

Action Stations

AGM &
GOLF TOURNAMENT
INSERTS INSIDE



CANADA'S NAVAL MEMORIAL

HMCS SACKVILLE

MARCH/APRIL 2011

Hal Davies remembered for Energy, Vision, Strong Leadership

By Len Canfield

The late Captain (N) Hal Davies, who served as Chair of the Canadian Naval Memorial Trust 1997-2000, is remembered by fellow Trustees for his energy, vision and strong leadership in advancing the Trust and ensuring the long-term operation of HMCS SACKVILLE. His unexpected passing occurred in February in the Bahamas. Trustees recall that Hal not only brought his experience as commanding officer of ships and training establishments but also his civilian business management skills to the day to day operations of the Trust and SACKVILLE.

Under Hal as Chair, the CNMT Board brought forward or advanced a number initiatives and projects, including enhancing the visibility and relevance of SACKVILLE; expanding membership in the Trust especially among serving members; strengthening the Trust's financial position including building up the endowment fund, and increasing collaboration between the Trust and the Navy, Maritime Museum of the Atlantic and other significant stakeholders. One of the initiatives advanced by Hal was formalizing the CNMT Executive Director position and Ray Soucie assuming the position. Ray recalls Hal's organizational abilities and contributions in a number of areas, including website design, development of a long-term communications plan, translation and installation of sound stations in the ship, supporting Mel Baird's Life Membership initiative and Canada Post's HMCS SHAWINIGAN and HMCS SACKVILLE stamp unveiling ceremonies in 1998.

Capt (N) Davies joined the RCN in 1959. His appointments included command of HMC Ships SASKATCHEWAN, NIPIGON, QU'APPELLE and PROTECTEUR; Commander Sea Training, CF Fleet School and his final appointment (1990) as CO of HMCS SCOTIAN. After retiring from the Navy, he developed a training and technology company and later served as a consultant.

One 'salty dip' paragraph (of several) in a bio of Hal deserves repeating. It reads, in part: "Command of NIPIGON followed and he thought he had died and gone to heaven. Ten visits to Newfiejohn led to honorary citizenship and an insatiable taste for screech, tongues and cheeks, bruse, toutons, salt cod and pork craps, and screech.... In idle moments he honed his skills in tiddley work—telescopes, bell, ropes, etc" His interest in 'tiddley work' continued through the years, culminating in Hal initiating and funding a national Naval Bell rope competition during the Naval Centennial celebrations and the judging of the competition in SACKVILLE.



Hal Davies is shown with other members of the CNMT Board during 'Up Spirits' in December 1997. Front, from left: Sherry Richardson, Hal, Ray Soucie, Dick Aldhelm-White. At rear, from left: Mel Baird, Charles Westropp, Brian Leask, Ted Smith, Len Canfield, Marvin Moore, and Don Cameron.



Capt(N) Hal Davies greets Duke of Edinburgh during the Royal Visit to HMCS SACKVILLE June 2010.

A celebration of Hal's life was held in St George's Anglican Church, Halifax followed by a reception in the Wardroom (Stadacona). He is survived by his wife Jean, son Stephen and daughter Joanna.

Interim CHAIRMAN's Report

"There is a time in the affairs of men, which, taken at the flood leads on to fortune; omitted, all the voyage of their life is bound in shallows and in miseries".

The tide for the future of our Naval Memorial is on the flood. Will it prove to be a 'spring' tide with the highest highs? This is yet to be known. But the ebb is over. The work which has been achieved by so many willing hands over the past few years has gradually steered the Naval Memorial away from the shallows and miseries. Our shallows and miseries were not rocks, reefs, inaccurate charts or dense fogs. They were a lack of appreciating the visceral significance of "SACKVILLE" to the Navy and to our past, present and future sailors, from Ordinary Seaman to Admiral. They were genuine and understandable worries over financing, liability and long term commitment. They sometimes were harboured in thoughts that "SACKVILLE" was in Halifax and therefore what was her significance to our people on the West Coast. "SACKVILLE's" equivalents; the USS CONSTITUTION, "Old Ironsides" is in Boston and not Long Beach; HMS VICTORY is in Portsmouth and not the Pool of London; and our magnificent Army equivalent the "Vimy Memorial" is in France not Gagetown. During the long clawing upwind from the lee shore of unification, which gradually brought back an Army, Navy and Air force, sometimes the imperative of having a naval blue uniform with naval ranks and appropriate distinguishing symbols, was pitted in the minds of some, against the never ending huge requirements in the capital budget to replace our fleet of ships, helicopters or missiles. These two are not in the same budgetary league; but they are both equally important to the future of the Navy and its fighting spirit. Winston Churchill as a former First Lord of the Admiralty and soldier understood this. He knew that no sailor would be happy telling a just met new acquaintance in a pub that he served in a "Patrol Ship Whaler Type", and promptly ordered the rebirth of the honourable name "Corvette".

The return to a flood tide for the Naval Memorial and her long term future has been achieved by two critical elements; the work, drive and spirit of so many people; and the increased understanding throughout our community, the Navy and the country of the significance and importance of HMCS SACKVILLE, our Naval Memorial.

Over the past two years your Board of Directors under the Chair of John Jay has achieved many things, including the beginnings of a redesigned plan of action, based on better engineering and scientific information, to develop and build the permanent and iconic home for "SACKVILLE"; achieving sources of funding with further possibilities of seed money for project definition, a design competition and administrative costs; and the truly magnificent showing and performance of HMCS SACKVILLE and her 'ship's company, during the celebrations of the 100th anniversary Fleet

Review with the memorable participation of Her Majesty the Queen. Never in the history of Corvettes has one of their number looked more splendid.

Our Lifetime Trustee John Jay has decided to resign from his position of Chair, and I'm sure all Trustees and friends of "SACKVILLE" want to thank him most sincerely, for all his hard and dedicated work, and to wish him well in his future endeavours.

Hugh MacNeil
Vice-Admiral (retired)
Interim Chair
Canadian Naval Memorial Trust

Words from the Membership Chair

By Commander Josée Kurtz

The Membership Committee would like to acknowledge the superb commitment of the Watson family to SACKVILLE. Major Sandy Watson, Commanding Officer 3 Intelligence Company at Land Forces Atlantic Area Headquarters, has been a Life Trustee for over a year. His daughter and son, Rhys (11) and Taeghen (8), became Life Trustees by using their personal economies. Sandy's wife, Sonia is a Life Trustee and his mother Anne Marie recently became Trustee as well. Sandy's grand-father, Francis Reginald Gorman, is also a Trustee. During WWII, he served in three corvettes – ARVIDA, NAPANEE and BRANDON - and in the frigate PENANTANG.

Much like the Watsons, Trustees are asked to encourage their family, as well as their friends, neighbors and colleagues, to join the CNMT and help secure the long-term preservation of SACKVILLE. Imagine the power to move ahead if each of the current 800 Trustees signed in one additional supporter!



HMCS ARVIDA at sea. ARVIDA, a Flower Class corvette, was commissioned in May 1941.

Onboard Activities



Ted Smith, Mel Baird, and Ordinary Seaman Cope in HMCS SACKVILLE – 1 April 2011

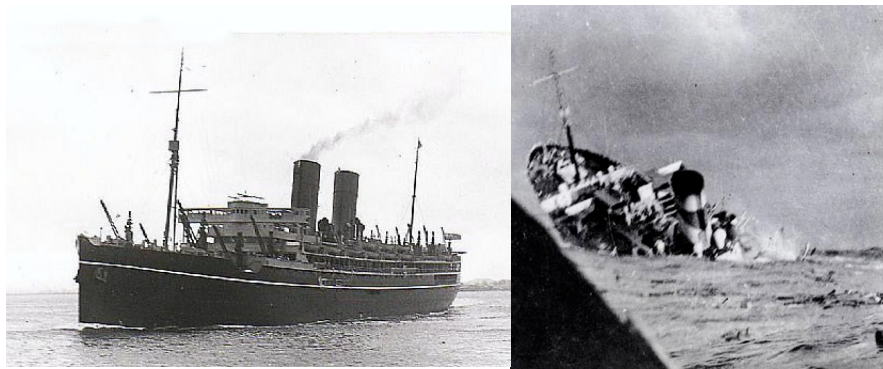


Dennis May (former co-editor of Action Stations), daughter Cathy Berrigan, Hailey Berrigan and Wendall Brown (Commanding Officer) in HMCS SACKVILLE – 25 Feb 11

FLASHBACK

“We were so grateful to see finally see that destroyer”

By Len Canfield



Murray Knowles was a young sub-lieutenant serving in HMS RAJPUTANA in April 1941 when “on a beautiful Easter Sunday morning we were torpedoed west of Reykjavik, Iceland while escorting a convoy.” When the order came to abandon ship Murray went over the side and reached an overcrowded lifeboat, on which he was the only officer. There were 283 survivors and 40 crew members lost. Survivors waited for 12 hours, cold and damp, before being rescued by the destroyer HMS LEGION. “We were so grateful to finally see that destroyer,” Murray (94) recalls. Later in the war Murray served as XO and CO of HMCS LOUISBURG. One of the other survivors of the sinking of RAJPUTANA was then Midshipman (later RAdm) Dan Hanington. RAJPUTANA was a former P & O Steam Navigation Co. passenger ship that was requisitioned by the Admiralty in 1939 and converted to an armed merchant cruiser (AMC) for hostilities.



International Day of UN Peacekeepers

Music by the
STADACONA BAND
A full service will begin at 11:00 AM
Military and Veterans Muster at 10:30AM
at the W.C.C.S.

A low altitude fly past by both the
Sea King helicopter, and the Aurora Aircraft.

Presentations by:
Peter Stoffer, Stephen MacNeil, Karen Casey, and Bob Taylor

Special Thanks to: Dept. Veterans Affairs, Canada Remembers Program, UNNATO Veterans Group, Municipality of Colchester & Colchester Printing Company

May 29, 2011
service to be held at the:
**Veterans Memorial Park
Bass River**

CAPTAIN'S CORNER

Editor's Note: The editorial committee has decided to incorporate the French version of one or two featured articles in order to be consistent with future Trust's objectives. This edition, the Captain's Corner has been translated (see page 4)

Une note du Rédacteur en chef: Le comité de rédaction a décidé d'incorporer la version française d'un ou deux articles pour être en accord avec les futures objectifs du Fonds de commémoration de la marine canadienne. Cette édition, le rapport du Directeur Exécutif a été traduit. (voir à la page 4).

April has been another active month for HMCS SACKVILLE, as I write this article for Action Stations. I have just returned from the Nova Scotia Naval Officer's Association (NSNOA) Annual Meeting where I reported the state of and plans for the SACKVILLE for the near term. As most readers are aware, it was the Naval Officers Association of Canada (NOAC) that received the SACKVILLE from the Government of Canada and created the Canadian Naval Memorial Trust to preserve and operate the ship. I will summarize the main points discussed.

The results of a Defence Research and Development Canada (DRDC) Laboratory study of the ship concluded that:

1. The exterior underwater hull is being effectively protected from corrosion by the large number of anodes attached to the hull.
2. Interior corrosion is a significant problem largely due to the high relative humidity in Halifax (annual mean 78%)
3. Permanent removal of the ship from the water is not required for exterior corrosion prevention and would present a hazard to the ship because of hull distortion. A ship's hull is constructed to be supported by water. In SACKVILLE's case the danger of distortion on blocks out of the water is exacerbated by the poor condition of some of the frames of the ship, particularly in the engine and boiler rooms.
4. The DRDC report provides us with guidance for permanent preservation. The most significant immediate requirement is to reduce the relative humidity in the interior of the ship below 50%, 100% of the time, and below 40%, 90 % of the time.

5. Achieving this reduction in the engine room, boiler room and tiller flats will be a challenge. The first requirement is an upgrade in the electrical system to support the dehumidification equipment and general electrical distribution throughout the ship. We will also have to atmospherically isolate the viewing area in these spaces from the remainder of the space.

The electrical upgrade is complex and expensive. The ship currently uses three sources of power, 440 volt 3 phase in the Dockyard, 208 volt 3 phase at our Sackville Landing Berth and 220 Volt 1 phase from our auxiliary power diesel alternator when away from shore power. The ship converts the source power to 220 V 1 phase and 120 V 1 phase for distribution in the ship. Future power will also require 220 volt 3phase power. The cost of the equipment for the power upgrade is in the order of \$100,000. We acquired approximately \$25,000 value of equipment from a sponsor's account that expired on 31 March and plan to acquire the remainder over the summer to permit installation in the fall. Atmospheric isolation of the spaces will be engineered and planned to follow the electrical upgrade.

Those of you involved with the ship in the 1980's will recall that the lead ballast in the ship was sold to get money for the conversion of the ship. The fuel and water tanks in the ship were cleaned and ballasted with fresh water to compensate for the lead removed and the removal of stores and fuel. We have started a program (reported last issue) to clean, blast to the bare metal, and coat all of these tanks with the hope that we can replace the liquid ballast with steel ballast. As we go to press we have just determined a problem that may prevent sequential draining and preserving of individual tanks. The fuel heating and transfer system interconnects all tanks so that cutting and removing redundant and interfering pipes in one tank creates potential hazard from flooding from other tanks. This issue may delay tank preservation until the ship can be docked and tanks simultaneously drained and preserved. A high capacity automatic salvage pump (65 cu m /hr) with overboard discharge is being fitted in the engine room as contingency against sea water ingress.

The Battle of the Atlantic Memorial dinner onboard 30 April was so heavily subscribed that the trustees and guests may feel some of the overcrowding discomforts of the original corvette crews. Sun 1 May saw us commit at least 20 urns of ashes during our Committal Service following the Memorial Service, in the harbour approaches off the Sailor's Memorial in Point Pleasant Park.

Wendall Brown Cdr (Ret'd)
Commanding Officer

COIN DU COMMANDANT

Le mois d'avril a été un mois mouvementé en ce qui concerne les activités du NCSM SACKVILLE. Au moment de rédiger cet article, je reviens tout juste d'une réunion de l'Association des officiers de marine de la Nouvelle Écosse, (AOMNE), où j'ai fait un exposé sur l'état et les projets futurs, à court terme, du SACKVILLE. Je n'ai aucun doute que la majorité de mes lecteurs et lectrices sont au courant que c'est à l'Association des officiers de marine du Canada (AOMC) que le gouvernement Canadien a remis le SACKVILLE et que c'est l'AOMC qui a créé le Fonds de Commémoration du Mémorial Naval du Canada dans le but de préserver et d'exploiter le navire. Je vais maintenant élaborer sur les matières discutées.

Les résultats des recherches effectuées par les laboratoires de Recherche et Développement pour la Défense Canada (RDDC), ont conclu que:

- 1 - L'extérieur de la coque submergée est bien protégée contre la corrosion grâce au grand nombre d'anodes attachées à la coque;
- 2 - La corrosion intérieure, due au taux d'humidité relative élevé à Halifax, (moyenne annuelle) de 78%, constitue un problème inquiétant.
- 3 - Sortir le navire de l'eau n'est pas nécessaire pour protéger l'extérieur de la corrosion, et, occasionnerait, en plus, un risque de déformation de la coque. La coque d'un navire est construite pour être soutenue par l'eau! Dans le cas du SACKVILLE, le danger de déformation hors de l'eau serait aggravé par les tins supportant les cadres affaiblis, en particulier dans la salle des machines et la chaufferie.
- 4 - Le compte rendu du RDDC nous a donné les mesures à prendre pour préserver le navire en permanence. Le besoin immédiat et pressant est de réduire l'humidité relative à l'intérieur du navire à moins de 50% en tout temps et à moins de 40%, 90% du temps.
- 5 - Atteindre ces baisses dans la salle des machines, la chaufferie et le compartiment arrière du gouvernail sera un grand défi. La priorité consiste à moderniser le système électrique de sorte que l'on puisse à la fois soutenir l'installation visant à enlever l'humidité et conserver la distribution électrique usuelle dans l'ensemble du navire. On se devra aussi d'isoler atmosphériquement ces espaces d'autres espaces disponibles aux visiteurs.

Une telle modernisation du système électrique sera complexe et dispendieuse. En ce moment le navire se sert de trois sources de courant électrique, une alimentation triphasée à 440 volts à l'arsenal, une alimentation triphasée à 208 volts au poste d'amarrage du SACKVILLE et une alimentation auxiliaire à 220 volts à 1 phase de notre alternateur diesel en mer. Le système à bord transforme la source d'énergie de 220 volts à 1 phase et de 120 volts à 1 phase et distribue le courant à l'ensemble du navire. Dans l'avenir nous aurons besoin d'une alimentation triphasée à 220 volts. Le coût de la modernisation de notre système électrique est de \$100,000.00. Nous nous sommes déjà procurés \$25,000.00 d'équipement grâce au compte d'un promoteur qui expirait le 31 mars. Nous espérons acquérir le reste cet été et procéder à l'installation cet automne.

L'isolement atmosphérique des espaces sera planifié et construit après l'installation du nouveau système électrique.

Ceux, parmi vous, qui prenaient part aux activités du navire durant les années 1980, se souviendront que le leste de plomb a été vendu pour aider à la conservation du navire. Les réservoirs de carburant et

d'eau ont été nettoyés et remplis d'eau fraîche pour compenser l'élimination du lest, du carburant et des provisions. Nous avons initié un projet, (qui a été annoncé dans le bulletin précédent) visant à nettoyer et mettre à nu le métal de ces réservoirs en vue de remplacer le leste liquide par du leste en acier. En ce moment, nous avons décelé un problème qui pourrait empêcher le drainage successif des réservoirs, et de fait, la préservation de ces derniers. Comme le système de réchauffement et de transfusion du carburant interconnecte tous les réservoirs, le découpage et le drainage des tuyaux et des conduites en surplus dans un réservoir pourraient créer des dangers d'inondation dans un autre réservoir. Un tel danger pourrait retarder la préservation des réservoirs et nous forcer à faire entrer le navire au bassin afin que les réservoirs soient simultanément drainés et conservés.

Une pompe automatique de sauvetage à volume élevé (65 mètres cube/heure), qui décharge par dessus bord, sera installée dans la chambre des machines en cas d'inondation d'eau de mer imprévue.

Nombreux sont ceux à s'être inscrits au souper de commémoration de la Bataille de l'Atlantique le 30 avril. Les invités pourraient sentir les désagréments qu'ont connus les équipages des corvettes durant la guerre. Le dimanche 1er mai, nous avons dispersé les cendres de 20 urnes en mer aux approches du Mémorial aux marins dans le parc Point Pleasant.

Wendall Brown
Capitaine de Frégate (à la retraite)
Commandant



Family and friends gathered for a special occasion in January 2011 to celebrate the 90th birthday of Trustee George Gordon Borgal, father of Executive Director George Borgal. Family members, from left: Shirley and George Borgal, Margaret Borgal, Mike and Karen Spurr, Debbie and Dan Borgal.

HMCS SACKVILLE

Volunteers Honoured by Mayor Peter Kelly

By Lieutenant-Commander (ret'd) Pat Jessup

Canadian sailors and air crews played a major role in the Battle of the Atlantic and warships like HMCS SACKVILLE were at the heart of the action. HMCS SACKVILLE entered service in December 1941 and spent the war escorting convoys between St. John's, Newfoundland, and Londonderry, Northern Ireland. SACKVILLE is the last of more than 100 corvettes built in Canadian shipyards to secure the Lifeline to Victory by delivering supplies and munitions to Great Britain during the Second World War. At war's end, when the majority of her sister ships were paid off, SACKVILLE continued in service as a Halifax-based scientific support ship. In 1982, after a significant career in the naval auxiliary fleet, CFAV (Canadian Fleet Auxiliary Vessel) SACKVILLE was finally retired from the Canadian Navy, transferred to the Canadian Naval Corvette Trust and restored to her 1944 configuration.

On Battle of the Atlantic Sunday, 4 May, 1985, HMCS SACKVILLE was formally dedicated as Canada's Naval Memorial and for the past twenty five years has welcomed over half a million visitors to her downtown berth, bringing to life the epic story of the Battle of the Atlantic. Visitors are always surprised to learn that 90 men coexisted onboard for weeks at a time in living spaces designed for 30. "For me, Sackville represents Canada's coming of age as a full and equal partner on the world stage," says retired Vice-Admiral Duncan Miller and member of the Canadian Naval Memorial Trust that owns and operates HMCS SACKVILLE. "Canadians played a huge part in the Battle of the Atlantic and ships like HMCS SACKVILLE made it possible."

While many of the SACKVILLE's Trustees are Veterans, currently serving and retired navy, all play an active role in supporting the ship so that the remarkable story of Canada's seafaring efforts during the Second World War can be told. With a lot of help from the Navy and overseen by a solid team of volunteers, the preservation of HMCS SACKVILLE as Canada's Naval Memorial is ensured.

In recognition of the Canadian Naval Centennial and the unique relationship between Halifax Regional Municipality and the Canadian Navy, His Worship Mayor Peter Kelly initiated a project to recognize the significant contribution that volunteers within the defence family make to the HRM. The project resulted in the Mayor's CNC Volunteer Pin which recognizes the community service of individuals who contributed a minimum of 100 hours of volunteer time to any charity or organization during the Navy's Centennial. Pewter pins in the shape of an oak leaf surmounted by the naval crown and emblazoned with "1910-2010" were presented to eligible candidates by the Mayor. On Thursday, 21 April during the final pin presentation ceremony of this project, His Worship honoured 39 volunteers of the Canadian Naval Memorial Trust who qualified to receive the Mayor's pin. This important recognition brought a natural culmination to the Naval Centennial, leading into Battle of the Atlantic ceremonies the following week. Collectively, the SACKVILLE group far exceeded the minimum 100 hours required to qualify for the Mayor's Pin by contributing approximately 25,000 volunteer hours during the course of Centennial year! "Many of you who are here with us today have volunteered your time and skills to the long-term operation and maintenance of HMCS SACKVILLE. This significant contribution ensures that HMCS SACKVILLE will be available for generations to come as Canada's Naval Memorial on Halifax's waterfront," remarked His Worship Peter Kelly. "I am so pleased to welcome you today to

this very special ceremony honouring your commitment to HMCS SACKVILLE." In response, HMCS SACKVILLE's Commanding Officer Wendall Brown thanked Mayor Kelly for his generous gift to the navy and acknowledged "the recognition and appreciation given to the trustees and friends that volunteer on SACKVILLE, "the Soul of the Navy" and an important summer destination on the city's waterfront." Cdr (ret'd) Brown added: "As a token of our appreciation I would like you to accept this Centennial Rum Decanter especially commissioned by Pusser's Rum in honour of the Canadian Navy Centennial". Drawing attention to the names of the ships listed that served in the navy since 1910 on the decanter, Brown offered words of encouragement to His Worship. "As you face your Council with budgets, a litany of demands and special interests, remember the Battle of the Atlantic, when these small ships, mostly corvettes, with citizen crews ill trained for the task, with inadequate sensors, weapons, clothing, and accommodation, facing the threats of sea, atmosphere, fatigue and the violence of the enemy – they persevered to victory over six long years – and take heart your challenges also can be met". At the conclusion of the ceremony, Captain(N) Craig Walkington presented Cdr Brown retired with a framed pictorial history of HMCS SACKVILLE. An identical framed picture was presented to the town of Sackville, New Brunswick, HMCS SACKVILLE's namesake city, last year.

This final pin presentation ceremony marked a formal end to Canadian Naval Centennial events in Atlantic Canada. Like the thousands of sailors from across the country that served Canada during the Battle of the Atlantic, it is most fitting that modern volunteers, committed to the preservation of HMCS SACKVILLE as Canada's Naval Memorial, were honoured at the City Hall ceremony and at the culmination of the CNC.



Posing with Mayor Peter Kelly and Capt(N) Walkington ,left, following the presentation ceremony are 28 CNMT/HMCS SACKVILLE volunteers.



Captain(N) Craig Walkington, MARLANT's CNC coordinator, presenting Commander (ret'd) Wendall Brown with a namesake framed pictorial history of HMCS SACKVILLE.

EXECUTIVE DIRECTOR'S REPORT

For most Trustees, the Battle of Atlantic weekend is a significant event that marks the start of our typically active Spring-Summer-Fall Trust calendar, and although this year was no exception, there was one earlier event also worthy of mention.

On April 21st, His Worship Mayor Peter Kelly presided over the awarding of the Canadian Naval Centennial Volunteer Pin to 39 CNMT Trustees. The award, in the shape of a pewter oak leaf designed and produced in Nova Scotia, recognizes community service by members of the Naval family in the Halifax Regional Municipality. Several groups and individuals have already been so honoured, and thanks to the initiative of Trustee Pat Jessup, and to Trustees Wendall Brown and Jim Reddy who supported her, a successful application was made in favour of CNMT. This being the last official event of the Centennial year and just before the Battle of Atlantic commemoration, it was very fitting that volunteerism to HMCS SACKVILLE was its focus.

The Battle of the Atlantic Dinner and Committal of Ashes Ceremony were held April 30th and May 1st. Saturday evening's Dinner returned to the 'on board' format with 87 Trustees attending to remember and honour those who served during the Battle of the Atlantic. An excellent meal was enjoyed, as was the comradeship that Trusteeship brings. The evening's speaker was Captain (N) Kevin Power (Ret'd) who recounted his wartime experiences on the West Coast and the Battle of the Atlantic including serving aboard the frigate HMCS VICTORIAVILLE when she accepted the surrender of U-190 in May 1945. Our Guest of Honour was the Honourable David Wilson, Minister of Communities, Culture, and Heritage, who brought with him greetings from the Province. Our Chair, Hugh MacNeil, thanked our speakers, focusing his comments on the positive value the Trust and Trustees have had in supporting their communities and in providing a means for the Canadian public to honour those who have served and died to preserve our country's democracy and values. On Sunday morning, SACKVILLE slipped and proceeded by tug to a position seaward of Point Pleasant Park to commit the ashes of 20 Trustees who had Crossed the Bar. This was a poignant and reflective occasion for families and friends to honour the contributions of these Trustees throughout their lives, and to do so in conjunction with the annual Battle of Atlantic Ceremony at the Sailor's Memorial. The Reverend Charlie Black officiated and we were grateful to have the Atlantic Fleet Commander, Commodore Larry Hickey, on board to read the Lesson. Many thanks to Wendall and Jim, once again, for organizing and coordinating one of the most important annual events in our calendar, and to the many Trustees who faced the chill and pitched in to help. Both events were very well done and appreciated by all.

I have two other subjects to update you on. The first is the status of our new website. I'm pleased to advise that we are on track to launch the public side about the end of June, followed as soon as we can by the private Members Only site. Public pages will feature a new look and feel, as well as a calendar of events, and provide a basis for further expansion as the story we wish to tell continues to grow. The Members Only pages will be available on a password basis and provide access to more private information and processes dealing with membership and financial processes. These pages are still being defined and more on this will be published in an upcoming Action Stations.

The second point deals with our need to create a Trustee watch system, much like that which exists for other Memorials and in Maritime Museums throughout the world, to ensure we can always count on having safety and interpretation services available for the many events which fill our calendar over the tourist season. The idea is to have enough Trustees trained and briefed so that these kind of responsibilities are shared within a much larger group than now is the case. We need to grow beyond having the same few people who are always called upon. If there any Trustees who would like to be one of the many hands who contribute to making light work, or who would be interested in helping on the organizational or coordination side, please give me a call or send me an e-mail and I'll facilitate the rest.

Yours Aye,

George Borgal

Executive Director at ex.dir@hmcssackville.ca

(902) 721-1206/455-2947



Log-time Trustee Commodore (ret'd) Tino Cotaras chats with Commander Josee Kurtz during a visit to HMCS SACKVILLE in January.



HMCS FRASER, 25 June 1940, collision, Bay of Biscay; 47 lost - **HMCS BRAS D'OR**, 19 Oct 1940, sunk, Gulf of St Lawrence; 40 lost - **HMCS MARGAREE**, 20 Oct 1940, collision, off Ireland; 142 lost - **HMCS OTTER**, 26 March 1941, sunk, off Halifax; 19 lost - **HMCS LEVIS**, 19 Sept 1941, sunk by U-74, off Greenland; 18 lost - **HMCS WINDFLOWER**, 7 Dec 1941, collision, off Grand Banks; 23 lost - **HMCS SPIKENARD**, 10 Feb 1942, sunk by U-136, off Iceland; 57 lost - **HMCS RACoon**, 7 Sept 1942, sunk by U-165, off Gaspé peninsula; 37 lost - **HMCS CHARLOTTETOWN**, 11 Sept 1942, sunk by U-517, Gulf of St Lawrence; 10 lost - **HMCS OTTAWA**, 13 Sept 1942, sunk by U-91, mid-Atlantic; 147 lost - **HMCS LOUISBURG**, 6 Feb 1943, sunk by aircraft, off Gibraltar; 40 lost - **HMCS WEYBURN**, 22 Feb 1943, sunk by mine, Mediterranean; 9 lost - **HMCS ST. CROIX**, 20 Sept 1943, sunk by U-305, off Greenland; 148 lost - **HMCS CHEDABUCTO**, 21 Oct 1943, collision, Gulf of St Lawrence; 1 lost - **HMCS ATHABASKAN**, 29 Apr 1944, sunk by torpedo, off French coast; 128 lost - **HMCS VALLEYFIELD**, 6 May 1944, sunk by U-548, off Newfoundland; 125 lost - **HMCS REGINA**, 8 Aug 1944, sunk by U-667, off French coast; 30 lost - **HMCS ALBERNI**, 21 Aug 1944, sunk by U-480, off Isle of Wight; 59 lost - **HMCS SKEENA**, 25 Oct 1944, grounded, off Iceland; 15 lost - **HMCS SHAWINIGAN**, 24 Nov 1944, sunk by U-1228, off Newfoundland; 91 lost - **HMCS CLAYQUOT**, 24 Dec 1944, sunk by U-806, off Halifax; 8 lost - **HMCS TRENTONIAN**, 22 Feb 1945, sunk by U-1004, English Channel; 6 lost - **HMCS GUYSBOROUGH**, 17 March 1945, sunk by U-878, off Azores; 51 lost - **HMCS ESQUIMALT**, 15 April 1945, sunk by U-190, off Halifax; 44 lost



On March 24, George Borgal, centre, Executive Director of CNMT, supported by Commander Josee Kurtz, CNMT Membership Chair and long-time trustee Murray Knowles made a presentation to the MARLANT Master Seamen Working Group at the Fleet Club, CFB Halifax. Master Seaman Chris White, Formation Master Seaman and a member of CNMT Board of Directors invited CNMT executive to meet with the group to discuss the mission and activities of the Trust and to encourage younger serving members to become involved with Canada's Naval Memorial

SHIPBOARD TRUSTEE EVENT PROGRAM – SUMMER 2011

Refer to the Trust website for more information on upcoming events at www.hmcssackville-cnmt.ns.ca

- Regular Friday Lunches continue during the spring
- Saturday 9 July 11 – 2011 AGM CNMT Annual General Meeting: From 08h00 to 12h00 in the Maritime Warfare Centre, CFB Halifax (Stadacona), followed by lunch in the Maritime Command Museum (historic Admiralty House).
- Monday 29 August 11 – CNMT Annual Golf Tournament: Lunch at 11h30 and shot gun start at 13h00 at the Hartlen Point Forces Golf Course, Eastern Passage, NS. Contact Neil Black: (902) 456-5790 for more details.

OTHER ONBOARD EVENTS

The Halifax Burns Society meets onboard each month.



On 27 April 2011, the Battle of Atlantic Gala was well attended by members of the Trust.

Editor's Note

In the last edition of Action Stations, I ran two photos of winter (one from 1944 onboard an unknown corvette, the other in 2011 from SACKVILLE). I recently received another winter scene, this one from SACKVILLE, circa 1942 (courtesy of Peter Cox). Thanks Peter



NEW ANNUAL INVOICING PROCESS

The Membership Committee has recently initiated an invoicing process to remind trustees of their annual donation. As yearly donations are due on the anniversary of each trustee's last donation as opposed to a yearly fixed date for all trustees, the invoices will be sent on a quarterly basis in January, April, July and October to those whose donations are due in the coming quarter. The first invoices will be sent in April 2011. Trustees can verify the date of their last donation by examining the address label on their copy of Action Stations, which has the Last Donation Received (LDR) date displayed. Trustees should therefore expect to receive an invoice with a detachable donation form, and a postage paid, self-addressed envelope. Alternatively, yearly donations can be made on-line via the CNMT website at www.hmcssackville-cnmt.ns.ca. The CNMT relies on the generous donations of Trustees for the care and preservation of HMCS SACKVILLE. Your contributions are truly appreciated and we thank you for your continued support. We also encourage you to share your commitment with family, friends and colleagues in order to help increase our membership numbers. As you can imagine however, a project like SACKVILLE also relies on the involvement of many volunteers. Accordingly, the Trust always welcomes individuals interested in participating in the various committees including membership, preservation and maintenance, and administration, as well as in a number of other on-going endeavours. Do not hesitate to signal your interest to get involved in the project.

Commander Josée Kurtz
Membership Chair

Crossed The Bar

*Twilight and evening bell,
And after that the dark.*

*I hope to see my Pilot face to face
When I have crossed the bar*

Alfred Lord Tennyson, 1809-1892



RAdm (Ret.) Don McCLure
RAdm(Ret) Gordie Edwards

Mr. Ray Healey
Mr. Bruce Junkin

Shipmates reunited onboard SACKVILLE



On 24 February 2011, Don Mackey, SACKVILLE's Gift Shop Manager reunited with CPO2 (ret.) Eugene Bradley onboard SACKVILLE. Don and Eugene sailed together on HMCS CAP DE LA MADELEINE. Built by Morton Engineering & Dry Dock Co., Quebec City, she was commissioned into the RCN on 30 September 1944 with the pennant K663. She was placed in reserve in 1945 and reactivated in 1954. She underwent conversion to a Prestonian Class frigate and was re-commissioned with pendant 317 on 7 December 1954

Welcome Aboard - Life Members

Ruth Bedwell	Claude Goutho	Roger Chaisson	Edward Murray
Russ Wilcox	Richard Wood	Anne Marie Watson	

Welcome Aboard - New Trustees

B Colin Stephenson	Jette Thomas	Gordon Burns
Sean Murray	Paul Willis	Kenneth Bell
Jean Wagener	Brett Thompson	Robert Hughes
Kristian Cunningham	Bryan Burt	Joseph Gariepy
	Martin Turpin	

Editor's Note: As part of a CNMT initiative to increase the level of internal and external communications, Action Stations is now available on the Trust's website: www.hmcssackville-cnmt.ns.ca. As well, future plans for Action Stations include electronic distribution to Trustees wishing to receive the newsletter in this format. As always, I appreciate receiving your comments/suggestions on content, frequency of issue, etc. Please contact me at the following e-mail: actionstations@hmcssackville.ca, or at 902-431-1129.



Former Chair of the Canadian Naval Memorial Trust, John Jay presented "joining gifts" to several individuals in February 2011 for signing on as "Life Trustees". Above left is Mr. Bill Macpherson. Above right is CPO2 Craig McFadgen



Friends of HAIDA, 658 Catharine St. N., Hamilton, ON L8L 4V7 assists Parks Canada in the preservation and maintenance of HAIDA as a historic ship, naval memorial and National Historic site. For further information visit: www.hmcshaida.ca

ACTION STATIONS

Editor

LCdr (ret'd) Yves Perron, CD,
P.Eng., PMP
actionstations@hmcssackville.ca
(902) 431-1129

Portions of this publication may be copied without permission provided copyright is not indicated and full credit is given to both the author(s) and Action Stations.

Editorial Committee

Len Canfield	George Borgal
Dennis May	Marlene May

Contributors

Len Canfield
George Borgal
Wendall Brown
Commander Josee Kurtz
Pat Jessup
Hugh MacNeil
Peter Cox

Translation

Bernard Derible

Photography

Ian Urquhart
Bill Gard

Design & Printing

J&S Print and Design
(902)468-5558
Jim Mackie

HMCS SACKVILLE

PO Box 99000 Station Forces
Halifax, NS B3K 5X5
www.hmcssackville-cnmt.ns.ca

Membership Chair: Cdr Josée Kurtz
Josee.kurtz@forces.gc.ca

Executive Director: George Borgal
Ex.dir@hmcssackville.ca



Postage paid Port paye
Publication Mail Poste-publications
40016521