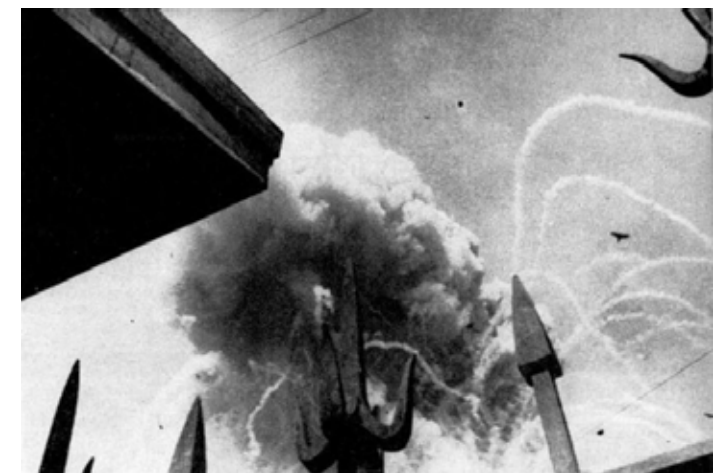
Chief Engineer Gow started the ship's fire pumps and *Fort Stikine's* officers and crew rigged hoses to pour water into No. 2 hold. The smoke soon grew too thick for the men to see whether or not the water was actually smothering the fire. Port Fire Brigade men stationed at the ship also ran hoses to the hold.

An alarm telephoned to the Fire Brigade control room brought only two fire trucks to the ship. By then a host of Port and government officials were conferring with Captain Naismith about what steps to take to extinguish the fire. Scuttling her while alongside No. 1 berth would be fruitless because she would only settle a few feet to the bottom. Firefighting would have to cease if *Fort Stikine* were to be towed out of Victoria Dock for scuttling, and she might therefore explode before she could be scuttled. Careening her alongside No. 1 berth might allow water to flood in through her cargo hatches, but the shallow water of the dock ruled that out. Steam injection into No. 2 hold was suggested but would have required sealing the hatch cover and ventilators.

Finally, blistering paint on the ship's plating showed firefighters the exact location of the fire on *Fort Stikine's* port side facing the quay. An attempt to cut a hole in the ship's side to admit more fire hoses failed, and by that time water standing on the ship's main deck was starting to boil.

Throughout the early afternoon firefighting efforts continued. As more and more water was pumped into No. 2 hold to extinguish the fire, the burning cotton, being buoyant, was brought closer and closer to the explosives and ammunition stowed in the tween deck just overhead. Then, at 1545 hours, *Fort Stikine's* cargo of explosives caught fire and the resulting flames and smoke drove firefighters away from the open hatch. Within minutes the flames were reaching as high as the ship's masts and Captain Naismith ordered his crew to abandon ship and to put the adjacent warehouses between themselves and the ship. After one last walk around the ship to be sure no-one remained on board the Captain disembarked. At 1606 in the afternoon, as he and Chief Officer William Harrison began walking towards the ship's stern away from the fire in No. 2 hold, SS *Fort Stikine* exploded with a thunderous roar. The remains of Naismith and Harrison were never found.

At the moment of the explosion, Sub-Lt. Patricia Martinson was attending to routine duties at the naval dockyard in Bombay. "I was a sub-lieutenant in the Royal Indian Naval Reserve and active as road transport officer in HMI Dockyard, Bombay. My office overlooked the dry dock where an RN destroyer was being rebuilt after enemy action in the Mediterranean. I was checking a vehicle in the vehicle park when I felt the ground shake and saw a huge column of dust and solid material in the air. I realized that it was an explosion in the commercial dock area. I took a Chev [Chevrolet] station wagon and drove the mile or so to the dock area. It was a shambles!! I found one injured man, then another, and again another until I had five aboard. I went to the nearest hospital [St. George's Hospital, one mile from Victoria Dock] where they were accepted in the casualty section. I was about to get back in the station wagon when there was a second very



During the second explosion, anti aircraft shells and tracer bullets curve around the sky, while startled birds hastily gain altitude.

heavy explosion and another column of 'all sorts' in the air. Later I found on the ground parts of ships, pieces of dock structures. The roadways were covered with bits and pieces that eventually made further driving in a station wagon to be impossible. I found another load of injured and returned to the hospital. Rescue parties were now to be seen and I left the area and returned the vehicle to the park and my own duties."



British Infantry soldiers and Royal Indian Navy sailors work in high winds to clear buildings in path of flames.

*Fort Stikine* disintegrated in the explosions, which left two huge craters in the quay. The water wave generated by the blast ripped the other ships in Victoria Dock from their moorings. The 4,000 ton SS *Jalapadma*, moored next to *Fort Stikine*, was lifted into the air and dropped half in and half out of the water, her back broken. Eleven ships in Victoria Dock were set ablaze, four were sunk, and two were left listing but afloat. In the adjacent Prince's Dock one ship was set afire and one was left aground. In all, 13 ships totalling nearly 35,000 tons were total losses and another 50,000 tons were heavily damaged.

At the docks, rail cars, cranes, warehouses, and stored goods, including an estimated 50,000 tons of rice, were all destroyed. Warehouses and dwellings adjacent to the docks burned out of control for three days.

Deaths among dock workers and Fire Brigade members were officially put at 231, with 476 injured. Civilian casualties were difficult to determine exactly, but it was estimated that nearly 1,400 died and over 2,400 were injured. Of the men on SS *Fort Stikine*, only three were lost- Captain Naismith, Officer Harrison, and 2nd Cook Alexander Jopp. The rest of her crew had abandoned the ship in time or were already ashore.

Tragic as it was, the Bombay Explosion had one element of comic relief. The 124 gold bars sealed in *Fort Stikine's* No. 2 hold were thrown high into the air by the first explosion and rained down over the city of

Bombay, its docks, and harbour. Each was worth about £6,000, and almost all were eventually recovered.

By early 1945, through the labour of over 8,000 workers, the wreckage from the Bombay Explosion had been cleared away, the docks repaired, and the port put back in operation. On the Silver Anniversary of the explosion, observed in 1971, a monument was dedicated to the memory of the 66 Fire Brigade members who died in fighting the *Fort Stikine* fire. By coincidence, Patricia Martinson, by then a merchant navy officer, was present. Fire Prevention Week was instituted then and is still observed annually in Bombay from the 14th to the 21st of April.



Mumbai Firefighters Memorial

This account of the Bombay Explosion is based primarily on John Ennis' authoritative book *The Great Bombay Explosion* (1959). A Universal Newsreel report of the disaster appeared in movie theaters soon after the event. It contained striking images of the explosion and its aftermath but, perhaps due to wartime censorship,

falsely reported that "A minor fire on a small freighter in Bombay Harbour [was] the start of a major catastrophe. The flames were almost under control when they suddenly spread, making it to a nearby ammunition dump." The newsreel can be viewed at <https://www.youtube.com/watch?v=GuD3esOUIvc>



Irish-born Patricia Martinson served in the Royal Indian Naval Volunteer Reserve (RINVR) during World War II, and from 1947 to 1980 was a British merchant navy officer. Now 94 years old, she lives in Halifax, Nova Scotia, where she is a member of the Canadian Naval Memorial Trust and an active volunteer at the Maritime Museum of the Atlantic.



Her Majesty's Canadian Ship Winnipeg entering Mumbai Harbour, 13 May 2017.

The Mumbai Harbour's 34-km-long navigation channel serves the Jawaharlal Nehru Port Trust, the Bombay Port Trust and the Indian Navy. In recent years dredging operations to widen and deepen the harbour, have unearthed a large cache of unexploded ordnances, believed to be of World War II vintage. The ordnance includes bomb shells, missiles, grenades and bullets.

Officials have explained that the recovery of stray unexploded ordnance is routine in and around Mumbai Harbour, but that they have been baffled by the sheer size of the recently discovered material. Links for the Bombay Explosion of 1944 are yet to be confirmed.

## SECOND WORLD WAR RCN SAILOR AND HMCS SACKVILLE TRUSTEE

**DECORATED BY FRANCE** by Pat Jessup



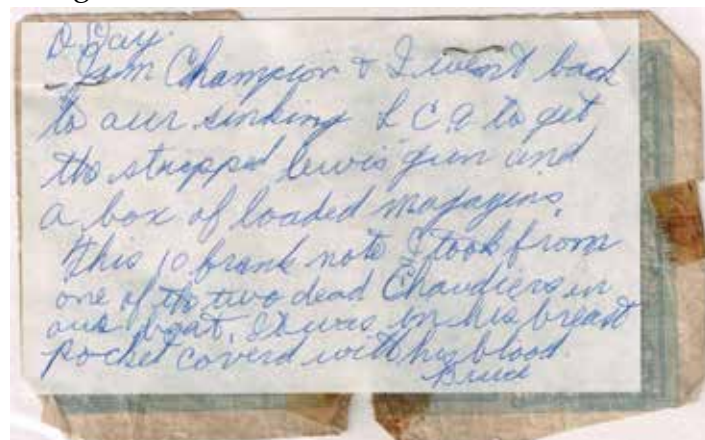
Mrs. Laurence Monmayrant, Consul General of France for the Atlantic Provinces, Fred Turnbull, Knight of The Legion of Honour and Bill Gard, former Commanding Officer, HMCS Sackville following the investiture.

73 years ago Canadian warships were part of the massive Allied armada racing across the English Channel during the invasion of Normandy, France and German-occupied territory that resulted in Victory in Europe. Operation Neptune included Canadian troop ships Prince Henry and Prince David, carrying hundreds of assault troops (members of the Canadian Scottish Regiment and Regiment de la Chaudiere, and others). Algonquin and Sioux, bombardment destroyers in Force J, were bound as well for Sword, Juno and Gold sectors in the British area. Group by group, "moving at set speeds", including the 264th Canadian Flotilla attached to Force G, took up their formations.

Bedford resident Fred Turnbull, 19 at the time, was a bowman/gunner serving in the Royal Canadian Navy Landing Craft Assault Flotilla, transporting thousands of soldiers to the beaches in designated landing areas. It was a dangerous job with little protection from enemy snipers, mortars, aircraft and minefields. Steel spikes embedded in the sand ripped the bottoms out of many of the landing craft to the great peril the crews and troops alike.

Fred's job as bowman was to drop the ramp of his landing craft and then jump over the bow to assist with the disembarkment of the soldiers.

Turnbull said there was little time to be afraid. "You just have a job to do and you do it. That's where the training comes in. You train so much, everything's automatic." The worse thing for him was the noise. "It was terrible because we had our own battleships firing in and the Germans firing out."



Ten franc note from the body of a soldier from the Regiment de la Chaudiere killed during the first landing at Bernieres-sur-Mer, France. Courtesy of Jean Cameron.

A year previous, young Fred had rounded the Cape of Good Hope en route to the Mediterranean, in what was known as Operation Husky - a battle which weakened the Eastern Front when Hitler diverted forces from Russia to Italy to combat Allied Forces.

During Husky, the Allies partook in a massive amphibious and airborne attack on Sicily driving out Axis combatants. This action, enabled the much-needed opening of the Mediterranean sea lanes to Allied merchant ships.

After D-Day, 1944, Fred was part of the action that landed soldiers in southern France during Operation Dragoon and later in the year, landed troops in the islands of Kithera and Poros and the port of Athens in Piraeus during the Liberation of Greece.

Even though it was against the rules to keep a diary, Fred recognized very early that he was going to be part of something very important. In 2007 Fred published his wartime notes in "The Invasion Diaries" a mesmerising account of RCN sailors in Combined Operations during the Second World War. Fred's book is available in Sackville's Gift Shop.

On Friday, 9 June, 2017, in a ceremony at CFB Halifax, Fred was invested as a Knight of The Legion of Honour awarded by the Republic of France to those who helped liberate the country during the Second World War.

Mrs. Laurence Monmayrant, Consul General of France for the Atlantic Provinces, presided over the investiture. "You are a living page of the history of my home country," said Mrs. Monmayrant. "Your contribution to its liberation needed to be recognized." Mrs. Monmayrant also remarked that bestowing the medal was very special to her. "I come from Normandy and from a very early age we are told of the role of the soldiers who came from the U.S., from Canada ... who came to the rescue of France and Europe."

Established in 1802 by Napoléon Bonaparte, the French Legion of Honour is the highest French order for military and civil merits, and one of a select few official international medals approved by the government of Canada. Fred accepted his honour on "behalf of the landing craft crews." He is one of over a thousand Canadian veterans who's role in the liberation of France have been recognized in this manner.

The Knight of the Légion d'honneur medal is a five-armed cross with a V-shaped cut-out at the end of each arm, generally surmounted by a wreath of laurel leaves.

### LÉGION D'HONNEUR

Do you know a living Canadian Veteran of the Second World War who served in France? They may be eligible to be awarded the French Légion d'honneur.

Nominations can be submitted by colleagues, associations and family members.

Nomination forms are available online at <http://www.veterans.gc.ca/eng/remembrance/legion-d-honneur>. Completed forms must be submitted to:

Veterans Affairs Canada  
Commemoration Division  
66 Slater Street  
Ottawa ON K1A 0P4

*Editor's note:*

Bruce Cameron from Iroquois Falls Ontario served with Fred throughout the war and their stories are intermingled. When Bruce passed away in 1997 he left behind a treasure trove of wartime photographs that his family has so graciously shared with us. A special thank you to Jean and her family for their generosity.



Fred Turnbull (upper right) and Bruce Cameron (lower left) enjoying mail call with other flotilla sailors.



RCN ratings enjoy an enthusiastic welcome during the liberation of Greece. Photo: Milne. Courtesy of J. Cameron.



9th Canadian Infantry Brigade soldiers disembarking with bicycles from LCI(L)s (Landing Craft Infantry Large) at Bernieres-sur-Mer, shortly before midday, 6 June 1944. Imperial War Museum, A 23938

## D-DAY ONBOARD HMCS ALGONQUIN



*An excerpt from the diary of the late Andy Irwin recounting his experience aboard HMCS Algonquin during the storming of Normandy on D-Day*

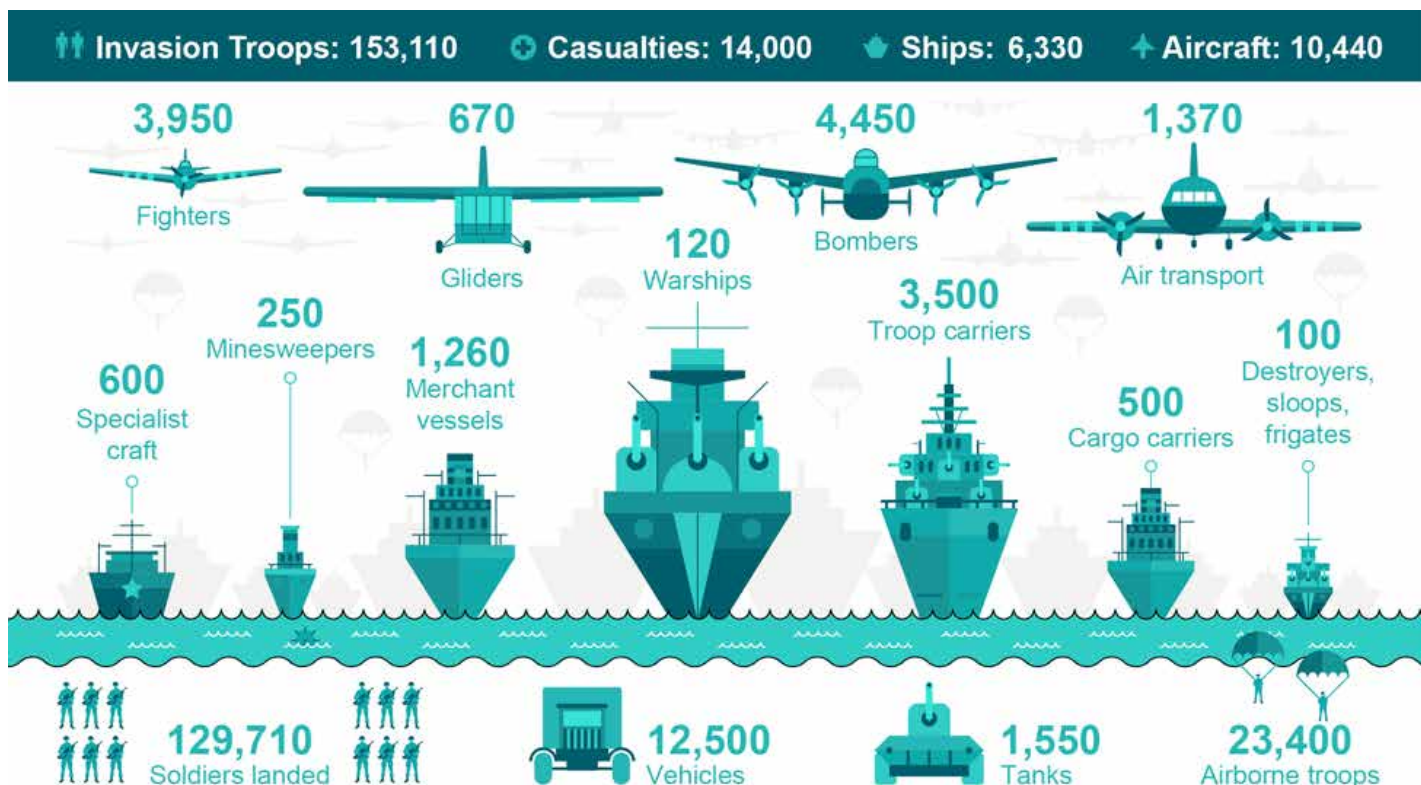
On the afternoon of June 5, 1944, we learned that Operation Neptune, the naval component of the invasion of Europe was to commence that evening. At

1600, we proceeded to our rendezvous point off Cowes, Isle of Wight, where we joined with HMS Hilary, the headquarters ship of Force 'J' (Juno Beach). Enroute we passed HMCS Prince Henry and HMCS Prince David, two former passenger liners from the B.C. coast.

Our initial role was to escort HMS Hilary, which carried Major-general Keller, commanding officer of the Third Canadian Division, and his staff, to the assault area off the Normandy coast. Ships of every size, landing craft and barges as far as the eye could see. It was amazing that there had been no collisions reported during the crossing. HMS Hilary got underway at 1800 with HMCS Algonquin astern followed by a flotilla of landing craft infantry carrying Royal Marine commandos.

At 0600 the battleships and cruisers opened fire on the shore batteries and other defence

### ALLIED FORCES OPERATION NEPTUNE



positions. The noise was thunderous. HMS Rodney was about 10 miles from Juno Beach and it was eerie to see her 16-inch shells passing overhead, inbound to the beach.

The route to the beaches of Normandy was swept of mines and the channel marked with Dan Buoys (Blue Lights). While a surface attack was possible, the biggest danger was drifting mines that gave us a scare.

Around 0630 the sky was thick with Allied aircraft; a huge mass of bombers inbound to blast shore positions followed by aircraft towing gliders loaded with troops. We could see them going in to land under heavy fire. It was unnerving to see some hit and disintegrate.

We commenced our bombardment at 0700. Our initial target was a battery of two 88-mm guns. When they were silenced, we targeted other houses and buildings along the shoreline. We ceased fire at around 0745 in preparation for H hour (landing time) for the infantry. They had been proceeding past us in landing craft during our bombardment and were due to hit the beaches at 0800.

The landings were well underway when at 1100 we received a call from our artillery officer spotter on shore to take out three 88-mm German guns that were holding up our advancing troops three miles inland ...

I later learned that we had helped Le Regiment de la Chaudiere.

## LONDONDERRY PILGRIMAGE MAY 2018 *by Pat Jessup*



Planning is underway for our next pilgrimage to Northern Ireland in May 2018. Already a strong contingent of Trustees have expressed an interest in attending, many of you who have participated before. We look forward to seeing everyone again in this very special place in the hearts of wartime Royal Canadian Navy sailors and WRCNS.

Even though this is a no-host event we are guests of the Royal Naval Association (RNA) and Ulster Canadian Initiative with whom we have developed a strong bond over the years. In 2005 Ray Soucie orchestrated the first trip during which seventy five attended from Canada. During that visit, the first of a series of three bells was consecrated in St. Columb's Cathedral and later transported to Halifax. Aptly named The Convoy Bell, it resides in the Battle of the Atlantic Chapel in St. Brennan's Multi Faith Centre, CFB Halifax.

A subsequent bell, the Newfie-Derry Bell was consecrated in St. John's Cathedral in St. John's in 2007 and is on display in the Tower Museum in Londonderry. During Battle of the Atlantic ceremonies the bell is relocated to the wartime Garrison Church of the All Saints Clooney (pictured lower right).

Our next visit will include the consecration of the third bell, to commemorate the convoys between Halifax, St. John's and Londonderry. While the first two bells reside in Halifax and Londonderry, the third bell, while founded in Northern Ireland, will reside in a yet to be determined location in St. John's, Newfoundland.

The original intent of the bell initiative was to place bells in locations of strategic significance to the Battle of the Atlantic - symbolically triangulating the communities of St. John's, Halifax and Londonderry.

We are raising funds to assist in the manufacture of the bell and a stand. If you wish to donate to this important project please contact us. Tax receipts will be issued from the Trust to cover the donation.

For those interested in participating in the pilgrimage, you are most welcome and there is still plenty of space. While the official events take place from Thursday 17 May to Sunday 20 May, there is still so much to see and do around the city and the surrounding countryside that we suggest you build extra time into your plans.

The RNA Londonderry has block booked accommodation in the well-situated City Hotel which includes a buffet breakfast and a magnificent view of the City Walls and Foyle Estuary. Most events - apart from a the Laurentic ceremony in the Republic of Ireland to commemorate the WWI tragedy in Loch Swilly and the loss of 22 Newfoundland sailors - are within a very short stroll from the hotel.

If you are interested in participating, in what promises to be another outstanding and historical event in Northern Ireland, please contact me at: [pr@canadasnavalmemorial.ca](mailto:pr@canadasnavalmemorial.ca)/902 462 3089.



## THE LEGION AND BATTLE OF THE ATLANTIC PLACE by Stephen J. Thorne

The following excerpt is from an article which appeared in the Legion Magazine, June 2017. For the full article, see: <https://legionmagazine.com/en/2017/06/legionnaires-asked-to-support-battle-of-the-atlantic-place/>

More than 70,000 Allied seamen, merchant mariners and airmen lost their lives in the Battle of the Atlantic, including 4,600 Canadians. It was the longest battle of the Second World War, lasting virtually the entire six years and pitting the Allied navies against Germany's Kriegsmarine and its lethal U-boat fleet.

All that remains is one of its most iconic symbols, the corvette HMCS *Sackville*, along side on the Halifax waterfront a few months a year. Now a group called the Canadian Naval Memorial Trust (which owns and operates HMCS *Sackville*) is changing that, planning the construction of a dynamic experiential centre on the Halifax waterfront that will serve as a permanent home for *Sackville* and a long-overdue testament to Canada's pivotal role in the Battle of the Atlantic and the titanic change it brought about.

George Borgal, chairman of the trust's Battle of the Atlantic Place project, has been making the rounds, drumming up support for the project among provincial commands of The Royal Canadian Legion.

"This is not a story about the navy, the merchant service, or the maritime air forces, or even about HMCS *Sackville*, Canada's naval memorial, which will be housed within this building," said Borgal. "The story is much bigger – it's about what all these elements mean together in the context of nation-building.

It is the story of how a country of just 11 million people came together to transform itself from an agrarian society in 1939, into the "industrialized, skilled and confident nation it became in just six years, a country able to take its place as a fully independent and respected global leader. It is a world-class project a long time in coming, and well worth backing."

*Ed Note: Royal Canadian Legion NS/NU, PEI and BC/YU Commands have since confirmed their endorsement for the project, and arrangements are now being made to similarly attend Annual Conventions*

in Newfoundland in late August and in New Brunswick in late September.

Further contacts have been initiated with RCL National Executive members with the goal of preparing the text of a motion of support and assistance to be presented at their Annual National Convention to be held next year in Winnipeg.



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## CNMT MEMBERSHIP SUMMER UPDATE by Commander Patrick Charlton, RCN ret'd

Welcome aboard to our new 2017 members. We continue to get the word out there on the merits of supporting HMCS *Sackville* as a member. It really is not about having access to the ship. That is a bonus for those who live in the surrounding area or are visiting the Halifax region. Notwithstanding the benefit of a charitable tax receipt, members are part of unique group of Canadians and other nationalities who have committed to supporting the preservation and operation of this last of class Flower Class Corvette. There are hundreds of members from across Canada and around the world who are part of this special cadre. So all members, Life and Annual, are encouraged to promote Canada's Naval Memorial Trust where and when possible. An annual membership of \$75 works out to \$6.24 per month or \$1.44 per week. On a weekly basis, that is less than the cost of an energy drink or bottle of water from a vending machine. In other words: very affordable. Please contact membership@canadasnavalmemorial.ca for application or donation forms or simply visit the newly revised HMCS *Sackville* website at [www.canadasnavalmemorial.ca](http://www.canadasnavalmemorial.ca) under the Join and Support banner.

### New Life Members

Stephen & Dianne Beaufoy, Halifax, NS  
Frances Busby, Trenton, ON  
Gerald Doutre, Lantz, NS  
Scott Harrison, East Preston, NS  
Lesley Hodgins, Orleans, ON  
Gary Kuhrt, Mississauga, ON  
Darren May, Ajax, ON  
Moe Muise, Dartmouth, NS  
Laura Nicholls, Petrolia, ON  
Warren Noble, Saskatoon, SN  
Robert Rounds, East Lawrencetown, NS  
Robert Stoddard, Halifax, NS  
Patrick Vanier, Saint Agapit, QC  
Kevin Waterman, Fall River, NS  
Darcy Webb, Gatineau, QC

### New Annual Members

Dr. Garnet J.H. Colwell, Halifax, NS  
Bill Dziadyk, Ottawa, ON  
Maxine Elson, Dartmouth, NS  
Lars Goodman, Halifax, NS  
John M. Littlefair, Clementsport, NS  
Anne M. MacKay, Halifax, NS  
Nancy Margeson, Halifax, NS  
John Montague, Dartmouth, NS  
Nicole Robichaud, Halifax, NS  
Don Smith, Hunts Point, NS  
Bill Thompson, Lawrencetown, NS  
David S. Towler, Halifax, NS

*HMCS Sackville Captain Jim Reddy welcoming to the Canadian Naval Memorial Trust, new Life Member Petty Officer First Class Darcy Webb. In the background overlooking the ceremony: Our CBM Danny Rowe and Leading Seaman David Archibald, also a Life Member.*



# CANADIAN NAVAL MEMORIAL TRUST - DONOR RECOGNITION

The Canadian Naval Memorial Trust's objectives are to preserve, maintain and operate HMCS *Sackville* as a World War II corvette, in honour of all those who served in our maritime services, including those who made the supreme sacrifice, and to recognize the monumental contribution of Canadians to the Allied war effort and the RCN's significant role in ensuring victory at sea during the Battle of the Atlantic. The Trust has been successful because of the generosity and support of its membership, corporate sponsors, and the Canadian public at large. While all contributions are very much appreciated, the Donor Recognition Program aims to provide a broader form of public acknowledgement for major supporters.

Categories of the program are:

\$500 - \$2499	Convoy Class
\$2,500 - \$4,999	Corvette Class
\$5,000 - \$9,999	Frigate Class
\$10,000 - \$24,999	Destroyer Class
\$25,000 - \$49,999	Cruiser Class
\$50,000 - \$99,999	Carrier Class
\$100,000 - \$249,999	Division Level
\$250,000 +	Squadron Level

## 2010

Anonymous (2)	Frigate
Atlantic Chiefs & Petty Officers Assoc., Halifax, NS	Convoy
Sonja Bata, Toronto, ON	Convoy
Eileen Mary Church (Estate), Hamilton, ON	Convoy
Andrew Fulton, Mahone Bay, NS	Convoy
Harold Gillis, Ottawa, ON	Frigate
George Goossen, Victoria, BC	Convoy
Halifax Poppy Fund	Frigate
Fred Hulme, Calgary, AB	Convoy
John D. Leitch, Toronto, ON	Frigate
C.J.G. MacKenzie, Vancouver, BC	Convoy
Hugh MacPherson, Bedford, NS	Convoy
Harry McEwan, Chatham, ON	Convoy
Ian F. McKee, Halifax, NS	Destroyer
Andrew McMillin, Fredericton, NB	Carrier
NOAC Victoria	Convoy
RCNA - D.E.M.S., Barrie, ON	Convoy
Peter C.G. Richards, West Vancouver, BC	Convoy
Richard Rinn, Richmond Hill, ON	Convoy
Town of Sackville, NB	Convoy
The Two Philippe	Convoy
Mac H.M. Upton, North York, ON	Frigate
John Ward (Estate), Nepean, ON	Convoy
William Winegard, Guelph, ON	Convoy

## 2011

Anonymous (1)	Convoy
Anonymous (1)	Frigate
Dave Aspden, Barrie, ON	Convoy
Sonja Bata, Toronto, ON	Convoy
Ruth Bedwell, Halifax, NS	Convoy
Boyne Clark, LLP, Dartmouth, NS	Convoy
CFNES Halifax (Marine Institute)	Convoy
RAdm Gordon Edwards (Estate)	Convoy
Fleet Diving Unit (Atlantic)	Convoy
Harold Gillis, Ottawa, ON	Frigate
George Goossen, Victoria, BC	Convoy
Halifax Burns Club	Convoy
Halifax Poppy Fund	Frigate
Ronald Harrison, Vancouver, BC	Convoy
HMCS <i>Brunswicker</i> , Saint John, NB	Convoy
HMCS <i>Fredericton</i> , Halifax, NS	Convoy
HMCS <i>Scotian</i> , Halifax, NS	Convoy
Gilbert Hutton (Estate), Hamilton, ON	Convoy
Irving Shipbuilding Inc., Halifax, NS	Frigate
Allan MacLauchlan, Lloydminster, AB	Convoy
M.W. Mayo, Halifax, NS	Convoy
NOAC Victoria	Convoy
Oxford County Naval Vets, Woodstock, ON	Convoy
John M. Reid, Bridgewater, NS	Frigate
Sherry Richardson, Head of St. Margaret's Bay, NS	Convoy
Richard Rinn, Richmond Hill, ON	Convoy
Paul Smith, Hamilton, ON	Convoy
Roland S. Taylor, Duncan, BC	Convoy
The Two Philippe	Convoy
Town of Sackville, NB	Convoy
Robert Tucker, North York, ON	Convoy
Mac H.M. Upton, North York, ON	Frigate
David Wall, Chester, NS	Convoy

## 2012

Anonymous (1)	Convoy
Anonymous (1)	Frigate
Patricia Bonneau, Merrickville, ON	Convoy
Paul Brunelle, Dartmouth, NS	Cruiser
Peter G. Corkum, Halifax, NS	Convoy
P.S. Cox, Victoria, BC	Convoy
Defence Security Forum, Halifax, NS	Convoy
Harold Gillis, Ottawa, ON	Frigate
George Goossen, Victoria, BC	Convoy
Halifax Poppy Fund	Frigate
Douglas J. Hamm, Sackville, NB	Convoy
James Harold Kenney (Estate), Vancouver, BC	Destroyer
C.J.G. MacKenzie, Vancouver, BC	Convoy
Pearson Peacekeeping Centre, Ottawa, ON	Convoy
Peerless Marine Surveyors, Halifax, NS	Convoy
Kevin Power, Halifax, NS	Convoy
Richard Rinn, Richmond Hill, ON	Convoy
E.S. Smith, Halifax, NS	Convoy
Margaret Squire (Estate), Winnipeg, MB	Frigate
The Two Philippe	Convoy
Town of Sackville, NB	Convoy
Robert Tucker, North York, ON	Convoy
Mac H.M. Upton, North York, ON	Convoy
S.J. Yankoski, Russell, MB	Convoy

**2013**

Anonymous (1) Convoy  
 Anonymous (1) Frigate  
 Caroline E. Duffus (Estate), Waverley, NS Convoy  
 Graeme Duffus, Halifax, NS Convoy  
 Halifax Burns Club Convoy  
 Fred Crickard (Estate), Halifax, NS Frigate  
 Harold Gillis, Ottawa, ON Frigate  
 Emma Marshall, Ottawa, ON Convoy  
 John F. McCloskey, Jr.(Estate), Plymouth Mtg, PA, USA Destroyer  
 NOAC Victoria, BC Convoy  
 Nova Scotia Int'l Airshow Corvette  
 The Two Philippe Convoy  
 Town of Sackville, NB Convoy  
 Mac H.M. Upton, North York, ON Convoy  
 White Ensign Club, Montreal, QC Convoy

**2014**

Anonymous (2) Convoy  
 Sonja Bata, Toronto, ON Convoy  
 RAdm Denis R. Boyle (Estate), Toronto, ON Convoy  
 Kimberly Conrad, Dartmouth, NS Convoy  
 CN Railroaders in the Community Convoy  
 Defence Security Forum, Halifax, NS Corvette  
 Davis C. Edwards, Courtenay, BC Convoy  
 Harold Gillis, Ottawa, ON Frigate  
 George Goossen, Victoria, BC Convoy  
 George Goossen, Victoria, BC Convoy  
 Glenora Distillers Ltd, Mabou, NS Convoy  
 William Legg, Fareham, Hampshire, UK Convoy  
 Neil & Shirley MacDougall Fund, Toronto, ON Convoy  
 Allan MacLauchlan, Lloydminster, AB Convoy  
 John F. McCloskey Jr. (Estate), Plymouth Mtg, PA, USA Convoy  
 William Murray (Estate), Halifax, NS Frigate  
 Naval Association of Canada, West Vancouver, BC Corvette  
 The Two Philippe Convoy  
 Richard Rinn, Richmond Hill, ON Convoy  
 Town of Sackville, NB Convoy  
 Robert Tucker, North York, ON Convoy  
 Waterfront Development Corp., Halifax, NS Convoy  
 William J. Waldron (Estate), Essex, ON Frigate  
 Bradley Wilkins, Chester, NS Convoy  
 June Wilton, Halifax, NS Convoy  
 S.J. Yankoski, Russell, MB Convoy

**2015**

Anonymous (2) Convoy  
 Charles Armstrong, Gloucester, ON Convoy  
 Hugh Andrew, London, ON Convoy  
 Sonja Bata, Toronto, ON Convoy  
 RAdm. Denis R. Boyle (Estate), Toronto, ON Division  
 Philip Clappison, Waterloo, ON Convoy  
 CN Railroaders in the Community Convoy  
 Commissionaires Northern Alberta, NWT & Nunavut Convoy  
 Commissionaires Northern Saskatchewan Convoy  
 Commissionaires Nova Scotia Convoy  
 Defence Security Forum, Halifax, NS Convoy

Harold Gillis (Estate), Ottawa, ON Division  
 Glenora Distillers, Mabou, NS Convoy  
 George Goossen, Victoria, BC Convoy  
 Ronald Herold, Halifax, NS Convoy  
 Labrador Sea (2004) Inc., Dartmouth, NS (S. Engeset) Convoy  
 Neil & Shirley MacDougall Fund, Toronto, ON Convoy  
 William Murray (Estate), Halifax, NS Frigate  
 Oxford County Naval Vets, Woodstock, ON Convoy  
 Nancy Pyper, Ottawa, ON Convoy  
 Richard Rinn, Richmond Hill, ON Convoy  
 Royal Canadian Legion #133, Coburg, ON Convoy  
 Shannex Incorporated, Halifax, NS Convoy  
 Miranda Spilios, Sherborn, MA, USA Convoy  
 The Two Philippe Convoy  
 Town of Sackville, NB Convoy  
 Robert Tucker, North York, ON Convoy  
 Mac H.M. Upton (Estate), North York, ON Frigate  
 Vancouver Naval Veterans Association Convoy  
 Bryn Weadon, Beaverbank, NS Convoy  
 Howard Wilson, Halifax, NS Convoy  
 June Smith Wilton, Halifax, NS Convoy

**2016**

Anonymous (3) Convoy  
 Sonja Bata, Toronto, ON Convoy  
 Patricia Bonneau, Merrickville, ON Convoy  
 Harry W. Brown, Sherbrooke, QC Convoy  
 Canadian Forces Maritime Warfare Centre, Halifax, NS Convoy  
 CN Railroaders in the Community Convoy  
 Defence Security Forum (DEFSEC) Atlantic, Halifax, NS Corvette  
 George Goossen, Victoria, BC Convoy  
 Sidney C. Gould (Estate), Halifax, NS Frigate  
 Anthony Griffin (Estate), Toronto, ON Frigate  
 Halifax Poppy Fund Corvette  
 Hill + Knowlton Strategies, Toronto, ON Convoy  
 Irving Shipbuilding Inc., Halifax, NS Convoy  
 Gary Kuhrt, Lloydminster, AB Convoy  
 Labrador Sea (2004) Inc., Dartmouth, NS (S. Engeset) Frigate  
 Neil & Shirley MacDougall Fund, Toronto, ON Convoy  
 Allan MacLaughlan, Lloydminster, AB Convoy  
 Bruce McKean, Ottawa, ON Convoy  
 Ian F. McKee, Halifax, NS Destroyer  
 Naval Technical Apprenticeship Assoc., Halifax, NS Convoy  
 Oxford Naval Veterans Assoc., Woodstock, ON Convoy  
 The Two Philippe Corvette  
 Kevin Power, Halifax, NS Frigate  
 Peter C.G. Richards, West Vancouver, BC Convoy  
 Richard Rinn, Richmond Hill, ON Convoy  
 June Smith, Halifax, NS Convoy  
 SNC Lavalin, Montreal, QC Convoy  
 Miranda Spilios, Sherborn, MA, USA Convoy  
 Allan W. Sutherland, Victoria, BC Frigate  
 Eldon Albert Travis (Estate), Lindsay, ON Convoy  
 Robert Tucker, North York, ON Convoy  
 Waverly House Fund, Ottawa, ON Destroyer  
 Bryn Weadon, Beaverbank, NS Convoy  
 Howard Wilson, Halifax, NS Convoy  
 S.J. Yankoski, Russell, MB Convoy

# The Kriegsmarine's Black Flag of Surrender and the Royal Canadian Navy

by Sub-Lieutenant Warren Bush, HMCS Winnipeg



"It orders us to surface, to set a black flag [of surrender], to throw overboard all our ammunition and to wait for further orders," wrote Werner Hirschmann, engineer of the German submarine U-190 in his wartime diary on 11 May 1945. The 'Kriegsmarine,' or German Navy between 1935 and 1945, ordered its operational U-boats to stand down on 8 May 1945, and subsequently both the U-190 and U-889 surrendered to the Royal Canadian Navy on the 11th and 14th of May, respectively. The events surrounding the former U-boat's surrender are fairly well known, while those concerning the latter are less remarkable, but contribute to an interesting chapter in naval annals nonetheless. A brief examination of the Kriegsmarine's black flag of surrender to the Royal Canadian Navy reveals a distinctive experience for both military historians and Canadians alike – as does it fill in a small piece of the Battle of the Atlantic's endgame.

Bremen's major shipbuilding firm of AG Weser built both the U-190 and U-889. Commissioned on 24 September 1942 as a Type IXC/40 U-boat, the U-190 plied the Atlantic beginning on 24 September 1942, while the Kriegsmarine commissioned the U-889, also a Type IXC/40 U-boat, on 4 August 1944. The final patrol of both subs coincided with a bold bluff by Karl Dönitz, head of the Kriegsmarine. Acutely aware that by 1945 the 560,000 Allied service members his U-boats tied down would be redistributed if the truth emerged about the declining condition of his undersea force, Dönitz waged a campaign of deception that convinced the Allies that he controlled more operational U-boats than he actually did (by a lot). As such, the final patrols of the U-190 and U-889 represent fairly major tactical gambles

*Surrendered German submarine U-889 under escort into Shelburne, NS. Fairmile Motor Launch Q121 in background. Unknown Fairmile in foreground. Photo credit: For Posterity's Sake*

– the potential success of both subs had a direct correlation to the success of Dönitz's bluff.

The U-190 undertook six war patrols. Captain Max Wintermeyer commanded the first four from 24 September 1942 to 5 July 1944, but his tenure only yielded one sinking, the British merchant vessel *Empire Lakeland* en route from New York to Glasgow on 8 March 1943. None of the 57 crewmen or 8 gunners survived. Captain Hans-Erwin Reith then took command of the U-190's final two patrols beginning on 6 July 1944. The first voyage was rather unremarkable, although the second differed markedly.

Reith's final patrol began on 19 February 1945, and lasted 85 days. Shortly after entering the Atlantic, he received orders to destroy shipping around Halifax Harbour, a plan based on the successes of U-806 and U-1232 in late 1944 and early 1945. The subs sunk six merchant ships in the area – U-1232 sunk three of them within thirteen minutes – and the minesweeper HMCS *Clayquot* (Reith's superiors did not know that these sinking's prompted Allied authorities to eschew Halifax as an assembly point and replace it with Portland and Boston).

The U-190 dodged a handful of attacks from Allied shipping while crossing the Atlantic, during which time engineer Hirschmann recorded that the crew "developed an interesting social intercourse with a solitary fly that appeared in mid ocean," and "engaged in an intense analysis of,

and debate about, the growth of the only living matter aboard the U-190 – mildew."

The U-190 entered the Halifax area at the beginning of April, where it unsuccessfully prowled for slightly over two weeks (the crew did fire torpedoes at a tanker, but missed). The crew evaded detection by capitalizing on the Allied dogma that U-boats would employ deep water as a safe zone, and settled on the seafloor near the coast where numerous wrecks and oceanographic properties obscured a potential Asdic signature (a primitive form of sonar). However, on a patrol during 16 April the crew detected the distinctive pinging of Asdic, and then Reith spotted what he identified as a small warship via periscope – the minesweeper HMCS *Esquimalt*. Convinced that the U-190 had been detected, Reith ordered a torpedo (or "eel," as the Germans called them) fired at the enemy ship, which "immediately started to go under, rolling over to starboard and sinking stern first," recalled Able Seaman Joseph Wilson, "She disappeared within four minutes." The rapidity with which the unfortunate *Esquimalt* sank did not allow the radio operator to send news of the attack, and before aid arrived 44 of the ship's company of 70 died from either wounds or hypothermia.



*Burial Party for Funeral of a victim of the sinking of the minesweeper HMCS Esquimalt, Halifax, NS, Apr 1945*

The *Esquimalt* represents the last Canadian naval ship lost to an enemy during the War. Ironically, three days later a technical mishap immobilized the U-190 and it began flooding, a problem that forced it to the surface off Halifax Harbour for a full two hours, but Allied ships had concentrated a search for the sub in deeper water. Engineer Hirschmann remembers, "So there we were, sitting ducks on a brightly moonlit night in sight of the Sambro Light Ship at the mouth of Halifax Harbour... Today I find it hard to believe that we

could spend that much time on the surface near one of the busiest ports in the world and not be discovered."

The U-889 stalked the North Atlantic along with the U-190, but departed Axis territory on 5 April, well after Reith. Similarly assigned to hunt along North America's eastern seaboard, the sub's commander, Friedrich Brauecker, either did not sight any targets during the Atlantic crossing or otherwise opted not to expend any torpedoes. By the time the U-889 arrived in the western Atlantic, Germany had capitulated.

Despite Dönitz ordering his U-boats to stand down on 8 May, heavy fighting had knocked out all German radios powerful enough to reach U-boats in distant waters, creating widespread confusion. Once both the crews of the U-190 and U-889 actually made sense of the orders to surrender, they sailed eastward for Europe, although neither made it very far.

After almost sinking themselves for the second time in less than a month, this time through a torpedo disposal mishap, the crew of the U-190 finally successfully made radio contact with the outside world. Engineer Hirschmann recorded in his diary, "unfortunately it is not the homeland that answers but Cape Race in Newfoundland," and that "we are not enthusiastic! We have had quite enough cold during the last months." The Canadian corvettes HMCS *Thorlock* and HMCS *Victoriaville* broke from escorting a convoy to meet the sub around 500 miles off Cape Race, where Reith officially surrendered. Canadian sailors boarded the U-190, transferred most of the crew to the *Thorlock*, and then sailed for Bay Bulls, Newfoundland, along with a skeleton crew of Germans left behind for operational reasons.

The U-889 surrendered after being spotted by a Newfoundland based RCAF *Liberator* on 10 May just south of the Grand Banks' notorious Virgin Rocks navigation hazard. The Canadian corvettes HMCS *Dunvegan*, HMCS *Rockcliffe*, and three minesweepers belonging to Slow Convoy 175 intercepted the sub, and the Canadian frigates HMCS *Buckingham* and HMCS *Inch Arran* then took over the escort to Shelburne, Nova Scotia where they arrived on 14 May. On the sub's first night of captivity, Brauecker flashed the *Dunvegan*, "And so to bed. Have a good night."

Both surrenders generated considerable media circuses, and the submariners officially became



Canadian sailors raise the White Ensign above a German submarine in St. John's, Newfoundland, 1945.

Prisoners of War. However, the international disposition and geographic particulars of hostilities warrant mention. While this examination focuses on Canada's role in the surrender of German subs, the Americans also involved themselves in the same region, at the same time, through their base at Argentia, Newfoundland – then British soil, not Canadian.

Interestingly enough, the North Atlantic environs received intense attention between April and May 1945 because Allied intelligence confirmed the departure of six Type IXC U-boats from Axis territory, a 'wolfpack' the Germans dubbed Seewolf. Designed to bring back the success off North America's eastern seaboard similar to that of 1942's Operation Drumbeat (in which U-boats sunk 609 ships), Seewolf particularly rattled the Americans because they thought that the wolfpack carried V1 Rockets to be used against coastal American cities. As it turned out, the subs carried no rockets, yet the rumor resulted in 'Operation Teardrop,' a major American campaign to destroy U-boats destined for North American waters – consisting of a hardly inconsiderable 42 destroyers and four aircraft carriers. In any event, other U-boat surrenders took place in the Atlantic with terrestrial North American implications (five surrendered to the Americans), but only the U-190 and U-889 surrendered to the Royal Canadian Navy, and did so more by chance than anything else. At the conclusion of hostilities, only twenty-six U-boats were actually on patrol.

Allied authorities interrogated the crews from the U-190 and U-889, and shipped the officers to

a POW camp at Gravenhurst, Ontario, while the enlisted men went to various different camps. While the lives of enlisted POWs are difficult to assess in the historical record (students from Stanford and Brandon University conducted a scholarly archaeological investigation of Manitoba's Whitewater POW Camp in 2011-2012), the Germans enjoyed Gravenhurst's POW camp. Engineer Hirschmann remembered that the camp was located "near the shore of a lovely lake, it had all the comforts of life (with the exception of female company) and we prisoners were treated like guests of the country." Inside Camp 20, or 'the Muskoka Officers Club,' the inmates created a band (they played swing) and enjoyed a library, a tennis court, a farm, a diving tower and even a water polo basin. They also received rations of beer and somehow created a secret still. Despite this, they stuck to a ridged military hierarchy – inmates wore their uniforms with medals, saluted superiors, and conducted themselves as if on an active base. The officers of the U-190 also petitioned the camp's highest administrative superior to be officially removed from Reith's authority, as relations between him and the crew had deteriorated. The men from the U-190 and U-889 eventually trickled out of the camps (although not before a far less enjoyable stay at camps in Britain), but Brauecker remained incarcerated until December 1948 – one of the last U-boat commanders to be released.



Further, Engineer Hirschmann later immigrated to Canada, and published his wartime memoirs in 2004 along with military historian Donald E. Graves, titled *Another Time, Another Place: A U-Boat Officer's Wartime Album*. The work is an outstanding contribution to the historiography of the Second World War, and is the definitive account for the Kriegsmarine's black flag of surrender to the Royal Canadian Navy. Additionally, Lawrence Paterson's comprehensive *Black Flag: The Surrender of Germany's U-Boat Forces* globally contextualizes the Kriegsmarine's 1945 capitulation. Finally, perhaps the most interesting remnants of U-190's saga remain in the Crow's Nest, the Royal Canadian Navy's officers club in St John's, Newfoundland. There, the sub's periscope is proudly on display, and a binder of original photographs from the surrender at Bay Bulls can be seen with special permission. The submariners look positively delighted to be surrendering their boat, and to be finished with hostilities.



Catalina flying boat about to overfly U-889 underway to Shelburne, NS with her Canadian crew embarked.

As order emerged from the ruins of the Third Reich, Allied authorities decided on an ignominious fate for Germany's once august U-boat fleet – all but 30 of the 156 surrendered would be scuttled. Through a tripartite agreement as part of the much larger Potsdam Conference designed to work out Germany's future, the British, Russian, and American governments concluded that ten U-boats would go to each country for research and testing purposes. The Royal Navy then scuttled 116 of the 156 surrendered subs between 17 November 1945 and 11 February 1946 in an exercise codenamed Operation Deadlight. However, neither the U-190 nor U-889 met a watery grave through the disposal operation.

Allied military authorities determined that the Royal Canadian Navy would use the U-190 for research, while the Americans would do the same with the U-889. The United States Navy took possession of the latter sub on 10 January 1946, ran tests with the sub's hydrophone, and then destroyed it outside of Portsmouth near the end of 1947 during torpedo trials.

The Royal Canadian Navy, for their part, would hear of nothing so banal! The newly commissioned HMCS U-190 went on a ceremonial tour of the St. Lawrence River in the summer of 1945, and visited various communities. Thereafter it served as an anti-submarine training vessel until being decommissioned on 24 July 1947. Perhaps in an act of closure, the Royal Canadian Navy then transported the sub to the approximate location of the *Esquimalt's* destruction, and put on a pyrotechnic display for Trafalgar Day, 21 October of 1947.

Engineer Hirschmann summed up that "this event called for Canadian naval aircraft – Fireflies armed with rockets and Seafires armed with bombs – to attack U-190, which would be followed by gunfire from two Tribal class destroyers, HMCS *Haida* and HMCS *Nootka*, which would actually sink our old boat. As it was going down, an escort vessel would then administer the coup de grace by firing Hedgehog depth charges." The maneuver became somewhat muddled, but there can be no question that the fireworks wouldn't have disappointed any onlookers. Thus concluded the Kriegsmarine's black flag of surrender to the Royal Canadian Navy.



Sub-Lieutenant (SLT) Warren Oliver Bush is a Maritime Surface and Sub Surface Officer in the Royal Canadian Navy. He earned a BA Hons. from Trent University and Boston University via Woods Hole, Mass., and a Masters in Maritime History from Memorial University of Newfoundland.

Warren is a student of WWII's naval hostilities and history's loose ends. SLT Warren is currently serving in HMCS Winnipeg deployed on Exercise Poseidon Cutlass in the Indo-Asia-Pacific region.

## WAR ARTIST TOM WOOD



*Corvette entering the narrows, St. John's, NL, CWM*

Canadian naval war artist Tom Wood sent to St. John's, Newfoundland after D-Day was not a great fan of the weather when he arrived which he described as "utterly atrocious in the isolated port. We have had every variety...that I suppose exists, except sunshine. It has sleeted, rained and snowed, and fog, fog, fog, all the time" he wrote in his diary. All the same Wood found the port city picturesque with "great jagged rock formations enclosing [enclose] the harbour like a bowl." The artist chose to paint *Corvette entering the narrows, St. John's*, from a bleak vantage



*German Prisoners Leaving Their U-Boat, Bay Bulls, CWM*

point on the south bank of the harbour. "It is a raw cold day" and "the Flower Class corvette "Drumheller," returning from Derry with the Escort Group, is passing through the narrows....." Later, Wood was on scene when U-190, having surrendered to the RCN was escorted into Bay Bulls on 14 May 1945. Delivered to a ship where the crew was being held, Wood spent several hours taking photographs of the sailors which he later used to paint the above. *Jessup*

## THE LAST FIGHT OF THE CANADIAN DESTROYER ATHABASKAN

by Bill Dziadyk, LCdr (Ret'd), former Heritage Director, HMCS Bytown

The Spring 2017 edition of *Action Stations* includes an article about the WWII action in which *Athabaskan* was lost to enemy action in the English Channel on 29 April 1944. The article included an image of the William McDowell painting "Canadian Destroyer *Haida* stops to pick up survivors from the *Athabaskan*" on display in the DeWolf Room, HMCS Bytown in Ottawa.



McDowell produced two paintings of the action which were used to illustrate an article in "The Sphere" published just three weeks after the loss of the ship.

"The Last Fight of the Canadian Destroyer *Athabaskan*" was the second painting in the series and unfortunately is missing. If any readers have knowledge of its location, please contact the Heritage Director of HMCS Bytown Incorporated.



*The Last Fight of the Canadian Destroyer Athabaskan*

Limited edition prints "Canadian Destroyer *Haida* stops to pick up survivors from the *Athabaskan*" can be purchased at:

[barrytate.com/Other-Pages/athabaskan-haida.html](http://barrytate.com/Other-Pages/athabaskan-haida.html); tel: (250) 655-4535 (8 a.m. to 8 p.m. PST); email: [Haida-Athabaskan@barrytate.com](mailto:Haida-Athabaskan@barrytate.com)

## RADM (RET'D) BRYN WEADON AND S/LT CANON WILLIAM (BILL) THOMAS RECEIVE PRESTIGIOUS SOVEREIGN'S MEDAL FOR VOLUNTEERS

by Douglas Thomas

The Sovereign's Medal for Volunteers recognizes the exceptional volunteer achievements of Canadians from across the country in a wide range of fields. As an official Canadian honour, the Medal for Volunteers incorporates and replaces the Governor General's Caring Canadian Award, created in 1995, by then-Governor General the Right Honourable Roméo LeBlanc. The Medal builds on the legacy and spirit of the Caring Canadian Award by honouring the dedication and commitment of volunteers.

On 12 June, 2017, His Excellency the Right Honourable David Johnston, Governor General of Canada presented Bryn Weadon with the Sovereign's Medal for Volunteers.



Governor General David Johnston and Bryn Weadon at Rideau Hall Sovereign's Medal for Volunteers Medal

Bryn Weadon is a retired naval supply officer. Bryn retired in 2009 after 35 years of military service. Since joining the RMC Foundation Board, Bryn Weadon has been directly responsible for the management and oversight of all financial matters relating to the RMC Foundation.

After retirement, Bryn remained involved with the Canadian Forces as a member of the Non-Public Property Board and Support the Troops Executive Committee. He continues as an external member to the Staff of the NPF Pension Investment Committee. He also serves as a volunteer Treasurer of the Navy League of Canada and the Canadian Naval Memorial Trust.

S/Lt The Reverend Canon William (Bill) C. Thomas was presented with his Sovereign's Medal in January 2017. He has had a long association with the navy, going back to his days with the UNTD (university Naval Training Division), service as a chaplain with the Navy and naval-associated organizations, and membership and leadership positions with UNTD Association and the Naval Association of Canada.



Mayor Fred Eisenberg (L), on behalf of the Governor General presents the Sovereign's Medal for Volunteers to Bill Thomas (R), at Hamilton City Hall Council Meeting, 25 January 2017

He is a life member of CNMT and an active member of the Friends of Haida. Bill is a steadfast member of the Trust, and drives to Halifax annually for our AGM; usually with a bulky artefact for HMCS Sackville.

Bravo Zulu Bryn and Bill! The Trust is very fortunate to have such committed and talented people as active members.

## LOOKING TO THE FUTURE

by Willis McCullough-Messom



Willis McCullough-Messom and Lieutenant Commander ret'd Cyril McDonald on the gundeck of HMCS Sackville during their recent visit to the ship. Photos by Sheri Fanjoy

This year marks the end of my cadet career, with RCSCC 356 *Wolf*, and the beginning of my military service. I have been involved with the Cadets since our corps inception in 2011.

I have been given the opportunity to experience many things such as, sailing, marksmanship, biathlon, and a naval training deployment aboard the ORCA Class in Esquimalt BC. The ORCA deployment was 10 days long and was similar to training that a Maritime Sub and Sub Surface Officer ( MARS ) will go through following basic training.

This deployment gave me a glimpse into the daily life of a member of our Canadian Navy. I learned general skills such as helmsmanship, lookout, lifebuoy sentry, engineering assistant and assistant Navigator.

To say the least, I fell in love with the sea and after this deployment I knew MARS was for me. The idea of a fast paced, thinking on your feet position, definitely appealed to me. I will be entering ROTP starting with basic training this summer. From there I will proceed university to obtain a computer science degree that will mark the start of my service as a Naval Officer. I then spend a year attending the Naval Officer Training School in Esquimalt BC where they will train

me for my specific responsibilities aboard the ship. After completion I hope to return to Halifax to complete the Naval Operations Course.

None of this would be possible without the support of my cadet corps. The hard work of the officers and volunteers who have worked to set the example and a high standard for both myself and the Corps, allowed me to follow a dream.

One of the people who has been a defining presence for me is LCdr *ret'd* Cyril McDonald. He was RCSCC 356 *Wolf's* first Executive Officer. We have worked together during different volunteer and cadet events. Without his influence at Cadets and in the community I would not be headed towards my current career.

Recently I had the pleasure to tour HMCS *Sackville* with Mr. McDonald. Even though the ship was closed for the season and alongside in HMC Dockyard, we were able to spend time exploring the open/closed bridges, the canteen, the galley, the mess deck and the engine room.

My favorite would be the bridges and the mess deck. Both showed the drastic change between naval life of the past and now. The memorabilia on the mess deck was a highlight, allowing me to see how far things have come.

The bridges were the particularly interesting as they directly tied into being a MARS officer. Many components of the bridge remain similar, yet the lack of technology was eye opening.

The tour was another experience that I will never forget. Thank you to HMCS *Sackville* for allowing me to come aboard. Also to Sheri Fanjoy for capturing the day with wonderful photographs. A special thank you to LCdr Cyril McDonald who has fostered my interest in the Navy and also inspired me along the way.



### RCSCC 356 Wolf

RCSCC 356 *Wolf* was incorporated 1 September 2012 in Mount Uniacke, Nova Scotia. From the very beginning we maintained a minimum of 32 cadets with a height of 50 plus in year 2 and 3. The beginning was with very young cadets where our Cox'n was a seasoned third year Master Seaman!

The five volunteers we had taught, counselled, educated, trained and coordinated every event. The community was behind us from the very beginning and fund raising was supported from the outset which allowed us to get the kids out of the town and into the city for numerous events.

We camped, we participated with other corps and we competed at large events. In our first year, the kids won the Leadership Award when competing against all corps in HRM! We won best small corps in Nova Scotia in year three and continue to win accolades wherever we go. Discipline, respect and community involvement

is highly stressed at *Wolf* and it is paying off handsomely.

*Wolf* is supported by HMCS *Halifax*, which has done a yeoman's job in bringing our cadets onboard annually for tours, including day sails. They assist us in fund raising and are always there when we need something special. This is not lost on our cadets or the parents. A small deed in the big picture, but it definitely has showed how professional the Royal Canadian Navy really is.

Again, thank you so much for meeting with us onboard. As Willis says in his article, another memory that will not soon be forgotten. Thank you Pat and Jim for all that you do to keep this wonderful museum alive!

*Yours Aye,*

Cyril McDonald  
LCdr RCN *ret'd*

## BATTLE OF THE ATLANTIC: SOUL OF THE ROYAL CANADIAN NAVY

by Rear-Admiral John Newton, Commander Joint Task Force Atlantic and Maritime Forces Atlantic



On convoy duty at the age of 17 in 1941, Battle of the Atlantic veteran Ron Waddleton reminiscing with Admiral John Newton at the 2017 Point Pleasant Park ceremony, commemorating the 72th anniversary of the war at sea.

The following is the speech Rear-Admiral Newton gave at the Halifax Memorial also known as the Sailors' Monument during the Battle of the Atlantic ceremony this past May.

It is on days like this that we, the serving members of the Canadian Armed Forces, can feel the soul of the Royal Canadian Navy and Royal Canadian Air Force.

We feel it in the surf, the salt air, the fog and rain on this shoreline, where war has washed ashore time and again.

In the First and Second World Wars, Korean War, Cold War, Gulf War, and many others, we find examples of how conflict in distant lands compelled Canada to action, and no place in Canada has been more affected than Halifax.

We feel that soul in the thousands of names of the dead, fallen in combat in the Battle of the Atlantic and as memorialized on the Halifax Memorial Monument.

We can feel our navy's soul in its service and sacrifice in the Halifax Explosion 100 years ago. We feel our soul through the presence of Battle of Atlantic veterans who attend here with us, their numbers fewer, but their pride no more diminished than the day they stepped aboard their first corvette, like HMCS *Sackville*, in the 1940s.

We feel it by acknowledging what is happening aboard HMCS *Montreal*. There, hundreds of family members will commit the ashes of their loved ones to the sea, the last wish of many of our veterans who never forgot their experiences facing the peril of the ocean and the ferocity of a determined foe.

We feel that soul as custodians of great national institutions, in hundreds of ceremonies across our country this week as we commemorate the Battle of the Atlantic.

We do this act of remembrance not just for our veterans and not simply to honour sacrifice. We do it for you, the serving members. We do it to value your service today, to give you courage to face deployments on, under and over the oceans, knowing that men and women just like you rose to a great challenge in their time and faced it with a uniquely Canadian sense of duty and determination.

While the sacrifices highlighted on this monument represent men and women lost in war, there remains great risk and sacrifice in the battle today to maintain peace.

And since the 1940s, our navy and air forces have been fighting to maintain global peace, at the direction of our government, and in carefully considered engagements worldwide, literally wherever there is water.

Today, we fight for peace by helping less capable nations develop their maritime security capacities.

We are in a battle to maintain peace by intervening in regional conflicts where the presence of our nation, known for its diplomacy, democratic values, rule of law, and professional military is a capable partner and moderating influence.

We fight for peace everyday by surveying our national waters, protecting Canadian sovereignty and participating in the maintenance of open sea lanes globally so that all nations can prosper through international trade.

And time and again, we fight for peace by relieving suffering in humanitarian and natural disasters, knowing that acts of kindness pay forward between nations and cultures just as it does between people.

We serve today in the traditions of service forged in the Battle of the Atlantic, so that we will deliver to our descendants 70 years from now,

an equally beautiful, bountiful, peaceful and participating nation.

Thank you all for attending, for feeling the soul of the Royal Canadian Navy, the Royal Canadian Air Force, and Canada's merchant navy.

Thank you to our veterans for handing us the torch. Thank you to our youth for standing ready to take it from us

## THE HALIFAX MEMORIAL, POINT PLEASANT PARK, HALIFAX



Constructed by the Commonwealth War Graves Commission and the Government of Canada, The Halifax Memorial commemorates 3,267 Canadian and Newfoundland sailors and soldiers who lost their lives in the First and Second World Wars, and who were previously commemorated by a memorial standing on Citadel Hill, Halifax.

When it became apparent that the old memorial had deteriorated to the extent that it was unworthy of its purpose of commemorating Canadian war dead, it was demolished. The panels upon which the names of the war dead were inscribed were consigned to the sea with appropriate ceremony of 7 November 1966.

The new memorial consist of a great granite Cross of Sacrifice twelve metres high, similar in design to those in the Commission war cemeteries around the world. The cross is mounted on a large granite podium bearing panels of bronze upon which are inscribed the names of those whose graves are at sea.

Following the First World War, Canada and New Zealand requested that the commemoration of their dead, lost at sea, should be in their respective countries. The original Halifax Memorial was built in 1924 and upon it were inscribed the names of 415 sailors, all but 41 of the Canadian war dead "missing, presumed lost" at sea. The 41 were lost in the Pacific Ocean and their names are inscribed on the Victoria Memorial, Ross Bay Cemetery, Victoria, British Columbia.

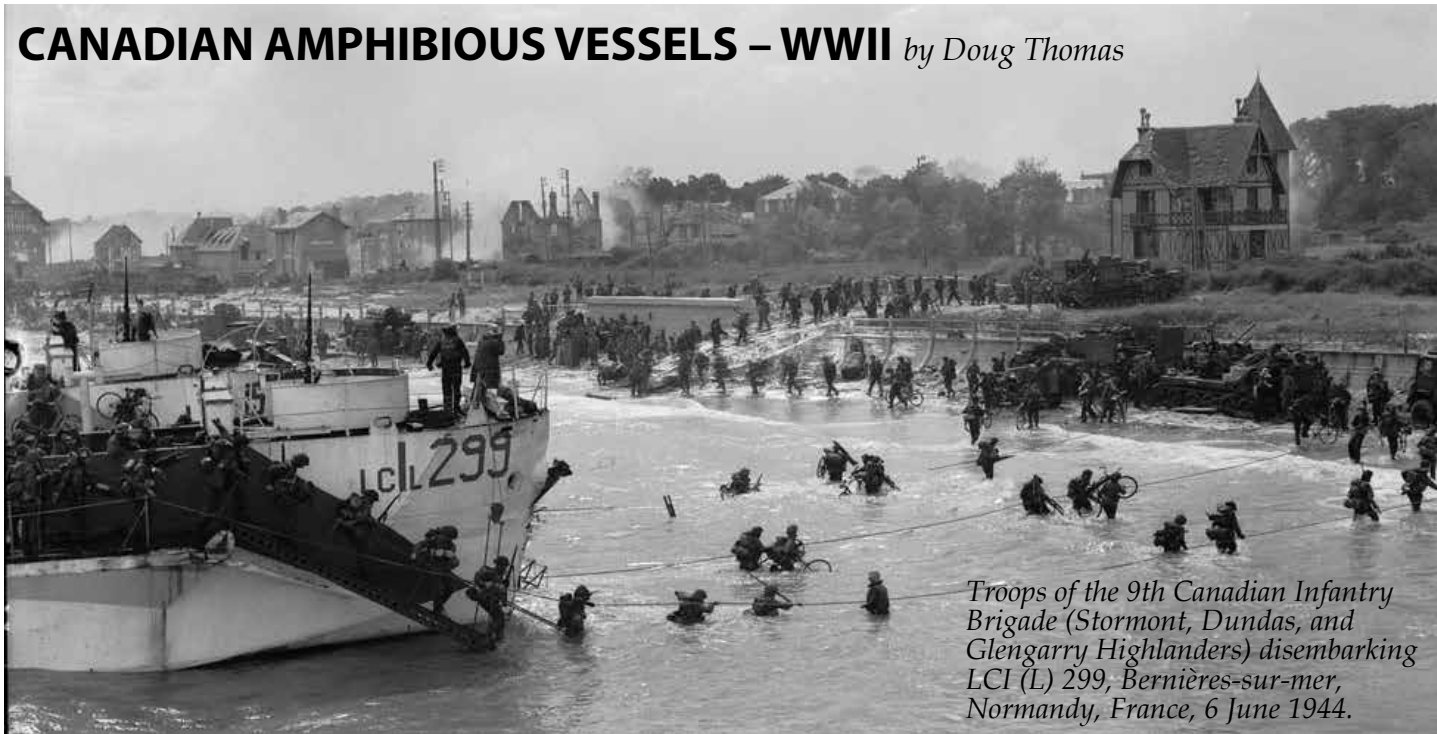
After the Second World War the names of 2,852 Canadian sailors and soldiers lost at sea in that war were added to the Halifax Memorial. A special section was also included for the sailors of the Newfoundland Merchant Navy who between 3 September 1939 and 31 December 1947 went to sea, never to return. The 'missing' sailors and soldiers of the First World War are commemorated on the Beaumont-Hamel memorial in France.

Canadians and Newfoundlanders who served in the Royal Navy and who were lost at sea are commemorated with their Commonwealth comrades on the great memorials at Chatham, Portsmouth, Plymouth, Lowestoft, Liverpool and Lee-on-Solent in England.

Her Majesty's Canadian Ships and visiting warships when entering or leaving Halifax Harbour and passing the Halifax Memorial between Colours (8:00 am daily) and Sunset 'pipe the still' to render honours.

*(Adapted from the Order of Ceremony at the Unveiling of the Halifax Memorial, 12 November 1967.)*

## CANADIAN AMPHIBIOUS VESSELS – WWII *by Doug Thomas*



Troops of the 9th Canadian Infantry Brigade (Stormont, Dundas, and Glengarry Highlanders) disembarking LCI (L) 299, Bernières-sur-mer, Normandy, France, 6 June 1944.

Gilbert Alexander Milne/DND/LAC, PA-122765

The huge expansion of the RCN extended to the vessels necessary to conduct landings of infantry, vehicles, and materiel on the shores of enemy-held territory. The different Allied landing operations, in Dieppe, in Sicily and in Normandy, required that new types of ships be built, especially designed for carrying troops and materiel in preparation for an amphibious assault.

In the book *The Naval Service of Canada, 1910 - 2010: The Centennial Story* (edited by R. H. Gimblett), one finds mention of the first Canadians who entered the Combined Operations organization as volunteers and voyaged to Scotland, then Southern England, in early 1942.

*From page 64:*

The RCN also made a substantial contribution to the Combined Operations service, the organization created to carry out raids on occupied Europe and develop the specialized techniques required to conduct the large amphibious landings that marked the latter years of the war. In early 1942, 50 officers and 300 ratings proceeded to Britain to form two flotillas of landing craft. On 19 August 1942, 15 officers and 55 ratings from this group were with British landing craft flotillas that participated in Operation Jubilee, the ill-fated raid on Dieppe that cost the Canadian army nearly 3,000 casualties, or about 65 percent of the troops that took part. In a letter home written shortly afterward, Sub-Lieutenant D. Ramsay\*, RCNVR, provided a dramatic kaleidoscope of the images he had witnessed that terrible day, including: "A German

armed trawler blown clear out of the water by one of our destroyers; a five-inch shell right through from one side to the other on the boat next to me without exploding; the boat Officer, Skipper Jones, R.N.R. (ex-Trawlerman as you can guess) screaming invectives at the Jerry and coming out once in a while with the famous Jonesian saying, "Get stuffed"; a large houseful of Jerry machine gunners pasting hell out of anybody who dared come near the beach; a Ju.88 whose wing was cut in half by AB (Able Bodies Seaman) Mitchinson of Ontario in the boat astern; a plane swooping down low behind a destroyer and letting go a 2000 lb. bomb, which ricocheted over the mast and burst about 10 yards on the starboard bow; peeking over the cox'n's box and looking into the smoking cannon of an Me. 109. I'm here to state that that was close." (\*D. Ramsay's letter, in full, can be found on the website: [wavynavy.blogspot.com/1000 Men, 1000 Stories](http://wavynavy.blogspot.com/1000%20Men,%201000%20Stories))

Organized as four distinctly RCN flotillas, Canadian Combined Operations personnel then took part in Operations *Torch* (the landing in North Africa in November 1942), *Husky* (the Sicily landing in July 1943) and *Baytown* (the Italy landing that September). The achievements of the Canadian flotillas were almost unknown in Canada, much to the chagrin of NSHQ (Naval Service HQ).

Canadian amphibious vessels were of all shapes and sizes: from the former Armed Merchant Cruisers *Prince David* and *Prince Robert*, which were converted to Landing Ship Infantry (LSI) and carried six plywood assault craft (LCA) and two Landing Craft

Medium (LCM) for landing troops, and 30 Infantry Landing Craft (LCI (L)) manned by Canadians, on loan from the USN and RN for the June 1944 Normandy landings and employed well into August to ferry troops to and from the UK. They were then paid off and returned to the US.

### Landing Craft Assault (LCA)

LCAs were small wooden boats, 12.5 m in length, equipped with machine-guns. They could take up to 30 men to the beach, having to progress under enemy fire as long as the beaches were not under control.

### Landing Craft Medium (LCM)

LCMs had a 15.2 m-long steel hull, with a landing ramp at the bow. They could carry small vehicles as well as men, and when they reached the beach, a ramp was lowered to enable soldiers to advance onto the beach. LCMs were equipped with machine-guns.

### Landing Craft Infantry Light - LCI(L)

An LCI (L) was designed for a long crossing with 155 infantrymen on board in addition to her regular crew of 2 officers and 20 men. Built in the US, LCIs were 48 m-long and could reach a speed of 14 knots. Crossing the width of the Channel, in contrast to LCAs and LCMs, LCI(L)s reached the beach only after the first assault had been made. These are the ships most usually seen in D-Day photos, with their two lateral ramps that let soldiers down towards the beach. On June 6, 1944, the RCN had ten flotillas with three LCIs in each. They landed 4,600 men on the Normandy beaches.

### Landing Ship Infantry (LSI)

The Royal Canadian Navy (RCN) acquired three pre-war coastal passenger steamers from Canadian National Steamships, which were converted to Armed Merchant Cruisers with 4 - 6 inch and anti-aircraft guns to augment naval patrols. Later in the war two of them were modified for transporting and landing troops on foreign shores. HMC Ships *Prince David* and *Prince Henry*. They could carry 550 infantrymen, as well as six LCAs and two LCMs. Their role was to get within a few kilometres from the landing beach and to launch the LCAs and LCMs from their davits. The LCAs and LCMs acted as shuttles between the ships and the beach until all men are landed. On June 6, 1944, D-Day, *Prince David* and *Prince Henry* landed troops on Gold Beach. Later they were employed in supporting Operation *Dragoon*, the invasion of southern France.



Landing Craft Assault (LCA) approaching Bernières-sur-mer from HMCS Prince Henry, 6 June 1944. PA-132790



Landing Craft, Tanks (LCTs) fully loaded and camouflaged in Southampton, England, 4 June, 1944. Credit: Frank L. Duberville / Canada. Dept. of National Defence / Library and Archives Canada / PA-137130



HMCS Prince Henry and Landing Craft Assault (LCA) during D-Day training exercise.

# HMCS SACKVILLE SUPPORTING MARITIME SECURITY

For several years, the Canadian Naval Review, published by the Centre for Foreign Policy Studies, Dalhousie University in Halifax has held an Essay Competition, with the best of the essays being awarded prizes and being published in the Review.

Since 2012, the Canadian Naval Memorial Trust has sponsored the first prize of the competition and aptly renamed it in honour of Commodore Bruce Oland who passed away in 2009. Commodore Oland had a lifelong interest in the Canadian Armed Forces and was actively involved in the Militia and the Royal Canadian Naval Reserve from 1933 to 1971. At the outbreak of hostilities in 1939, he served in the Royal Canadian Artillery during the entirety of World War II. In 1951 he transferred from the Militia to the Royal Canadian Naval Reserve. In 1963 he became the Commanding Officer of HMCS Scotian and promoted to Captain. In 1967 he was appointed ADC to His Excellency Governor-General Ro-



land Michener, promoted to Commodore and appointed as Senior Naval Reserve Advisor.

The 2017 recipient of the Bruce Oland Prize Dr. Robert Huish of Dalhousie University on his essay - "How to Sink the Hermit Kingdom: Improving Maritime Sanctions against North Korea" is pictured above (R) with Jim Reddy, Commanding Officer of HMCS Sackville.

## THE STADACONA BAND of the ROYAL CANADIAN NAVY presents



# A MOMENT IN TIME

*A musical commemoration of the 100th Anniversary of the Halifax Explosion*

**Sunday, November 26, 2 - 4 pm**  
**Halifax Central Library - Paul O'Regan Hall**  
**5440 Spring Garden Rd, Halifax**

**Free Admission**

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**EXPLOSION**  
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# UPCOMING EVENTS

## THE NEWFOUNDLAND AND LABRADOR BRANCH NAC IN COOPERATION WITH THE CROW'S NEST OFFICERS' CLUB IS PLEASED TO HOST THE 2017 NATIONAL CONFERENCE AND ANNUAL GENERAL MEETING IN HISTORIC ST. JOHN'S, 19-22 OCTOBER.



*Commodore LW Murray congratulating the Ship's Companies of HMC Ships Skeena and Wetaskiwin, alongside in St. John's, NL, 4 August 1942, for sinking the German submarine U-588 earlier in July. PA-115347*

### National Conference and AGM

The National Conference will be a one-day event hosted by the Fisheries and Marine Institute of Memorial University on Friday, 20 October. The Conference Theme is "The North Atlantic: Past and Present". Further details will be posted on the NAC website. The AGM will be held on Saturday, 21 October at HMCS *Cabot*. If there is sufficient interest, a partner program will be available on Friday and Saturday mornings which will include a city tour and lunch at the Provincial Archives.

### 75th Anniversary of the Crow's Nest Officers' Club

2017 marks the 75th Anniversary of the establishment in 1942 of the Sea-Going Officers' Club near the St. John's waterfront. It is now a National Historic Site. As part of the anniversary celebrations, there will be several special events including a naval mess dinner at CFS *St. John's* on Saturday, 21 October.

### Accommodations

Rooms have been reserved at the Murray Premises Hotel/St. John's Executive Suites, 5 Beck's Cove, St. John's, NL, A1C 6H1, [www.murraypremiseshotel.com](http://www.murraypremiseshotel.com) or phone (709)-738-7773 or (866)-738-7773. The group block is under the name Naval Association of Canada and delegates should ask for this block when calling. Complimentary continental deluxe breakfast is offered along with complimentary parking and Wi-Fi. Delegates should book by 19 September after which date any rooms remaining will be released but may be booked after that date if still available.

### Further information

Further details on timings, registration, conference program will be provided on the website <http://www.navalassoc.ca>. For any additional information, please email Conference Chair Ed Williams at [edgarwilliams@nl.rogers.com](mailto:edgarwilliams@nl.rogers.com). We look forward to seeing you in St. John's in October, 2017. St. John's is serviced by Air Canada, Westjet and Porter airlines.



**CNMT ANNUAL  
GENERAL MEETING**  
28 June, 2018

1- 4:30 pm AGM  
Art Gallery of Nova Scotia

5 pm Reception onboard  
HMCS Sackville

7:30 pm Royal Nova Scotia  
International Tattoo

Return Undeliverable  
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PO Box 99000 Station Forces  
Halifax NS B3K 5X5

