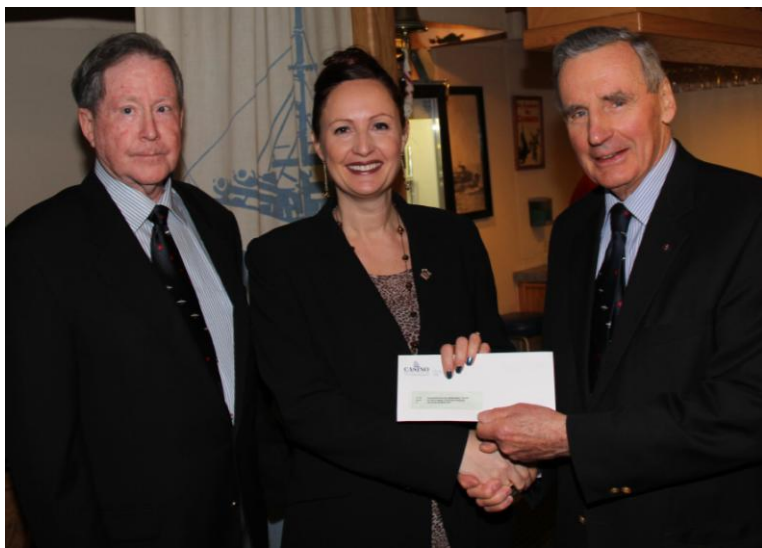


ACTION STATIONS

CANADA'S NAVAL MEMORIAL
Volume 30 Issue 1

HMCS SACKVILLE NEWSLETTER
February – March 2012

CASINO NOVA SCOTIA PARTNERS WITH CNMT



The latest corporate sponsor to come aboard with a significant contribution to the long-term preservation and operation of HMCS *Sackville* is Casino Nova Scotia. In a recent event onboard, Helen MacMillan-Baker, Regional Vice President & General Manager of Casino Nova Scotia presented the Trust with a cheque for \$14,000 to launch the new and innovative partnership. Vice-Admiral (ret'd) Hugh MacNeil, Chair of CNMT in lauding the partnership with Casino Nova Scotia said, "We welcome both the financial support as well as the commitment to help us raise the profile of the Trust and Sackville

and our vision for the ship's legacy for the benefit of all Canadians. The monies provided will assist with the structural preservation of the 70 year-old *Sackville*, a project costing in the hundreds of thousands."

Ms. MacMillan-Baker spoke on "the importance of maintaining our history, memorializing the importance of the Royal Canadian Navy and continuing to build and promote our Halifax waterfront as a truly world-class destination." A partnership with the Canadian Naval Memorial Trust she said: "is a natural fit".

In addition to the \$14,000 donation, Casino Nova Scotia will make a similar donation later in the year. Throughout 2012, donations will be obtained by a collection box at the Casino Nova Scotia Halifax location to raise the profile of the Naval Memorial Project. In addition the Casino will actively promote the project to its customers, partners and the hundreds of thousands of tourists that visit the property. (L-R): Hugh MacPherson, CNMT Corporate Liaison Committee, Helen MacMillan-Baker, Casino Nova Scotia and Vice-Admiral Hugh MacNeil (ret'd) Chair CNMT.

CAPTAIN'S CORNER

Commander *ret'd* Wendall Brown

HMCS *Sackville* was again prominent on the New Year's levee circuit. We had over 100 well-wishers who passed favourable judgement on the moose milk, chowder and biscuits.

Friday lunches on board continue to foster esprit des corps among trustees. The lunch environment enables the Trust to host potential trustees, corporate supporters, and political leaders, and familiarize them with the ship and the mission of the Trust. The ability to demonstrate, through SACKVILLE to current generations, the sacrifice made by their navy and merchant navy fathers and grandfathers is essential to maintaining support for the preservation and presentation of the ship.

Winter is the main maintenance period. We rely on our winter berth in the dockyard to be available for yard support for our heat, power, water and maintenance services. This winter, high priority fleet maintenance requirements have significantly limited the availability of skilled trades for work on *Sackville*. Several intended projects have had to be deferred due to lack of resources.

The area originally occupied by the number 1 boiler, (defective and removed in 1944), which was converted to a laboratory by DRDC and modified to be an austere board room by the Trust, had to be stripped to the bare steel because of asbestos contamination behind the plywood bulkheads, above the deck head, and in the deck covering. Restoring this space prior to the Battle of the Atlantic weekend is the prime winter maintenance project.

The Defence Research Laboratory study of the technical challenges to be overcome to preserve *Sackville* has become our guide for maintenance and long term preservation activity. We are prioritizing maintenance activity to address the most critical defects affecting the long term health of the ship. These defects are divided into items that can be addressed with the ship in the water and those that require the ship being lifted from the water. All require current effort. In-water items are being addressed depending on priority of critical requirement, the availability of the appropriate dockyard skills, and available funding. Items that require the ship out of the water must be costed, material acquired, required labour skills identified, and financial resources assured. The tentative date to lift the ship is the fall of 2013. This dry-docking (on the synchrolift) will be expensive because the prime reason for the docking is to prepare and preserve the interior tanks and exposed steel below the waterline. The normal scraping and preservation of the exterior below waterline hull would also be scheduled.

The Trust's Battle of the Atlantic memorial dinner will be held onboard on Friday 4 May 2012. The ship will seat approximately 80 persons for the dinner. The dinner is restricted to trustees and Trust officially invited guests (a trustee's spouse must also be a trustee to attend). Early reservation is recommended, the list is maintained onboard. I hope to see you at the dinner.

Finally a personal note, "The time has come the walrus said..." I have been Commanding Officer of *Sackville* for approximately eight and one half years and am long past due for relief. The Chair and I have agreed that I will go when the ship is secured alongside following the Battle of the Atlantic Memorial Service. I reasoned that I should remain in Command until the Larinda lawsuit was settled and the DRDC report on the preservation of the ship was accepted for implementation. Both of these objectives have been achieved. The lawsuit was settled with no liability attributed to the Trust and the DRDC report has been accepted as the guide for ship preservation and will continue to be actioned as resources permit. The ship will remain in safe hands as Jim Reddy, the current First Lieutenant will assume Command. I extend sincere gratitude to all who have contributed to the life, preservation, and mission of *Sackville* while I was in Command.

EXECUTIVE DIRECTOR'S UPDATE

Doug Thomas

Do you hear there?

There are some exciting things going on with the Trust. We will be setting up an office on Bedford Row in Halifax, just above Sackville's summer berth near the Maritime Museum of the Atlantic, and I anticipate we will be up and running by mid-March. We will be on the second floor of a small office building, which will give us a view of the harbour and of Sackville too. This is being made possible through the kind generosity of the owner, a property developer in the Halifax area. We will be hiring an administrative assistant to help with a broad range of activities, especially helping to staff the Memorial Project.

The Memorial Project is being launched, with the hiring of a Project Manager who will be responsible for project definition and organizing an architectural design competition for what we believe will be a major development on the Halifax waterfront. You will hear more about this in future Action Stations and at our AGM on the 6th of July, which will be held in the Officers' Mess in CFB Halifax.

Another event you should mark on your calendar is the Battle of the Atlantic Musical Gala – a benefit concert by the Stadacona Band and other musicians for HMCS Sackville and the Trust, to be held on the evening of 24 April at Pier 21. We will be providing more details on our web site and various newsletters and other advertising media closer to the time. I hope to see you there: it should be a night to remember.

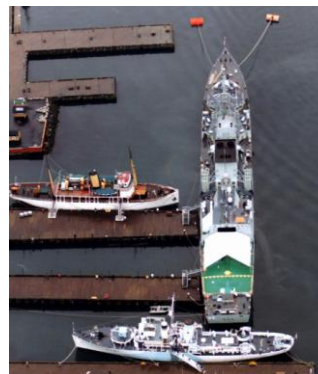
Finally, a call for volunteers: We need someone, or perhaps several Trustees sharing the task, to take over running the Gift Shop from Don MacKey, who is stepping down after 10 years. It need not be an onerous task, and if you have some extra time to devote to the Trust this is a good project. Please call me at 721-1206 if you would like to help with this, or if you are wondering what else might be available in the way of assisting the operations of the Trust.

MARITIME MUSEUM OF THE ATLANTIC (MMA) AND HMCS SACKVILLE

HMCS Sackville has a longstanding working relationship with the MMA. In the summer we berth in front of the museum and benefit in many practical ways from the Museum's program offering maritime-related activities and exhibits. We share this space with the historic Canadian Survey Ship (CSS) *Acadia* – a hydrographic survey ship dating back to 1913 – a waterside MMA attraction. Frequently we also share this space with RCN warships downtown for special occasions such as annual Natal Day celebrations in Halifax. In addition to our own ticket sales, the MMA sells tickets on our behalf and shares this revenue with us at the end of the year.



Presenting a cheque for \$1300 to the CNMT Chair Hugh MacNeil is the General Manager of the MMA, Kim Reinhardt.



HMCS St. John's berthed alongside the Maritime Museum wharves with CSS Acadia and HMCS Sackville "Open Ship" event in Halifax.

SPIKENARD'S Lt. CHARLES FAWCETT

by Al Smith



Reading Pat Jessup's article "Remembering *Spikenard*: A Corvette Wake" (Action Stations - March/April 2007) stirred my memory that somewhere there was a connection with HMCS *Spikenard* and the Town of Sackville, NB. That connection turned out to be a bronze plaque on the base of a large grey granite Fawcett family tombstone in the Sackville Rural Cemetery that records simply: Lt Charles C. Fawcett 1910-1942 HMCS *Spikenard* (Torpedoed). A tiny memorial perhaps to one of the Fawcett family's most beloved sons and a loss of life that saddened the entire Town.

Charles Fawcett was born in Sackville NB on 29 January, 1910 a grandson of the founder of the Fawcett Foundry. He acquired an interest in boats at an early age and by 22 had designed and built his first yacht. He went on to become a promising naval architect designing yachts up to 30 feet in length. He is credited with much of the organization and success of the Shediac Bay Yacht Club which by 1934 included 5 racing boats, four of which had been designed and built by Fawcett. Yachts designed by him had a reputation of being fast, possibly due in part to a collaboration that the young architect had with William Roué - the designer of the famous schooner *Bluenose*. Charles also had a fascination with aircraft and was flying biplanes when he was just 18. He quickly got into stunt flying and miraculously survived two airplane crashes in the early 1930s. During the summers of 1932-33 he was enrolled in an officers training course at Camp Borden in Ontario where he secured a formal pilots license. Fawcett expressed interest in seeking a commission in either the Royal Canadian or Royal Air Force.

In 1935 he moved to Montreal after accepting a position with Canadian Vickers Co. in their airplane manufacturing department. With the onset of WW II Charles joined the Royal Canadian Navy Volunteer Reserve (RCNVR) in Montreal. Having been an ex-officer of the RCAF at Camp Borden he entered the Navy as a Lieutenant, initially serving as an instructor then transferring to Saint John NB in the spring of 1941 in the examining and signaling service. Later in 1941 he was stationed in Halifax and in January 1942 transferred to St. John's Nfld to join the crew of the corvette HMCS *Spikenard*.

Spikenard (K-198) was a flower class corvette built at Davie Shipbuilding Co in Lauzon, PQ. Commissioned on 8 December 1940, she entered active service in May 1941. She was assigned to the UK - Iceland run escorting North American bound convoys as far as Iceland and incoming convoys back to the UK. In early January 1942 the corvette escorted a convoy from Iceland to St. John's and was then assigned to the new, more southerly and direct, convoy routing - the "Newfie -Derry" run. Lt. Charles Fawcett joined the ship when she arrived in St. John's from Iceland in early January 1942. It seems likely that the fun loving and adventuresome Charles Fawcett fit in well with the crew of HMCS *Spikenard*. The ship had the reputation of being a happy vessel under the command of LCdr. Bert Shadforth who was very highly regarded by the crew. In late January 1942 *Spikenard* did anti-submarine patrols off SE Newfoundland before putting in to St. John's for provisions for escort duty on eastbound convoy SC 67. The ship cleared St. John's harbour on 1 February, 1942 to join the convoy headed to Londonderry.

U-136 under command of Kapitan-Leutnant Heinrich Zimmermann departed the northern German port of Kiel on January 22, 1942 and headed north along the Norwegian coast and into the North Sea heading for the north Atlantic convoy routes south of Iceland. His new U-Boat had been commissioned just five months earlier and Zimmermann was sailing on its first active patrol. On 5 February, 300 miles west of Ireland, Zimmermann attacked convoy SC 63 with a spread of three torpedoes one of which hit and sunk the British escort corvette HMS *Arbutus*. Following that action

he continued his patrol northward. Convoy SC 67 departed Halifax on January 30, 1942 and added additional ships from Sydney, N.S. on 2 February meeting its mid ocean escort fleet of 6 RCN corvettes just off the Grand Banks. The small convoy consisted of 22 merchant vessels aligned in a rectangle of seven columns. HMCS *Spikenard* was the command ship for the convoy since LCdr. Shadforth was the senior officer. Other corvettes screening the convoy were; *Chilliwack*, *Shediac*, *Louisburg*, *Dauphin* and *Lethbridge*.



The convoy was 500 miles south of Iceland the evening of 10 February, 1942. Fairly heavy seas were running that very dark night as *Spikenard* was zigzagging ahead of the convoy's right hand column, her radar inoperable. Just before midnight the convoy was attacked by at least two U-Boats. Zimmermann's U-136 fired a bow salvo of four torpedoes at the convoy hitting HMCS *Spikenard* and the Norwegian freighter *Heina* at almost the same moment. *Spikenard* was hit between the bridge and the forecastle destroying everything above it including the bridge. It seems likely that the ship's five

officers, including Lt. Fawcett, were killed in that initial explosion. The explosion caused such extensive damage that the ship sank within five minutes and was not able to send an emergency signal. A second explosion as she sank caused additional casualties.

Of the sixty-five officers and men who sailed on *Spikenard* that fateful crossing only 8 enlisted men survived. The survivors had endured a gruelling 19 hours crammed into a rescue raft until picked up by the Royal Navy corvette *Gentian*.

News of the sinking reached Sackville on Feb. 19. The Sackville Tribune reported on Feb 23 "News of the death of Lt. Charles Fawcett, son of C.W. Fawcett of Sackville, through enemy action in the sinking of the HMCS *Spikenard* in the North Atlantic, cast a feeling of gloom over this community". Pictured: Lt. Charles Fawcett and HMCS *Spikenard* in 1941

ROSE MURRAY: BEST WISHES ON 100TH BIRTHDAY

Members of the ship's crew of HMCS *Sackville* extend "best wishes" to Mrs Rose Murray of Calgary who celebrates her 100th birthday on 6 August, 2012. Mrs. Murray's husband, Able Seaman Thomas Lawrence RCNVR was serving in HMCS *Shawinigan* in November 1944 when the corvette, on patrol in the Cabot Strait was torpedoed by U-1228 with the loss of all hands, including Lawrence. The Canadian Pacific telegram notifying her of her husband's loss simply stated: "The Minister of National Defence for Naval Services deeply regrets to report your husband Thomas Edward Lawrence, Able Seaman Official Number V-37688 is missing at sea. Letter follows."



In 1984 Mrs Murray made a donation to the Canadian Naval Corvette Trust (later renamed the Canadian Naval Memorial Trust) in memory of her late husband, Thomas Lawrence. Lawrence joined the RCNVR at HMCS *Unicorn*, Saskatoon in 1941 and first served in the frigate HMCS *Waskesiu*. He was home on leave when he was advised to report to *Shawinigan* to replace a crew member of the corvette who had injured his hand. Lawrence left home on Remembrance Day 11 November and travelled by train to the East Coast to join his new ship. HMCS *Shawinigan* was lost 24 November, one of three Canadian warships lost during the

Second World War with all hands. Pictured: AB Lawrence, RCNVR

THE MAILBAG

Trustee Cullis Lancaster a fifty-year resident of West Vancouver has a long history supporting HMCS Sackville having been on the National Executive of the Naval Officers Association when the search was on to locate a corvette to adopt as a naval memorial. "Our attempt to get the ship that was blown ashore in the West Indies ended with the hurricane so we turned to reconverting Sackville", he writes. Mr. Lancaster maintains a vested interest in what we do and is in frequent contact. We are pleased to have his well-researched input to share with you in our newsletter.



In your article (March/April 2011 edition of Action Stations) *Remembering and Honouring*, I believe you have reversed the positions of the sinkings of HMCS *Louisburg* and HMCS *Weyburn*. In the interests of setting the record straight I can give you my personal story.

I was an officer in HMCS *Moose Jaw*. We were escorting the same KMS convoy as *Louisburg*. In High School my art teacher had extolled the beauty of the Mediterranean sunsets. On our first night in the Med I went up on deck to see a Mediterranean sunset. That was before turning in to get some sleep prior to taking over the middle watch. As I stood there in the gloaming, aircraft roared overhead and I soon heard a bang. *Louisburg* on the other side of the convoy radioed she had been hit, presumably by Italian torpedo bombers flying from Sicily or Spain. We proceeded on to Bone, the ultimate destination of the convoy. On the return journey west we went in to Algiers where I was able to visit Hall Tingley, a class mate from Royal Roads who was an Officer in *Louisburg*. He had been injured in the sinking and was a patient in a service hospital, west of Algiers. *Moose Jaw* then sailed back to Gibraltar. While alongside one morning we were ordered to raise steam and go out in to the Atlantic a few miles west of the port to look for any survivors from HMCS *Weyburn* which had hit a mine. We searched the area but found nothing.

In my twenty-two months in HMCS *Moose Jaw* we were in company with or went searching for the survivors of five sunken escort vessels. The others were the Free French corvette FFS *Alysse*, HMCS *Ottawa*, and HMS *Corncrake*. The war at sea took its toll! **Cullis Lancaster**



On behalf of the 1969 *Kootenays*, I would like to express my appreciation for all that you and your *Sackville* colleagues did for us in commemorating the life of the late Commander Neil Norton. Since my first phone call to you, many months ago, you were always totally supportive and cooperative in offer the *Sackville* for the purpose of committing Chesty's Norton's ashes to the sea. It is fully realized that you personally went well beyond the normal call of duty to ensure that this event took place.

The use of *Sackville* for this purpose was extremely special and meaningful, for the Norton family members and the *Kootenays*. It was a moving a poignant service conducted in an admirable and tasteful manner by your Officers and others involved personnel.

The role performed by Chaplain Charlie Black was simply outstanding and was particularly recognized by all in attendance. The *Kootenays* feel forever indebted to Charlie for the professional role he played aboard the *Sackville* as well as the ceremony held at the Bonaventure Monument in Point Pleasant Park.

As you know the Kootenay tragedy was an important event in the lives of its survivors and their family members and consequently, anything that is done today as a memorial to this disaster is greatly appreciated. Therefore the contribution of you, Jim Reddy, Charlie Black, Pat Jessup, Guy Chauvin and the other members of *Sackville* made towards this cause will be fondly remembered for a long time.

It was indeed an honour a privilege for we *Kootenays* to have been engaged with you and your *Sackville* colleagues for such a fitting and memorable ceremony on 21 October, 2011.

Capt (N) ret'd J.F. Montague

GIFT SHOP



A reminder to all that *Sackville's* Gift Shop inventory is available online and includes a wide variety of items including *Sackville* caps, jackets, golf shirts, mugs etc. "Books, for example, are a popular gift at any time of the year and we have a large selection covering *Sackville* as well as naval history in general," says *Don Mackey*, *HMCS Sackville's* Gift Shop Manager.

A number of publications are available in both hardcover (HC) and paperback (PB), including *In Peril on the Sea* (\$40 HC, \$20 PB), *The Corvette Navy* (\$5 PB) and *Royal Tour/Visit Commemorative 2010* (\$15 PB). The ever popular *Pusser's Rum Decanter* is also still available at \$75 each or \$70 for two or more, plus

shipping. Please visit our website: www.canadasnavalmemorial.ca or give us a call 902-427-2837 for more information on our gift items.

MESS DECK NEWS



So impressed by his personal tour of *HMCS Sackville* conducted by our Commanding Officer Wendall Brown, a Smith Falls, Ontario history buff and antique collector gifted the CNMT a Canadian Flag, circa 1921 - 57 to add to our collection. Captain (Navy) Richard Gravel, Commanding Officer of the Fleet Maintenance Facility Cape Scott, Halifax, is pictured presenting the flag to the CO on behalf of his friend in Ontario.



Merchant Navy (MN) Veteran Norman Crewe and his wife Millie are seen presenting a cheque to the CNMT from the Canadian Merchant Navy Veterans Association in recognition of *HMCS Sackville's* ongoing support to MN activities and ceremonies. In recent past these activities have included support to annual Battle of the Atlantic ceremonies, providing a ceremonial platform for commemorative sail pasts and hosting visiting dignitaries - such as the Minister of Defence from the Kingdom of Norway - to name a few. Norm is well known in the community as a consummate veterans' advocate and at the age of 92 continues to visit other veterans in Camp Hill hospital. Last year he was named by *CTV's Live at Five* as "Maritimer of the Week" for his volunteerism.

SPECIAL FILM PRESENTATION ONBOARD HMCS SACKVILLE

The last Canadian warship lost to enemy action in World War II was torpedoed in the approaches to Halifax in the morning hours of 16 April 1945, just three weeks before the end of the war. HMCS *Esquimalt* sank with heavy loss of life within sight of the coast. The survivors endured six hours in the frigid water before rescue arrived; only twenty-seven of the minesweeper's seventy-one crew survived.

On 20 January, the son of *Esquimalt's* captain Robert C. Macmillan, the acclaimed composer Scott Macmillan, presented the documentary "Within Sight of Shore" - the compelling story of the loss of HMCS *Esquimalt*, to a packed audience in the middle mess. The film produced by Scott and his son Ian, is narrated by Canadian actor R. H. Thomson and can be viewed online at: <http://www.cbc.ca/landandsea/2011/10/within-sight-of-shore.html>.

Following the viewing, Scott along with former Stadacona Band trumpeter. CPO2 John Cuming, regaled the noon-hour crowd with a few "East coast" tunes.



L-R, CPO2 John Cuming, Scott's wife and manager - Jennyfer Brickenden, Scott Macmillan being presented with mementos (all available in our gift shop) of their recent visit by Jim Reddy, the First Lieutenant.

John Cuming and Scott Macmillan performing "Beautiful Dreamer" - a favourite of Scott's father - during their impromptu jam session onboard.

UPCOMING SHIP'S PROGRAM AND TRUSTEE EVENTS

Jim Reddy - 1st Lieutenant

Every Friday - Noon Lunch onboard

Friday 16 March - St. Patrick's lunch. Irish menu and hospitality

Friday 4 May - Annual Battle of the Atlantic (BOA) Dinner onboard. See CO's column

Sunday 6 May - Annual sailing for Point Pleasant Park BOA and Committal Ceremony

OTHER EVENTS

Saturday 18 February - Visit by Weymouth Army Cadets

Saturday 3 March - Visit by HMCS Windsor guests from Ontario

Monday 5 March - Visit by New Brunswick Sea Cadets



Friends of H.M.C.S. HAIDA 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

LIFE MEMBERSHIPS

Have you ever considered becoming a “Life Member” and joining some ‘regal company’? This year, to commemorate the Diamond Jubilee, Her Majesty Queen Elizabeth II and His Royal Highness the Duke of Edinburgh will be presented with “Honorary Life Memberships” from the Canadian Naval Memorial Trust. We are always delighted to have members of the Royal Family onboard and welcome this opportunity to include them in our “family.” Prince Philip already has the *Sackville* ‘tie’ (presented during the Royal Visit to *Sackville* in 2010) and has been observed wearing it at Canadian-hosted events in London.

Joining as a Life Member entails a one-time donation of \$1,000. This can be made as a single contribution or as 10 monthly instalments of \$100. Contributions to the Canadian Naval Memorial Trust are issued a tax receipt. If interested, you can either apply online at: <http://canadasnaval-memorial.ca/the-trust-2/join-the-trust/> or mail in your cheque - made out to Canadian Naval Memorial Trust.

Currently almost 300 Trustees are life members. Among these are the Watson family who have taken the concept of supporting HMCS *Sackville* to a new level. The Watsons are typical of our Life Members and set a wonderful example of a family working together to support an excellent cause. Major Gordon Alexander (Sandy) Watson explains: “Our family was interested in being members of the CNMT for many years but no one would take the first step and join. My brothers and I grew-up on stories about the Navy during the Second World War and the important role it played to ensure the Allied victory. Francis Gorman, my grandfather served in three corvettes and a River Class frigate while my other grandfather, Gordon Watson, served in the cruiser, HMCS *Ontario*. As the years passed and Sonia and I started our own family our son, Gordon Rhys Watson, listened to the same stories and dreamed about being a sailor. He had an opportunity to be onboard HMCS *Sackville* and learned that he could be a member and worked hard to eventually become one. He was the catalyst to have me join followed by his sister Teaghen, his mom, his grandmother Anne-Marie, all of whom are Life Trustees. For his 88th birthday, Rhys was able to get his remaining great-grandfather, Francis Ronald Gorman, to join as a member. As he puts it, at his age he'll take this year by year.



PO2 (NL) G. Rhys Watson, AC (NL) Teaghen Watson, Major Sandy Watson and Sonia Watson onboard HMCS *Sackville*.



Life Member Francis Ronald Gorman with a model of his first ship, K113 HMCS *Arvida*. Mr. Gorman was a member of *Arvida*'s first crew.

“Rhys and Teaghen have taken a general interest in the Navy, maritime affairs, and the cadet movement when they joined the Navy League Cadet Corps #48 Micmac, each close to their ninth birthday. They truly understand the importance of preserving our naval heritage and how important the lessons of the past have in our decisions today and that these lessons cannot be forgotten. Rhys and Teaghen are extremely proud to be members of the CNMT and have made the most of it including the Battle of the Atlantic events, a birthday onboard the HMCS *Sackville* and the occasional Friday lunch, especially on school in-service days. Our family has decided to make being a Life Trustee a new tradition and, with a third child on the way, know that yet another Watson will become a Life Member. We speak often to friends and family to join, especially those close to the Navy as well as others who don't have that connection but believe in preserving a part of the history of the Navy, Halifax and Canada is important.” *Ed: Well done boat's crew Watson!*

Our newest life member is Jack Price who joined the CNMT on 6 January. He became a life member in memory of his Birmingham-born dad, William Robertson Price, who had a long and varied military career first serving in the British Army at the time of the Boer War. Mr. Price senior emigrated to Canada in the early 1900s and served in HMCS *Niobe* during World War I. During WWII he served as a land defence volunteer with the British Army.



While Jack Price, born in 1928, was too young for service he was surrounded by war: “... aeroplanes overhead, meeting airmen, soldiers and sailors - some of whom would not return; hearing of the sinking of the *Jervis Bay*...” Jack and his wife raised a family of eight children, one of whom, Lt (N) Judy Price is a medical officer in the RCN. Through Judy, a Trustee, Jack learned about the CNMT. “We joined and the more I learned, the more I wanted to be more attached. So I decided to become a Life Member. This is both in memory of my dad WR Price RNCVR and the hundreds who made their grave in the deep. I am privileged and honoured to be a part in this small way.”

VAdm Hugh MacNeil presenting Jack with his new Pusser Rum decanter (available in our gift shop) as a memento for joining as a Life Member.

WELCOME ABOARD

LIFE MEMBERS		NEW TRUSTEES	
Jack Price	Daniel Courtney	Jayne Bissonnette	Edward Bowes
Gary Moore	Alison Edwards	Diana Jessup	Fred Short
Joseph Russell	Lt(N) David Chodat	Russell Freeman	Anne Knight-Gorman
David Borrowman		Denise Wright	Gary Moore
		Dave Cox	Nancy Cote
		Nicholas Deschenes	Maj Elizabeth Brown-Shaw
		James Youdin	



For those of you wishing to use PayPal for your online purchases, donations and even paying your mess bill - we are now connected! It is simple, secure and you do not need a PayPal account to use the system. Simply enter your credit card details as before.

COMMITTAL OF ASHES

In recent years, the number of requests for information on the availability and procedure for having ashes committed to the deep from HMCS Sackville have increased. We have addressed this general requirement for information by including a detailed information bulletin on the Canadian Naval



Memorial Trust web site, <http://canadasnavalmemorial.ca/>. You are referred to the web site for detailed information, or if you are not a user of this technology you can contact the Formation Chaplain's Office administrator, Mrs Brenda Wallace at 902-721-8660 during normal working hours 0800-1600- Monday to Friday.

The following is a brief outline of the ashes committal services available. The RCN will commit the ashes of deceased members and former members, depending on the availability of deploying ships. The ashes only are taken to sea and committed during the

deployment, without family members present.

Alternately, HMCS *Sackville* will commit up to 25 urns of ashes of veterans or their spouses on Battle of the Atlantic Sunday, the first Sunday in May each year. *Sackville* will allow four family members or friends to embark in the ship with each urn for the Memorial and committal service.

Please refer to the website or the Chaplain's office for the detailed information required to have ashes committed.

HMCS SACKVILLE IN THE NEWS

The Public Relations team of Richard Wood - Webmaster, Len Canfield - past Chair PR, Doug Thomas - Executive Director, Denis May - past editor of Action Stations and myself, have had a busy



past several months broadening our horizons with new and hopefully innovative ideas to promote our good ship. Targeting visitors to Atlantic Canada and Canadians at large, we have placed ads and articles in significant tourist publications as well as Lookout Magazine - CFB Esquimalt, the program for the 44th Royal Canadian Legion Convention (which will take place in Halifax in June) and the May-June Legion magazine. Our most significant submissions have already come to fruition with a 6-page full colour spread in the latest issue of *Britain at War* - the prestigious international military publication...and 4-pages in Volume 18 Issue 11, *Esprit de Corps - Canadian Military*. Stand by for an article in *Zoomer* magazine celebrating our 70th birthday.

See: http://shop.keypublishing.com/acatalog/baw_January_2012.html to purchase *Britain at War*.

NEWS FROM THE NAVY



On 8 January HMCS *Charlottetown* departed Halifax, to relieve HMCS *Vancouver* and join other NATO ships participating in Operation Active Endeavour, NATO's rapid reaction maritime force for the Mediterranean Sea and approaches. This is the second time in less than a year *Charlottetown* is on station in the Mediterranean and we send the sailors and air personnel onboard our best wishes. Follow HMCS *Charlottetown's* daily routine on [facebook](#) for regular updates on the deployment.

And those of you with Twitter accounts, tune into East coast activities [@CFBHalifaxPAO](#).

NEW YEARS DAY LEVEE

2012 was welcomed aboard HMCS *Sackville* with a very good turnout from the community and the navy family.



Past HMCS Sackville Commanding Officers Sherry Richardson and James Bond along with Trustee Don Wilcox



Current HMCS Sackville Commanding Officer Wendall Brown, Cox'n Guy Ouellet and RAdm David Gardam.



Present and Past Base Commanders - CFB Halifax, Capt(N) Brian Santarpia and Capt(N) retired Bryan Elson



Dick Nelis, Guy Chauvin, Pat Jessup and Sylwia Nelis.

ACTION STATIONS

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LAST WORD



Can you identify this Canadian Naval Vessel that had a brief career at sea but whose name continues in a "Stone Frigate"? Answer in the next issue.

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