



Volume 30 Issue 4

HMCS SACKVILLE Newsletter

Summer 2012

FROM THE CHAIR

Before “singing the king’s beard” during his attack on Cadiz in 1587, which according to historian Julian Corbett, was “a feat that changed the destinies of Europe”, Sir Francis Drake wrote his famous prayer, part of which says... ‘There must be a beginning to any great matter, but the continuing unto



the end until it be thoroughly finished yields the true glory’. That ending did not come until the next year when the Armada was beaten at sea. We, the whole ‘family’ of the Canadian Naval Memorial Trust are now engaged in our ‘great matter’, the building of the operational permanent home for Canada’s Naval Memorial HMCS Sackville, together with the Canadian Naval Heritage Centre, whose aim is to tell the whole story of the RCN since 1910 and in a manner using the most modern interpretative techniques. The CNMT is now at the beginning of our ‘great matter’. My school’s prayer was Drake’s prayer. How many times did we as students and the staff say Drake’s prayer in the school chapel - certainly well over a hundred during my four years. It was... ‘the continuing of the same until it be thoroughly finished which yieldeth the true glory’...that always caused a slight catch at the heart, when you realized that your Latin homework was not finished and the first class after chapel was Latin with the Assistant Head Master; one not given to taking prisoners.

The ‘beginning of your Trust’s great matter’ is well underway. We have the capability to define the project, to know what we intend to build, its location, cost, engineering and building problems that must be solved and the facts of its long term governance and sustainability. The Canadian

Naval Heritage Area has been allocated on the Halifax Waterfront to the CNMT by the Province of NS for the project's planning. As demonstrated at the recent AGM, the development of the Project Brief (PB) is in the capable hands of Andrew Amos, senior partner of Catalyst Consulting Engineers and Capt(N) Ted Kelly the Chair, and his team, of the Memorial Action Committee (MAC). Starting from the demanding Statement of Requirements produced by your Board of Directors, the PB is now defining in great detail the requirements that must be met by potential architects and builders. We have the funds required for completion of the PB. The timeline for completion of the PB is achievable. At the appropriate time the CNMT will issue a Request for Proposals (RFP) from selected architectural firms across the country to elicit their solutions for meeting the demands of the PB. This would be followed by an architectural competition with those architects deemed by the trust to be the most appropriate for our project. With the funds now in hand and those forecast, we will need a further \$250K to reach the end goal of selecting the 'Design Architect' following the completion of the competition. This end goal is approximately 2-3 years hence. The excellent and very professional work done on the PB is very encouraging and provides a realistic sense of optimism that we are on the right track. With the selection of the Design Architect, we will know 'what' we are going to build, what it will look like, how much it will cost, its building time and the engineering and building solutions demanded by the site of the project.

The 'beginning of our great matter' is thus progressing well. Drake's 'ending to his great matter' came with the destruction of the Spanish Armada, achieved by the actions of his ships and sailors, the Navy, the overall national effort led by the sovereign and many fortuitous factors beyond their powers. It is with no embarrassment that the Trust recognizes that as with Drake's glorious ending, where despite the heroic efforts of his sailors, his small fleet needed the active support of his nation, and to some extent, Providence. To bring our great matter to its fruition, the Trust will need the active help of this nation, the Navy, governments and their agencies, many Canadian citizens and the generation and emotional mobilization of the estimated 1-2 million Canadians with family attachments, past and present, to the RCN, RCNR and the RCNVR.



The CNMT is a volunteer organization. It does not have teams of fully paid staffs able to manage, by itself, all that will be required to bring our 'great matter' to its proper conclusion; that is, the generation of the actual financing required for the building of this significant Canadian project. In recognition of this the Trust has taken steps to be in a better position to engage the nation on the merit of this project. Our essential need is to be able to build the base of knowledge and support across the nation on why this special project must proceed. This will be essential prior to conducting any properly researched, fund raising campaign. To help build our base of support, we are amending our By-Laws to establish three Vice Chairs, one in Halifax, Ottawa and on the West Coast. Commodore Cal Mofford is now the Vice in Halifax and two Vice-Admirals, Bruce MacLean and Gary Garnett, both former Commanders of the Canadian Navy, are now the Vice Chairs in Ottawa and on the West Coast respectively. With the new public and private support requirements of this project in mind, the Board of Directors has been strengthened to help achieve this need. We are requesting the full intellectual and emotional public support of the RCN for this project, including the aim of re-commissioning the Naval Memorial in an appropriate manner. We wish to engage the active promotional support of the developing Naval Association of

Canada, which is becoming one of the most important, recognized and respected 'Naval' voices in Canada. The country has many distinguished Canadians who are appointed as Honourary Naval Captains by the Minister of National Defence. It is our intention to request that the Honourary Captains(N) become engaged in this project and take on the building of a national base of support for our memorial project as a principal focus of their 'naval enhancement' effort over the next two years. The Trust is building our communications strategy and the tools necessary for its implementation. We are asking that the whole 'Naval Community' recognize the national importance to our 'Navy of the Past', the 'Navy of Today' and the 'Navy of the Future' of the successful conclusion of this exciting project, and join together in the manner most suitable to their circumstances, to help build the national consensus that will see the successful 'ending' to this 'great matter'



At the AGM in July, the Trust sadly said, 'au revoir on her retirement' to our distinguished Vice Chair, Sonja Bata, who for 21 years has been a tower of wise counsel, sage advice, and great assistance to five consecutive Chairs of the CNMT. We gratefully acknowledge her participation and know Sonja will be maintaining an interested, helpful and wise 'weather eye' on all our activities.

My part in this edition of Action Stations is in a sense, a 'call to arms' for the extended and extensive Naval Community across this great country; and to all Canadians who believe strongly in preserving our heritage and our achievements, by supporting the growth of the membership in the CNMT, and in achieving the necessary broad public,

private, corporate and government support, that will ensure the successful building of this very significant project. We are entering an important and exciting period in the annals of this organization, a volunteer organization which is taking such diligent care, on behalf of the RCN and the country, of Canada's Naval Memorial.

At the AGM in July I said that while the RCN and our nation are correctly changing with the times, there remains a constant within the CNMT, well summed up in a few lines of the famous poem by Captain Hopwood called the "Laws of the Navy":

*"If ye win through an African jungle,
Unmentioned at home in the Press,
Heed it not: no man seeth the piston,
But it driveth the ship none the less".*

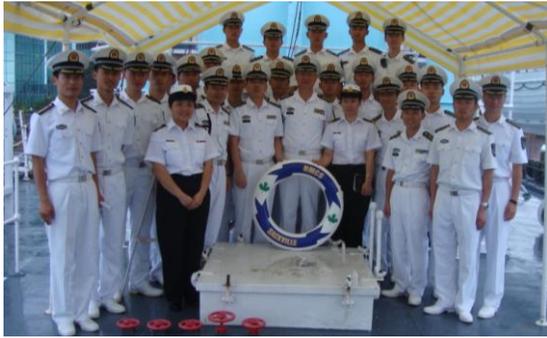
How pertinent this is to the operations of the Trust. In addition to the volunteer work of the members of the BOD, the Executive Committee, and all the working groups and the Ship's Company, there also exists a veritable engine room full of human volunteer 'pistons' who drive Canada's Naval Memorial. Without them our ship would figuratively never 'slip and proceed'. They are the reason she does. Thank you and well done to all, past and present

*Hugh MacNeil
Vice-Admiral ret'd
Chair, CNMT*

CAPTAIN'S CORNER

Lieutenant-Commander ret'd Jim Reddy

SACKVILLE shifted downtown to her public berth earlier than usual this year to be available to delegates at the Dominion Convention of the Royal Canadian Legion. This proved successful with many memorable visits.



Not long afterward, another special event occurred with the Halifax visit of the Chinese Naval Academy Training Ship ZHENG HE as part of her global circumnavigation. As the photo shows, a team from the ZHENG HE visited SACKVILLE and it was my pleasure to be one of the hosts. One could not help but be impressed with the orderliness, knowledge, enthusiasm, sense of history (which should not be surprising from this ancient country) and humour in this remarkable group of sailors. And they came bearing gifts! A beautiful fountain pen emblazoned with Chinese characters is in the hands of our curator.

In recent years we have come to rely on the CF Naval Engineering School at Stadacona for our summer gangway, emergency party and general maintenance crew. Mostly, these are new sailors just out of recruit school and awaiting various technical courses. Apart from shipboard chores we all understand, there are some unique experiences we can provide. In this photo two Ordinary Seamen are performing Officer of the Day and Bos'n's Mate duty in exchanging honours with a passing warship.



In July the Tall Ships festival came again to our Halifax waterfront and the photos show SACKVILLE prominently berthed in the centre of the action. While the old corvette was not powered by sail, Waterfront Development Corporation, Tall Ships sponsor, recognized the national historic significance of the Naval Memorial and included us in the event literature and advertising. As well, SACKVILLE honoured the Tall Ships visitor passes and received onboard over



7000 visitors over the four days of the festival. I was in the ship for much of that time and although that huge number resulted in an overwhelming stream up and down the gangway, I could see that there was a sense of sincere interest and reverence for the ship.

During the grand Parade of Sail departure, SACKVILLE directly supported the ceremony by returning salutes on behalf of the adjacent VIP reviewing dais on the jetty. The front page masthead photo shows USCGC EAGLE passing the dais.

Onboard, finishing touches have been made in the Conference Room upgrade. We now have a modern meeting facility in what was originally the upper part of Number 1 Boiler space. We have a few suggestions for a better and more seamanlike name than "conference room". A decision will be taken and a name plaque made to acknowledge those who contributed.

Each Friday at our weekly lunch, our "town crier" reminds us of important events in history. On August 3rd, he noted that exactly 70 years previous, Sackville had just finished her famous encounter with three U-boats in a 24 hour period.

Finally, we have a need for new and able volunteers to take on various duties in the ship. The ship and the Trust, as noted in the flavor of this *Action Stations*, are becoming busier. Outside interest is increasing and it is very rewarding to be part of this operation. We also have some fun onboard as it would be very un-seamanlike for it to be any other way. One job open is that of 1st Lt/XO which needs an organized volunteer who understands ship maintenance, cleanliness and scheduling. Interested candidates should contact me or the Executive Director.

EXECUTIVE DIRECTOR'S UPDATE

Doug Thomas

Do you hear there?

There are many ongoing activities related to the Trust and HMCS Sackville. For example, on the 22nd and 23rd of June, Family Days was held in the Dockyard and we had a display in a large tent, co-located with exhibits from the Citadel's Army Museum, the Shearwater Aviation Museum, and the Maritime Command Museum located in Stadacona.



The CNMT display included a model of the Flower-class corvette HMCS SNOWBERRY, a large bilingual banner stand displaying details of the Trust and the involvement of several of our senior Trustees, and brochures and copies of Action Stations for our visitors. Our prime resource, as always, was our volunteer team who manned our display and engaged visitors in conversation. These included Len Canfield, Lieutenants Melanie Weaver and Stephanie Murray from Maritime Operations Group Five, Don Wilcox (both days!), yours truly, Tara Kerr for a long stretch on Saturday, and Bill Gard who finished up on the 23rd and packed up our kit as the heavy rain started. Our display was of interest to many serving members who are Trustees, potential Trustees, and their children - many of whom were interested in the museum exhibits when they weren't on the Tilt-A-Whirl or

checking out the alpaca and ponies at the Petting Zoo! It was good to see what a success Family Days has become: it gets bigger and better every year and is a great event for service families.



Earlier in June, Dave Aspden, our National Council Member in Barrie, had organized a Naval Memorial display for Family Days at nearby CFB Borden. He was able to mobilize a number of volunteers who wore HMCS SACKVILLE golf shirts which were made locally and retained by them as a souvenir. Dave was loaned a large trailer donated by a local company, Trust brochures and photographs were sent to him electronically and printed locally, we mailed him a banner stand for the weekend, a very good model of SACKVILLE was located locally and was loaned for the event, etc. His costs were minimal, and will be reimbursed by the Trust - altogether a very successful event. Bravo Zulu, Dave!

If Trustees elsewhere in the country see an opportunity to "show the flag" for our National Naval Memorial and would like to organize a display, please contact me and we will see what we can do to support you.

We must continue to spread the word about Sackville, our NATIONAL Naval Memorial, right across the country. We have hired a very good Project Manager as you know, but we must also do a better job of publicizing the Memorial Project and we are investigating how to do that. George Borgal, my predecessor as Executive Director, is working on our communications strategy and you will hear more about this in the future. Your ideas are always very welcome.

Pictured: (top) Rear Admiral Dave Gardam and Don Wilcox at the CNMT booth in HMC Dockyard.

(below) National Concillor Dave Aspden and crew at CNMT booth at CFB Borden Family Days

CROSSED THE BAR



Captain Claude Ball
Lieutenant William Arthur 'Bill' Davey, CD, RCN
Commander John Bonneau, RCN
Chief Petty Officer Russell Edwin Bower, RCNVR, HMCS EDMUNDSTON
Lieutenant Paul Joseph Brunelle, RCAF, RCN
Chief Petty Officer Second Class Lorne Carter, RCN
Rear-Admiral Frederick Crickard, OMM, RCN
Lieutenant Commander Peter Dickenson, RCN
Lieutenant Carol Elizabeth Duffus, WRCNS
Lieutenant Commander Clive Pattison
Douglas Scott, RCNVR, HMCS EASTVIEW
Lieutenant Commander Alvin R. Underhill, RCN

PAUL JOSEPH BRUNELLE, BEM, CD, LT, RCAF, RCN



In Volume 30 Issue 2, April-May 2012 of Action Stations we featured Trustee Paul Brunelle and his generous donation to the Canadian Naval Memorial Trust. We were able to apply the gifted money to the refurbishment of the ship's boardroom and today we have modern facility thanks to his generosity. A veteran of the Second World War Lieutenant Brunelle recently passed away at the age of 93 in Halifax. In 1946, he was awarded the British Empire Medal "for outstanding service and devotion to duty whilst serving with the RCAF overseas". He transferred to the Royal Canadian Navy in 1948, where he served until his retirement in 1969. At his funeral son Paul Junior remarked that "his father had great respect for the corvettes that he saw protecting convoys, and that is why he had been a Life Trustee for many years and made a very generous donation to the Trust earlier this year."

REAR-ADMIRAL FREDERICK WILLIAM CRICKARD, OMM, CD, RCN



Born in Vancouver in 1930 RAdm Crickard attended St. George's School in Vancouver, and then the Canadian Services College, Royal Roads in Victoria. In 1950 he joined the Navy. During his career, he served ashore and at sea, on both Canadian coasts, and was given command of three Canadian ships: HMCS Sussexvale (1965-66); HMCS Fraser (1968-1969); HMCS Provider (1972-1974). His final naval appointment was in 1983, as Deputy Commander of Maritime Command until 1985 when he retired from the Navy. RAdm Crickard remained active in retirement and is recognized as having been influential in the academic revitalisation of the navy in the post-war period. He joined the Centre for Foreign Policy Studies at Dalhousie University in Halifax where his research interests included oceans policy, maritime enforcement, and navies and foreign policy. He was a mentor to students in and out of uniform and was the catalyst for the long and continuing series of Dalhousie Uni-

versity Centre for Foreign Policy Studies (CFPS) conferences on naval issues. A promoter of public education on naval issues, he was the founding editor of the CFPS Maritime Security Working Papers series and the NIOBE Papers series for the Naval Officers Association of Canada. RAdm Crickard played an important role in the 1994 Defence Policy review in drawing all the various naval associations together in presenting a strong case for the retention of a robust Canadian Navy able to operate freely in home waters and “alongside the best” internationally. It is no small observation that the Royal Canadian Navy essentially was his life’s work. RAdm Crickard passed away 21 July in Halifax.

LIEUTENANT CAROL ELIZABETH DUFFUS, WRCNS



Born and raised Toronto, Carol Hendry was one of 6000 women who joined the Women's Royal Canadian Naval Service during the Second World War. Upon completion of training at HMCS Conestoga in 1943 and at the rank of Probationary Sub-Lieutenant, she was initially attached to HMCS STADACONA as a Plotting Officer in the Tactical Unit and then later when promoted to Lieutenant, as Training Allocations Officer. She met her future husband Allan, an ASDIC operator onboard the minesweeper HMCS SAULT STE MARIE at the tactical table when he needed some information for his ship. Carol served her country well as did her cousin Surgeon Lieutenant George Hendry who was lost in HMCS OTTAWA when the ship was torpedoed by U-91 on 14 September 1942. Carol passed away on 5 May 2012 at the age of 95, in Waverly Nova Scotia.

LIEUTENANT COMMANDER ALVIN UNDERHILL



Born in 1921 in Blackville, Alvin Underhill joined the Royal Canadian Navy in 1941. His most remarkable naval experience was when he served on the Canadian destroyer, HMCS OTTAWA and survived the sinking of his ship 500 miles off the coast of Newfoundland on 13 September, 1942 by hanging onto a Carley float for 13 hours before being rescued. Sadly out of a total of 174 sailors only 60 survived the tragedy. Al had a proud career in the Navy, serving on RCN ships on the East and West coasts and also serving at the former naval headquarters in Ottawa. Upon his retirement, he was head of command security at Maritime Command Headquarters. Lieutenant Underhill passed away in Camp Hill Veterans' Memorial Building, QEII, on 10 June 10, 2012.

BOOK OF REMEMBRANCE

Richard Wood – Webmaster

A new committee has been convened to review the Book of Remembrance and bring it into line with the long term goals of the Trust. The present book is more related to the Sackville rather than the Royal Canadian Navy and lists those who passed away and those who gave donations in their memory and the person may not have been in the RCN. The new Book of Remembrance will be for the RCN and the committee will look at the factors that decide who and what detail to include. Trustees who have comments on this subject are asked to send emails or write to the webmaster, Richard Wood who is Chair of the Committee. Committee members are: Richard Wood, Ray Soucie, Chaplain Charlie Black, Carl Anderson, Jerry Maloney and Len Canfield.

THE LAST POST FUND, A HISTORY OF SERVICE AND DEDICATION

Rear Admiral retired Barry Keeler - National Vice-President East and President, LPF Nova Scotia Branch



The Last Post Fund is a national organization that originated in Montreal from an act of compassion, respect and patriotism. In December 1908 an unconscious homeless man was taken from a doorway by two policemen to the Montreal General Hospital. Allegedly drunk, he was left in a room to sleep it off. Later on, the Head Orderly Arthur Hair – a Veteran of the South African War – noticed an envelope sticking out of the poor man’s coat pocket. It contained a certificate of honourable discharge and good conduct issued to Trooper James Daly by the Great Britain War Office. Daly had served for 21 years under the British flag and this document was his sole possession.

However soldier Daly was not drunk but suffering from malnutrition and hypothermia. He died two days later at age 53 without having regained consciousness. His unclaimed body would be turned over to medical science before disposal in a paupers’ field, as was then customary. Deeply shocked by the Empire’s disregard for its Veteran, Hair raised money from friends and colleagues to give the soldier a dignified burial worthy of his many years of service. This was the catalyst for the creation of the Last Post Fund (LPF) in 1909.

The early work of the LPF was exclusively supported by private donations. Then in 1921, it was incorporated as a non-profit organization and began receiving regular financial support from the Government of Canada. This allowed the LPF to expand its operations from Quebec to other provinces.

Since its humble beginnings, the LPF has ensured that no eligible Veteran is deprived of a dignified funeral, burial and headstone for lack of financial resources. Its primary mandate is to deliver the Funeral and Burial Program on behalf of Veterans Affairs Canada. To date, some 150,000 needy Veterans have received financial assistance under this Program.



The Last Post Fund performs other initiatives to honour and commemorate our Veterans, beginning with the Unmarked Grave Program created in 1996. Its goal is to ensure that all Veterans’ graves are ultimately identified with a proper military marker. We are looking here at Veterans who have been buried for at least five years and who, for whatever reason, never had their graves properly marked. Since the inception of this Program, the Last Post Fund has identified and marked more than three thousand Veterans’

graves throughout Canada, for a total expenditure of nearly two million dollars. According to Veterans Affairs Canada, there are between 20,000 and 30,000 Veterans’ unmarked graves in Canada.

The LPF owns and operates the National Field of Honour located in Pointe-Claire, PQ. Established in 1930, this beautiful military cemetery, the first of its kind in Canada, has become the final resting place for more than 20,000 Veterans and their close ones. In addition, the LPF manages columbaria including the Veterans’ Columbarium in the beautiful Fairview Lawn Cemetery located in Halifax, NS.

‘To honour and protect in death seems but a small return to those who have protected their country in life’, wrote Arthur Hair, founder of the LPF. In other words, our Veterans deserve our respect and gratitude long after they have departed.

Pictured:

Top: RAdm (ret’d) Keeler at the National LPF Field of Honour, Pte Claire, PQ.

Bottom: At the entrance of the National Field of Honour located in Pte Claire, PQ stands the Gate of Remembrance that serves as a memorial to all those who made the supreme sacrifice for their country.

HONOURS and AWARDS

At the CNMT AGM, a Naval Association of Canada (NAC) Gold Medallion and two Diamond Jubilee Medals were presented to three Trustees who have worked diligently for the Trust, and are also members of the Nova Scotia Naval Officers' Association: one of the 13 branches of NAC. Each branch nominates



individuals for such awards, and a national committee decides which individuals are most worthy of recognition. The Gold Award was presented to Wendall Brown, our hard-working captain for the past nine years. The Gold Medallion is NAC's highest award, and it "recognizes exceptional and outstanding service of a nationally-recognized nature that brings credit to the NAC as a whole." Certainly Wendall is highly deserving of such an award, for his performance in support of Naval Heritage, one of the three pillars of the NAC Mission, as exemplified by HMCS SACKVILLE - Canada's Naval Memorial.

Jim Reddy, Wendall's highly-supportive First Lieutenant for those nine years and our new Captain, was a recipient of the Queen's Diamond Jubilee Medal, as was

Trust Chairman Hugh MacNeil (and former Chair some years ago) who has stepped out of retirement and returned to lead us with great distinction.

Pictured: Doug Thomas, President NS Naval Officers' Association presenting SACKVILLE's Commanding Officer with the Queen's Diamond Jubilee Medal. Wendall Brown, recipient of the NAC Gold Medallion is seen holding his certificate in the background.

PROMOTIONS



Congratulations to CNM Trustee and Past Membership-Chair, Josée Kurtz on her promotion to Captain (Navy). Josée who has taken up residence in Toronto to attend Staff College is pictured alongside Commander ret'd Wendall Brown during her last visit to the mess before leaving Nova Scotia for Ontario.



Bon voyage Josée. We look forward to seeing you on your return to the Maritimes.

DONATIONS - MARINE SURVEYORS



During last year's Society of Accredited Marine Surveyors (AMS) Conference held in Halifax, fines were imposed on participants whose cell phones were not turned off during official business. \$500.00 was collected over three days and presented to HMCS Sackville by Captain Stuart J. McLea, local marine surveyor for the long-term preservation project. VAdm MacNeil, graciously accepted the contribution from Capt McLea and remarked on the unique but welcome fund-raising abilities of the AMS.

DONATIONS - CASINO NOVA SCOTIA



Casino Nova Scotia employee Richard Patrick, Surveillance Shift Manager, left, and Regional Vice President and General Manager Helen MacMillan present \$9400 cheque to Capt(N) Ted Kelly, RCN ret'd Chair, Memorial Action Committee. The cheque is in support of the long-term preservation and operation of HMCS SACKVILLE and the second significant contribution to CNMT this year by Casino Nova Scotia as part of its community support program.

From L-R, Len Canfield, HMCS SACKVILLE, Richard Patrick and Helen MacMillan, Casino NS,

Ted Kelly, Graham McBride and Doug Thomas, HMCS SACKVILLE

LIEUTENANT COMMANDER MURRAY KNOWLES CELEBRATED

Len Canfield - Public Relations



Lieutenant Commander Murray Knowles, a Past President of the Royal United Services Institute of Nova Scotia and its longest serving Second World War veteran was guest of honour at the Institute's annual Mixed Dining-In 21 June at the Ashburn Golf Club, Halifax. RUSI President Inspector Dan Tanner welcomed members and guests. RUSI member and fellow CNMT trustee Cdr (ret'd) Len Canfield spoke of Murray's remarkable career, including wartime service as First Lt and CO of a minesweeper (HMCS SUDEROY V) and corvette (HMCS LOUISBURG II), civilian career in the auto industry and health care administration and his significant contributions to various community and military support organizations over the years, including CNMT. Messages commending Murray were read from those unable to attend the function, including Vice Admirals (ret'd) Hugh Mac-

Neil and Duncan (Dusty) Miller, Chair and Past-Chair respectively of CNMT. *Pictured: Capt (N) ret'd Kevin Power, RCN, LCdr Murray Knowles, RCNVR and Cdr ret'd Ted Smith, RCN.*

BIRTHDAY GREETINGS



This past month, Trustee Surgeon Lieutenant Robert Hand, RNVR, Sherborn, Massachusetts and Mrs. Rose Murray, Calgary, Alberta both celebrated their 100th birthdays. While we will be telling you more about Dr. Hand in the next issue, we are most fortunate that the CNMT's Historian, Bill Gard was able to visit Mrs. Murray during her birthday celebrations to record her story and bring greetings from the Trust. Rose was widowed in 1944 when her husband, AB Thomas Edward Lawrence was lost when his ship HMCS SHAWINIGAN was sunk by U-1228 in the Cabot Strait. On the wall behind Rose is a special present from Trustee Harry Cheesman from the February issue of *Action Stations* which included a photograph of her late husband.

11 Feb 87

SECOND WORLD WAR PASSENGER

HMCS ALGONQUIN took on a one-of-a kind passenger last summer – a passenger that gave the ship's crew a taste of what it may have been like to be a Second World War anti-aircraft gunner. On her way home from a four-month European tour with NATO, ALGONQUIN stopped at Naval Base Haulbowline in the Republic of Ireland to pick up what is believed to be the world's last working Vickers two-pounder Mark VIII anti-aircraft gun. The pompom was destined for installation onboard HMCS SACKVILLE - Canada's last corvette – which is being restored in Halifax, NS, but the Canadian Naval Memorial Trust (CNMT).

Corvettes formed the backbone of defence for convoys crossing the North Atlantic during the Second World War. Most Canadian corvettes were fitted with two-pounder pompoms as protection from air attack during the dangerous crossings. The two-pounders, which often proved unreliable, were replaced on later ships by 40-mm Bofors guns which are still in use today.

The gun brought back to Canada by ALGONQUIN was a gift from the Irish Navy. The Irish were at first reluctant to part with it as the pompon gun was destined for an Irish museum. However officials in Dublin had a change of heart and Irish made a direct transfer to the CNMT. The Irish previously donated equipment for SACKVILLE's Asdic – a form of sonar –hut.

The pompom was temporarily mounted on ALGONQUIN's quarterdeck for the trip to its new home, giving the crew an opportunity to practise elevating and traversing the gun to get a feel for what it would be like to be an anti-aircraft gunner during the war.

The gun has now been installed on SACKVILLE's aft gun platform and is the last piece of main armament required for the ship's restoration.

The recent visit by Irish naval historian John Treacy, reminded us of the tremendous gift from the Irish Navy during HMCS SACKVILLE's restoration. John, a post-graduate student at Mary Immaculate College, University of Limerick spent a week onboard exploring the ship in minute detail and providing us with valuable information on the ship's structure and corvette design.



His current research entitled 'An Operational History of the Irish Naval Service Flower - Class Corvettes' focuses on the wartime service of the L.E. (Long Eireanach - Irish Ship) CLIONA, MAEV and MACHA. As the vessels were scrapped in the early 1970's it was necessary to locate a suitable engineering analogue, with comparable wartime and post-war service. SACKVILLE, being the only known surviving 'Flower' became crucial to this research due to the fact she was original constructed as a short forecastle Flower prior to her upgrades. By surveying the SACKVILLE, John has been able to confirm some theories on the engineering difficulties important to his thesis, faced by the Irish Naval Service.

In addition to his survey work John used the visit to document the artifacts donated to the SACKVILLE by the Irish Naval Service and to examine some of the old proofing stamps applied in Ireland.

VISITORS



June was a particularly popular month for visitors from the Emerald Isle and one group came under sail onboard the yacht Londonderry/Derry on the final leg of the 40,000 mile Clipper-Round-the-World Race. We had the pleasure of hosting Museum curator Craig McGuicken, Acting Head of Heritage and Museum Services with Derry City Council onboard to discuss ways and means to strengthen our ties with the home-away-from home for Canadian sailors during the war. Craig apprised us of the plans for next year's celebration in Londonderry as

the Cultural Capital of the UK which include the 400th anniversary of the city walls as well as developing plans for a state-of-the-art new maritime museum at the Ebrington Barracks site.

Unfortunately and despite its enthusiasm, the Northern Irish yacht renamed *The Legenderry* by the crew - did not fare well against the North Atlantic and placed 8th out of 10 countries on the race home.

TRUSTEE PAT ONIONS



On a recent visit to HMCS SACKVILLE. USS Laboon (DDG-58) and HMCS Shawinigan (MM 704) in back.



Pat as a young sailor in the RCNVR.

CNM Trustee and avid yachtsman, Pat Onions spent over a decade of international cruising with his late wife Dorothy, weathering three hurricanes. Last year and at the age of 85, Pat competing in the Georgian Bay Cup in his MacGregor sailboat desperately needed a bit of a breeze to get him over the finish line. Instead, and after several hours becalmed, Pat brought up the rear of the competition sailing 45 nautical miles in Georgian Bay around Beckwith, Christian and Hope only to find that most of the other racers had already left the club and gone home to bed by the time he crossed the finish line. Pat was awarded the illustrious Pickle Flag for his efforts.

During WWII, Onions served in HMCS SACKVILLE and garnered a hand-shake from Her Majesty, Queen Elizabeth II in 2010 when she was in Halifax for the Centennial International Fleet Review.

WEBSITES OF NOTE

For a comprehensive site on Allied Warships, Merchant ships and U-Boats visit: <http://www.uboaat.net/> managed by Gudmundur Helgason in Iceland.

Also, see: <http://www.youtube.com/watch?v=qIGVnEAwbK0> for an informative and entertaining home documentary of Leading Stoker Gilbert O. Davis's war at sea. Of particular interest are his photographs and recollection of Londonderry. Gilbert Davis currently resides in Victoria.

LONDONDERRY PILGRIMAGE UPDATE



If all goes as planned there will be over 50 of us participating, including a large number of you who made the trip last year and who will no doubt remember the warm hospitality extended to us by our hosts in Londonderry/Derry. This same hospitality is very much evident in every aspect of the planning so far and I am already greatly indebted to many for their help.

I am really pleased to report that the RNA-Londonderry was able to secure funds for the replica Sailor's Monument and work is already underway by Peter Bustin sculptor of the original monument here in Halifax.

You will notice a tbc item on 12 May referencing the consecration of the Newfoundland Escort Force (NEF) Bell. This proposed bell would be a tribute to the NEF based and established in St. John's in 1941 when the RCN assumed responsibility for the protection of convoys in the western zone of the North Atlantic. The event is *to be confirmed* because I have not been able to locate a "virgin" bell, although I have a few irons in the fire so to speak. If you know of a ship's bell that is available for this purpose please let me know. If we do indeed find a bell, it would be returned to Canada for installation in the new multi-purpose facility at Canadian Forces Station St. John's (Pleasantville) as a modern reminder for generations to come of the vital role played by the Newfoundland Escort Force in the safe delivery of food and munitions in support of the war effort in the UK and Russia.

Here is the gist of the plan – which will undoubtedly undergo many evolutions and revisions and grow in size before we actually arrive in Londonderry.

DRAFT PROGRAM

Date	Activity
Thursday, 9 May 2013	<ul style="list-style-type: none"> • Tour Workhouse Museum and The Atlantic Memorial exhibition featuring Derry and the Battle of the Atlantic during World War II • Tour Tower Museum's permanent exhibition: The Story of Derry exhibition and the An Armada Shipwreck – La Trinidad Valencera exhibition. • Meet & greet and social evening at the City Hotel for Canadian delegation with our RNA hosts (2 hours max followed by dinner)
Friday, 10 May 2013	<ul style="list-style-type: none"> • RMS Laurentic wreath laying ceremony, Buncrana, Ireland. Possible tour of Fort Dunree, Inishowen Peninsula • tbc Meet & greet and social evening at Royal Services Club in Waterside
Saturday, 11 May 2013	<ul style="list-style-type: none"> • Unveiling and dedication service of the Sailor monument at Ebrington • Mayor and Council's reception tbc – either at the Guildhall or Maritime Museum • Battle of the Atlantic Commemoration Dinner at the City Hotel
Sunday, 12 May 2013	<ul style="list-style-type: none"> • Battle of the Atlantic Parade to All Saints Clooney followed by the Battle of the Atlantic Service and wreath laying in the Church • tbc Consecration of the Newfoundland Escort Force Bell • BOA Reception and lunch following parade at Royal Services Club
Monday, 13 2013	<ul style="list-style-type: none"> • Farewell breakfast, City Hotel

PUBLIC RELATIONS

Pat Jessup – Chair



In early August I was privileged to attend the centenary of my home town of Iroquois Falls, in Northern Ontario. During the war, Iroquois Falls had the highest number of volunteers per capita in Canada - many joining to serve as teen-agers . I took the opportunity of the anniversary celebrations to present to the local Legion HMCS SACKVILLE memorabilia and visit with AB Dan Gregoroschuk V50766, RCNVR (pictured) who served in HMCS SACKVILLE in the late stages of the war. Dan had earlier served in HMCS TRAIL whose furniture coincidentally can be found in our captain's cabin. Dan was one of 75 men and women (my Dad included) who joined the navy from my very small home town 1000 miles inland from the Atlantic Ocean. While most returned unscathed, Jimmy Locke was lost in HMCS ST CROIX and Harry Liznick was taken prisoner-of-war when HMCS ATHABASKAN was torpedoed off France.

HMCS ST CROIX had a particularly tragic story. While escorting convoy ON-202 the ship was torpedoed and sunk south of Iceland by U-305 on 20 September 1943. 81 survivors were picked up by the British frigate HMS ITCHEN which in turn was sunk by U-666 a few days later.

HMCS SACKVILLE ADVERTISING AND SOCIAL MEDIA



We now have *Twitter* (HMCSSACKVILLE1) and *Facebook* (HMCS SACKVILLE) accounts and an *App* that you can access using your smartphone. The power of social media to transmit our message virtually around the world in minutes has proven to be nothing short of remarkable to us. We now have almost 250 followers - not an insignificant number when followers like the Imperial War Museum with close to 20,000 members “retweet” our messages. Our aim is to be the go-to-site for Canadian naval history, Battle of the Atlantic history and Halifax navy comings-and-goings, the challenge being to send something meaningful out on a regular basis so as not to lose anyone for lack of activity.

SACKVILLE can also be found online at <http://www.destinationhalifax.com/visitors/things-to-do-in-halifax> and on Trip Advisor which has awarded our good ship 4 ½ stars and a ranking of 6



out of 60 attractions in Halifax. And for those of you “from away” you can experience waterfront activities in the comfort of your own home by connecting to <http://www.novascotiawebcams.com/halifax/museum-wharves.html> to access the Maritime Museum of the Atlantic's newest webcam. The camera views swing from Murphy's wharf and a view of Dartmouth to the north, to our jetty and all the way to George's Island to the south. In the daytime, the camera refreshes at 1-2 sec intervals so

you really can be a part of the downtown action. As you can see by the photo, the museum wharves were awash with visitors during Tall Ships 2012 in July.



Our boldest foray into the world of marketing has been the purchase of “EXPERIENCE HISTORY” signs for Halifax buses. Ten buses are currently bearing our advertising for 14 weeks this summer. It is estimated by the supplier that the signs will be seen 4.8 million times during our rental period which hopefully will translate into more visitors to the ship.

RESTORATION PROJECTS - UPDATES

OJIBWA ALMOST HOME



OJIBWA being positioned over Heddle Marine's ocean-going dry dock in Halifax Harbour.



OJIBWA passing through the Iroquois Lock near Morrisburg, ON towed by the Florence M, part of the McKeil Marine fleet. Photo: Roger Litwiller, Carrying Place ON.

OJIBWA is currently spending the summer at the Heddle Marine shipyard in Hamilton for some preliminary restoration work. In early September she will be towed to Port Burwell, 40 minutes from St. Thomas, Ontario where she will be the centrepiece of a naval museum - an annex of the Elgin Military Museum. After extensive restoration over the winter, the plan is to have OJIBWA open to the public in the summer of 2013. Visit: <http://www.projectojibwa.ca/project/getting-there.aspx> to see more about OJIBWA's remarkable journey to Ontario.

CROW'S NEST



Lt. Cdr (RN) Peter Nicholson, Sherry Richardson and Dick Hyslop leading a sing-along in the Crow's Nest during 2007 Corvette Wake for HMCS SPIKENARD.



David Moores and Tony Dearness, Presidents of the Crow's Nest Military Artifacts Association and of the Crow's Nest Officers' Club respectively, examine wiring uncovered in the construction project.

The ongoing preservation project in the Crow's Nest coincides with the recognition of the Club as a National Historic Site. The walls in the bar are being replaced to preserve the collection of artifacts that has accumulated since the Club's establishment in 1942. So far all the artifacts from the walls have been removed and stored (except for wrapping the periscope and the ships' bells), the walls disposed of as hazardous material, and the masonry has been touched up. The project has been made possible by a year-long Renovations Fund appeal among members and friends of the Crow's Nest. It is expected that the replacement of the walls will be finished by Labour Day this year.

THE MAILBAG

Dear Sir/Madam,

During a recent trip to Halifax, I had occasion to visit HMCS SACKVILLE. I have been on board several times in the past and it is always a very moving experience.

During my recent visit, a gentleman by the name of Don (did not get his last name) engaged me in a conversation about possibly becoming a Trustee. Being a serving member of the Canadian Forces and very much interested in our rich history I immediately decided that becoming a Trustee would be a very worthwhile commitment. Don hosted me in the ward room and explained the Trustee concept. To that end please accept my application to become a Lifetime Member and please pass along my thanks to Don and the other Trustees present that day for their wonderful hospitality.

Sincere regards,

Peter J. Crow
Ottawa ON



My daughter Mary Ann Bibby and I would like to extend our heartfelt thanks to you for our wonderful visit to the HMCS SACKVILLE last Friday. It was quite a thrill for me, and great fun, to be walking on the Brow again and maneuvering on board the (very) small spaces on the ship. Being on board jogged my memory for lots of little details that I had forgotten over the years. I was especially pleased to meet so many members of Trust and of course visiting with Murray Knowles - after 67 years - was a real highlight. I also enjoyed spending a little time with Jim Reddy on Thursday. And many thanks also for making sure that the seas were calm (smile!!)

Through my friendship with Gerry Peer, I have felt very fortunate to have quite a bit of contact with HMCS BRUNSWICKER over the past few years. He of course was instrumental in setting this Halifax visit in motion, and it was a pleasure for us to meet his son David (pictured). I am sorry that Gerry and Pat could not have been with us for our grand tour. Again many many thanks to you and others for making this a real highlight in my 99th year!!

Sincerely

Bill Warwick, Grand Bay Westfield, NB, E5K2Y6



HMCS ARROWHEAD's Ships Company.

Lt Warwick is on the right, seated beside the captain in the front row. Lt Warwick served in HMCS ARROWHEAD from January 1943 - 22 August 1945, spending 955 days escorting Allied merchant ships across the Atlantic and down the coast to New York and Boston. On 9 May 1945, in the middle of the North Atlantic, Warwick received a signal from the Admiralty that the "German high command has surrendered unconditionally". His last assignment was to return the ARROWHEAD to the RN. With a small crew, he put her "on the mud" in Milford Haven in June, 1945.

Dear Vice-Admiral MacNeil,

I was greatly surprised to receive recently, the handsome RCN decanter and the book, *Peril on the Sea*. I thank you and the Canadian Naval Memorial Trust for these beautiful gifts that will be treasured.

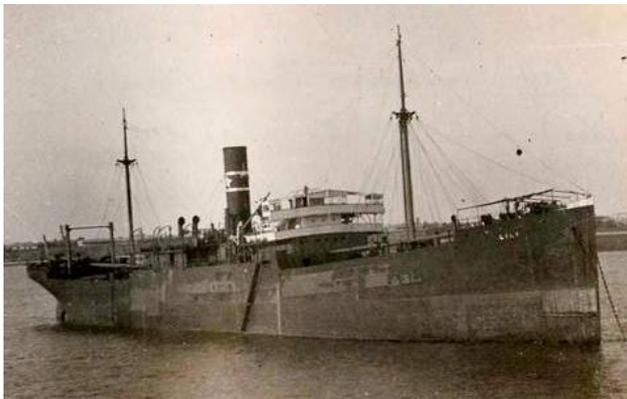


As a former sailor on the SACKVILLE during the latter part of the war in the Atlantic, I often think of a sailor that joined the navy at the same time as I did in Hamilton. Within a year he died, with many others, as a result of an enemy torpedo of HMCS VALLEYFIELD off Newfoundland, in May 1944. I'm proud of our Canadian Navy in not forgetting those who paid the price.

Thank you again,
Philip Clappison (V68009)

Returning from escort of convoy ONM-234, HMCS VALLEYFIELD (pictured) was hit by a torpedo fired from U-548 approximately 50 miles south of Cape Race, Newfoundland. Of 163 officers and men, only 38 survived.

Thanks to the crew of the " SACKVILLE " I'm writing this now. On 9 March, 1942 my father Frank



O'Hanlon from Cork, Ireland was a crew member of the Greek ship SS Lily (pictured). It was sunk that day by a U-Boat (587) and 4 days later he and 28 other crew members were rescued by HMCS SACKVILLE. Sadly he told me that a few crew members died from exposure. Luckily his mother had bought him a big warm crombie overcoat before he went to Belfast to catch a ship (Ireland was neutral and he was a bit of a wild 20 year old and he craved excitement). He told me that the coat saved him in the life boat for the four days until SACKVILLE appeared.

He got back to Cork, lived to reach the age of 84 and died about 5 years ago. Thanks to the SACKVILLE I was born in 1946. Are there any crew members still alive from that time?

Best Wishes,
Michael O'Hanlon,
Cork,Ireland.



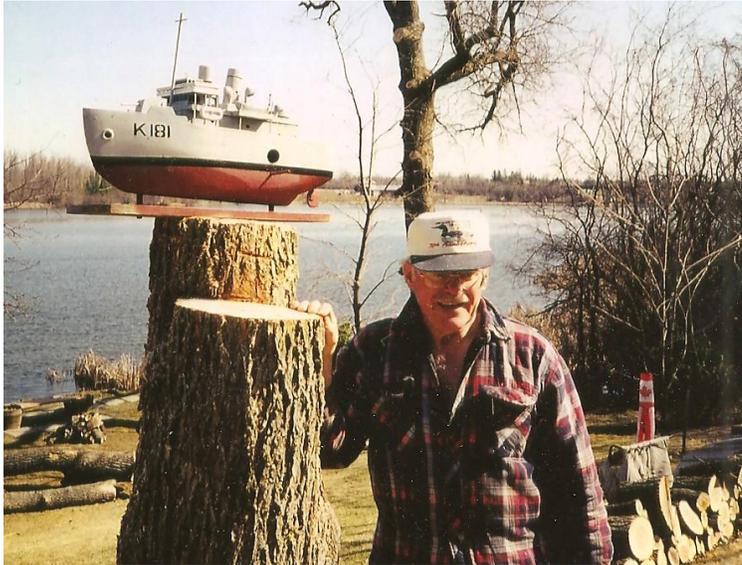
CORRECTION

In the May-June issue of *Action Stations*, Don Bowman's wartime service in HMCS EDMUNDSTON was shortened by one year. Our apologies. Alcon: please make a course correction to Don's article to now read: *Memories of HMCS EDMUNDSTON, 1943/1945*.

K181 TRIBUTE IN MERRICKVILLE

On Battle of the Atlantic Sunday, Pat Bonneau from Merrickville, Ontario was among the 27 families aboard to attend the committal-at-sea ceremony of their loved ones that included her late husband Cdr John Bonneau RCNVR, RCN. Cdr Bonneau joined the navy from the South Saskatchewan Regiment in 1942 serving as a communicator and coder until the end of the war. After a brief but distinguished foray into academia, he re-joined the RCN in 1954 and served as an Information Officer until retiring in 1973. A career in the federal public service soon followed with Cdr Bonneau retiring a second time in 1986 from the position of Regional Director Operations Public Affairs, Transport Canada.

Pat Bonneau recently wrote to thank “all the people who put on the Battle of the Atlantic committal ceremony on 6 May. A job well done.” she said. She included in her letter a photograph of her husband’s unique and personal tribute to HMCS SACKVILLE inspired after a visit to our ship in 1986. Cdr Bonneau loved birds and built them a very special house which not only survived the devastating Great Ice Storm of 1998 but also the test of time. He was also deeply committed to commemorating the Battle of the Atlantic as indicated in the following poem found by his wife in his papers when he passed away:



On all the oceans where whitecaps flow,
There are no crosses, row on row;
But they who sleep beneath the sea,
Sleep in peace for our country is free.

Author Unknown

Pictured: Cdr Bonneau and his SACKVILLE birdhouse after an afternoon of clearing fallen trees after the ice storm. Ed: Following the committal ceremony Pat Bonneau was quite taken when she noticed that the CF Auxiliary tug Merrickville was assisting SACKVILLE in her cold move off of Point Pleasant Park.

To all my dear friends on HMCS SACKVILLE,



Just a brief note to pass on my gratitude to you all for your wonderful hospitality and assistance during my research trip in early June. The trip was a great success and the results are of great significance to my research and have also given me new markers to explore. I love to keep up to date with the movements and events onboard, although a few pangs of sadness occur, as I would visit the old lady everyday if I could. Keep up the great work, it is imperative that this monument to all of the 'Flower's is treasured for the sake of those of us whose Flowers' have withered and passed.

I hope to visit again at my earliest convenience and am looking forward to meeting some of you in Derry next May.

Many thanks and warmest regards,

*John Treacy
History Department, Mary Immaculate College, Limerick, Ireland*

BOOK REVIEW

By Neil Baird

Baird Maritime, Victoria Australia

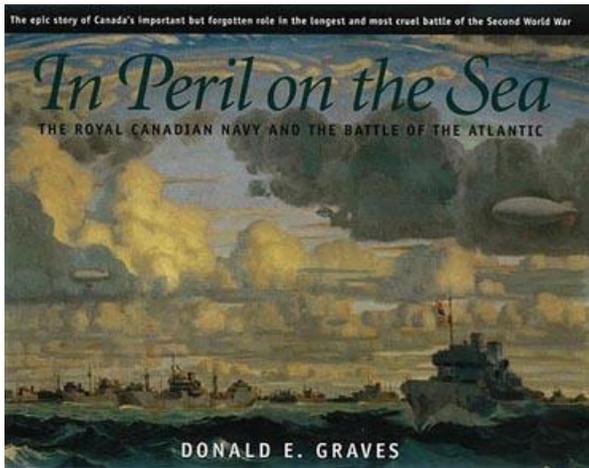
First published in *Work Boat World*, June 2012

In Peril on the Sea: The Royal Canadian Navy and the Battle of the Atlantic

Donald E. Graves

Publisher: Robin Brass Studio, Toronto, 2002

ISBN: 1-896941-32-X



Military history, they say, is written by the victors. That is largely true but it fails to account for the contribution of the less prominent allies among the victors.

The United States and Britain, which undoubtedly contributed the most in men and materiel to the Allied victory in the Second World War, have featured disproportionately, perhaps, in the histories written about it. Other Allied countries such as Canada, Australia, New Zealand, India, South Africa, Poland, The Netherlands, Norway and more all made very significant contributions in proportion to their capabilities at the time.

This high quality book very effectively puts the record straight with respect to the Canadian Navy's contribution in the Battle of the Atlantic. It forcefully points out what few people now know, that the Canadian Navy grew from ten ships in 1939 to be the third largest Allied navy by 1945. A stupendous effort.

Most of that growth was necessitated by the German U Boat campaign in the North Atlantic. Its objective was to eliminate that threat. In the end the RCN, along with the larger Royal and US navies succeeded.

That massive effort is brilliantly described here.

In Peril on the Sea and a large variety of other naval history books can be purchased online: http://www.hmcssackville.ca/gift_shop/

SHOUT OUT TO OUR TOUR GUIDES



In addition to our regular waterfront visitors we were very pleased to see onboard this summer budding artists and perhaps future sailors sketching and painting HMCS SACKVILLE as part of the *Art Gallery of Nova Scotia* summer school. While these youngsters were captivated by the living conditions and weapon systems onboard, they took away an experience that cannot be taught in schools thanks to our dedicated and especially competent animation staff. We are very fortunate to have a team of volunteer interpreters who bring the ship alive in both official languages, with their anecdotes and extensive knowledge of the Battle of the Atlantic. Hats off to Trustees Guy

Chauvin, Graham McBride, Denis May, Guy Ouellet, Don Wilcox, Barry Wile and George Legace who come out rain or shine to tell our very important story.

WELCOME ABOARD!

NEW LIFE MEMBERS

Surgeon Lieutenant Robert Frederick Hand
Carl Keddy
Major Peter Crow
William C. Scott
H. Blane Bowen
William David MacLean
Marian Makin
Harold Harden

NEW TRUSTEES

Rick Chapman Lynn-Marie Quesnelle
John Shaw Chris Massiah
Marsha Leroux Bradisan Boutilier
Susan Campbell Jennifer Gamble
Barbara Way Grant Gordon
James Gordon Brian Whitehouse
Melanie Weaver

UPCOMING SHIP'S PROGRAM AND TRUSTEE EVENTS

Every Friday - Noon Lunch onboard

Other events:

3 September - Merchant Navy Day

14-16 September - Convoy Cup race and Sail past

23 September - Word on the Street

13 October - Nocture - Art at Night

TBA - HMCS SACKVILLE First Annual Art Show

5 May, 2013 - Battle of the Atlantic Sunday

8 May 2013 - Battle of the Atlantic Pilgrimage, Londonderry NI

LAST WORD



For several years our barkeep, LCol ret'd Michael McFadden, RCAF, has regaled us during our Friday lunches with historical anecdotes and led us weekly, in a boisterous acclamation of loyalty to our sovereign Queen Elizabeth II. Mike has recently taken a sojourn from our shipboard activities but we hope not for long. **God Save the Queen!**

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