

ACTION STATIONS!

HMCS SACKVILLE - CANADA'S NAVAL MEMORIAL MAGAZINE

VOLUME 35- ISSUE 1

SPRING 2016



Marc Magee

Editor and design: LCdr *ret'd* Pat Jessup
pr@canadasnavalmemorial.ca

Editorial Committee

Cdr *ret'd* Len Canfield - Public Affairs
LCdr *ret'd* Doug Thomas - Executive Director
Debbie Findlay - Financial Officer

Editorial Associates

Diana Hennessy
Capt (N) *ret'd* Bernie Derible
Lt(N) Blaine Carter, RCN
LCdr *ret'd* Dan Matte
Richard Krehbiel
Major *ret'd* Peter Holmes
Leading Seaman *ret'd* Steve Rowland

Photographers

Lt(N) *ret'd* Ian Urquhart
Cdr *ret'd* Bill Gard

Sandy McClearn,
Smugmug: <http://smcclearn.smugmug.com/>

Roger Litwiller:
<http://www.rogerlitwiller.com/>

HMCS SACKVILLE
PO Box 99000 Station Forces
Halifax, NS B3K 5X5

Summer phone number downtown berth: 902-429-2132
Winter phone in the Dockyard: 902-427-2837



HMCSSACKVILLE1



<http://www.canadasnavalmemorial.ca/>

OUR COVER:

CONVOY ONS-154 by *Marc Magee*
HMCS *Napanee* steams past SS Empire *Wagtail* after she was torpedoed by U-260. Loaded with coal, the merchant ship exploded and sank instantly with the loss of all hands on 29 December 1942. The Battle for ONS-154 lasted seven days, fourteen merchant ships were lost to U-Boats. *Napanee* shared credit with the other escorts, with the only success during the action, when U-356 was depth charged and sunk during the first night of the battle on 27 December 1942 by HMCS *St. Laurent*.

Actions Stations can be emailed to you and in full colour approximately 2 weeks before it will arrive in your mailbox. If you would prefer electronic copy instead of the printed magazine, please let us know.

IN THIS ISSUE:

From the Executive The Chair's Report The Captain's Cabin Executive Director Report	3
Crossed the Bar	6
Modern Athabaskan honours WWII namesake <i>Sub-Lieutenant Blair Gilmore</i>	7
The war was fought in Canada too. Let's not forget. <i>The Honourable John Crosbie</i>	8
The summer of '42: A story of HMCS <i>Sackville</i> <i>Carl Anderson</i>	9
Celebrating a decade of <i>Sackville</i> <i>Kenneth Tam</i>	13
The League of Extraordinary Sailors <i>Rear Admiral John Newton</i>	14
No. 162 Osprey Squadron <i>LCol ret'd Mike Black</i> and <i>LCol ret'd Bart Konings</i>	16
A Plea to Remember the Battle of the Atlantic <i>Capt(N) ret'd Rolfe Monteith</i>	19
A King among Colleges <i>Beth Brown</i>	20
The Battle for Convoy ONS-154 <i>CPO1 ret'd Pat Devenish and David Syrett</i>	22
Marc Magee <i>Roger Litwiller</i>	24
The Story of the Wolf <i>Lt(N) Duncan Wolfe</i>	25
VAdm Ralph Hennessy Saluted by the City of Ottawa	26
Treasured WWI Memento regifted to Shearwater Aviation Museum <i>Hugh MacPherson</i>	28
Membership, Recruiting, BOA Event Schedule	30

FROM THE CHAIR - CANADIAN NAVAL MEMORIAL TRUST

Commodore ret'd Bruce Belliveau

Dear Trustees and Friends of the Canadian Naval Memorial Trust, it is that time of year when the Trust turns its attention fulltime to preparations for Battle of the Atlantic Commemoration ceremonies for the last week of April through to Battle of the Atlantic Sunday, 1 May 2016. As is always the case we have a dedicated crew working the event plans which include, the BOA Dinner date, the BOA concert at the Spatz Theatre date and of course the committal of ashes ceremony on Sunday, 1 May 2016. I am thankful for the stalwarts who work so hard each year on these events and am buoyed by the new volunteers that have stepped forward. There is always room for more so please contact the Executive Director, Doug Thomas, to determine what opportunity exists for you to get involved.



New Life Members with the Chair - CNMT. L-R: CPO2 Tim Feeley, Cmdre ret'd Bruce Belliveau, LCdr Warren Feltham and CPO2 Darcy Burd

This wonderful magazine has grown and developed into a vital communications vehicle for the Trust. I would like to thank Pat Jessup and Doug Thomas for all the effort they have put forward over the last years in making it so. They deserve a huge thank-you from all of us. As you can imagine it has been a tireless task for them which they have done without complaint. It is however now time to pass the baton and I need other Trustees to step up to the plate and take on the responsibility of editor of Action Stations. It needs not be a Halifax based Trustee as the majority of the work is electronic. What we need is the individual with the right enthusiasm and time to take on this challenge. If you are interested, please contact Doug Thomas for more information.

This year we will be instituting a new idea onboard during our open to visitors' seasons. We plan to have a Trustee on board as the "Officer of the Day". Details are being worked on but if you would like to spend more time on board in a meaningful role, please again, speak to Doug Thomas or Jim Reddy.

I hope everyone who can take advantage to join us with friends and family for the BOA Concert. Last year it was a sold out performance which received excellent reviews from all in attendance. This year's performance is shaping up with a new choir and material bound to meet the desires of all age groups.

On February 26, 2016, I along with many other Trustees joined with the veterans of the First Gulf War (FGW) to commemorate the Liberation of Kuwait. In his remarks RAdm John Newton commented that the work of the three

ships company of Task Group Op Friction laid the ground work for today's modern Navy. I could not agree more and as a Gulf War vet I know first-hand the outstanding contribution we made to tactical development, software development, computer simulation and to continuing the tradition/reputation that Royal Canadian Navy punches well above its weight. I think as Trustees the important measure is reflecting on our past and learning from it. It is not lost on me that the *Sackville* and her sister ships played a similar role in charting the course of the RCN and in fact helped prepare the way for those of us who participated in the Gulf War. This is why it is so important for us all to get behind The Battle of the Atlantic place project and heighten awareness of the great deeds of Canadians at every opportunity. I challenge everyone who

reads this article to visit the website, <http://www.battleoftheatlanticsociety.ca> and become familiar with the project and learn more about what it is that the RCN/Canada achieved in "punching above their weight" in this the longest and most important battle of WWII.



One of the most popular and well-respected Members of Parliament over the last two decades and now on the board of the Veterans Legal Assistance Foundation, Life Trustee Peter Stoffer (R) was recently recognized onboard for his ongoing support of military and veterans issues. Pictured L-R with Peter: First Gulf War veterans Cmdre ret'd Bruce Belliveau, Combat Officer HMCS Terra Nova, and VAdm ret'd Duncan Miller, Task Group Commander.

THE CAPTAIN'S CABIN

Lieutenant Commander ret'd Jim Reddy

Because *Sackville* has such a long and active history, one needs to be prepared for visitors with new stories of the ship's past. Late last summer, Fraser Bridgeford of Bristol, England visited Canada for an ocean kayaking experience on both coasts. Turned out that he also amuses himself with the same adventure sport in UK waters so Fraser was clearly not here to sample our tea. Fraser's other motivation was to visit HMCS *Sackville* to which his Royal Navy father William Fraser Bridgeford was attached for a period in 1942 and 1943.

I had no quick explanation for why an RN sailor would have served in *Sackville* but Fraser came armed with his father's records and onboard photos, one of which is shown. From that evidence, we pieced together Bill Bridgeford's story. Petty Officer Bridgeford was a Radar Operator who joined *Sackville* in St. John's, sailing in her for some six months. Of course, that was just after the new and secret Type 271 was fitted onboard so it would seem that an experienced RN operator would be a natural asset in bringing the new Canadian operators up to speed. An RCN request must have been made and Bill must have "volunteered". Fraser said that his father recalled his RCN experience fondly.

Fraser was touched to have his own photo taken on the boat deck exactly where his father's picture shows *Sackville*'s "Radar Branch", as is inscribed on the back. The other names listed are "Bunker" Hill, Abe Addleman, R. Jewel, Johnston, Boomer and Blackwell.

I tell the story of Fraser's visit because it has become such a regular occurrence that we see people in their middle age, who recently lost their Battle of the Atlantic veteran parent. They visit *Sackville* to get a sense of their fathers' wartime experience. Typically, the son or daughter will have no military service knowledge of their own and the father will not have spoken much of, and even resisted describing wartime events. Nevertheless, the children understand the great effect the war has had on their dad and his generation and feel a need to understand. Not too long ago, Wendall Brown escorted a woman with mobility issues down into the engine room where even agile visitors do not normally venture because she felt compelled to see where her dad stood his watches.

This visitor phenomenon ties in very well with one of the themes of the Battle of the Atlantic Place that is "Celebrating the Deeds of Canadians". It is also one of the most rewarding experiences that can be enjoyed by those of us welcoming Canadians onboard.

We've been delayed in our major docking work period, (DWP) because of operating issues with the dockyard syncrolift as well as maintenance administration delays. Nevertheless, we expect to dock soon for this critical preservation work. Because we have missed taking advantage of the winter months, it is also likely that the DWP will have some impact on our summer season.



There are also some changes in key personnel onboard. CPO1 (just retired) Patrick Devenish has joined us as Chief Engine Room Artificer (CERA). Pat has come to us from the senior engineering position of MARLANT Fleet Engineering Chief and with lots of experience. Pat is also more than a technical sailor. He is well known in RCN historical circles, having established himself as a writer, speaker and historical tour guide. He is now much engaged in coordinating our DWP.

Also, Mike Muldoon is retiring from the Chief Boatswain's Mate/Shipkeeper position which he has ably carried out for exactly eleven years. Mike's name has become synonymous with *Sackville* activity over this long period. This will be Mike's second retirement after his RCN departure in 2002. Mike's wife Jane also recently retired from a long career with the federal justice prosecution office. Their son Liam serves as an electronics technician in the Dockyard and all three are lifetime Trustees. We will be honouring Mike, Jane and Liam at a social function in late March and we wish them all the best.

HMCS *Sackville* - Canada's Naval Memorial is now listed in the Canadian Encyclopedia sponsored by Historica Canada and can be viewed at: <http://www.thecanadianencyclopedia.ca/en/article/hmcs-sackville/>



EXECUTIVE DIRECTOR'S REPORT

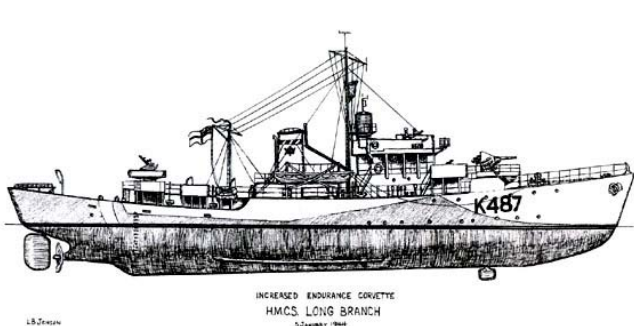
Do You Hear There?

In my last column I asked Trustees living in the greater Halifax area to help out during the summer. Many of our volunteers are older than the ship, which recently celebrated her 74th birthday! We need an infusion of new volunteers, and if you are of a more mature age and still spry we are delighted to have you too. As I think you would agree, it is important to have a presence from our Trustees during the summer season, and we intend to establish an Officer-of-the-Day (OOD) roster this year, with those who are able being "duty" on at least one day. This task would involve augmenting the paid guides as necessary and ensuring that the appropriate standards for presenting the ship are maintained. Training for new volunteers and current Daily Orders to inform the OOD as to what is going on during his/her watch will be provided. A list will be posted in the ship for volunteer Officer-of-the-Day for the period from 15 June to 15 October 2016 or you can call me directly if this is more convenient. Volunteer OODs are not restricted to one day and we would be more than pleased if there is interest to do more.

Naval Heritage Calendar:

Our 2016 calendar is still available and marked down to \$5 plus tax (and shipping if necessary) from our gift shop or from CANEX outlets in Halifax, Ottawa, and CFB Borden. The CFB Esquimalt CANEX store is sold-out - well done to the West Coast! We will soon start work on the 2017 edition - the plan is to develop the next iteration as more of a naval heritage publication high-lighting the war-time experiences of Latham B. "Yogi" Jenson, while still providing a calendar for reference and reminders, significant naval dates, and interesting snippets. We need more of you to buy our calendars - for yourself and as a gift to friends and relatives. We also need your feedback and input to enhance future issues: suggestions, photos, and short "Salty Dips" are most welcome.

2016 - Battle of the Atlantic Concert:



Our annual concert is at the Spatz Theatre on the 26th of April, featuring the RCN's Stadacona Band, a choral group to be confirmed, and returning soloists Liz Rigney and Michelle Durling. In addition, there will be a few surprises. We have "hoisted-in" some of the lessons-learned from the 2015 event and will take action to streamline our reception area. Advance tickets with reserved seating are available through Ticket Halifax for \$12.50 each this year and those

purchased at the door on the 26th will be \$15.00. We will expand our displays in the reception area and will sell some of our popular gift shop items and calendars, and we are also looking for donations for our Silent Auction, which was a great fund-raiser last year. Please give some thought to what you might like to donate to the auction: naval books and memorabilia, art work, and anything else that you think you can part with that might earn some money to support ship operations.

Action Stations:

We can always use help with wartime photos, editing, research, and quality stories and articles dealing with the Battle of the Atlantic and historic ships. Please consider joining our Editorial Team, led by Pat Jessup, at pr@canadasnavalmemorial.ca

Volunteers needed:

Webmaster (www.canadasnavalmemorial.ca), Gift Shop Manager, and tour guides - please contact me to discuss.

Yours aye,

Lieutenant Commander ret'd Doug Thomas
execdir@canadasnavalmemorial.ca
902-721-1206

CROSSED THE BAR

Stewart Roy Brown of Kentville, NS, who served with RCAF 425 Alouette Squadron supporting Bomber Command during the Second World War and active in the Annapolis valley agriculture industry in his civilian career died on 7 January at the age 92. He worked with ACA Cooperatie, First Fristamat Ventilation, Hillaton and then with the Provincial Grain Commission facilities, Steam Mill and Nictaux. He



served on the executive of several organizations including the Kings County Federation of Agriculture, ACA Cooperative and the Canning Lions Club. Survivors include his wife Jean, daughters Shirley (George Borgal), Faye Brown (Bob Church) and a number of grandchildren.

Rodney William Gerald Carson, RCNVR, born Clontarf



Ireland, 21 January 1926 passed away in Stonewall Manitoba, 3 October, 2015. A veteran who served in WWII (one of the youngest recruits at sixteen and half years old) in HMCS

Miramichi, HMCS *Shawinigan* and HMCS *Uganda*. He was landed from HMCS *Shawinigan* for medical treatment before the corvette was torpedoed by U-1228 in the Cabot Strait on 24 November, 1944 with no survivors. After the war he became an independent insurance broker operating R. W. Carson Agencies for more than 55 years. Later in life he and his wife Marilyn travelled. They attended Battle of the Atlantic commemorations in Londonderry, Northern Ireland, May 2011. Most recently Rodney and Marilyn attended the 70th anniversary BoA commemorative events in Halifax where he was speaker at the BoA dinner at the Maritime Museum of the Atlantic. He was predeceased by his brother Sidney Thomas (WWII RCAF casualty), son Rodney Jr. (HMCS *Bonaventure*) and Rodney's wife Patricia, as well as grandson Darren Thomas. He is survived by his wife Marilyn Dorothea and children Sandra Lynn, Shawn Thomas, Christopher Thomas, Gregory Alan, Shannon Elizabeth and their families.

Lieutenant Commander A.G.S. (Tony) Griffin RCNVR,



whose Second World War service included command of the corvette HMCS *Pictou* (1941-43) and the frigate HMCS *Toronto* (1945) and followed by a distinguished career in finance and as a corporate director passed away in Toronto in September 2015 at age 104. Following the war he served with the Wartime Prices and Trade Board and the Department of

External Affairs. He later joined British merchant banker

Siegmund Warberg leading to the formation of Triarch Corporation and ultimately serving as a corporate director of 21 companies notably Consumers Gas, Home Oil and Guardian Capital. At the same time he served on the boards of several philanthropic institutions including the National Ballet of Canada and St Michael's Hospital. An accomplished sailor he was also an avid skier until age 90 and was a member of the Canadian Naval Memorial Trust for a number of years. He was predeceased by his wife Kitty; survivors include children Scott, Ian, Ann McCall, Peter and time and a number of grandchildren and great-grandchildren.

David Arthur Kurts, a Second World War Merchant Navy



veteran who would go on to serve 22 years in the RCN, including the Korean war and Middle East conflicts, passed away in Halifax, 15 January. Following retirement from the Navy in 1973 as coxswain of HMCS *Preserver* he then served 18 years with the Ministry of Transport. He was an active member of the Merchant Navy and the Atlantic Chief and Petty Officers Associations.

He was predeceased by his wife Heather Margaret; survivors include son Kyle; daughter Alwyn and several grandchildren.

Geddes Robinson Lee, passed away in Montreal in



November 2014 at age 91. Husband of Dorothy, survivors include children Sharon, Carol-Susan, Timothy and Stephen, and several grandchildren and great grandchildren. Donations in the memory of Mr. Lee can be made to the The Leprosy Mission Canada, Gideons International Canada or Ste-Anne's Hospital Foundation.

Jane Noel (Timmings) Warman, active in community and



church organizations and widow of long-time Canadian Naval Memorial Trust/HMCS *Sackville* supporter Herb Warman passed away in Dartmouth, NS in September 2015 at age 89. A native of Philadelphia she married naval veteran Herb near the end of the Second World War and moved to Dartmouth, arriving in December 1947 during the worst

snowstorm that the east coast had endured at that time. Jane told hilarious stories about those early days of living in Dartmouth: no bridge, cows with horns walking on the streets and absolutely not a subway in sight! Along with her husband she was a Life Member of the CNMT and an active member of Stairs United Church, Dartmouth for 64 years. Predeceased by her husband, son-in-law Tim Sullivan and all her Philadelphia family, she is survived by children Wendy, Sandra, Colin and Ian and several grandchildren and great-grandchildren.

MODERN ATHABASKAN HONOURS WWII NAMESAKE IN AT-SEA CEREMONY OFF FRANCE

Sub-Lieutenant Blair Gilmore

Early after sunrise on October 16, 2015, off the coast of France, a commemoration ceremony was held on the flight deck of Her Majesty's Canadian Ship (HMCS) *Athabaskan* (DDG 282) for its Second World War-era namesake HMCS *Athabaskan* (G07), a Tribal-Class destroyer, that sank on 29 April, 1944.

The ship lost 128 men to the sea, 83 were taken prisoner by German minesweepers and 44 were rescued by HMCS *Haida*. Sailors of the present day ship's company read prayers and voiced the names of all 128 men lost to the sea in enemy action on that fateful night. The tolling of the ship's bell was a forlorn accompaniment to the recitation of the official list of those lost, from the Commanding Officer, Lieutenant Commander John Hamilton Stubbs, to the ship's cat, Ginger. Strains of Last Post and Reveille floated out over the French coastal waters as the ship's company observed two minutes of silence. Leading Seaman Tyler Ternent, the ship's bagpiper, played Lament for the service. The Commanding Officer, Commander Jean Couillard, and Coxswain, Chief Petty Officer First Class Bruce Burke, along with a ceremonial piping party, conducted a wreath laying ceremony off of the quarterdeck to end the service.

"Finding ourselves sailing out of Portsmouth, UK, transiting along the coast of France, to join units representing all services of allied nations, not unlike what the crew of G07 was asked to do 71 years ago, reinforces the solid bond between the spirit of G07 and this crew. Being in these waters today, commemorating at sea the loss of so many, only made it even more tangible for the sailors," said Cdr Couillard.

Bernard Laurin and Ernest Takalo, both residents of Ontario, are the only surviving original crew of HMCS *Athabaskan* G07. Members of the present day HMCS *Athabaskan* have

kept in close contact with these two veterans over the years and both of these men were further honoured in the summer when they were presented with memorial collages. In 2004, the Royal Canadian Navy provided a brass plaque to be laid on the wreck to positively identify the wreckage and honour the loss of the ship. Mark Ward, the grandson of G07's late Lieutenant (Navy) Leslie Ward, led the project to confirm the precise location and the identity of the wreckage. A skilled diver, he mounted the various expeditions that culminated in the placement of the memory plaque to mark the wreckage of G07. Through the generations and the three platforms that have proudly sported the name HMCS *Athabaskan* DDG 282 proved once again that "We Fight as One."



Near the site of the wreckage in French coastal waters, the piping party 'Pipes the Side' as the memorial wreath is committed to the sea from HMCS Athabaskan's quarterdeck.



Signalman William George Stewart, a commercial artist in Hamilton before the war designed the ship's badge while serving in *Athabaskan*. Stewart was among those lost on 29 April 1944, when *Athabaskan* was sunk. The modern adaptation of *Athabaskan's* wartime badge on the right is in use today.

The province of Ontario honoured Signalman Stewart by naming Stewart Lake, north of Toronto, in his honour. His name is listed on Panel 12 of the Commonwealth Memorial in Point Pleasant Park in Halifax.

The Canadian Naval Memorial Trust expresses its condolences to Vice Admiral ret'd Robert Stephens and his wife Clotide on the recent loss of their son Christopher who passed away in Cambridge, England. Christopher is survived by his parents and brother Michael and predeceased by his sister Jeanne. Donations in Christopher's memory can be made to the Jeanne Stephens Foundation.

Whenever possible, obituaries, not only of Trustees but of the wider naval and military family are listed in Crossed the Bar. Unfortunately we are not always aware when someone in the naval family crosses the bar. If you think someone has been missed, please let us know. When forwarding material to the editor please include a photograph.

THE WAR WAS FOUGHT IN CANADA TOO. LET'S NOT FORGET

Courtesy of the author, the Honourable John Crosbie and originally printed in the The Globe and Mail 10 November 2014

Tragic events in Ottawa and in Quebec have reawakened memories of a time when war was brought to our shores. Not in a very long time have we Canadians had to feel unsafe or wary of moving about in our daily lives. It is a loss for so many of us, who once believed that while war was waged in other parts of the world, we were somehow safe and secure. We have almost forgotten the time when it was commonplace, at least on our Eastern seaboard.

Our great country has been the one so many nations call on to jump in and offer help when and where it is needed. Whether it was in the great wars, or more recently in Afghanistan and the Middle East, our men and women were swift to offer their service in the fight for freedom and democracy.

It is hard to reconcile these fresh feelings of worry and fear, but for many of us it will be familiar. Myself, I recall so many years ago in 1939, when war was declared in Europe, the feelings that swept the nation. Canada was quick to offer help to Britain and France. And while war was waged across the seas, many forget that there was also a crucial battle being fought much closer to home. This would come to be known as the Battle of the Atlantic, the vital battle upon which all else depended.

This battle, fought in the broad Atlantic off our Eastern shore, in the Gulf and lower St. Lawrence and coastal Newfoundland, was the only theatre of war commanded by a Canadian, Admiral Leonard Murray, based first in St. John's and then Halifax. It was the critical battle. Winston Churchill said it was the only thing that kept him awake at night, and Soviet Marshal Zhukov attributed his victory at Stalingrad and allied success at Normandy to our ability to keep the sea lanes open.

The Battle of the Atlantic also profoundly affected Canada's economy. It was the cause of a remarkable expansion of the shipbuilding industry. From the East Coast to the St. Lawrence, the Great Lakes and the West Coast, more than 1,200 naval and merchant ships were built, along with thousands of small craft.

As is our natural tendency to jump to the ready when called on, tens of thousands of Canadians volunteered for active service. During this time, approximately 95 per cent of the wartime navy was made up of reservists – a testament to our brave and determined men and women. Never to be forgotten were the 5,000 men of the Navy, Air Force and Merchant Navy, who paid the supreme sacrifice and whose remains lie forever in the pitiless ocean.

The Battle of the Atlantic is a story like no other. It must be remembered. Which is why a team of designers, architects and passionate advocates are striving to build a Battle of the Atlantic Place, befitting this most influential battle of the Second World War. Battle of the Atlantic Place will be

located on the shores of historic Halifax Harbour, the origin of many of the Atlantic Convoys. It will not only honour those who served but will educate the present and future generations as to how Canadians rose to a challenge. It is the right thing to do for our children and grandchildren and needs all of our support.

As Canadians, we know the importance of remembering our history and paying tribute to those who have fought for our freedom. So this Remembrance Day, when you are at a memorial service or watching it from home, please take a moment to remember all those who served, especially those 5,000 Canadian naval and merchant sailors and airmen who lost their lives in the Battle of the Atlantic.



Former Federal Minister of Finance and Lieutenant-Governor of Newfoundland and Labrador, The Honourable John Crosbie (left) and Commander ret'd George Borgal, Battle of the Atlantic Place Project team member, at the historic Crow's Nest Officers' Club in St. John's NL.



*St. John's Harbour from Signal Hill by Canadian Naval War Artist, Commander Harold Beament
Beaverbrook Collection of War Art
CWM 19710261-1048*

THE SUMMER OF '42: A STORY OF HMCS SACKVILLE

Carl Anderson

HMCS Sackville on the approach to her berth in Londonderry and just passing Boom Hall, the WW2 residence of the WRNS, to starboard.

Painted by British Marine artist Ozzie Jones



For every ship, large or small, engaged in the Battle of the Atlantic, there are countless stories. This is the story of the Royal Canadian Navy (RCN) Flower Class corvette HMCS *Sackville*'s first summer as a convoy escort vessel - the summer of 1942, as recorded in her deck log, in official RCN documents, and by her commanding officer Alan Easton in his memoir *50 North: Canada's Atlantic Battleground* (1963).

Part 2- Convoy Escort and Enemy Encounters

On 25 May 1942, following completion of her working up program and A/S (anti-submarine) exercises off Newfoundland, HMCS *Sackville* (K181) joined Escort Group C-3 of the Mid-Ocean Escort Force, based in St. John's, Newfoundland. The other five warships in the group were the RCN River-class destroyers HMC Ships *Saguenay* (D79) and *Skeena* (D59), and the RCN corvettes HMC Ships *Wetaskiwin* (K175), *Galt* (K163) and *Camrose* (K154).

In his memoir, *Sackville*'s commanding officer Lieutenant (Lt.) Alan H. Easton, RCNR, recalls the late-May 1942 pre-sailing conference attended by Group C-3's captains, their Senior Officer (S.O., *Wetaskiwin*'s captain), and Captain (D) ('D' for 'Destroyers') in St. John's. The Group's S.O. and Capt. (D) concisely spelled out the convoy escorts' role in the defence of North Atlantic shipping. "We are of necessity a defensive force and must operate as a cohesive team, but if any of our number finds the opportunity of taking the offensive without unduly exposing the convoy, he has my blessing to take it," the S.O. stated. "To borrow a quotation from an illustrious admiral of older days [Adm. Horatio Nelson]: 'No captain can do very wrong if he places his ship over or alongside that of the enemy.' I hope we shall have a modicum of success."

Capt. (D) followed up saying, "You have heard your senior officer, and I concur in his organization and arrangements. I must reiterate his statement that you are normally to follow defensive tactics rather than offensive, however distasteful it may be to you, unless you come upon the enemy; then you must do your utmost to destroy him. We are not constituted for the offensive, because escort groups are not large enough. We must adhere to the policy which has been

laid down by the Admiralty for North Atlantic convoys and to which this command subscribes: 'To ensure the safe and timely arrival of the convoy at its destination.' This can only be achieved by constant watchfulness during the long monotonous voyages in front of you, and by keeping your ships and men, and particularly your officers, in a high state of efficiency so that submarines may be intercepted and dealt with before they can close the range sufficiently to fire at the convoy."

The S.O. spoke again. "I would like to emphasize again the need for maintaining wireless silence as much as possible unless we're attacked or you have a message of sufficient importance to transmit. Make sure you have every ton of fuel you can get into your ships before sailing and your armament is working properly."

Between the day of that conference and mid-July 1942 Group C-3 would escort three trans-Atlantic convoys in company with warships of the Royal Navy (RN). On her first day as an ocean escort, 26 May 1942, HMCS *Sackville*'s sailors spent the morning painting ship, after which Lt. Easton, spoke to the assembled ship's company. The ship then proceeded to take on provisions and make ready for sea. That evening, Escort Group C-3 departed St. John's sailing outward through The Narrows in line astern. Once clear of the land they immediately formed up line abreast one-half mile apart, and commenced zig-zagging. An easterly base course was set for the Western Ocean Meeting Point at approximately 52° W longitude to intercept convoy HX 191, which had left Halifax two days earlier bound for Liverpool.

By early morning on the 27th a gale was blowing. The ships were sailing line abreast and pitching heavily. *Sackville*'s

deck log records that she was making 12 knots, zig-zagging, and separated from the other ships by one nautical mile (n. mi.). May 28th and 29th presented the escort group with very limited visibility in fog and low overcast, and heavy swell. Two full days were spent searching for the convoy by radar.



HMCS Galt's open bridge by naval war artist, Donald Cameron Mackay, CWM 19710261-4211

Group C-3 joined HX 191 in the evening of 29 May, relieving the corvettes HMCS *Barrie* (K138) and *Summerside* (K141) of the Western Local Escort Force (WLEF), which had brought the convoy east from Halifax. HX 191 was now escorted by seven RCN and four RN escorts. The convoy consisted of 28 merchant ships of five nationalities. Seventeen of the merchantmen were British, with one designated as rescue ship. The ships carried general cargo, grain, sugar, flour, steel, pig iron, aviation gasoline, passengers and mail.

Sackville's deck log recorded that she assumed a position on the port bow of the convoy where she was to screen HX 191 day and night, watch after watch, zig-zagging except in poor visibility. In the morning of June 1st *Sackville* was dispatched to search for stragglers astern of the convoy. By noon no stragglers had been sighted up to 10 nautical miles astern of HX 191. It took *Sackville* five hours to rejoin the convoy and resume her station on its port bow. The following morning the ship exercised aircraft stations and test fired her anti-aircraft guns. In the afternoon submarine action stations were exercised and clocks were set ahead one hour.

A suspicious vessel was sighted before dawn on June 4th. *Sackville* approached and ordered the ship to stop. *Wetaskiwin* fired a 4" shell across the unknown ship's bow prompting her to identify herself as the Norwegian ship *Mondale* proceeding to St. John's. In the early afternoon HMCS *Camrose* reported that her A/S (anti-submarine detector, or 'asdic') was defective. *Sackville* therefore switched her screening position to the starboard bow of the convoy, but six hours later returned to her usual position on the port bow.

Early on June 5th *Sackville* detached from HX 191 to escort the 5,000 ton British merchant ship *Consuelo* to Loch Ewe

in Scotland. *Sackville* screened *Consuelo* a half mile ahead, both ships zig-zagging. In mid-morning landfall was made at Barra Head, the southern extremity of the Outer Hebrides, and fishing trawlers were seen in the area. *Sackville* left *Consuelo* towards noon and proceeded independently for Londonderry, zig-zagging. She sighted Inishtrahull Light off the northern Irish coast in late afternoon, and as she steamed towards Loch Foyle and Londonderry, boats were swung in and depth charge primers withdrawn. *Sackville* took a pilot aboard and proceeded to Moville, four miles inside the mouth of Loch Foyle to take on fuel. Her deck log recorded that she "bumped" *Wetaskiwin* in the process of securing alongside her. Escort Group C-3 had indeed "insured the safe and timely arrival" of HX 191 with no losses. Two days later, while still berthed at Moville, sailors from *Sackville* helped *Wetaskiwin* fight a galley fire, thus making amends for the earlier "bump".

Easton's memoir describes the early summer beauty of Loch Foyle as *Sackville* sailed from Moville into the River Foyle and up to the welcoming city of 'Derry', as Londonderry was known. At the time, Derry was the eastern base for North Atlantic convoy escorts, where they refuelled and stored while their men relaxed before setting out on return voyages to North America. On this visit Escort Group C-3 adopted a group insignia consisting of a band of alternating red and white diagonal stripes ringing the tops of the ships' funnels. The similarity to a barber's pole was unmistakable and consequently the group became known as the Barber Pole Group.

The Group remained in Derry for a week before moving down river to Loch Foyle again in preparation for its return to St. John's. Lt. Easton took this opportunity to visit his mother and siblings near Falmouth in Cornwall, where he had spent his childhood.

Finally the time came for the return voyage. As if to bear out Capt. (D)'s forecast of "long monotonous voyages in front of you" the subsequent two convoys were completed without incident. As previously during HX 191 *Sackville*'s deck log recorded watch after watch of monotonous convoy screening. Easton's memoir recalls "no action but hour after hour of tension, wariness, vigilance." His concerns were the lurking enemy U-boats and the constant struggle to prevent the coal burning merchant vessels from making smoke- a dead giveaway of the convoy's position.

The first of these two relatively peaceful crossings was the westbound convoy ON 104, Liverpool to Boston, 16 June to 2 July 1942. From the 17th to the 27th, the Barber Pole Group escorted 40 merchant ships westward, 16 of which were British, including the designated rescue ship. Most sailed in ballast, but several carried cargoes of coal and one carried china clay.

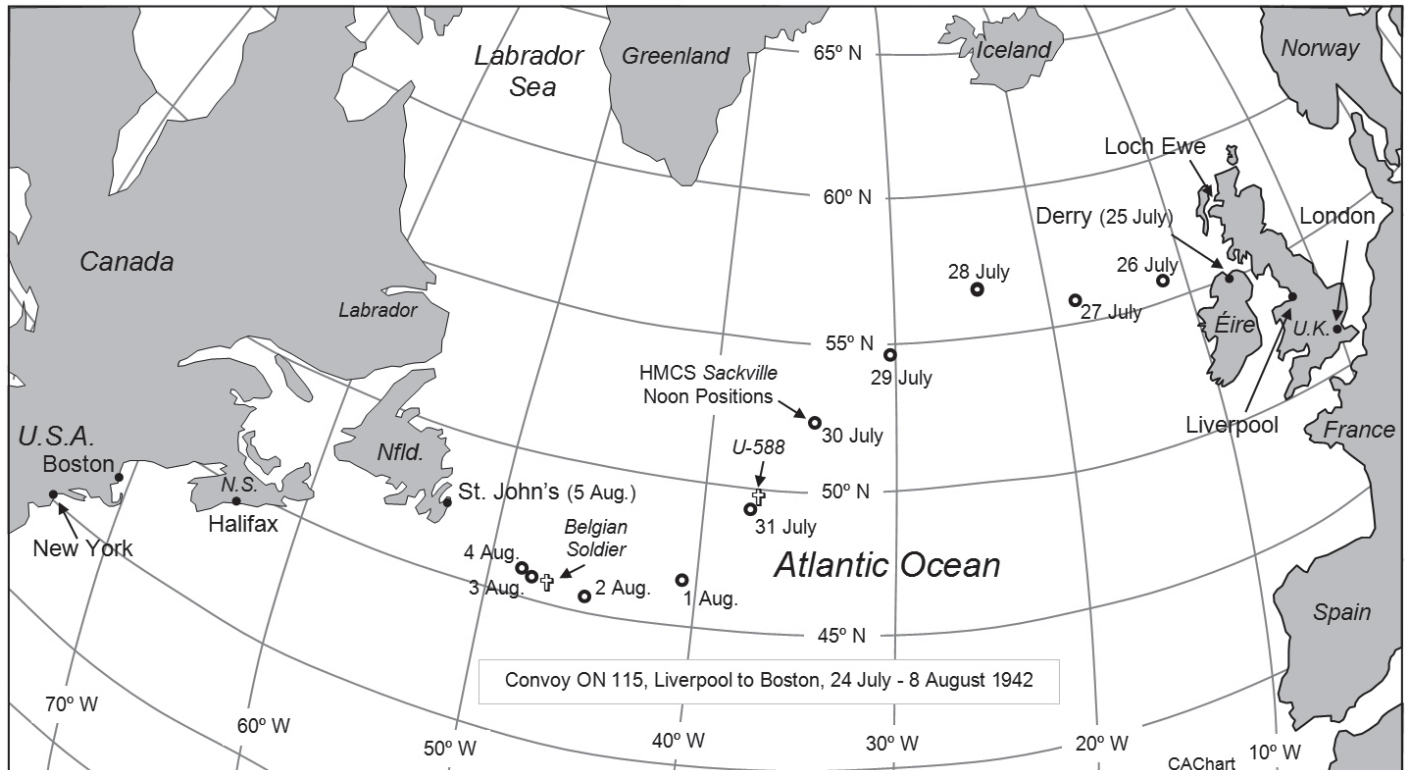
Just after midnight on 18 June, with the convoy 230 n. mi. west of Derry, *Sackville*'s radar spotted a suspected U-boat on the surface one mile distant. She ran in towards the target, obtained an A/S contact, and attacked with depth charges. A search afterward, however, failed to reveal the presence of any target. The following night *Sackville* obtained an A/S target inside the convoy's ranks and again attacked with depth

charges. The concussion from the exploding depth charges put her ASDIC out of commission until it could be repaired the next day.

Towards midnight on June 21st *Sackville* was ordered to drop back to investigate a merchant ship that was experiencing engine trouble. In the evening of June 26th *Sackville* sighted a floating mine, which she sank with gunfire after the convoy had passed by safely. Group C-3 turned the convoy over to ships of the WLEF, who assured its arrival in Boston on time and with no losses.

pursuing Canadian warships as they worked together following the sub's evasive manoeuvres and dropping depth charges as they went. Finally, after a half dozen depth charge attacks by *Skeena* and *Wetaskiwin*, two underwater explosions signalled the destruction of the submarine, later determined to have been U-588.

It was clear to the Canadians that U-588's earlier radio signals had disclosed the convoy's position to other submarines in the vicinity. After a week's steaming and the chasing of U-588, however, *Skeena* and *Wetaskiwin* were running low on



Next was the slow eastbound convoy SC 90 sailing from Sydney, Cape Breton, Nova Scotia, to Liverpool between the 3rd and 16th of July 1942. The 18 British merchant ships and 16 others comprising SC 90 were carrying nitrates, manganese ore, aluminum, pig iron, steel, lumber, wheat, flour, wood pulp, general cargo and mail. On July 6th, the WLEF handed the convoy over to the Barber Pole Group who delivered it to Liverpool on time and with no losses. Now Escort Group C-3 was poised for a return voyage that would bring it into direct contact with the enemy. Convoy ON 115 departed Liverpool on 24 July bound for Halifax, Boston, and New York. Forty-three merchantmen were to be escorted by the six warships of Group C-3 (*Camrose* had been replaced HMCS *Agassiz*, K129), and HMCS *Louisburg*. As with ON 104, most of the merchant ships sailed in ballast, although several carried general cargo and coal, and there were 39 passengers. The escort S.O. was the captain of the destroyer HMCS *Saguenay*, with *Wetaskiwin's* captain as second in command.

On 31 July, *Skeena* and *Wetaskiwin* detached from the convoy to pursue a suspected shadowing submarine. The U-boat's presence had been known for several days as a result of numerous overheard radio transmissions, and now the enemy had also been detected by A/S. *Sackville* eavesdropped on the exchange of signals between the two

fuel and by August 2nd, both had left the convoy for St. John's. At noon that day, following Sunday prayers, Lt. Easton climbed to *Sackville's* crow's nest to take advantage of the exceptionally fine visibility. He was hoping to spot the approaching WLEF, which was to take over the convoy from Group C-3. Instead, Easton spotted what he identified as a surfaced U-boat on the horizon, about seven n. mi. away to the southwest. *Sackville* put on full speed. When she reached the target's position, however, nothing was seen. A brief A/S search was carried out during which a dozen depth charges were dropped, but no underwater contact was gained. Group C-3's S.O. ordered *Sackville* to return to the convoy, which by then was escorted by just five corvettes and the destroyer HMCS *Hamilton*, a member of the WLEF that had just reached the convoy.

Around 8 p.m. on August 2nd *Sackville* investigated another A/S contact, attacked with depth charges, then rejoined the convoy. Two hours later ON 115 was attacked by several U-boats and two merchant ships were torpedoed. *Agassiz* and *Hamilton* stood by the damaged ships. Just before midnight, the escort S.O. called for a barrage of star shells from the corvettes' 4-inch guns (a "raspberry") to illuminate the convoy. In the resulting light, *Sackville's* lookouts could see the torpedoed ships.

Then, in the early minutes of August 3rd, HMCS *Sackville*'s radar detected a submarine on the surface about a mile away. Lt. Easton brought *Sackville* to within 400 yards of the submarine and fired a star shell. *Sackville* turned toward the brightly illuminated sub and attacked with a 4-inch shell, the flash of the gun temporarily blinding Easton. *Sackville* fired an illuminating rocket ("snowflake") and in the resulting glare the submarine could be seen starting to dive. Easton ordered *Sackville* to ram the U-boat, but there was no contact as the corvette passed over the fast submerging submarine. Depth charges were immediately dropped and moments later underwater explosions were felt throughout the ship. *Sackville* turned and steamed back across the disturbed water and gained A/S contact. More depth charges were dropped and soon the smell of diesel oil was evident. Suddenly, the bow of the submarine broke the surface within yards of *Sackville*'s stern where it was clearly seen by the men handling the depth charges on the afterdeck. The sub rose out of the water at a steep angle until about a third of her hull was exposed. An un-detonated depth charge finally exploded beneath the sub and it sank beneath the surface again.

Following that encounter *Sackville* resumed screening the convoy and two hours later sighted another submarine on the surface about 125 yards away. It crash dived and *Sackville* again dropped depth charges, but with no results. Then near dawn, *Sackville* encountered HMCS *Agassiz* with the torpedoed British tanker GS *Walden* in tow, and began to screen them in dense fog. Within an hour *Sackville* came upon another disabled ship, the freighter *Belgian Soldier*, damaged by a torpedo earlier in the day and carrying a lone survivor. A boarding party was sent to rescue the survivor and remove the ship's confidential books and other useful items. *Sackville* also rescued a second *Belgian Soldier* survivor from a lifeboat drifting nearby.



Joe Rolland Collection, HMCS *Sackville*

Just after noon the same day, August 3rd, *Sackville*'s ASDIC detected yet another U-boat on the surface, its engines running. *Sackville* headed for the target, a submarine that, as it became visible, was crossing the corvette's track from right to left. As the fog lifted *Sackville* turned to port in order to bring her 4-inch gun to bear on the target. Her deck log recorded that *Sackville* then fired two 4-inch rounds, both her Vickers "point fives" (machine guns), and her Lewis guns (.303 cal. machine guns) at the submarine. The range

was less than 200 feet, and one explosive shell from *Sackville* opened a large hole in the submarine's conning tower as it crash dived. Depth charges were thrown as *Sackville* passed over the U-boat and the fog closed in again.



After the action. Joe Rolland Collection, HMCS *Sackville*

Action Stations were sounded again in mid-afternoon, but were secured within an hour. *Sackville* then returned to screening the British tanker GS *Walden* still under tow by HMCS *Agassiz*, whose captain had previously commanded salvage tugs. At dawn on August 4th, HMCS *Louisburg* took GS *Walden* in tow. After later repairing a broken tow line, *Louisburg* was relieved of GS *Walden* by a tug escorted from St. John's by the corvette HMCS *Napanee* (K118). Her escort duties now over, HMCS *Sackville* departed ON 115 for St. John's, 200 n. mi. away to the northwest. In rising wind and seas, she zig-zagged through fog for home and sighted Cape Spear 18 hours later. She entered St. John's harbour, discharged the two *Belgian Soldier* survivors, took on fuel, and by noon on August 5th, was secured alongside HMCS *Barrie* at Glass Wharf.

Convoy ON 115 lost three ships to enemy submarines. One submarine had been sunk by *Skeena* and *Wetaskiwin* of Escort Group C-3 and HMCS *Sackville* had engaged three enemy submarines on the surface. The ship *Belgian Soldier*, unmanned but making slow headway with her engine still running, was sunk by a torpedo from U-607 on August 4th. The tanker GS *Walden* arrived safely in St. John's in tow, thanks to the efforts of *Agassiz*, *Sackville*, and *Louisburg*.

HMCS *Sackville* had been in commission under Lt. Alan Easton for just four months. In that interval, she had completed her working up program, practiced A/S manoeuvres in Newfoundland waters, and had been initiated into Escort Group C-3, now known as the Barber Pole Group. She had escorted four North Atlantic convoys, three of which had reached their destinations without loss. *Sackville* would go on to escort eight more North Atlantic convoys before going into a much-needed refit in early 1943. But first, the Navy had to assess the outcome of convoy ON 115.

Part 3 of *The Summer of '42* will appear in a future issue of *Action Stations*.

CELEBRATING A DECADE OF SACKVILLE -- IN SPACE

Kenneth Tam

This year marks the tenth anniversary of a corvette called *Sackville* going into space. In 2006 we launched the Defense Command series -- the wry reminiscences of a flag officer during a war between Earth and Mars, in the 2230s. Tucked into much of the action during this twenty-book series was the Defense Command Naval Ship *Sackville*. A Canada-class corvette, she was one of the oldest and smallest ships in the fleet, but that didn't stop her from having an impact.

The fact that she existed at all was down to a visit I made to Halifax in 2005. I was in between book events in May of that year, and ended up with a few days to spare on the waterfront. My grandfather had been a merchant marine engineer during the Battle of the Atlantic, so when I walked past HMCS *Sackville*, there was no chance of me not going aboard. It wasn't a long visit, but it left an indelible impression, and when work was being done to prepare the *Defense Command* series, it seemed natural for one of her descendants to join the action.

I thought nothing of that connection while the series was ongoing -- DCNS *Sackville* was simply another beloved character in the tapestry. It wasn't until 2013, six months after the series had concluded, that an unexpected connection on Twitter linked me back to this Trust, of which I am now a proud member. This was after the books had all been written and released, and I felt an opportunity had been missed.

Most science fiction fans love ships. Whether it's the Enterprise from Star Trek, or the Millennium Falcon from Star Wars, sci-fi people are accustomed to building deep connections with the vessels that drive their favorite stories. It's less common, however, for those fictional spaceships to have real lineage, and because *Sackville* does, I'm hopeful that a new generation of sci-fi fans can come to know and care about Canada's last surviving corvette. We just need to make the right introductions.

The fact that I finished *Defense Command* before I'd realized this opportunity has been a disappointment to me for three years, but 2016 marks the tenth anniversary of the series. As we celebrate that milestone, we're hoping to let both longtime fans and new readers know how they can contribute to a real-world member of the series' famed Belt Squadron.

If you visit the *Defense Command* series website today, you'll find a whole page dedicated to the connection with *Sackville* (www.defensecommand.net/sackville), along with some not-so-subtle suggestions that readers support the ship in any way they can.

More importantly: for the tenth anniversary, we've released a special novel that rejoins the story five years after the end

of the final installment. This new book revolves around the main character -- Ken Barron -- coming to grips with shore duty (his days 'at sea' are over)... but he deals with this new reality from the bridge of DCNS *Sackville*, as she voyages to her final port to be turned into a museum. As a fossil from the war, he's been sent along to cut the ribbon at the grand opening. Unfortunately, (or fortunately), *Sackville* is diverted from this cruise when she discovers a disaster in the making, and must intervene to save close to a million lives...



Entitled *Sins of Mars*, this novel has been released for free through all the major ebook channels (no decision has been made yet about releasing it in print). Written as a sort of anniversary present for *Defense Command*'s loyal readers, we expect it will also introduce thousands of newcomers to the series -- and at the same time, to DCNS *Sackville*, as she lives up to every cliché by facing a crisis just weeks prior to retirement.

At the end of *Sins of Mars* is an infomercial for HMCS *Sackville*, so sci-fi fans who bond with the Defense Command 'corvette that could', will know that there's a real Canadian 'corvette that did' -- and that they can visit her in Halifax.

New generations of Canadians, and people from around the world, need to know about *Sackville*. Hopefully, we can win some of them over by showing just how well she'd do, if she were transported two centuries into the future!



Being raised by readers and writers, it was perhaps inevitable that Trustee Kenneth Tam would take up storytelling. Now one of Iceberg's partners and authors, he is responsible for more than thirty science fiction and alternate history novels, across four series.

Kenneth's early writing took place while he was completing his BA and MA in military history at Wilfrid Laurier University. During that time, he was awarded a Balsillie Fellowship from the Centre for International Governance Innovation in Waterloo, Ontario, and there spent a year working for Paul Heinbecker, Canada's former ambassador and permanent representative to the United Nations.

He is currently residing in Edmonton where he has taken up the duties of Communications Coordinator with the Alberta Land Institute, at the University of Alberta.

THE LEAGUE OF EXTRAORDINARY SAILORS

Rear Admiral John Newton, Commander Maritime Forces Atlantic and Joint Task Group Atlantic

It is a long voyage from Halifax to the Persian Gulf; if you've never done it, it's an adventure of epic proportions. The Suez Canal, Red Sea and Straits of Hormuz are great seafaring experiences. Like Sinbad the Sailor and his restless desire to see the world, the excitement of the voyage is amplified by the fantastical experiences ahead. Anxiety is the close cousin of excitement, especially when sailing on short notice, with scant knowledge of the distant seas, and few close relationships in the neighbourhood. These were the circumstances when the navy assertively left the North Atlantic and represented Canada in a massive coalition effort to confront Saddam Hussein in August, 1990. On 26 February 2016, 25 years since the Liberation of Kuwait, Canada remembered the mission.

There are many narratives about this momentous campaign. Having been a young navigator aboard HMCS *Protecteur*, I have mine. In memory, I return to the uncertainty posed by sea mines, chemical weapons and Scud missiles. Starry nights conjure waves of fighters streaming toward distant targets. Far away lightening evokes the imagery of nightly launches of cruise missiles. In February 1991, I spent little time reflecting on these bizarre observations. We were hard pressed replenishing needy customers, transferring fuel, munitions, spare parts and food. We tended to an amphibious armada manoeuvring to outflank the Iraqi army, while training relentlessly in battle damage, casualties and chemical warfare.

Most powerfully, the navy displayed its strategic value. Deploying immediately a force comprising *Athabaskan*, *Terra Nova*, *Protecteur* and five Sea King helicopters, the government expressed unequivocal opposition to Iraq's invasion. The contribution resonated meaningfully in the international coalition. Engagement with other navies demonstrated our ability to integrate into complex military undertakings, where the sum of the parts far exceeded the individual contributions. Our ships confirmed the inherent value of a naval task group. Participating as a force, they protected and sustained themselves, controlled sea areas and provided broad utility to the allied effort.

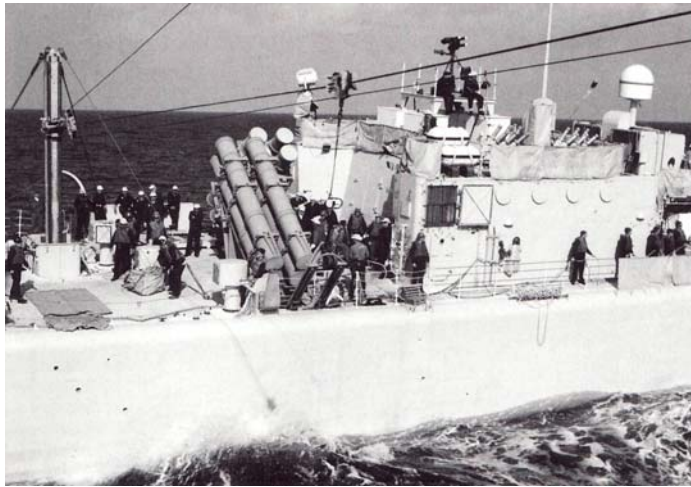
Like Sinbad's increasingly bizarre voyages, deployment preparations were as epic as the conflict itself. An aging fleet was instantly readied by the installation of high-technology systems bound for the Canadian Patrol Frigate project. The massive effort set the workshops of our ship repair facility into frenzied activity; civilian and military members alike embraced the exigencies of the moment with

confidence. Commanders took measured risks. The rotation of crews in theatre was a hard decision executed flawlessly. Special teams joined to protect against chemical warfare agents, air defence batteries augmented self-defence and explosive ordnance teams enhanced mine countermeasures. While this mission modularity is the hallmark of a modern navy, one that has the flexibility to face the uncertainty of the future and variability of modern threats, it was learned on the fly in 1990.

The personnel of the Canadian Forces in 1990-91 showed resourcefulness and a clear break from their Cold War pattern of behaviour. Their sudden departure for unknown duration to face grave threats, while learning the operation of newly installed systems enroute, remains inspirational. Driven by technology, evolving society and shifting politics, conflict and crisis are destined to never be tidy reflections of past events. Subsequent deployments to Yugoslavia, Haiti, Somalia, East Timor, Libya, the Arabian Sea and missions increasingly varied confirm this adage. Canada's evolving global relationships necessitate engagement in waters ever more distant. A new generation of sailors has experienced partnership with like-minded nations in the Asia-Pacific; others have re-honed foundational skills with NATO in the face of dangerous aggressions in European seas.

We now prepare for the inevitable call to duty using intense schedules to build the combat readiness of our modern warships. Thus, we validate training, maintain equipment, assure safety and balance budgets. However, it is from the experience of the Gulf War that a whole generation of senior leaders were taught how to take calculated risks and push the fleet into operations. Moreover, the mission confirmed that it is our sailors, first-rate training and their worldly experiences that allow us to deviate from our methodical programs, mitigate risk and sail at short notice. This reserve of capacity is perishable. It is not developed and put in the bank by simulation in school houses, resting in port or cruising home waters.

As we mark the Liberation of Kuwait, we thank our former shipmates and civilian workers for the honour they brought our navy, army and air force and for the role they had in preparing us to lead with resolve today. We thank them also for shouldering the inevitable injuries that come from service in conflict and for demanding deserved recognition for their inspirational service 25 years ago.



The radical transformation of the ships for Gulf operations is best seen on the quarterdeck of HMCS Terra Nova, where her Anti-Submarine Rocket Launcher was replaced with Harpoon surface to surface missile systems.

CANADA AND THE GULF WAR

More than 4,000 Canadian Armed Forces members served in the Persian Gulf region in 1990-1991 as part of the international Coalition of countries that came together to drive the invading forces of Iraq out of Kuwait. In the aftermath of the conflict, Canadians would continue to serve with peacekeeping and embargo-enforcement efforts in the region for several years.

The fact that Iraq possessed chemical and biological weapons, as well as large missiles that could be used to attack neighbouring countries, made the entire region very tense in 1990-1991.

The peak number of Canadian Armed Forces members in the Persian Gulf region at one time was some 2,700 personnel.

The Canadian Naval Task Group—consisting of the destroyers HMCS *Terra Nova* and HMCS *Athabaskan*, and the supply ship HMCS *Protecteur*—helped support the Coalition fleet efforts in the region. Five Sea King helicopters were also part of this force.

CF-18 jet squadrons with approximately 500 personnel operated out of the ‘Canada Dry’ bases in the Persian Gulf nation of Qatar, performing combat air control, escort and reconnaissance missions. For the first time since the Korean War, Canadian air-to-surface attacks took place during the conflict.

The Canadian Air Command’s Transport Group carried personnel and cargo in the region. One of the Canadian planes was used in aerial refueling duties for Coalition air forces.

A Canadian field hospital with 530 personnel was established in Al-Qaysumah, Saudi Arabia in February 1991. This hospital cared for both Coalition and Iraqi wounded.

The Gulf War marked the first time that female Canadian Armed Forces members performed combat duties. It was

especially challenging for these trail-blazing women because they were serving in conservative Middle Eastern countries where traditional gender roles are very different than in Canada.

Maintaining the post-war embargo against Iraq could also be dangerous. In 2001, when HMCS *Winnipeg* stopped an oil tanker to check it for illegal activity, Petty Officer 2nd Class Richard Swann led a four-man boarding party that forced its way onto the boat. They were confronted by its angry crew but PO2 Swann quickly took charge of the tense situation and the ship was seized, with its cargo of 7,000 tonnes of smuggled oil.



Crowds gathered on the Halifax waterfront 25, August, 1990, wave good-bye to HMCS Athabaskan on her way to the Persian Gulf.



The January 2016 celebration of Captain (N) (ret'd) John Pickford's birthday at a Halifax restaurant near HMC Dockyard was certainly more relaxed than 25 years earlier when he observed his birthday in the Persian Gulf in command of HMCS *Athabaskan*. As CNMT Board member John and his wife Trustee Cdr (ret'd) Heather Armstrong were leaving the restaurant they noticed *Athabaskan* alongside nearby (Karlson Wharf). It was an occasion to recall *Athabaskan*'s departure from Halifax for the Persian Gulf region in August 1990 as part of a Canadian naval task force to enforce a UN action against Iraq. The Tribal Class destroyer returned to Halifax in April 1991. *Photo: Heather Armstrong*

BATTLE OF THE ATLANTIC - RCAF EVOLVEMENT NO. 162 OSPREY SQUADRON AND PERSONAL ACCOUNT OF THE SINKING OF U715



*Lieutenant Colonel ret'd Mike Black, Past Commanding Officer, 404 Squadron and
Lieutenant Colonel ret'd Bart Konings, Past Commanding Officer, 407 Squadron*

Formed as a Bomber Reconnaissance Squadron at Yarmouth, Nova Scotia on May 19, 1942, the squadron spent an uneventful eighteen months on East Coast anti-submarine duty flying Canso Aircraft

Led by Squadron Leader (S/L) N.E. (Molly) Small, an airman described by historian W.A.B. Douglas as Eastern Air Command's "outstanding pilot and its most conscientious student of maritime airpower", whose skill and initiative would result in Eastern Air Command's first U-boat kill on 31 July 1942, Small's innovative approach and charismatic leadership would establish the blue print for making 162 Squadron the most successful RCAF Anti-Submarine Warfare Squadron in the Battle of the Atlantic.

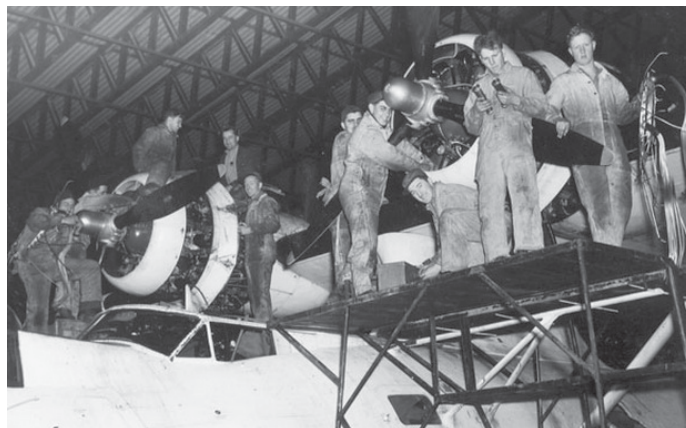
During the initial period of their formation in 1942, the Squadron would see little or no action in their operational area off Yarmouth, as Admiral Donitz would withdraw his submarines to the Mid-Atlantic Gap after their success during Operation "Drumbeat"-off the Eastern Coast the United States.

Perhaps this was fortunate, as the Squadron was short on manpower and aircraft, facing many days when there would be no flying due to a lack of aircraft. Indeed aircrew being posted into the squadron were jokingly asked to bring their own aircraft. Squadron strength increased and aircraft became available during the latter part of 1943 which allowed the squadron to increase their operations. The squadron was moved from Yarmouth to Dartmouth in October 1943 and conducted a number of deployments to other bases within the Eastern Air Command area of responsibility

Its personnel became fully experienced not only in actual sub-hunting, but also very proficient in meeting the problems of aircraft maintenance while detached and operating under severe Northern Atlantic weather conditions.

In January 1944 the squadron, under the command of W/C. Chapman, an officer of the permanent RCAF, was lent to RAF Coastal Command and was deployed from Dartmouth to Iceland, to cover the mid-ocean portion of the North Atlantic shipping route. The deployment to Iceland was a first

for the RCAF in moving an entire Squadron to a forward base of operations and was accomplished in a three week period during January of 1944. Of note is the fact that while under the Operational Command of RAF Coastal Command, the Squadron remained under the control of Eastern Air Command.



Groundcrew servicing Canso A aircraft 9739 of No.162 Squadron, RCAF in Reykjavik, Iceland, September 8, 1944. From the Library and Archives Canada (e005176199).

Moving 15 Canso aircraft and crew to an aerodrome in Iceland in a three-week period was a formidable operation. Not only did the crews have to combat the ever-changing weather in the North Atlantic, but also navigate using dead reckoning methods to the refueling stop in Greenland which, by virtue of being located at the end of a fjord, was only open when weather conditions were good. In addition, to be ready for operations on arrival, each aircraft carried extra maintenance crew and spare parts. The fact that the first Canso arrived at Reykjavik within two days of departing from Nova Scotia was remarkable. The move was so successful that the first patrol was flown on January 24th out of Iceland.

The first submarine attack by the Detachment in Reykjavik was made by the crew captained by F/O Cunningham against U-Boat 550 on February 22. Once detected, the submarine turned and opened fire on the Canso. The aircraft returned fire and raked the submarine finally stopping their guns. Although the aircraft attacked and an oil slick appeared, the

submarine was not destroyed. The first confirmed kill occurred on April 17 by a 162 Squadron aircraft captained by F/O Cooke. U-Boat 342 was sunk.

During June and July of 1944, the squadron operated from Wick, Scotland and scored a series of brilliant successes by sinking four more U Boats and sharing in sinking of another. The U Boats engaged by the Squadron were attempting to break through the North Transit Area to attack the Allied D-Day invasion fleet. In one of these engagements, in which U-1225 was sunk, F/L D.E. Hornell won the Victoria Cross. Other crews were equally tested and successful; F/L McBride and crew sank U-477, F/O Sherman and crew which U-980 and would be shot down by a U-boat, just a few days later in another engagement. Only one member of that crew would survive.

As well, the crew of F/O James McRae co-captained by the Squadron CO, W/C C.G.W. Chapman would on the 13th of June, flying Canso 9816 "T", attack and sink U-715.

The following is a description of the sinking of U-517 and the subsequent actions that would result in the loss of the aircraft as told by James McRae during our interview with him at his home in Yarmouth, Nova Scotia last year.

"On my second detachment in June 1944, W/C Chapman, our CO took my crew and I flew as co-pilot. I had flown with Chapman before when we conducted the search out of Goose Bay for the Liberator. Chapman was meticulous in getting his flying time exact and the first two trips were exactly 14 hrs long. On the third trip on the 13th of June we ran into U- 715.

I saw what appeared to be a periscope or pipe at 2, o'clock about two miles away and got the binoculars to look through them and determined that it was a periscope. Two separate pipes could be seen. (U-715 was Schnorkel-equipped) Somehow, while taking up action stations our intercom became unserviceable and the crew could no longer communicate with each other. As co-pilot I was responsible to set the armament circuits and arm the release for the depth charges, getting the hand-held camera for pictures and keep sight of the target. Chapman descended to attack altitude and crossed the sub from a south- westerly direction with the sub travelling on a westerly course, and dropped the depth charges. I did not know whether the submarine was surfacing or coming up to periscope depth, but could see the railings on the back of the conning tower. After dropping our depth charges and seeing the explosions, we stood off at a good safe distance circling the sub and watched the submarine start to sink bow-first with the stern and propellers sticking out of the water at about 45 degrees.

Chapman decided to take pictures of the sub with the nose and rear facing cameras and made a pass over the sinking sub at about 50 feet without incident. On the second pass, the submarine had levelled-off and was able to get its guns into action. We were hit three or more times in the hull and the port engine. Despite the loss of the port engine, Chapman successfully ditched the aircraft. The crew evacuated into the dinghy(s) taking with us from the aircraft, survival equipment, camera magazines, Very pistols, etc. Unfortunately,

all this was lost when one of the dinghies exploded and the other one was damaged."

Prior to being rescued by a launch eight hours after ditching, a dinghy was air-dropped part-way through the ordeal, but it too was damaged. (Three members of the aircrew lost their lives due to exposure as a result of having only one dinghy available. Kapitanleutnant Helmut Rottger, CO of U-715, and 35 crew members perished while sixteen survived) U-715 Commanded by Kptlt Helmut Rottger was a type VIIC snorkel equipped boat and was on its first operational mission.

It is interesting to note that despite the intercom being damaged during the action, with the crew unable to readily communicate with each other, a successful attack was made: such is the result of well-trained aircrew.

The successes of 162 Squadron illustrated the operational effectiveness of Canadian trained and led squadrons in coastal and antisubmarine operations during the Battle of the Atlantic when presented with the opportunity to engage.

As a result of this action, Chapman was awarded DSO, the navigator, F/O Waterbury the DFC, F/O McRae the DFC, WO Bergevin, the DFC and Sgt Cromarty, the DFM.

The successes of 162 Squadron illustrated the operational effectiveness of Canadian trained and led squadrons in coastal and antisubmarine operations during the Battle of the Atlantic when presented with the opportunity to engage.

On July 29, 1944 Canso Consolidated flying boat RCAF # 11062 departed Reykjavik Iceland on a sub hunting mission. The aircraft was to land at RAF Wick, but heavy fog had moved into the area, the flight destination was shifted from Wick to RAF Stornoway on the island of Lewis in the Outer Hebrides. The aircraft adjusted course to the new destination, but never arrived. Its wreck was later located on a high hill on the Island of Foula, in the Shetland Islands. There were no survivors.





Cited with F/O James M. McRae (RCAF, pilot, awarded DFC) and WO2 Joseph J.C. Bergevin (RCAF, WOP, awarded DFC). Action described was sinking of U-715 north of the Shetlands, 13 June 1944.

“These members of aircraft crew participated in an attack on a U-boat in 1944 and displayed a high standard of skill and co-operation which contributed materially to the success obtained. In the fight the aircraft sustained severe damage and afterwards the captain was forced to bring it down on to the sea. The inter-communication system had failed and, owing to the rapidity of the action, there was no time to plan for the landing. Nevertheless, with great presence of mind and good judgement, Sergeant Cromarty lowered the wing tip floats and thus enabled the aircraft to touch down successfully. Meanwhile Warrant Officer Bergevin had remained at his wireless apparatus transmitting distress signals and only left his post when the aircraft was on the verge of sinking. Subsequently the crew were adrift in the dinghy for some seven hours. During the period, Flying Officer McRae and his two comrades displayed much fortitude and cheerfulness and did much to succour and inspire other survivors in their distress. Their example throughout was of the highest order.”

Pictured: F/O McRae, 1944 and today at his home in Yarmouth, NS.

SCHNORKEL / SNORKEL:

A valved air pipe that protruded above the surface and allowed a submerged U-boat to proceed on diesel power.

The Germans captured several Dutch submarines fitted with a rudimentary version of this device after over-running The Netherlands in 1940. It was trialled by the Dutch Navy as a means of extending the endurance of submarines by permitting them to run on diesel engines rather than electric motors while submerged. In the early stages of the war, that was not a big issue for the U-boat force as they transited into the mid-Atlantic and attacked at night on the surface. Later in the war, as radar was widely deployed in escorts, and the mid-ocean air gap was filled with Long-Range Liberators and carrier-based ASW aircraft, submarines became much more vulnerable to attack. One of the methods of countering this threat was to fit snorkel to minimize the radar signature of U-boats transiting to and from their French bases and while shadowing convoys.

Snorkel had its down-side though: those retrofitted to existing U-boats in late 1943 and 1944 limited their speed to about 6 knots, caused a lot of underwater noise which interfered with the U-boats’ passive (listening)

sonar, and frequently the shut-off valve which cut off air as the boats increased their depth malfunctioned, sucking most of the air out of the submarine and sometimes bursting ear-drums. Snorkel was much improved in the new Type XXI “Electro” Boats, but thankfully for the Allies the Type XXIs were unavailable until the final months in the war - too late to affect the outcome of the Battle of the Atlantic.



A PLEA TO REMEMBER THE BATTLE OF THE ATLANTIC



My name's Rolfe Monteith and I'd like to talk to you about a few things that we don't think about all that much anymore. I'm 92 years old, it's my prerogative.

The first item is spam, real spam. The kind that used to come packed in tins. Doesn't really speak to today's world of all-singing all-dancing organic produce. I guess powdered orange juice and dried egg don't do much for you either. I understand, it was foul back in the 40s and I'm sure it still is. Okay. How about The Battle of the Atlantic? That unsung battle that began on the first day of the second world war and ended on the last. The battle that claimed 3500 merchant ships, 175 warships, 783 submarines and tens of thousands of young lives. Indulge me, I'm an old man, a retired RCN Captain who emigrated to Great Britain 46 years ago.

In that time it has always struck me as strange that as an island nation we seem to know so little about the sea around us. How it has protected us, and how many people have died to protect it. At the outbreak of World War II, Germany's Admiral Donitz understood very quickly that his success hinged almost entirely upon cutting off the million tons of supplies, munitions and troops Britain was going to need per year to survive, and set about doing so in a brutal U-boat campaign. So fearsome it was, and so potentially devastating, that Churchill himself acknowledged it as one of the only aspects of the war which truly gave him nightmares.

Donitz's idea was simple: prevent the Allies from mounting a fightback in Europe and starve the British people until they sue for peace. As evidenced by my talking to you here on this Tube today, things did not go according to plan. Indeed, wartime archives have since revealed that the 1940 invasion of Britain was foiled primarily by the very existence of the Home Fleet. To quote Rear Admiral Leonard Murray, Commander-in-Chief Canadian North Atlantic: "...The Battle of the Atlantic was not won by any Navy or Air Force, it was won by the courage and fortitude of the British and Allied Merchant Navy."

This wasn't the first time. In 1917 the British Cabinet were informed that at current levels, Britain had enough supplies to last until November, after which point the war would quickly be lost. As they would thirty years later, the Merchant Navy stepped up to the plate, and our fortunes reversed.

Years after the Second World War had ended, Soviet leader Nikita Krushchev was asked what, if anything, was the largest

contributing factor to the Red Army's survival during those terrible years. Can you guess what he said? Spam. Spam, dried egg and powdered orange juice that came through from the Atlantic, around the Arctic Circle and into Murmansk.

The glamour of the Battle of Britain has for generations captured the public's imagination, and rightly so: the sacrifice and heroism against the odds is a matter of record. Similarly, stories of tanks roaring over the desert in El Alamein stir the soul, and with good reason. Yet for several years I canvassed the Big Media Outlets in vain on behalf of what was the longest, and no doubt least glamorous, campaign of the war, that of the seas, and each attempt fell flat. It was at that low point my grandson remarked: "There's always YouTube".



This casual comment woke me up sharp. YouTube is not a last resort. YouTube should have been my first port of call. It is more than appropriate that I should turn to you, on your various screens and smart, slim devices. Because, for all my struggles with the Mainstream Media, it was only ever you I wanted to get through to. You're younger. This is possibly the first time you've ever heard of the Battle of the Atlantic. In truth it's only ever been up to people like you to carry the lessons from the past forward into a new age.

I was in that battle for a period, escorting the Arctic Convoys. And don't worry, I'm not going to bang on about my legacy or claim you owe me something. I live in freedom, and I love it, and that's reward enough for my efforts. But if this video motivates even half of you to tap *The Battle of the Atlantic* into Google, just to embrace for a second the enormity of what it was and what it achieved, just to get a glimpse at how different things would have been without it, then I can get back to tidying the house before my grandchildren arrive, safe in the knowledge that I have executed my duty in honour of the men I served with who died there. Thank you very much, and have a wonderful day, it's a wonderful world.

Rolfe, a Trustee of longstanding, has made England his home. Passionate about the Royal Canadian Navy and its role in the Battle of the Atlantic, Rolfe has engaged social media to further this important story. His Youtube video can be seen at:

<https://www.youtube.com/watch?v=hpZd0Nev6MA>

Rolfe's message has attracted over 765 viewers, including His Royal Highness Prince Philip. The Prince, a WWII naval veteran, has invited Rolfe to Buckingham Palace for a private audience.

A KING AMONG COLLEGES HMCS KING'S, HALIFAX'S NAVAL TRAINING COLLEGE

by Beth Brown

with additional material by Len Canfield



*HMCS King's Senior Rugby Champs 1943
photo credit: Joseph Roberts*

Sailors took the seats of scholars during the Second World War, when the University of King's College in Halifax was commissioned as a ship of the Royal Canadian Navy in October 1941. It was the beginning of a lengthy association with the RCN including another newly commissioned ship, HMCS *Sackville*, Canada's Naval Memorial.

The port of Halifax became a hub for naval activity when Canada went to war in 1939. The RCN experienced greater growth than most other navies expanding from 3,500 regular and reserve members in 1939 to almost 100,000 by 1945. Ship after ship was commissioned into service with Canadian vessels escorting and defending convoys during the pivotal Battle of the Atlantic.

This influx of new recruits called for expanded training facilities including officer training. While in port waiting for his ship to be repaired, LCdr Owen Robertson was tasked with finding a solution in an overcrowded city with space at a premium.

LCdr Robertson scouted out local schools and universities, finally arriving at the University of King's College (founded in 1789). Enrolment in the coming year was down to 18, so student relocation was possible. Occupation of the college was deemed necessary for the war effort and on May 24, 1941 the Department of National Defence leased the Coburg Road university for an annual sum of \$30,000. Located near Stadacona, the RCN's Navigation School took up residence.

King's students' academic and living arrangements were accommodated by Dalhousie University and Pine Hill Divinity Hall for the duration of the war.

LCdr Bent Sivertz, a naval instructor and last commanding officer of HMCS *King's*, recounts the King's story in his autobiography, *The Life of Bent Gestur Sivertz, A seaman, a teacher and a worker in the Canadian Arctic.* "Within two weeks "the academic environment familiar to civilian students gave way to the regimented military schedule complete with drills on the parade square and the chimes of the bell."

HMCS *King's*, under the command of Capt Adrian Hope commenced operation with a 12-week course in gunnery, torpedo, navigation and signals. It was later lengthened to a 20-week course, with an added emphasis on anti-submarine operations. The initial intake was 196 probationary sub-lieutenants; when the college was paid off in May 1945 it had graduated 96 classes and some 3,000 officers.

The Navy's new fleet had to be manned "by people who had some idea of what they were doing," said Michael Whitby, senior naval historian at the Directorate of History and Heritage at DND. The majority of officers who went through *King's* were reservists who would soon be commanding officers of corvettes, minesweepers and other ships engaged in the Battle of the Atlantic.

"Equipment like radar was very elementary at that time, so the tasks these guys accomplished was quite something," Whitby explains.

LCdr Roberston recalls that when it came to instructors, "we got our teachers anywhere and everywhere. If it was a discipline we required, we grabbed them. If a teacher wasn't available they would call on King's College president, Rev Dr. Stanley Walker. "He was a very erudite and articulate man. At an hour's notice he could teach marine law, naval history and other subjects the young officers should know something about."

When LCdr (later VAdm) Ralph Hennessy assumed command of Kings in early 1944 he focused on improving the quality of leadership/instructors to ensure "...if you want your young officers to be any damn good when they go to sea."

Each class completed a week of sea training on a ship assigned to HMCS *King's*. In 1944 HMCS *Sackville* was tasked as a training ship for HMCS *King's* after being withdrawn from Atlantic convoy duty due to a damaged boiler.

The Women's Royal Canadian Naval Service (WRCNS) was tasked to take care of the living arrangements, including laundry, galleys and dining rooms; bookkeeping and library services at the college.

Universal Pictures' 1943 film *Corvette K-225* starring Randolph Scott and Ella Raines features reference and scenes filmed in HMC Dockyard and HMCS *King's*.

When HMCS *King's* was returned to the university in 1945, Naval Minister Angus L. Macdonald said: "We are under great obligation to the President and Governors of King's. When we urgently needed accommodation for the training of naval officers, this old University came to our aid and gave to us the use of its buildings and campus. For this we are profoundly grateful."

The *King's*-RCN relationship continues today, including HMCS Scotian maintaining the naval reserve link with a parade and church service in the campus chapel; the Nova Scotia Naval Association of Canada supporting HMCS *King's* Wardroom refurbishment project and the ship's bell of HMCS *King's* serving as the baptismal font in the chapel. As well, the annual Remembrance Day Evensong with the reading of the names of *King's* students/graduates killed in conflicts is well supported by students.



A special thank you to the editor of Maritime Forces Atlantic's newspaper *Trident*, Virginia Beaton, for her ongoing support of Canada's Naval Memorial and for sharing articles of interest with our readership. *ed.*



Graduation March Past King's College by Anthony Law

The 1942 Kings College graduation parade with Rear-Admiral (later VAdm) George Clarence Jones, CB, Vice Chief of the Naval Staff at Naval Services Headquarters (NSHQ) in Ottawa as the reviewing officer, can be seen at: <http://footage.framepool.com/en/shot/242647181-king's-college-halifax-king's-college-cambridge-graduations-halifax-kanada>



THE BATTLE FOR CONVOY ONS-154

CPO1 ret'd Pat Devenish, Chief Engine Room Artificer (CERA), HMCS Sackville
and David Syrett, The Northern Mariner/Le Marin du nord



HMCS Napanee steaming past SS Empire Wagtail
Marc Magee

According to Winston Churchill, U-boats represented the "worst" threat to Allied victory during the Second World War. For the Allies to be victorious, they had to defeat the U-boats and to win the Battle of the Atlantic. The effects of an Allied defeat at the hands of the U-boats are beyond calculation: had it happened, Britain would have been forced out of the war; there would have been no aid to Russia or Allied invasion of the Mediterranean in 1942; and the invasion of northwest Europe would have been impossible in 1944.

At the end of 1942 the Battle of the Atlantic entered its critical stage when the Germans attempted by means of U-boat wolf pack attacks to sever the Allied convoy routes between North America and Britain. In a series of hard-fought convoy battles between December 1942 and May 1943, German U-boats contested with the Allies for control of the North Atlantic sea lanes. One such battle was fought in December 1942 between U-boats and Canadian warships escorting Convoy ONS-154."

25,000 merchant vessels crossed the Atlantic during the wartime years: each ship, convoy, and escort had a story. Some crossings were in calm waters, some were uneventful, some were in the worst weather Mother Nature could churn up and some were destined for disaster. The story of convoy ONS-154 was none of these and it was all of these.

Convoy ONS-154 sailed from the Wester Approaches, Liverpool on 19 December 1942 bound for New York. The convoy was accompanied by Escort Group (EG) C-1, commanded by Lieutenant Commander Guy Stanley Windeyer,

RCN, consisting of the destroyer HMCS *St. Laurent* with corvettes HMC Ships *Battleford*, *Chilliwack*, *Kenogami*, *Napanee*, and *Shediac*. While EG C-1 appeared on paper to be a mighty force, in reality it was fraught with "many difficulties and deficiencies" as a fighting force. For example, one destroyer, HMS *Burwell*, which was initially assigned to it, did not sail with the convoy because of needed repairs. Moreover, the ships of EG C-1 had never exercised together; the commanding officer of the force was newly appointed; and there was no conference about tactics among the officers before sailing.

"If it was a nightmare for the young naval sailors at action stations in an escort, it was 10 times worse for the merchant seamen. For the most part, all the captain could do was keep his station and hold steady against all his instincts. These men knew they were sitting ducks in a doomed formation. And when the U-boats attacked, all they could do was watch the blazing death of stricken ships, listen to the cries of help and wait for the next torpedo." (*Preserving the Atlantic Lifeline*," by Commander Tony German, Legion Magazine, May/June 1998.)

The convoy was typical: 46 vessels including the rescue ship *Toward*, the oiler *Scottish Heather* and the Special Service Vessel HMS *Fidelity*. What the sailors in the convoy would experience over the course of crossing the U-boat infested North Atlantic was anything but typical.

"The Germans had foreknowledge, most likely from communications intelligence, of the convoy's movements and expected to intercept it as early as 23 December. The Befehlshaber der Unterseeboote

(BdU) used two groups of U-boats, consisting of eighteen German vessels, code named *Ungestum* and *Spitz*, to the northward of the track of ONS-154."

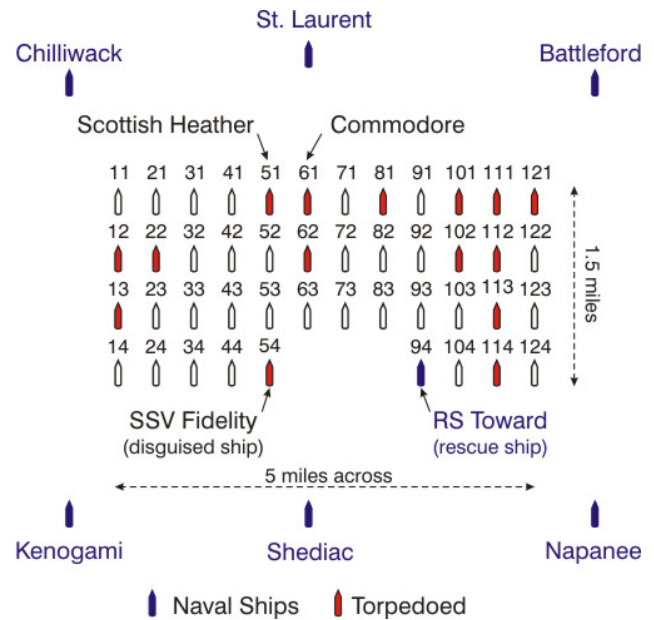
On the morning of 26 December about a third of the way into their journey, the convoy was reported by U-662 and by nightfall, a wolfpack of no less than 19 U-boats were in position with attacks commencing that evening. Over the course of the next four days, usually after darkness settled over the columns of merchantmen, 16 ships were sunk and 10 damaged. In just three hours on the evening of 28 De-

ember alone, nine vessels were sunk and even after being reinforced with two RN destroyers on the 30th, another merchantman was lost. Although HMC Ships *St. Laurent*, *Napanee*, *Chilliwack* and *Battleford* managed to destroy U-356 but there is no question that this was a victory for the Germans. In all, 512 merchant seamen were lost.

Destroyers HMCS *St Francis* and HMS *Viceroy* joined the escort on 30 December and the convoy continued to New York without any further losses, arriving 12 January 1943.

1942 proved to be the darkest period in the Battle of the Atlantic with U-boats sinking 1,006 ships carrying over five million tons of cargo.

Following the Battle for convoy ONS-154, the RCN was given a reprieve and pulled off North Atlantic escort duties for a short time to retrain and regroup. What followed was the formation of new submarine hunter groups which would change the way war was waged in the North Atlantic and would lead to the eventual demise of the German submarine force.



Convoy Formation: Position of escorts and ships prior to first attack (Number indicates column and row: #111 is column 11 row 1).



HMCS *St. Laurent*, guns blazing, engaged in the battle for ONS-154 by war artist Commander Tony Law. From the collection of Jim Reddy.

“At 0044 on 27 December U-356 made contact with ONS-154. It is probable this U-boat entered the main body of the convoy and at 0205 torpedoed and sank the merchant ship *Empire Union*. In rapid succession it also torpedoed and sank *Melrose Abbey* and *King Edward*, while damaging the merchant vessel *Soekaboemi*. When U-356 began to launch torpedoes, Windeyer ordered the rescue ship *Toward*, screened by HMCS *Napanee*, to pick up survivors from the merchantmen. A number of Allied merchant seamen were thus rescued, while the wreck of *Soekaboemi* drifted astern of the convoy and was later sunk by U-441.” At 0330 the *St. Laurent* obtained a radar contact and then

sighted a U-boat “on the surface trimmed down and moving fast into the convoy.” U-356 was fired at by *St. Laurent*’s 20-mm. Oerlikons and one of the destroyer’s main guns. The men on the bridge of the Canadian warship were temporarily blinded by the flash of the 4.7-inch gun. After regaining their eyesight, they saw a periscope moving from right to left across their bow. The *St. Laurent* immediately attacked with depth charges. Windeyer later thought that the U-boat was “inside the diamond” of the exploding depth charges. HMCS *St. Laurent* ran out, turned, and then attacked a second time with ten depth charges. Eleven explosions were heard on board the destroyer, the last of which was “delayed and intensive.” A third attack was mounted on the U-boat, “which appeared stopped.” Just before undertaking this third attack, the Canadians observed a large oil slick off *St. Laurent*’s port bow. Immediately after completing the third attack, *St. Laurent* lost electrical power, leading Windeyer to conclude that the U-boat had escaped. This, however, was false, for U-356 had been destroyed.

At 0615, after regaining electrical power, HMCS *St. Laurent* obtained a radar contact, which was probably U-406. The target was closed upon, a U-boat sighted, and fire opened with the ship’s 20-mm. Oerlikons the U-boat submerged. A sonar contact was not obtained and U-406 escaped.”

David Syrett, *The Northern Mariner/Le Marin du nord*, VII, No. 2 (April 1997), 41-50.

Convoy ONS 154: The “O” signified that this convoy was outward bound from Great Britain, the “N” indicates the destination as North America, while the “S” points out that it was a slow convoy, not capable of maintaining a speed above 10 knots. For information about the convoy numbering system, please refer to [u-boat.net](http://www.u-boat.net).

The Battle for Convoy ONS-154 makes a fascinating read and the internet is an invaluable resource for scholarly material and further research. Of particular note is David Syrett’s article in the *Northern Mariner*: http://www.cnrs-scrn.org/northern_mariner/vol107/tmn_7_2_41-50.pdf

Delivery of Canada's first submarines



MARC MAGEE

Roger Litwiller Author/Historian

Author of "White Ensign Flying, the Story of HMCS TRENTONIAN and Warships of the Bay of Quinte. Website: www.rogerlitwiller.com

Canadian artist Marc Magee is quickly taking the marine and aviation communities by storm. His unique style of "Artistic History" has quickly developed a varied and dedicated following.

Only five years ago, Marc was giving his paintings away. Today his prints are selling faster than they can be produced and his original work is selling for respectable prices, which is incredible considering our current economy.

Marc is a self-taught artist, who had an early creative interest. As a teenager he began painting his favourite subject at the time - aircraft, with his mother's oil paints. Born in Sardinia, his father was in the Royal Canadian Air Force. When old enough, Marc followed in his father's footsteps, serving in the RCAF for twenty-seven years as a Precision Approach Radar Controller.

The paintings that Marc produces are spell-binding, I have witnessed many a viewer standing before his paintings, mesmerized in the detail and content that Marc has produced on canvas. Marc's idea of "Artistic History," is depicting his subject as it was, not embellished with artistic license. To achieve this level of accuracy, Marc spends more hours researching his subject than painting it.

When I asked Marc about the thoroughness in his paintings, he simply stated, "I like the story aspect of painting. I do a lot of research, so the painting tells the story as accurately as possible."

Five years ago, Marc's work became known when he produced a painting of the Royal Canadian Navy corvette, HMCS Trentonian for the cover of my book, *White Ensign Flying*. Word of Marc's ability for detail and accuracy travelled quickly and he was invited to join the Marine Artist's Guild, producing several paintings on maritime subjects. This has followed into a return to his original subject matter in aviation, as well.

Marc's Royal Canadian Navy paintings have included several ships, ranging from the early days of the Canadian Navy, Battle of the Atlantic and the Cold War, including HMC Ships *Rainbow*, *Alberni*, *Charlottetown*, *Port Hope*, *Belleville* and HMCSubs *CC1*, *CC2* and *Rainbow (II)*.

His Merchant Marine collection includes several famous Canadian ships from the sternwheeler - *BC Express*, *RMS Segwun*, *SS Tadoussac*, *SS Keewatin*, *SS Nipissing* and *Bluenose*. His latest marine painting is the launching of one of the TANAC Tugs during WWII.

Today the artist, who not too long ago gave away his work, has paintings hanging in museums across Canada, has been featured in several periodicals and his prints have been sold on three continents.

At the writing of this article, Marc has completed the CF-100 painting in the photo and will soon begin his next project, a Voodoo from 416 Squadron posted to CFB Chatham in New Brunswick.

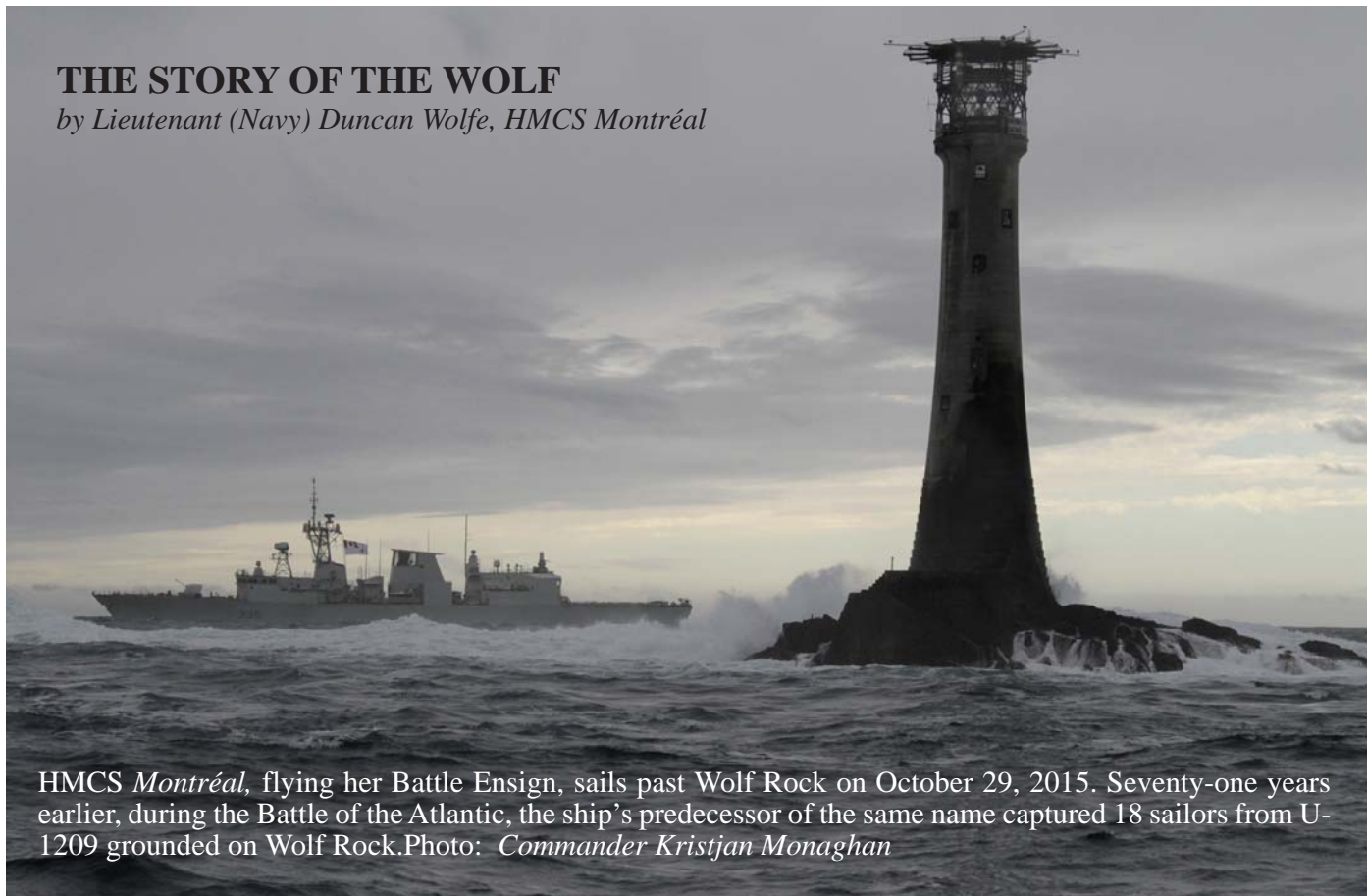
With each new work, Marc posts progress updates on Facebook and Twitter as the painting evolves and comes to life, allowing his followers to become part of his creative energy.

Many of Marc's painting can be viewed on his website at <http://www.marcmagee.com/> Original paintings and prints can be purchased (\$55 + shipping), directly from Marc by contacting him through email at mageejcm@gmail.com

Marc is a resident of the Trenton area in Eastern Ontario and works from his home, producing some of the most vivid, historically accurate acrylic on canvas paintings of his favourite subjects, aviation, marine and railroading.

THE STORY OF THE WOLF

by Lieutenant (Navy) Duncan Wolfe, HMCS Montréal



HMCS *Montréal*, flying her Battle Ensign, sails past Wolf Rock on October 29, 2015. Seventy-one years earlier, during the Battle of the Atlantic, the ship's predecessor of the same name captured 18 sailors from U-1209 grounded on Wolf Rock. Photo: Commander Kristjan Monaghan



For years, sailors of HMCS *Montréal* have seen a plaque in the Commanding Officer's stateroom that outlines a significant and historical event from 18 December 1944. The event took place onboard *Montréal* K319, the River class frigate, during the Second World War. After completing Joint Warrior and Maritime Theatre Missile

Defense At Sea Demonstration 2015, while enroute to Plymouth, UK for a port visit, *Montréal* FFH 336, had the opportunity to visit the site of that historical event where *Montréal* I captured 18 crewmen of the German U-boat U-1209.

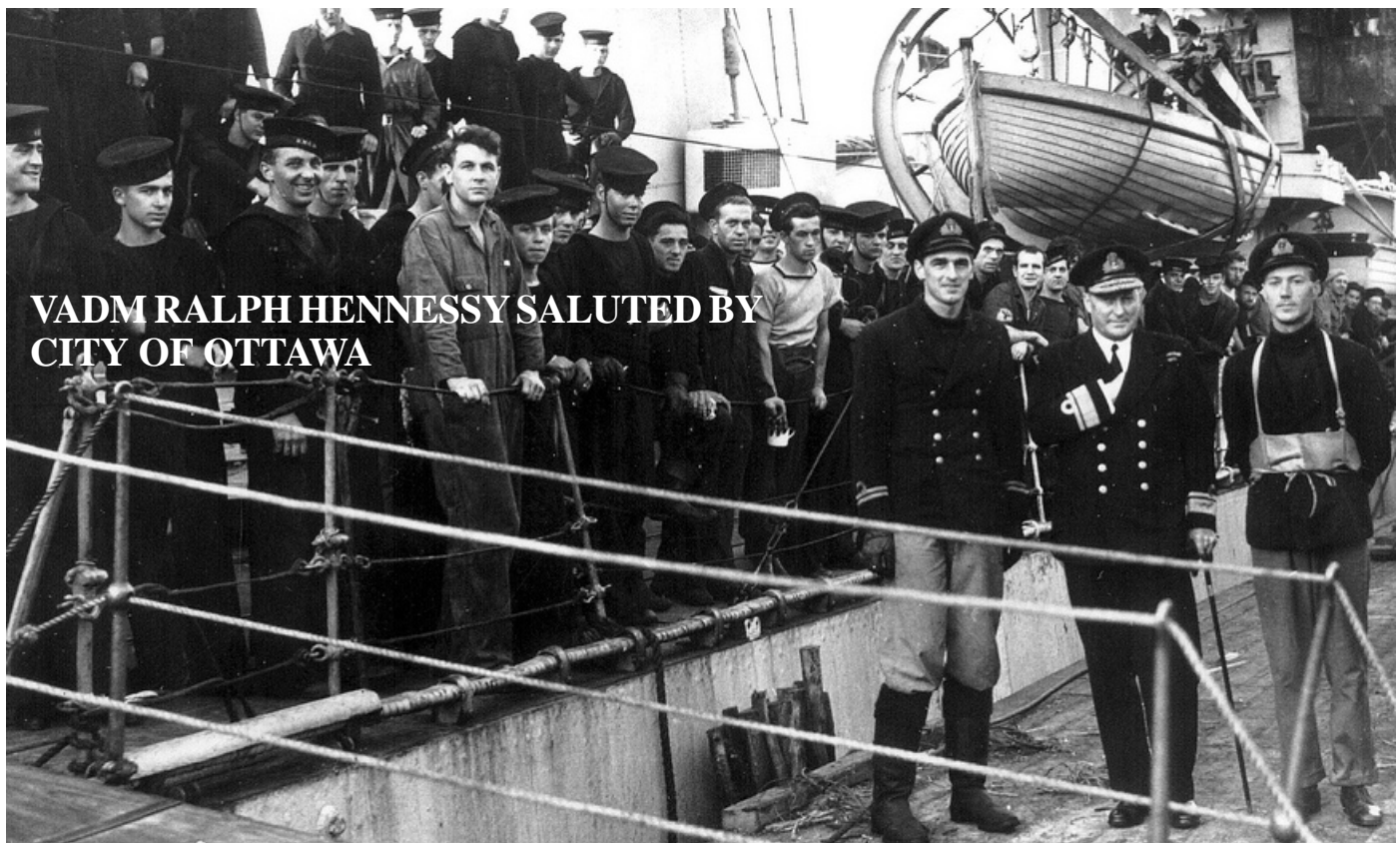
Montréal II sailed past Wolf Rock on October 29, 2015, flying her Battle Ensign in honor of this event that took place almost 71 years to the month. This sailpast represented a time to reflect upon events of the past and coincided with a major milestone for both the ship and crew of *Montréal* II. The ship and her crew recently integrated into an International Task Group as part of the Maritime Theatre Missile Defense At Sea Demonstration 2015 and fired 3 Evolved Sea Sparrow Missiles in support of that exercise. Wolf Rock is the origin of how *Montréal* received the name The Wolf.



The story of the wolf (which you will see on our ship's gun) began on December 18, 1944, when 18 sailors were captured by *Montréal* I's crew when U-1209 ran aground at Wolf Rock, approximately eight miles southeast of Land's End, England. Two significant factors led to this incident. The first was the constant depth charge bombardments conducted by Allied warships in the area around Wolf Rock, a known area for U-boat activity. The second was the heated exchange between the Commanding Officer of U-1209 and his first officer minutes before going aground.

Among those captured was Oberleutnant zur See Ewald Hülsenbeck, the 25-year-old Commanding Officer of U-1209. His attempts to swim away from the Canadian ship were so great that while onboard *Montréal* I, he died of a heart attack. There is some speculation the young U-boat captain had ingested a cyanide pill to avoid interrogation or to simply avoid the guilt of failing his country.

The plaque in the Commanding Officer's stateroom, donated by Joe Kirby, a member of *Montréal* I during the capture of the sailors, outlines a heated debate between captain and first officer aboard the submarine. This marks a momentous occasion for both *Montréal* and the ship's captain, Commander Kristjan Monaghan, who took advantage of this opportunity enroute to Plymouth, UK and took the above photo, as a picture such as this, is really worth a thousand words and a time for introspection given.



VADM RALPH HENNESSY SALUTED BY CITY OF OTTAWA

HMCS Assiniboine sailors alongside in St. John's after the sinking of the German submarine U-210. On the jetty (L-R) The First Lieutenant, Lieutenant Ralph Hennessy; Commander, Mid-Ocean Escort Force, Rear Admiral Leonard Murray, and Assiniboine's Captain, Lieutenant-Commander John Stubbs. August 1942. Photo: Department of National Defence

In November 2015, The City of Ottawa marked the start of Veterans' Week with a candlelight tribute ceremony at the Canadian War Museum, hosted by Mayor Jim Watson and the Honourable Kent Hehr, Minister of Veterans Affairs and Associate Minister of National Defence.

The ceremony marked the first in a week of events offering residents the opportunity to recognize the contributions made by local veterans and to honour the sacrifice of those who lost their lives in service to Canada. The initiative is a partnership between the City of Ottawa, Veterans Affairs Canada, the Royal Canadian Legion and local private developers.

Applicants/nominees proceed through the City of Ottawa's commemorative street naming process, and once approved, the Office of Protocol liaises with Veterans Affairs Canada and the Poppy and Remembrance Committee of the Royal Canadian Legion who grant permission to utilize the Poppy on the approved street sign. The permanent street sign that is installed during the final last stages of construction of the subdivision bears the Poppy - the ultimate sign of sacrifice.

The presentation of the street sign takes place during the Candlelight Tribute for Veterans every year during the month of November. The event is co-hosted by the City of Ottawa and the Department of Veterans Affairs with approximately 800 guests in attendance. As part of the Ceremony, the Mayor presents the family with a replica of the actual street sign.

"With the symbolic passing of the torch of remembrance from veterans to youth, we are reminded of a simple truth:

that the world is a better place because of the generations of brave Canadian men and women who have served and continue to serve their country," said Mayor Jim Watson. "For all they have given our country and our community, in times of conflict and at times of peace, we owe them our unending gratitude."

Following the act of remembrance, Mayor Watson announced the latest veteran honored through the City's Veterans' Commemorative Street Naming program. This year the City is honoring Vice Admiral Ralph Hennessy, DSC and CD.

Born to an army family, Vice Admiral Hennessy chose a career instead with the Royal Canadian Navy - the first Hennessy in four generations not to serve in the British Army in time of war. While he broke from family tradition, he nevertheless distinguished himself with a long and illustrious career that included service during the Spanish Civil War and World War II.

"At his passing in 2014 at the age of 95, he was Canada's oldest living vice admiral," noted Mayor Watson. "For a life so dedicated to Canada's Armed Forces, it seems only just that Vice Admiral Hennessy join the ranks of the other brave local men and women whose lives have already been celebrated through the Veterans' Commemorative Street Naming program."

The Mayor offered his thanks and presented Mrs. Diana E. Hennessy with a replica of the street sign for Ralph Hennessy Avenue, a new street in the community of Riverside South.



L to R: Lieutenant-General Guy Thibault, The Reverend Canon David Clunie, Colonel Dorothy Cooper, Councillor Jody Mitic, Councillor Riley Brockington, His Worship Jim Watson, Mrs. Diana Hennessy, Vice Admiral Mark Norman, Mrs. Leslie Lahey, Mr. Michael Hennessy, Mrs. Carol Matson, Mr. Angus Gray, Councillor Eli El-Chantiry, Councillor George Darouze, Lieutenant Gordon Gray, The Honourable Kent Hehr, Councillor Jean Cloutier, and Councillor Michael Qaqish.

During the dedication ceremony, Vice Admiral Hennessy's wife Diana made the following remarks.

"I was very surprised and honoured to receive a phone call from His Worship Mayor Watson just over a week ago advising me of the announcement that the City of Ottawa and Veterans Affairs Canada wished to honour my late husband, Vice Admiral Ralph Hennessy's memory with a commemorative street naming. What an enormous tribute! I couldn't have been or be more touched or prouder of this recognition.

"In preparing to respond to the singular honor the proclamation represents, I have been struck by a number of relationships, not least of which is the fact that Ralph Hennessy Avenue will include 2 parks and a school. Since a significant part of my husband's military career entailed teaching/training and as he retired as Chief of Personnel, the planned school represents another appropriate link. As well, it connects with his life-long interest and participation in learning. Upon retiring from the Navy, and subsequently as founding Executive Director of the Standards Council of Canada and Vice President of the International Standards Organization, he graduated from the University of Waterloo, having spent the duration of his Bachelor of Arts studies on the Dean's Honours List - at the age of 77.

"My husband was noted for how he cared for those he led, he had a long-standing concern and interest in people's welfare and was a gifted listener. Until shortly before his death, he continued to participate in such activities as Remembrance Day and the Battle of the Atlantic.

"On Remembrance Day, our serving men and women, Veterans, families, and citizens from youth to seniors will gather in various locales, or quietly pause alone, to reflect on the price which has been paid for the freedom, liberty and quality of life we Canadians enjoy today. It was a date which held particular memories for my husband - reflecting upon the losses he personally saw during his long years as a participant in the Battle of the Atlantic and after his Father was killed in action in the defence of Hong Kong.

"I know I speak for each member of our family, when I say how extremely honoured we are to acknowledge the profound tribute you have paid my husband, and through him, all those who serve, and have served, our country in war and peace."



*Don and Roy Foss while serving in No. 28 Squadron RAF, Hounslow.
Photo: IWM, Q70798*

TREASURED WORLD WAR ONE MEMENTO REGIFTED TO SHEARWATER AVIATION MUSEUM

Hugh MacPherson

This is the story of two brothers, an airplane and a flag. It is the story of how each in their own way became tiles in the proud mosaic which now makes up our Maritime air tradition and its contribution to the outstanding Canadian achievement in the Battle of the Atlantic.

The two brothers, Donald and Roy Foss, in 1916, volunteered to serve our country and left their Quebec home for Naval pilot training in what was to become the Royal Navy Air Station at Lea-on-Solent. Transferring to the nascent Royal Flying Corps they saw service at the third battle of Ypres and later on the Italian front. For his service on that front Roy, escorting bombers against the Austrian lines, was awarded the “Croce di Guerra” by the Italian Government. The brothers both survived the war (a rather remarkable achievement considering the casualty rate of World War I pilots) and returned to Canada in 1919.

Although he took up a career in construction Roy retained his love of flying both as a private pilot and in the RCAF auxiliary. World War II saw Roy return to service, where, as a Group Captain, he commanded the RCAF station in Gander and flew many Anti-Submarine Warfare (ASW) missions over Newfoundland Atlantic waters.

Donald remained in commercial flying and in 1923, on attempting a takeoff from a remote northern lake crashed the Curtiss HS-2L, “La Vigilance”, into what is now named Foss Lake. Donald survived but the aircraft was partially destroyed. But in 1968 it was recovered and rebuilt and is now on display at the Canadian Aviation & Space Museum in Ottawa.

La Vigilance was not just any aircraft. It was one of the two early Curtiss HS-2L aircraft flown by the United States Navy based at Bakers Point, Eastern Passage, later to be HMCS

Shearwater. It was flown by Lieutenant Richard Byrd, USN, who in later life became Admiral Byrd, the Arctic explorer. These flights were some of the first airborne ASW missions and a definite beginning to Maritime Air. La Vigilance was, at the conclusion of the war, transferred to Canada and, along with Donald Foss, represents Canadian pioneering in “bush” flying.

And so the two brothers and an aircraft became a symbol of the early days of our aviation history and developing prowess in Maritime air.

Now to the Flag. When Donald and Roy left Canada in 1916 they took with them a flag made by Grant-Holden Graham Ltd., of Ottawa as a memento of Canada and possibly a good luck charm.

One can only imagine, although it was likely, (or ought to be true), this flag proudly flying over the brothers’s tents or hutments right behind the lines at Ypres and the Italian Front. What deeds might it tell of Canadian skill and daring. The brothers brought the flag back to Canada in 1919 and preserved it faithfully in the family and later with trusted friends until the last of these, Mrs. Eileen Norton, of Kentville, as she entered her nineties, placed it in the hands of the Canadian Naval Memorial Trust.

Imagine again, this flag has seen the very earliest days of naval aviation, has witnessed the daring of the pilots of the first world war and has been safeguarded by pioneers in Canadian flying. It is our belief that when one melds the themes of our innovation in aviation, our prowess in Maritime air operations, and our magnificent achievement in the air and on the seas in the Battle of the Atlantic, the most fitting permanent home for this flag, which so grandly ties these together, is the Shearwater Aviation Museum.



On Tuesday, 6 October, 2015 during a special ceremony onboard HMCS Sackville the Foss brothers' flag was presented to the Shearwater Aviation Museum for their WWI collection. "The Shearwater Aviation Museum is a most appropriate home for this very special wartime artefact" said museum curator and director Christine Hines who linked the establishment of US Naval Air Station Halifax – the current home of 12 Wing Shearwater – to Donald Foss. "What it could say if it could tell us what it's seen and where it's been I think would be really interesting stories. It gives us a chance really to tell a few more stories."

The museum's curator, Christine Hines, pictured above with Hugh MacPherson says the artifact has a special place in 12-Wing Shearwater's history and plans to display the flag prominently during their centennial celebrations in 2018.

From a Public Affairs perspective, this event caught the eye of the national media which ran the story using print, social media and television shining the spot light on our good ship - and ultimately the Battle of the Atlantic Project. Thank you Huch MacPherson for bringing this incredible story to our attention.



19th Annual
**Battle of the Atlantic Concert with the
 Royal Canadian Navy's
 Stadacona Band**

at the Spatz Theatre, Halifax

Tuesday, 26 April, 2016

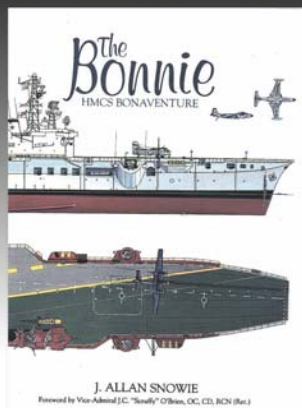
An evening of wartime and contemporary music commemorating the 71st anniversary of the end of the Second World War and the War at Sea

with special guests
**The Halifax Boys Honour Choir
 the Halifax Regional School Board
 Choir - Soundtrax
 Liz Rigney and Michelle Durling**

Information: 902-721-1206

THE BONNIE BOOK
Great Read – New Price!

Reduced Price!
\$40.00 Tax, S&H Incl.
 Limited time offer



8 1/2" x 11" hard cover • 200 photos • 336 pages
 The blockbuster saga of HMCS Bonaventure, Canada's last aircraft carrier, the sailors who manned her and the aircrew who flew from her deck. Purchase the book at the Shearwater Aviation Museum Foundation, 34 Bonaventure Ave., Shearwater, Nova Scotia or order from information listed below.

Shearwater Aviation Museum Foundation
 P.O. Box 5000 Stn. Main, Shearwater, N.S. B0J 3A0
 Phone: 902-461-0062 • Toll Free: 1-888-497-7779 • Email: samf@samfoundation.ca

Permission to copy any of the material in this publication must be first obtained through the editor with appropriate accreditation given to the authors and *Action Stations!*

CNMT DONOR RECOGNITION

*Commander (ret'd) Richard Oland and
Commander (ret'd) Patrick Charlton*

The CNMT Board of Directors recently approved a new policy concerning donor recognition. As stated in the policy document, the objective of the Trust is to sustain appreciation of our national heritage through the preservation and promotion of the contributions made by Canada's Navy.

The primary role is the preservation and operation of HMCS Sackville. The Trust therefore relies heavily on membership contributions and donations to ensure the continued preservation of the ship so future generations of Canadians can have a tangible link to the remarkable achievements of the Royal Canadian Navy throughout its history.

Therefore, for recognition purposes, new donor categories have been established. Donors may be individuals, military units, civilian groups or companies. The policy states that the recognition will be for a one-time donation (per calendar year).

\$500 - \$2499	Convoy Class Supporter
\$2,500 - \$4999	Corvette Class Supporter
\$5,000 - \$9,999	Frigate Class Supporter
\$10,000 - \$24,999	Destroyer Class Supporter
\$25,000 - \$49,999	Cruiser Class Supporter
\$50,000 - \$99,999	Carrier Class Supporter
\$100,000 - \$249,999	Division Level Supporter
\$250,000 or more	Squadron Level Supporter

Donors will be recognized in the following manner:

- a plaque mounted photograph of the HMCS Sackville will be provided to the donor with an engraved tally plate recognizing the donor's name, the level of support and the year of the donation.
- The donor's name will be added to the Honour Board onboard HMCS Sackville. The board will be located in a place of prominence, profiling each category and donor by year.
- On the CNMT website, an electronic version of the Honour Board.
- Routine updates in Action Stations magazine.
- And press/media releases (as deemed appropriate).

(donors wishing to contribute in succeeding years will be acknowledged on the Honour Boards for each year of donation and in updates to Action Stations.)

** in lieu of the above actions, donors can remain anonymous. Each donor will be contacted to establish the desired level of recognition.

Staffing has commenced on recognizing 2015 donors. The intent is to recognize all donors from 2010 to the present, in due course.

The Trust deeply appreciates the contributions made by a tremendous number of donors each year. It is through their generosity that the Trust can fulfill its objective. Recognition of support from the community will also provide encouragement for others to contribute.

MEMBERSHIP UPDATE – APRING 2016

Membership Update - Welcome Aboard to our newest members. It is that time of year for all willing members to take up the torch of membership and become ambassadors for the Trust, promoting the mission and the ship to family, friends, coworkers, and your community. Perhaps other military units or civilian companies could match the MARLANT NFR organization with multiple memberships. (three new Life Members joined in 2015).

Membership applications are available online or you can email: membership@canadasnavalmemorial.ca and forms will be sent to you. Posters are also available.

NEW LIFE MEMBERS

Davis C. Edwards, Courtenay, BC
Peter Mielzynski, Oakville, ON
Ray Zuliani, Thunder Bay, ON

NEW ANNUAL MEMBERS

Kenneth Brown, Dartmouth, NS
Damien Ciotti, Dartmouth, NS
Christopher Connor, Dartmouth, NS
Larry Hartman, Vancouver, BC***
John Oake, Enfield, NS
Donald Soulsby, St. John's, NL

***HMCS Sackville wartime veteran

SUPPORTING HMCS SACKVILLE - VOLUNTEERS NEEDED

CPO2 Ian McNaughton, HMCS Toronto

More than a dozen members of HMCS *Toronto's* Marine Systems Engineering Department pitched in to help out an old friend; many of us walk by HMCS *Sackville* every day without realizing her significance to Canada's history. She is a national monument representing past, present and future Canadian sailors and merchant mariners.



Sackville was scheduled to dock early in 2016 and there was much to do. Our day began early with a history lesson and tour of the ship, given by

CPO1 (ret'd) Pat Devenish. Pat volunteers as the Chief Engineer onboard and he is a gifted speaker and naval historian. We all learned something about the Last Corvette and her role in the Battle of the Atlantic, the longest sustained battle of the war and arguably the biggest single contribution Canada made to the successful outcome of the Second World War.

After this history lesson, full of purpose and ready to work, we were broken into two work parties, fwd and aft. The fwd work party de-stored the workshop and magazine under the direction of PO1 (ret'd) Mike Muldoon, the ship's caretaker and Chief Bos'n Mate. The boys moved an amazing amount of stuff up two decks and ashore to be sorted and loaded into a truck for storage or proper disposal.

Back aft in the engine room, the rest of us attacked full force and landed anything that was not bolted down to lighten the ship for docking. The boys oiled up and wiped down the running gear on the main engine and cleaned out the dark corners on the lower deck plates.

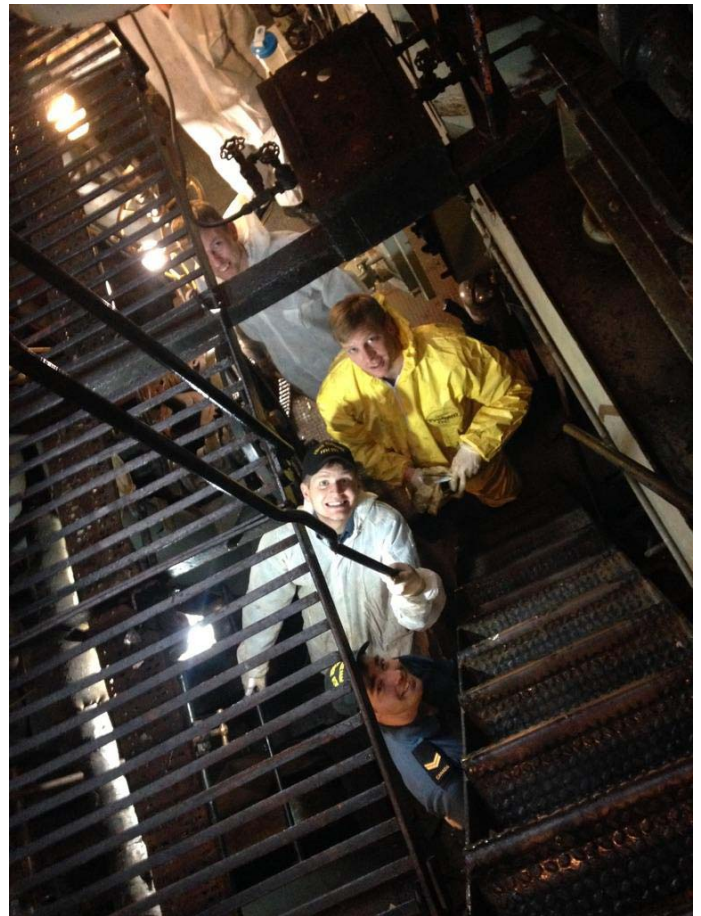
Several other more technical jobs were planned and estimated for future visits. *Sackville's* CERA said, "I wish more units could find the time to do what you are doing here today." He also reminded us that community service leave could be requested by personnel who had time to help out. With only one paid employee, the Canadian Naval Memorial Trust can always use the help. Many of the volunteers are retired, and having some younger people to do the heavy lifting is greatly appreciated.

Sackville's CO, LCdr (ret'd) Jim Reddy was happy to see sailors working onboard *Sackville* and he was pleased with our efforts. The *Sackville* was able to provide a light lunch for the volunteers from Toronto before we went back at it for the afternoon.

By the end of the day much had been accomplished, in fact, much more than ship's staff could have hoped for, proving that many hands make light work. Everyone was satisfied with a job well done at the end of the day.

The Canadian Naval Memorial Trust is a registered Canadian charity, and all donations will get you a tax receipt. All are welcome to become a trustee and get involved. Many people travel from Europe each year to visit *Sackville*.

Truth is, more people need to spend more time with HMCS *Sackville*. Check out her website for more information or come down for a visit. Get to know your Canadian Naval Memorial...I did.



Several sailors from HMCS Toronto spend a day volunteering onboard HMCS Sackville, Canada's Naval Memorial. Photo: PO2 Guillaume Mercier, HMCS Toronto



Red Sea, 28 June, 2013: HMCS Toronto's boarding party searches a skiff in the Red Sea during Operation Artemis. Photo: Formation Imagery, Maritime Forces Atlantic.

UPCOMING EVENTS

Following a reasonably quiet winter alongside in HMC *Dockyard* our calendar is quickly filling with activities, official visits and ceremonies. *This year is particularly special as we commemorate the 71st anniversary of the end of the Second World War and the War at Sea. We hope to see you at our events and ceremonies during Battle of the Atlantic Week as listed below. Any questions, please call: 902-462-3089. ed.*

BATTLE OF THE ATLANTIC EVENTS IN HALIFAX

Sunday Apr 17	2 pm	Bert Walker talk, Central Library
Tuesday 19 Apr	7 pm	Dr. Marc Milner talk, Government House
Wednesday 20 Apr	7 pm	Dr. Marc Milner talk, Maritime Museum of the Atlantic
Tuesday 26 Apr	7 pm	Battle of the Atlantic Memorial Concert, Spatz Theatre, Halifax \$12.50 Reserved Tickets through Ticket Halifax advance sales \$15.00 Rush tickets at the door 26 Apr
Thursday, 28 Apr	7 pm	Battle of the Atlantic Dinner CFB Halifax, Officers' Mess, \$40
Friday 29 April	7-9 am	Fleet BOA pancake breakfast, \$5 tbc
	6 pm	Pre-dinner reception onboard HMCS Sackville
	7 pm	Canadian Naval Memorial Trust - HMCS Sackville, Battle of the Atlantic Dinner, Maritime Museum of the Atlantic \$65
Saturday, 30	11 am	Merchant Navy BOA ceremony, Maritime Museum of the Atlantic
Sunday, 1 May	11 am	Battle of the Atlantic at-sea ceremony onboard HMCS <i>Sackville</i>
	11 am	Battle of the Atlantic ceremony at Point Pleasant Park

THE LAST WORD

ANNUAL GENERAL MEETING WEDNESDAY, 29 JUNE 2016



For the second year in a row the AGM will be held at the Art Gallery of Nova Scotia - home of the famous *Maud Lewis* exhibition and First Nations collection *Shifting Grounds* which explores indigenous art from the Inuit in the Arctic, the west coast Haida Gwaii, the Woodland school in Ontario to the Mi'kmaq and Maliseet in Atlantic Canada. The meeting starts at 1:00 pm so you will have ample time to explore the collection, free of charge. Our traditional reception onboard HMCS Sackville starts at the usual time of 6:30 pm for 7:00 pm.

For more information on "What's on" at the gallery, see: http://www.artgalleryofnovascotia.ca/en/AGNS_Halifax/exhibitions/default.aspx

Return Undeliverable
Canadian Address To:
HMCS Sackville
PO Box 99000 Station Forces
Halifax NS B3K 5X5

