

# Action Stations



CANADA'S NAVAL MEMORIAL

HMCS SACKVILLE

May/June 2009

## MND Addresses BoA Dinner

**Bill Gard**

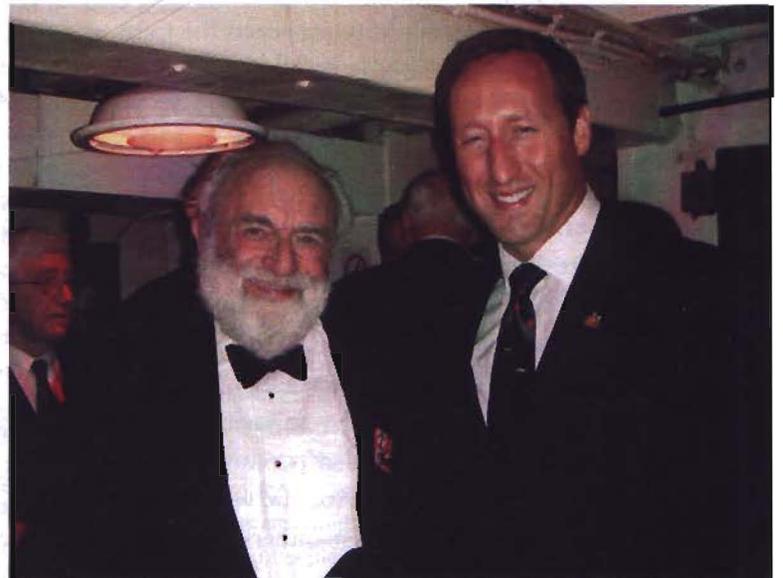
This year's Canadian Naval Memorial Trust Battle of Atlantic dinner was held onboard HMCS SACKVILLE Friday May 1. More than 70 trustees and guests attended a reception in the mess, which was followed by a superb roast beef dinner catered by Jean Moraze and her staff from City Deli.

The head table included Hon Peter MacKay, Minister of National Defence (MND); Captain (Ret'd) Mark Mayo, Vice-Admiral (Ret'd) Hugh MacNeil, past Chairman of CNMT; Rear-Admiral Paul Maddison, Commander Maritime Forces Atlantic; Captain (Ret'd) Angus McDonald, and Commander (Ret'd) Wendall Brown, CO of SACKVILLE.

In his remarks, the Minister spoke about the crucial contribution made by Navy and Merchant Navy members during the Battle of the Atlantic, including veterans

such as Rear Admiral William Landymore whose funeral service was held that morning. He said that CF members are involved in 18 missions around the world, many of which are dangerous assignments and that "... courage, commitment and professionalism are alive and well today." The Minister also spoke of what SACKVILLE represents and that he is interested in working with the Trust to preserve 'The Last Corvette.'

Capt. Angus McDonald gave a merchant seaman's perspective of the war at sea. In June 1943, his long sea career started when he joined his first ship, Mandalay, a slow steam powered, coal-burning freighter of 8000 tons deadweight. As a cadet, Angus, when his ship was in convoy, would stand bridge watches assisting the OOW with station-keeping, flag and lamp signals and of course, periods of vigilant lookout. The four cadets had action stations to help the Navy gunners.



Minister of National Defense, Hon Peter MacKay, pictured with Capt(N) ret'd, Hal Davies, former CNMT Chair, at the B of A dinner on board HMCS SACKVILLE.

### In This Issue

MND Addresses BoA Dinner  
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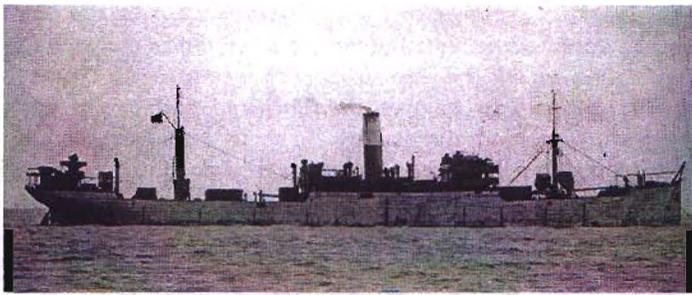
A Double Tot to Celebrate VE Day  
Don Bowman.....pg.3

HMCS TRILLIUM  
Barry O' Brian.....pg.4

HALLOWELL Captures two U-boats  
William Cobban.....pg.5

Captain's Cabin .....pg.6  
Cdr.Wendall Brown (Ret'd).

Continued on page 2



*Mandalay*

After the speeches, Admiral MacNeil thanked Minister MacKay for his remarks and for attending this year's dinner. He thanked Angus McDonald for his lively and entertaining presentation on life at sea for a Scottish youth. Admiral MacNeil introduced Rear Admiral (Retd) Don McClure (94) and his daughter, Carol Wolton, from Ottawa. He also mentioned that Lieutenant Commander (Ret'd) Murray Knowles (92), a WW11 veteran and his son, Stephen, (born on D-Day) will be part of the 45 person Veterans Affairs Canada contingent at the 65th anniversary of the D-Day Normandy landing. To complete the dinner, Dennis May proposed the toast of the day and Wendall Brown, the toast to the Queen.

On Sunday, SACKVILLE sailed for the entrance to Halifax Harbour with 117 trustees, family members and friends on board for a service and committal of 17 sets of ashes off Sailors Memorial, Point Pleasant Park. Captain (N) David Huddock represented the Fleet Commander and CPO1 David MacDonald was also in attendance. Our Honourary Chaplin, Charles Black, and Chaplin Vince Ihasz conducted the memorial service. The weather was calm, favourable, however, very foggy. SACKVILLE was visible from the shoreline for only two minutes. The safe return to harbour ended a very successful Battle of the Atlantic weekend commemoration for trustees, guests and members of the ship's crew.



*On the completion of B of A service the committal of ashes is carried out by members of CNMT, naval veterans.*

## 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*



**Lt (N) Alan Squire**

**Mr. John Present**

**Mr. Wilfred Oswald Henrickson**

## Tribute to Commodore Doull

Members of the Naval family regretted to read of the death, on April 21, 2009, in Halifax, of Commodore John Doull, RCN, Ret'd. Commodore Doull's career spanned 25 years from his entry as a volunteer Radar Officer in 1941 to his retirement, in Ottawa, as Director General Support Facilities.

He was one of the unsung band of Canadian Radar officers who were loaned to the Royal Navy in the early days of the war and who spent their entire wartime career away from Canadian shores. He served in HMS RAMILLIES, in the Home Fleet and then in the Indian Ocean until she was torpedoed by a Japanese submarine. He then was appointed to HMS HOWE, the RN's newest battleship, and was with the British Pacific Fleet through the actions with the Japanese forces, and the bombardment of the Home Islands as part of Admiral Spruance's American Fleet.

The Canadian Radar officers served in many of the important billets, ashore and afloat, with the British Forces and served with distinction. They earned the ultimate accolade from the Captain of a British Cruiser who, upon receiving an English Radar Officer in his ship, sent a querulous message to Admiralty; "why cannot I have a proper radar officer, a Canadian!" These officers, including Commodore Doull, formed the core of the newly formed Electrical Branch in 1945.

Recently Commodore Doull returned to his naval roots and, working closely with Cobham Limited, contributed his recollections and experience to the restoration of HMCS Sackville's 271 Radar and the members of the Trust were more than pleased with the result and to welcome him on board the ship. We will miss him.



*Piper, Malcolm Odell, plays the Laments during the committal of ashes from HMCS SACKVILLE on Battle of Atlantic Sunday.*

# A Double Tot to Celebrate VE Day

Don Bowman



Londonderry today

About May 1 1945, HMCS EDMUNDSTON, sailing with an eastbound Atlantic convoy was a couple days past the Point of No Return when the first of a series of signals was received which caused us to mentally fire up rockets in celebration. The first read: "The German Armies on all fronts are in full retreat! Total collapse and surrender are imminent." The next signal to arrive told us that terms of surrender had been delivered to the German Naval High Command.

The following day a cautionary note arrived. The terms had been accepted. All U-Boats at sea were ordered to surface and head for their homeports with a white flag flying, which would indicate the ship's surrender.

Captains were instructed to stay at full alert, both for U-boats remaining submerged and refusing to surrender, and for U-boats on the surface, unrepentant, hoping to deliver a final shot at the enemy.

Then came the final word: The terms of surrender were being fully complied with. May 8 was declared as 'VICTORY IN EUROPE DAY.' This would provide enough time for most army units to stand down, and many ships to reach port.

EDMUNDSTON's timing was perfect. We reached Londonderry, Ireland, three days before VE Day. The day following our arrival in port two of the of the ship's three watches, the captain and the first lieutenant, were off to London. The third watch had to stay with the ship. Of the three officers in the watch, one must be "officer of the day," his name -- Bowman.

On the dot of 10am VE Day I was handed a signal ordering all ships and establishments of His Majesty's Royal Navy to "Splice the Main Brace." It is the Navy's centuries old order of recognizing a great victory. It literally means "Let the drinks flow freely". The order was explicit. My duty was clear.

Always prepared for emergencies, the Navy had supplied an ample quantity of 140 overproof rum. I dispatched the quartermaster on the double, to fetch a large amount as the crew was now gathering on deck. We began by dispensing a double tot all around.

I was raised in a strictly temperance family. Since joining the Navy my family's tradition had been somewhat neglected. I had partaken of Navy rum, but never without coke as a mixer. As last in line to be served, I was observing the crew knocking back the tots and wondering if I was man enough to do likewise. My turn came. It is a really big victory. What the heck! Down the hatch.

I gasped as my throat constricted and the rum began slowly to burn its way down my throat to my stomach. Tears began to pour down my cheeks. The crew cheered and whistled and rolled on the deck. The day's fun and merriment had begun.

Many of the crew went ashore and slipped into Derry, where the townsfolk opened their doors and hearts to the Canadian sailors. For my part they could all do what they damn well pleased, as long as they did not tangle with the local constables or the shore patrol.

Taking advantage of a fine sunny day, I lay half naked on my mattress sun tanning when I was summoned to meet the shore patrol on the quarterdeck. They were waiting patiently with two bedraggled creatures in overcoats, which seemed very strange considering the time of year. When I was able to properly focus, for I had been patiently learning how to drink rum, I identified the apparel as wrens' overcoats. On further scrutiny I determined that the bedraggled creatures were my two fellow duty watch officers. I rose to the occasion and offered the shore patrol a sizable bribe if they would take them back to where they found them. I was proud but unhappy to find the shore patrol is incorruptible. They did however accept the offer of a tot.

By now I was fully alert to the serious situation at hand. If my two chums had wrestled overcoats away from defenceless wrens, what other indiscretions might they have committed? By adroit questioning and refreshing their drinks, I discovered that somewhere they had acquired the use of a very small sailboat and gone for a sail down the River Foyle. Turning a bend they beheld a beautiful big country home, with its back gardens extending to the river, and full of cavorting wrens. It seems the Navy had acquired the home "for the duration" as the wrens barracks. When my two exuberant celebrants saw the beautiful wrens, they started waving and cheering and (very unprofessionally) leapt overboard. The obvious happened. Fortunately they were clutching bottles which helped float them to shore were they found a warm welcome. A procession of giggling wrens swept them in the back door and naturally the bottles started a wee party. In due course the ruckus reached the ears of the commandant. She was not amused. After having the delinquents sign promissory notes for the overcoats, they were handed over to the shore patrol. (It is my understanding that the whereabouts and payment for the overcoats is still an unsettled outstanding matter between the RN and RCN).

At midnight all the ships in harbor raised a Hallelujah Chorus of sirens, fog horns and bells. It was accompanied by a light show of searchlights, signal lamps, and flares. The commotion lasted about 20 minutes. As the ships' lights died away, a new light in the sky took its place.

A line of hills extends along the River Foyle. About every two miles the Irish had built huge bonfires. These I watched until they faded from sight. This remains my most precious memory of VE Day

## From My Ditty Bag

Three HMC ships of the same class took part in the Aleutian campaign. What were their names?

# HMCS TRILLIUM Under Attack



*The following account, by Barry O'Brian, who was the Gunnery Officer in TRILLIUM at the time, is taken, with permission, from Mac Johnston's book, Corvettes Canada.*

We were in station on the port beam of the convoy when a lookout reported a Focke-Wulf Condor coming in low on the starboard side of the convoy. We immediately closed the convoy after action stations were sounded and I rushed to my station, which, as gunnery officer was in charge of the twin pom-pom 2-pound gun in the bandstand mid ships. This was the only anti-aircraft weapon we were fitted with, except for two WW1 Lewis guns on the wings of the bridge.

The Focke-Wulf dropped two bombs that fell harmlessly between rows of the ships, but it continued flying low in our direction. When it got within range, I gave the order to commence firing. Everyone was taking aim at the attacking aircraft, including navy gunners on the merchant ships, so there was an awful lot of flack flying in all directions. When the aircraft was over the last two rows on the port side of the convoy, it began strafing TRILLIUM as we did our best to shoot it down.

The gun crew consisted of two gunnery ratings seated on the port and starboard side of the pom-pom to elevate and depress the barrels while firing. A third rating, who stood beside me, controlled the supply of ammunition belts. Suddenly I noticed the gunner on the port side, Donald Robertson, knocked off his seat. But, grabbing his left shoulder, he climbed back on and continued firing. The ammunition rating next to me grabbed his neck. He had been sliced by a piece of shrapnel.

These things happen very fast, so when the Focke-Wulf flew off to port undamaged and appeared not to be returning, I had a chance to survey the situation. Robertson was now slumped over the gun, badly wounded. The other rating hit was okay. I left one rating with the pom-pom while the ammunition gunner and I half-dragged and half-carried Robertson to the forward messdeck. It was not a pretty sight. There were 11 wounded men. Shrapnel causes blood to flow pretty freely and the messdeck was awash with blood mixed with the collection of sea-water that had come down the companion-way.

Harry Rhoades was our cook, and also doubled as sick berth attendant, having had a first aid course while with Ogilvy's Department store in Montreal. He and I did our best to make the injured comfortable. I went to the bridge and detailed the situation to the captain. As we had no doctor aboard in those early days, he immediately chose the senior officer on board the RN destroyer Boadicea. By bosun's chair, they sent their surgeon-lieutenant over, with books and medical equipment in a canvas bag.

He surveyed the scene in the seamen's messdeck and I remember him saying: "There are two too far gone to save, eight probably will survive if they can get hospital treatment ashore soon and will have 4.

any chance of survival." The doctor then administered painkillers to the wounded.

We strapped the unconscious Robertson to the messdeck table as the ship was rolling considerably. The doctor took out a book and turned to the chapter on amputations. He then enquired who would administer the anesthetic. Nobody else volunteered so I said I would. The patient was stripped to the waist. The operation began with our cook assisting and I acting as anesthetist. Every time the doctor took a slice or two, he would turn a page in his book. Every now and then I would be told to squirt a couple more drops of ether on the mask covering the patient's face and the fumes wafting up were making me dizzy and nauseous. As the doctor cut deeper, you could see how the shrapnel had shattered Robertson's shoulder, imbedding pieces of the grey duffel coat two or three inches into his body.

Robertson was fighting for his life, with his chest giving mighty heaves. The operation took about two hours. Unfortunately, Robertson died on the messdeck table almost simultaneously with the final removal of his arm.

The doctor left and went down to the wardroom where I found him later, lying prone on the settee. I told him he had done all he could. He answered he was fresh out of medical school and this was the first operation he had ever performed. And if it hadn't been for the calming influence of the cook he would have panicked a couple of times, he said.

As we were close to Scotland, we left our three dead comrades to be buried by the Royal Navy and the eight wounded were sent to hospital. We couldn't remain as we were needed back at our Greenock base for a new convoy.

The TRILLIUM trio lies side by side in a war-graves section of



*Graves of Jack Pettigrew, Donald Robertson, and Clifford Greenwood in Sandwick Cemetery, at Stornoway on the Isle of Lewis in Scotland's Hebrides.*

**CANADA'S  
NAVAL MEMORIAL**



**MÉMORIAL NAVAL  
CANADIEN**

May 2009

Dear Trustee

By the time you receive this edition of Action Stations HMCS Sackville will have shifted ship for the summer to Sackville Landing. This year there will not be a cover charge for viewing the ship; in place will be a "Sea Chest" for donations. From a membership perspective, this will be an opportunity for HMCS Sackville's Trustees and Members to bring friends and family to tour the ship and donate "what you can afford". I would ask that when you do bring people down to the ship, you explain what being a Trustee is about and encourage them to join Canada's Naval Memorial.

In the April Action Station's I inserted a questionnaire for Trustees and Members to review. I am pleased to report to date I have received approximately fifteen responses. I would like to thank those of you who took the time to reply to me with your responses, but I have left the questionnaire in this month's Action Stations to encourage any other Trustees or Members to provide me input. Although probably not statistically valid, there were one or two trends that came out in the responses. The first was that most Trustees would like to be invoiced at the beginning of the year for their membership fees. The second was that some Trustee's thought we could make better use of the Internet. And finally one Trustee suggested we have "Up Spirits" every Friday (not really a trend but probably a good move to increase our Friday lunch participation). We are introducing a new database, and once we understand it better, we should have the capability to send out invoices to those Trustees and Members who would like to be reminded every January. Likewise, I will look into opportunities for communicating more by Internet, but this is a challenge as some Trustees and Members do not have Internet.

In other membership news, the first two "Corporate" members have joined the Trust. Cobham Tracking and Locating Ltd of Dartmouth NS and the Radar Museum in HMS Collingwood in Fareham, UK were both instrumental in providing expertise in restoring HMCS Sackville's Type 271 radar. In appreciation, the Trust invited them to become honorary "Corporate" members. As you may be aware, approximately 2000 mail-outs went to every Legion we could identify in Canada. Not only did this increase the visibility of the Trust throughout Canada, but resulted in a number of donations and requests for educational materials to support curriculum development in schools some Legion's are associated with.

Thank you for your continued interest and support.

Phil Webster  
Chair, Membership Committee

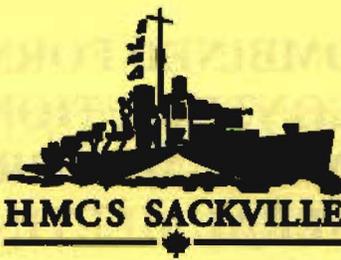
## TRUSTEE QUESTIONNAIRE

1. How long have you been a Trustee?
2. Would you ever consider becoming a Life Member?
3. How often do you visit HMCS Sackville?
  - a. Once a week
  - b. At least once a month
  - c. At least once a quarter
  - d. Never
4. As a Trustee, is there anything you would like to see the Trust do to make your Trustee membership more meaningful, or your visits to the ship more meaningful?
5. Would you consider bringing a guest who is a potential Trustee to a special function in the ship for new Trustees? If so, what kind of function would you like to see?
6. Would you like to be "invoiced" for your donation/Trustee membership in January of each year?
7. Would you be willing to provide the Membership committee with names and addresses of potential trustees in order to send an informative letter about the HMCS Sackville Trust could be sent to these potential Trustees?
8. Finally, do you have any comments or suggestions on how we might attract new Trustees to HMCS Sackville?

Please forward this completed questionnaire to Phil Webster c/o HMCS Sackville. If you identify yourself, all information will be kept anonymous...



**CANADA'S  
NAVAL MEMORIAL**



**MÉMORIAL NAVAL  
CANADIEN**

## **23RD ANNUAL GENERAL MEETING 2009**

The 23rd Annual General Meeting of the Canadian Naval Memorial Trust will be held on Friday and Saturday 3 and 4 July, 2009.

### **SCHEDULE**

#### **Friday, 3 July**

- 0815-0830 - Registration, in the Wardroom CFB Halifax. Refreshments available.
- 0830-1200 - AGM. (see Note 2. Re...Security and Parking)
- 1000-1015 - Standeasay: Refreshments available
- 1200-1400 - Lunch and no host bar

#### **Saturday, 4 July Ship will be berthed downtown Halifax, Sackville Landing**

- 1830-2030 Mixed reception onboard for Trustees.

**NOTE 1. Security and Parking-** You may access the base via any of the gates, all are open prior to 0800 Mon to Fri., with the exception of the Gottingen Street gate, which is the only gate open after hours and on weekends. Please ensure you are carrying a photo ID, i.e. drivers licence, ID card, passport etc..

Parking will be addressed in May/June edition of Action Stations.

the municipal Sandwick Cemetery at Stornoway on the Isle of Lewis in Scotland's Hebrides; Storesman First Class Jack Pettigrew, RCNR, age 33, of Toronto; Able Seaman Donald Morrison Robertson, RCN, age 20, of Vancouver; and Ordinary Telegraphist Clifford Hindle Greenwood RCNVR, age 19. Of St. Vital, Man. There is a postscript. "The captain asked me for recommendations for any special performances by the crew during action," Barry O'Brian adds. "I had no hesitation in recommending Robertson for his outstanding courage and valour; even though mortally wounded, he had climbed back on his seat and continued to fire the gun with his one good arm. I also proposed Harry Rhoades who was a tower of strength before, during and after the operation. They were both awarded Mention in Dispatches, as was another crew member, Able Seaman Alexander Annis."

All three MiD citations simply read, "For courage and devotion to duty when attacked by enemy aircraft."

## HALLOWELL Captures Two U-boats

*William A. Cobban*

*(Editors note: The following is the last installment of the "exploits" of HMCS HALLOWELL during WWII)*

The dismissal of the captain of HMCS HALLOWELL in Bermuda in late 1944 was followed immediately by the appointment of Lieutenant Ricky Angus as his replacement. Ricky had been our training officer during the workups so when he became captain before the ship left Bermuda he was familiar with the officers, some of the ship's company and the ship itself. It was a very fortunate appointment for all concerned.

HALLOWELL left Bermuda and all the problems which faced us there were history. It became a first class escort ship serving as a mid ocean escort for convoys of merchant ships from St. John's Newfoundland (known as Newfiejohn or just Newfie) to Londonderry, Ireland (Derry). The ship was appointed the senior ship in the C1 escort group and the senior officer in charge of the group sailed with us. HALLOWELL's home port was St. John's and she remained as a mid ocean escort ship until the end of the war.

Winston Churchill maintained that the Battle of the Atlantic was the most important and longest battle of the war. Loss in that battle would have resulted in defeat (no supplies). Although there were many submarines in the North Atlantic that could sink our ships and end our existence, the bigger enemy on a daily basis was the weather. The cold miserable North Atlantic, especially in winter, (every month except June, July and August) with gale force winds and mountainous seas played havoc with our little ship and with our daily living and became very tiring as well. The heavy weight of ice on the rigging caused concern that we might flounder.

Arriving in Ireland each trip was a short but most delightful experience. Leaving St. John's in February, miserably cold with snow and wind and then arriving in Derry seven to 10 days later to see the brilliantly green grass and feel the balmy temperature as we proceeded up the river to our anchorage was a memorable occasion each time it happened, peaceful and quiet.

We had two unusual experiences. On one of our eastern trips in mid winter



Sub Lt. Bill Cobban 1943

we escorted a convoy of almost 100 merchant ships. The weather was horrendous and peaked when we were about three-quarters of the way across the Atlantic. It was difficult for the merchant ships to keep in line. It was also difficult for the watch keeping officers to see the merchant ships and stay in position. Zigzagging was hardly necessary since no submarine would dare to surface in such seas. I was on watch from midnight to 4 a.m. (the graveyard watch). I could see some freighters fighting the sea. When daylight came, bleak as it was, there were no ships in sight. The whole convoy had completely broken up, the merchant ships scattered, and we never saw another ship on this trip. I did not hear of any casualties, but, this type of information was not announced by the Admiralty, probably for a good reason.

The second event was even more exciting. There were a large number of German submarines in the mid Atlantic at that time (called wolf packs as eight or 10 or more of them would gather) but we never saw a single sub. At the time I wondered why at several times during trips we would suddenly alter course maybe by 10 or 15 degrees for no apparent reason. None of us knew that the Royal Navy, unknown to the Germans, had obtained the German Enigma decoding device, and were able to decipher German codes. From this they learned of the location of the wolf packs, which were often directly ahead of a convoy waiting for a slaughter which never came. We had altered course, thanks to the clever British decoders.

In the end we did get our moment of glory. The war had, we thought, come to an end. The ships of the convoy we had protected from Newfie had disbursed to their various ports in Great Britain and Europe. The HALLOWELL was south of Ireland making for the North Sea and then to Derry. Early one morning after being on watch I was relaxing in my bunk when a seaman rushed in with a message that the leading seaman operating the asdic thought he had a submarine in his scope - usually it was a school of fish. Nevertheless I, as anti submarine officer, rushed to the asdic booth and sure enough it did sound like a sub. I called the captain and advised him of my feelings. He had an awkward decision to make. The war might be over but did the captain of the submarine know this? If he did why was he not on the surface? Would he try to torpedo us? Our captain decided to attack the sub and we did. We got a good hit. We turned around to attack again when suddenly there was a break in the water and up surged the sub. The captain decided to ram her. I was now on the fo'castle. Suddenly I saw a sight I will never forget. As we approached the sub, the hatch opened and out sprang about five young German seamen. They were not evil looking as we had imagined but blond men in their teens or early 20s. They were very scared and were waving white flags of surrender, several on sticks. Our oerlikon guns were aimed at them but we did not fire. The captain took HALLOWELL along side the sub and somehow got the message across that we were going to board and they should remain in one place. There was a certain empathy between them and our crew. Some of the ratings waved to them and they waved back and smiled, the difference between war and peace.

The captain asked our first lieutenant to arrange a

boarding party, including myself and one other officer and several ratings. He did, but not with enthusiasm. The boarding party went across to the submarine in a lifeboat. The first lieutenant had a pistol in his hand, which he admitted later he had never previously fired. He was fearful of becoming a hostage. He did a fine job and somehow explained to the captain of the submarine that he was to proceed ahead of HALLOWELL on a certain course.

The history of victorious ships seems to indicate that the victors are entitled to some bounty and the first lieutenant must have known that. He came back to the ship with two beautiful pairs of German made binoculars (for himself and the captain I believe) and various other objects for the other officers. I was given a German helmet and a detailed map in German of the British Isles including the North Sea, the English Channel and other waters.

A second surprise was in store for us. Another submarine surfaced some distance ahead of us, out of range of asdic, and surrendered to us. It took its place following our first submarine. We proceeded to the northern tip of Ireland and then down the river Foyle to Londonderry, #1 submarine, #2 submarine and HALLOWELL with the oerlikon guns loaded and aimed at the subs.

The war was over. Thank God! There was little celebrating with so few ships in Derry and the shore personnel having celebrated days ahead of our arrival. After a day's rest the ship proceeded on her own back to Halifax where she remained mostly in port for several months.

Unfortunately my father died on July 17, 1945 and I was flown home from Halifax on a RCAF plane, commercial planes being out of the question, to attend his funeral. I never saw the HALLOWELL again.

After an upsetting start to her career in the RCN, HMCS HALLOWELL became a first class ship, with an excellent captain, a first class crew and a group of officers who were efficient, friendly and pleasant to work with – a happy ship and a credit to the Ontario township of Hallowell. Had they known about her, Admiral Hallowell, of Lord Nelson's era, and possibly Lord Nelson himself would have been pleased with the final result.

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## Ship's Program

### *Regular Friday Lunches*

*Friday and Saturday 5 and 6 June* – Open in the Dockyard for Joint Task Force Atlantic (JTFA) Family Days

*Sunday 7 June* – Open to the public at Alderney Landing in Dartmouth for JTFA/CF Open House. On completion, return to Dockyard regular berth.

*June TBP* – Shift downtown for summer operations when Maritime Museum berth is available following wharf upgrades at the Museum.

*Saturday 4 July* – CNMT AGM Reception 1830.

*Monday 20 July* – Taking salutes for Tall Ships departure sailpast.

### **OTHER ONBOARD EVENTS:**

*Friday 29 May* – Visit by Wolfville High School history students.

*Thursday 4 June* – Visit by Northern New Brunswick students.

*Monday 29 June* – Sea Training Staff Change of Command

*Thursday 16 July* – University of Western Ontario Local Alumni Reception

*Friday and Saturday 17 and 18 July* – Tall Ships Private Receptions

6.

### **ADDITIONAL RELATED EVENTS:**

*Sunday 31 May* – Annual CNMT/Sackville Legion Reception for Camp Hill Veterans

*Friday 3 July* – CNMT AGM

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## Captain's Cabin

### **Major Maintenance Projects Underway**

HMCS SACKVILLE has been a beehive of activity since the winter weather broke. Saluting guns were fitted on either side of the 4 inch gun to fire the 13 gun salute to Rear Admiral William Landymore on Friday May 1, as HMCS TORONTO sailed past with his ashes and family embarked for the committal service at sea. SACKVILLE departed HMC Dockyard by tug at 0830, proceeded to Bedford Magazine for the saluting ammunition and in spite of the 30-40 knot winds secured to the trot buoys for the salute, then returned to the Dockyard for the Battle of the Atlantic (BoA) dinner held onboard at 1800.

The BoA dinner held on board SACKVILLE was a fitting tribute to those who served at sea and a celebration of the victory at sea. Speakers included trustee Capt Angus McDonald who was both informative and entertaining in recounting his wartime experience in the Merchant Navy (see accompanying article on BoA dinner). The guest of honour was Honorable Peter MacKay, Minister of National Defence. Under the tutelage of Vice Admiral Hugh MacNeil, the Minister gained a deeper insight into the significance of HMCS SACKVILLE as a national memorial and expressed appreciation for the work of the Trust.

The most significant event of the Battle of the Atlantic weekend is the memorial service and the committal service at sea. Dense fog provided a fitting nautical environment for the services on board, but prevented the ship being seen by the participants ashore at the Sailors Memorial Service at Point Pleasant Park. Seventeen urns were committed to the deep.

Concurrent with the ship's operational activities, several major maintenance projects are being vigorously progressed to achieve completion prior to moving from the Dockyard to the Sackville Landing summer berth. New certified davits are being installed to ensure the safe handling of the summer brow. The diesel generator, acquired last summer, is being fitted in the engine room in a space made available by removing an obsolete post war motor alternator. This project involves the coordinated participation of numerous Dockyard facilities and intense SACKVILLE oversight. The upper deck lighting, which has been unserviceable and jury rigged for several years, is being totally renewed. New wire is being run. This requires staging the mast to a level above the Crow's Nest and welding wire attachment studs along the mast and on various areas of the superstructure.

The grey/black water disposal issue is becoming increasingly critical as the city progresses its sewage treatment program. Various options for handling our grey/black water are being actively investigated. The project is complicated and could be costly. The pros and cons of all options will be considered carefully.

The Trust's objective to preserve SACKVILLE in perpetuity is a major technical as well as a financial challenge. The DRDC Dockyard Laboratory has scientists with world class knowledge of

metal corrosion and conservation. Their assistance is being sought to define our technical challenge and propose potential solutions. A Trust committee is being formed, with naval architecture, naval engineering and conservation expertise to define the task and negotiate the participation of the Dockyard Laboratory.

These and other activities place many demands on our volunteers and ship's staff. We look forward to being in our Sackville Landing berth for what promises, particularly with the Tall Ships visit in July, to be an active summer season on the waterfront. The tentative date for our move downtown to Sackville Landing, dependent on berth availability, is June 8.

Cdr (Ret'd) Wendall Brown  
Commanding Officer



Jack and Lynn Christie from Trochu, Alberta, are pictured during a visit to HMCS SACKVILLE. Jack joined the navy at age 16, in Nov. 1943, and during the war served in HMC ships RESTIGOUCHE and COATICOOK.

## The Last Word

Dear Editors;

The following is a story about Pat Budge that your readers may find interesting.

At the end of the war with Germany "Pat" Budge was the C.O. of HMCS OTTAWA (ex H.M.S. Griffin) and after Noel "Nibs" Cogden left the ship I became Pat's First Lieut.

On our last trip from Scotland to Canada we arranged to take with us as passengers several Canadian army officers as well as several Canadian Naval officers, but the best passenger was a baby boy (only a few months old) along with his father, an R.C.N. Petty Officer who had lost his wife in an air raid. For the trip home, Pat gave up his cabin to the Petty Officer and the baby and arranged with the galley to have warm milk available for the baby when needed. Pat used his sea cabin during the trip home.

I kept in touch with Pat after the war and when he retired he lived in Victoria, B.C. I visited him there frequently and we spent a lot of time going over war years. He told me how he had joined the British navy as a young lad, and of course he retired from the Canadian navy as an Admiral. Over the years he had evidently kept in touch with his "Baby Passenger" who was a man close to fifty when Pat died. It was typical of "Pat" Budge.

Lieut. A.M. Harper, R.C.N.V.R

Editors,

The March/April 09 issue of Action Stations brought back memories of my encounters with HALLOWELL. While alongside in Londonderry in early April 1945 preparing to paint our ship RIBBLE, we found that the catamaran staging that we had planned to use had been removed during the night by HALLOWELL. I complained to their First Lieut., Graham Mitchell, but to little avail.

A few months later, in June 45, I was in the frigate, Lauzon, in St. John's and was about to put some paint on our ship when I found out our staging was missing. A look around the harbour showed HALLOWELL was in port and the staging was in use at her side. I have met with Graham Mitchell many times through the years but I have not been in contact in about a year. If Graham is not already a Trustee, he should be. He would enjoy the above noted issue with the stories of HALLOWELL. Phil Webster should send him a copy and sign him up.

Over to you.

Cheers,

Cullis Lancaster



Greetings,

You may recall previous correspondence concerning the HMCS QUESNEL- K133 and its beautiful, very old, Thunderbird wood carving acquired from Albert Bay in early 1942.

Enclosed is a sad picture of K133 in the graveyard of WW11 warships at Sorel P.Q. You will note the Thunderbird is missing from its perch. The removal of the bird could have happened at Halifax or when all ammunition and explosives were removed at Sydney N.S. or after arrival at Sorel. Somehow I believe it was removed at Halifax or Sydney.

The Thunderbird became the accepted crest of the QUESNEL having sailed with the ship for over three years sitting on the masthead light, bolted to the crowsnest. Over the last three or four years several of the old crew have endeavoured to locate the present location of our friend and mascot, so far without success. It was our intention to return it to the Indian graveyard where it originally stood and belongs.

Can any of your readers help us locate this missing Thunderbird? I would also like to mention that your publication "Action Stations" is very much appreciated and is read from cover to cover. Does my heart good to see the K181 at the top of the page, a bit the worse for sea wear but in full fighting trim.

The North Atlantic Squadron lives on!

With all good wishes,  
Stanley Noble



Greetings,

Enclosed is a picture taken last September 1, 2008, when I visited HMCS SACKVILLE with two of my sons and daughter, Lois, whom I was visiting in Harbourville, N.S.

It is always great to come aboard the "old girl". I really enjoy being able to talk to any visitors about the 4inch gun, hedgehog, radar (217), depth charges etc. As I was an asdic rate, I always go in the Asdic Hut, slide across the bench to the "Range Recorder" my job at Action Stations. Back in 43-44, I was only 120 pounds, now 175, so have to move the bench back.

Great picture of the ship in December Action Stations. The tug on the starboard side is almost hidden. Hands should be at "Stations for Leaving Harbour".

I was an asdic rate on three ships, HMCS CHEBOGUE (frigate), GIFFARD (flower class), BOWMANVILLE (castle class).

Keep up the good work. I plan to be back in 2009.

Best regards,  
John Hare  
(Jack Rabbit)

## Answer to My Ditty Bag

The three ships were the  
Armed Merchant Cruisers: Prince Henry, Prince David and Prince Robert.



HMCS PRINCE DAVID

## ACTION STATIONS

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