

ACTION STATIONS



HMCS SACKVILLE NEWSLETTER

FEBRUARY 2001

VICE-ADMIRAL HARRY DEWOLF UNASSUMING HERO AND LEADER

by Len Canfield

With the passing of Vice-Admiral Harry G. DeWolf, CBE, DSO, DSC, CD, RCN on 18 Dec in Ottawa, Canada lost a true hero and a distinguished naval leader. He was 97.

Of his many accomplishments during a 42-year naval career, Admiral DeWolf will always be remembered as a superb ship handler and a gifted staff officer in war and peace.

The heading on an editorial page tribute in the Halifax Chronicle-Herald following the admiral's death read, 'HAIDA, Harry and Heroism;' it says a great deal about this highly decorated but unassuming officer. While in command of HMCS HAIDA during the Second World War, DeWolf distinguished himself in successful actions against enemy vessels in the English Channel and the Bay of Biscay. For his aggressive ship-handling, the brilliant destroyer captain was known as 'Hard-Over Harry.'

During an intense night action by Haida and her sister ship Athabaskan against German ships off the Brittany coast in late April, 1944, the latter was struck by a torpedo. While covering the crippled ATHABASKAN with smoke, Haida continued the fight, heavily damaging one enemy ship while driving another ashore under heavy fire. When a second torpedo sank ATHABASKAN, DeWolf maneuvered his ship to rescue 44 of ATHABASKAN's crew while under threat of attack.

Historians and those who served with DeWolf praise his leadership ability. Michael Whitby says, "DeWolf was much loved by his crew who respected his cool leadership under fire and admired his ability to fight his ship." Rear-Admiral Desmond Piers, himself a decorated WWII veteran says DeWolf was "the most admired of senior officers in the war."



The native of Bedford, N.S. entered the Royal Naval College of Canada in Halifax in 1918 and specialized in navigation. Prior to WWII, he attended the Royal Navy Staff College at Greenwich and served with the RN First Cruiser Squadron in the Mediterranean.

At the outbreak of the war DeWolf commanded HMCS ST LAURENT; the destroyer assisted in the evacuation of British and French troops from France and fired the Canadian Navy's first shots in anger. This was followed by staff appointments ashore. "Exercising what can be termed pragmatic nationalism, DeWolf, in policy formulation at naval headquarters and at strategic level convoy



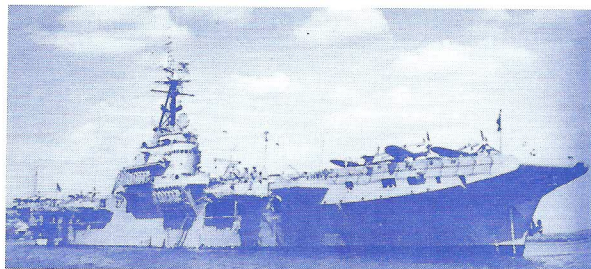
HMCS HAIDA in Plymouth England, 4 July 1944

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VICE-ADMIRAL HARRY DEWOLF *cont'd*

conferences where he represented the RCN view to senior American and British officers, helped find a balance between the RCN's desire for increased autonomy and the demands for war," Whitby writes. This brought him increased recognition as one of the RCN's most gifted staff officers.

After the war, his appointments included Commanding Officer of the carriers WARRIOR and MAGNIFICENT, Flag Officer Pacific Command, Chairman of the Canadian Joint Staff in Washington and Chief of the Naval Staff 1956-1960.



HMCS MAGNIFICENT

Historian Marc Milner, in Canada's Navy The First Century, writes: "DeWolf's firm hand steadied the Navy's course through the late 1950's," particularly at a time of changing governments, falling budgets and increasing Soviet power. During his career, he was honoured by the United States, Britain, France and Norway as well as Canada.

Vice-Admiral Hugh MacNeil (*ret'd*), Chair of the Canadian Naval Memorial Trust expressed the Trust's condolences to Adm DeWolf's son James and the wishes of trustees to honor the former CNS. "When arrangements are finalized for the Admiral's burial at sea in his native province, we would like HMCS SACKVILLE, the soul of the Navy, to be involved; his family feels this is fitting and appropriate for Canada's Naval Memorial," MacNeil said. "It also strengthens the ties between SACKVILLE and HMCS HAIDA with which Admiral DeWolf will always be associated." Of his memories of Adm DeWolf, Hugh MacNeil recalls: "Many of us who were fortunate to have served in HAIDA after WWII can well remember the first time we felt with our fingers the notches cut in the bridge rail by Capt DeWolf to mark the engagements in the Channel. These notches and what they stood for, and the admiral's legacy, made a lasting impression on many a young officer and sailor."

'The Last Corvette' and HAIDA, the Canadian warship with the most battle honours of WWII are the only surviving ships of the Navy's wartime fleet of some 400 vessels.



3rd Annual Battle of the Atlantic Musical Gala Saturday, 5 May 01

The Stadacona Band, Maritime Forces Atlantic
in concert with 12 Wing Pipes and Drums,
the Gilbert and Sullivan Society, the Neptune Theatre Choir,
RCSCC Magnificent and NLCC Nelson

Tickets: \$20.00 (tax receipt issued for \$10.00)
Dress: 1A or business suit with medals

Proceeds to Camp Hill Memorial Garden
Information: 902-462-3089



IN MEMORIAM

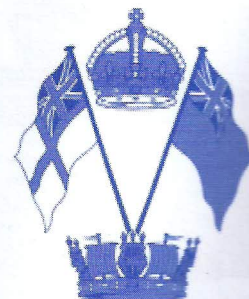
LCdr Alexandrina Mary Morrison
C1GI Gerry Lavey
Mr. Victor J. MacBain
LCdr Jackson Brooks
LCdr Robert Kincaide
VADM H.G. DeWolfe, CBE DSO
DSC CD
Lt(N) F. Gordon Kohl RCNVR

*Some went down to the sea in
boats, and plied their trade in
deep waters.*

Alexandrina Mary Morrison,
9 April 2000, in Wetaskiwin Alberta.
Mary was born 25 September 1914 in
Vermilion AB and lived on the family
homestead until moving to Ste. Anne de
Bellevue near Montreal. In 1936 she
graduated from the Montreal General
School of Nursing after which she
practiced as a private duty maternity
nurse.

In 1943 Mary enlisted in the
Royal Canadian Navy as a Nursing
Sister. She served at HMCS Stadacona
NS, Cornwallis NS, Avalon NF,
Shearwater NS, Cloverdale NB and
Naden BC and was Matron of the Naval
Hospital from 1953 to her retirement
from the navy, a Lieutenant Commander
in 1960.

Mary is survived by her two
sisters, Amelia Beall of Wilmington,
North Carolina and Elizabeth Morrison
of Ste. Anne de Bellevue, Quebec.



VICE REGAL PATRON FOR CNMT

We are delighted to announce that Her Excellency the Right Honourable Adrienne Clarkson, C.C., C.M.M., C.D. has graciously accepted our invitation to become Patron of the Canadian Naval Memorial Trust. A leading figure in Canada's cultural life, Mme Clarkson has had a rich and distinguished career in broadcasting, journalism, the arts and public service. From 1982 to 1987, Mme Clarkson served as the first Agent-General for Ontario in Paris, promoting Ontario's business and cultural interests in France, Italy and Spain. She was the President and Publisher of McClelland & Stewart from 1987 to 1988. From 1965 to 1982, Mme Clarkson worked as host, writer and producer of several influential programs on CBC Television, including *Take Thirty*, *Adrienne at Large* and the *Fifth Estate*. A noted writer, she also contributed numerous articles to major newspapers and magazines in Canada and wrote three books. In 1988, she assumed responsibilities as Executive Producer, Host and Writer for the programs *Adrienne Clarkson's Summer Festival* and *Adrienne Clarkson Presents* for a period of 10 years. She also wrote and directed several films. Her work in television has garnered her dozens of TV awards in Canada and the U.S.



Until the announcement of her appointment as Governor General, Mme Clarkson served as Chairwoman of the Board of Trustees of the Canadian Museum of Civilization in Hull, Quebec, as well as President of the Executive Board of IMZ, the international audio-visual association of music, dance and cultural programmers, based in Vienna. She was also the Executive Producer and Host of the CBC Television program, *Something Special*, a Lay Benchner of the Law Society of Upper Canada as well as Honorary Patron of a number of artistic and charitable organizations.

Mme Clarkson has received numerous prestigious awards both in Canada and abroad in recognition for her outstanding contribution in a variety of endeavours. She was appointed an Officer of the Order of Canada in 1992,

holds honorary doctorates from five Canadian universities, and received three honorary academic distinctions.

Mme Clarkson is married to the writer, John Ralston Saul. Additional information on Her Excellency can be found on her website at www.gg.ca



CNMT HONORS MAX CORKUM

The Board of Directors of the Canadian Naval Memorial Trust honored Lieutenant Commander Max Corkum (Ret'd) for his leadership role in the restoration and operation of HMCS SACKVILLE. Vice-Admiral Hugh MacNeil (Ret'd), chair of CNMT, presented LCdr Corkum with a framed limited edition print of the "Easterners" by J. Franklin Wright during the Trust's semi-annual meeting in Halifax in November.

Noting that Max has served in various capacities over the years, including Commanding Officer of SACKVILLE, the Chair said: "...your interest and involvement are an inspiration to all of us. You in fact embody all that is worthwhile about CNMT and SACKVILLE; why she has been saved, how it was done, what she represents, and why the Trust and the ship are so important for future generations of Canadians. We all hope that we can 'carry on the sweep' and follow your lead."

Max, a veteran of the Battle of the Atlantic has readily provided his time and technical expertise to the Trust and Sackville, helping to restore the ship to her wartime configuration. He has also made available his knowledge of corvettes and WWII naval operations to other organizations and individuals and has served as a subject area specialist/spokesperson in the production of documentaries and media interviews.

He recently asked to be relieved of his responsibilities for HMCS SACKVILLE's Interpretation Centre, including the maintenance of the electronic equipment and displays but will continue to assist in the acquisition



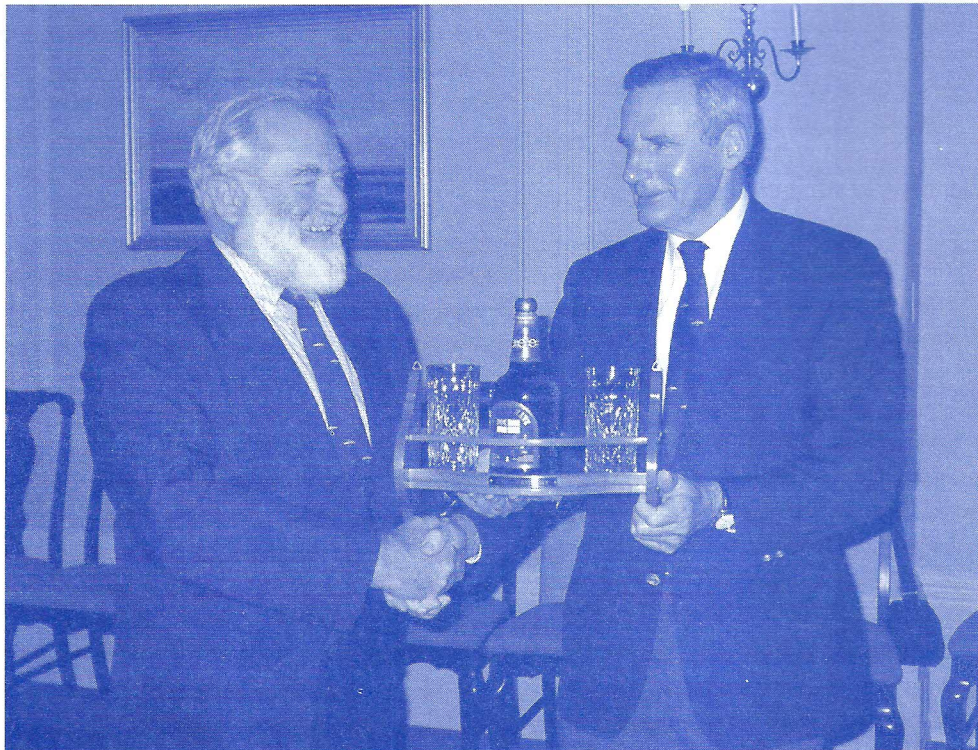
Max and CNMT Chair, Hugh MacNeil at semi-annual AGM

of corvette and other naval artifacts and memorabilia. Hugh MacNeil said Max's work in the development and maintenance of interpretation systems and materials has played a major role in educating the public of the significance of Canada's Naval Memorial.

Messenger NEWS




Patron saint of gunners St. Barbara (Naval Weapons Tech LS Barbara MacDonald - HMCS FREDERICTON) heralds the beginning of this year's East Coast fleet gunnery competition held 8 Dec on board HMCS SACKVILLE. Three teams braved minus 14C weather to compete for the coveted fleet gunnery trophy which was won by HMCS ST. JOHN'S.



Past Chair Hal Davies whose spirited leadership of the Canadian Naval Memorial Trust brought us into the 21st century was recently honoured at the semi-annual general meeting by the Board of Directors for his conspicuous contribution to our good ship.



CDS COMMENDATION FOR TRUSTEE

Trustee Lieutenant(N) Owen Parkhouse has recently been awarded the Chief of Defence Staff Commendation and a Life Saving Certificate from St. John Ambulance for his life-saving actions while serving in the East Timor *Op TOUCAN*.

"I was on a recce January 14 with three corporals and we were the first ones on the scene of a terrible road accident," said Lt(N) Parkhouse, currently an exchange officer attached to the U.S. Office of Naval Intelligence in Washington. "A truck carrying about 50 people plunged about 25 m down a very steep embankment.

Putting their Canadian Forces first-aid skills into action, Parkhouse's recce team was able to stabilize all but two of the injured. "It was a daunting task given the circumstances."

The Australian 1st Joint Support Unit's incident report reads in part, "Lt(N) Parkhouse displayed leadership and management skills of the highest order ... members of the Canadian NCE ... performed very well ... their discipline and positive attitude was evident at all times."

BZ Owen from the CNMT.

WELCOME ABOARD!!!!

Mr. J.K. Morrice
 Mr. Frank H. Barron
 Lt(N) Earle Corn
 Lt(N) Edward S. Beveridge
 Mr. Jim Sergeant
 Mr. Len Wilson
 Mr. James Mombourquette
 Lt(N) Craig Kingsley
 Lt(N) Jamie Stewart
 Mr. Galen V. Urquhart
 Lt(N) Shannon Lewis

AWOL

Anyone knowing the whereabouts for the following please let us know:

Claude Ball
 Craig Wilkton
 Fred Donaldson
 John Dunsmore

SHE'S IN THE NAVY NOW

by Ruthanne Urquhart
Navy editor, *The Maple Leaf*

HMCS *Victoria* officially became a Canadian Navy vessel 2 December in a commissioning ceremony at CFB Halifax. The ceremony began in HMCS *Scotian* with Minister of National Defence The Hon. Art Eggleton inspecting *Victoria's* ship's company of fifty.

"It is with a tremendous sense of pride," he said, "that we welcome the submariners back to Canada after having worked so hard over the past year to prepare the submarine for service in the Canadian Navy."

HMCS *Victoria* Sponsor Mrs. Jill Garnett; His Worship Alan Lowe, Mayor of Victoria, B.C., the boat's namesake city, and; Victoria CO Commander Bill Woodburn also addressed the gathering, and the Stadacona Band of Maritime Forces Atlantic provided musical accompaniment during the ceremony.

"In addition to the operational advantages of acquiring newer, more modern submarines, the effect on morale has been extremely positive within the submarine community," said Chief of Maritime Staff Vice-Admiral Greg Maddison. "The dedication and enthusiasm were definitely evident here today."

The ceremony moved outside, and Cdr Woodburn ordered the manning of the boat. While *Victoria's* crew stood to attention topside, the Naval Jack was raised and Cdr Woodburn was piped on board.

HMCS *Victoria* will undergo sixteen months of updating and Canadianization in Halifax before making her Spring 2002 run to homeport Esquimalt. *Victoria* will be the first submarine to serve in the West Coast Fleet in more than 30 years. Victoria-class submarines *Windsor*, *Corner Brook* and *Chicoutimi* will arrive in Canada over the next three years to serve in the East Coast Fleet.



Commanding Officer Bill Gard, and fellow Trustees Mel Baird and Max Corkum on left and visiting Esquimalt sailor on right braved sub-zero temperatures to share SACKVILLE's unique view of commissioning ceremony .



Another visitor to SACKVILLE during the commissioning was Werner Hirschmann, the last engineering officer in U-190 which surrendered off Cape Race at the end of the Second World War. U-190's periscope is currently on display in the Crowsnest in St. John's NF.

Seated in the control room of HMCS VICTORIA is Trustee Charlie Dunbar following a Global TV interview on the Battle of the Atlantic, specifically the war against the U-Boats.



Mailbag

Dear Sackville:

During my visit to Halifax, NS, last year, to dedicate the memorial to our shipmates who lost their lives on the Russian convoys, I had the opportunity to visit the Last Corvette, that has been restored to her World War II configuration.

All of us who participated in the North Atlantic convoys will never forget these gallant little ships, that seemed to be going against all the laws of the sea. I used to watch them from the comparative safety of my large (441') Liberty ship. They were constantly yawing, pitching and rolling, during periods of bad weather. At times they would be on the top of the wave, and then they would completely disappear in the trough. We all waited anxiously, for the small ship to reappear, which it always did. Thank God! I can remember thinking how brave and maybe how crazy these sailors were, for serving on such a ship.

During my tour of HMCS SACKVILLE, my mind went back to those WWII days. As I visited various locations on the ship, I developed a new sense of amazement, admiration and respect for what these lads had to endure.

Standing on the open bridge and looking down on the 4" gun mound and the hedgehogs, I realized how difficult it must have been to load and fire these weapons, in the rough sea conditions that they encountered. The AZDIC operator, in his little room, constantly listening to that nerve racking sound coming out of the speaker. The radar operator also in a small room, having his eye balls pulled out of their sockets by the yellow light emitting from the cathode ray tube (scope).

Looking aft, how difficult it must have been to reload the depth chargers, not only onto the racks, but also onto the K-guns.

How about those dedicated stokers and tiffies working down be-

low the waterline, insuring that the plant would be able to answer commands from the bridge, most likely having no idea of the situation topside.

How could we forget the most important personnel on any ship, the "cooks." We all know how difficult it was to prepare a hot meal for the crew, when the sea conditions are against you. As we all remember, there was nothing like a hot meal, after coming off a cold and wet watch.

Finally after standing down from Actions Stations, they returned cold and wet, to a wet and smelly berthing area, with little benches along the side. No place to really lay down, stretch out and try to get some sleep.

As you know the lower deck ratings were billeted in the forward part of the ship, which did not help, as far as overcoming being seasick. I couldn't help but wonder, how those little black cans that ere lined up around the outside bulkheads, remained secured during those periods of bad weather.

Of course the CPOs had much better quarters, at least that is what my WWII Royal Navy shipmates told me!

I have to admit, I felt the only person onboard a corvette that had somewhat comfortable quarters was the Skipper. Now there was incentive to get promoted.

As I was leaving the ship, I realized that my admiration for the crews of these ships was greatly enhanced. How could I feel any other way, after observing first hand, the actual conditions that they had to endure, day in and day out.

The same admiration is also directed to the men who served on those converted fishing vessels that made up the RN Patrol Service (Harry Tate's Private Navy). To add insult to injury, most of their ships were coal burners.

I am sure that I speak for all merchant seaman, when I say, "THANK YOU, THANK YOU," for all you did to ensure that our cargo ships made it safely to port.

*Csm Bill Ryan (ret'd)
Melbourne FL USA*

Dear Sir,

In the December issue of Action Stations, HMCS Sackville's newsletter, I noted your request for information on missing trustees.

I believe the Ms. A. Morrison of Wetaskiwin AB refers to Alexandrina Mary Morrison (better known as Mary) who died on April 9, 2000. Mary served as a Nursing Sister in the Royal Canadian Navy from 1943 - 1960. I also served as Nursing Sister in the Naval Hospitals at HMCS STADACONA and HMCS NADEN and I knew Mary when she lived in Wetaskiwin.

*Yours sincerely
Marian McEwen
Rocky Mountain House AB*

Dear Membership Committee,

Please find enclosed my membership dues for 2000 and 2001.

Having been a crew member of Sackville 1942 - 43 I am always most interested in the progress reports and the publicity the ship gets. All the very best for Sackville in the future.

*Sincerely
Peter S. Cox
Victoria BC*

Dear Sackville,

As a Trustee and living in landlocked London means I have to go to Halifax to get my "Salt Air Fix" as often as I can.

Certainly, this year, the highlights were my visits to Sackville during the Tall Ships, the fireworks and Parade of Sail receptions on board.

I enjoy my copy Action Stations. The news is always interesting.

*Sincerely
Joan Alma Gee
London ON*

“The CNMT in partnership with the Navy, develop the overall Plan for the long-term preservation of HMCS Sackville as Canada’s Naval Memorial. The initial target is to ensure her preservation to at least the year 2100. The joint plan would stem from the ‘Vision Statement’ for the Sackville and Interpretation Centre, and would contain short, medium and long-term goals and objectives. The aim is to ensure that Sackville will remain a viable, ‘living’ Naval Memorial and Museum, in a practical and sustainable setting, and one that would incorporate modern interpretative and display techniques, for the benefit of Canada’s future generations.”

Principal Interpreters Summer 2001

In order to augment the retired Officers, Chief and Petty Officers and Sailors who devote their time and knowledge in helping Canadians understand their Naval heritage, a new plan has been developed for Reserves Naval personnel, University Students and Sea Cadets for introduction this coming summer. The aim is to help bring to life existence in a WWII Corvette in a reasonable way for thousands of Canadians. **Please see the paper enclosed with Action Stations for the full outline and what we intend to achieve with it.** This is a most encouraging development and has the full backing of the Chief of Maritime Staff, the Commander Maritime Forces Atlantic and the Chief of Naval the Naval Reserve. A clear indication of the importance in which this new program is viewed, is that the current Naval Reserve Formation CPO1 will be posted to personally provide the leadership of the Reserve Personnel for the Summer 2001. It is clear that Sackville will also need the continued support of our retired personnel who bring that unique experience that can only come from having been in the Navy. There will be a special training package to assist retired personnel with respect to Corvettes in WWII, and Sackville and her ways.

Adopt a Space

Your BOD recently passed a resolution and policy called “Adopt a Space”. The background to this decision is this... “Surprisingly, and despite efforts over the years, many serving and retired personnel both senior and junior, remain unaware and un-associated with the CNMT and their Naval Memorial. The AIM of this policy ‘Adopt a Space’, is to help increase the participation in the CNMT of Naval personnel serving in the Fleet and Ashore, and among those retired Naval personnel who are members of various RCN Associations/Affiliates, in order to help achieve the long term viability of the Canadian Naval Memorial.

The method, objectives and implementation of this policy are attached for Trustees information and consideration.

CNMT Visitor Admission charge 2001

All BOD Members are aware that the question of charging an admission fee for Sackville has been considered a number of times. For good reasons the decision in the past has been not to charge admission. But circumstances change and which sometimes require different decisions to be taken. Recently the BOD unanimously agreed that in the circumstances of 2001, visitor admission charges would be implemented this coming summer. Trustees are invited to see the policy attached on this subject and the reasons and factors leading the BOD to make their decision. The policy explains why, what the fees will be for 2001 and how the policy will be introduced and implemented.

Naval China

We are working toward making sensible changes to permit Trustees and others, to have meals onboard Sackville. Lest there be any concern, I hope it will be clear to all concerned that we have no intention of running a restaurant. Anybody who has a feel for the restaurant business know that most new that the failure rate in the first year is about 80%. **We will not be in the restaurant business!** We do want to be able to provide the facilities for Trustee use, and to be able to have them available for the Naval Board for example, or be able to rent what will be our thoroughly unique setting to organizations such as The Canadian Bar Association and many others. The objectives in doing this are these: to increase the awareness of Sackville as the Naval Memorial, to help show something of the life in a Corvette and by ensuring full cost recovery, **plus**, for each function, to make some money for the Trust. In order to achieve this, the Galley will have to be put in operation in a safe and wise way and one that retains the ‘feel’ of 1944 (But not the food!) We intend to set up the Sackville Mess with a table, yes with fiddles, even though Alan Easton said she didn’t have any and used wet towels and clothes instead. The table would be set for dinner as a display for visitors who would be restricted in their movements in the Mess for security reasons. The table would be struck on Fridays during the Trustee Mess noon hours but would otherwise be available for Trustees and their guests to have dinner or lunch parties in the ship. There are of course many things that have to be organized and sorted out to make this a viable operation. Most are now in hand. One thing we need is **Naval China** of the old Wardroom variety circa WWII or after; that is prior to the dreaded removal of these items from the fleet and shore establishments in 1970. I will never forget one breakfast when I was XO of Fraser when everything had disappeared overnight! We are therefore asking all Trustees if they would kindly consider donating (for an appropriate Federal Tax receipt), any bits and pieces they might be able to part with so that we can properly outfit the Sackville Mess.

continued next page

We will be grateful for any donations, all of which will be properly taken on charge and accounted for. Alas with the reconstruction and dredging around the improved Dockyard waterfront, the possibility of sending down divers to recover the china and other items tossed through the scuttles is long past.

In addition to the Sackville Mess, we are working toward being able to have proper meals for about 40 people in the two Seaman's Messes. Among other requirements, we are looking to have Naval pattern china reproduced with the WWII KG V1 cipher (but obviously including the tenth maple leaf for Newfoundland). The china would look the same but would be stronger, lighter and able to be micro waved and withstand life a modern dishwasher. Another aim is to have additional china of this pattern for sale in the Sackville gift shop to help make a small profit but also to reduce its 'attractiveness' during dinners and to provide a source for Trustees and others who might like to purchase some for their own use.

Trustees Naval Experiences

My two brothers, both of whom write a good deal, keep telling me to put something on paper about my time in the Navy. I suspect like many of us, we are busy doing other things and have usually answered with..... 'Who would be interested anyway?' But although I have yet to do anything, I have changed my mind on the merits of recording one's little bit of the Navy. Perhaps encouragement has come from reading Commander L.B. "Yogi" Jensen's most excellent "Tin Hats, Oilskins and Seaboats". It is true that not many of us have the writing skills and wonderful artistic eye that Yogi has brought to his delightful, informative and quietly humorous memoir; nor perhaps have many of us had the foresight to keep a diary or notes of the daily happenings, complete with names and places. But nor to worry. I have just read Alan Easton's almost classic "50 North". In it there is scarcely a name except for a few in his own ships and few dates. He possibly did this by wise and deliberate choice. But the lack of names and details of dates diminish not a whit, the accurate, moving and modestly stated account of the life of an RCN(R) Commanding Officer in the "Sheep Dog Navy" during the crucial years of the Atlantic Battle. Encouragement to get on with it, also comes from reading "Naval Nuggets" from WWII by one of our Trustees LCDR(R) A. William Murray. A copy of Bill's most delightful memoir is in the Sackville library. "Salty Dips", the publication of the Ottawa branch of the NOAC continues to provide a most excellent forum for naval memoirs, witness RADM F. L. Houghton's in the latest Salty Dips No 7. (An admission of guilt - I still have his brace and two bits in my workshop that I 'borrowed' from him when tapping maple trees in Rockcliffe in the Spring of 1947!). The Atlantic Chief and Petty Officers Association carried out a very valuable project "A Historical Conference, the fallout being the book "Fading Memories", Canadian Sailors and the Battle of the Atlantic. This brought forth a number of naval stories shot and long. But while fully understanding that nor everyone is a best selling author, nor perhaps are facts, figures, dates and names in the same sharp focus as they once were, everyone has 'their' naval story and one that is unique. It deserves to be told and written down. Some people only begin to tell their story when triggered by the questions of an obviously interested grandchild; others for different reasons.

A Proposal for All Trustees

Would all Trustees who have not yet had the time, nor yet been able to do so, consider writing or otherwise recording their naval and related experiences. These could range from a few paragraphs to many pages; or they could be

spoken into a recorder or put on diskette. There are 972 Trustees of the CNMT. Each has a story to tell, short or long, happy or sad, adventurous, heroic or not; but one's impression of even the general life in the Navy are interesting and instructive to others. Style is not important; the importance is the story / memoir and the 'feel' of what life was like, in a period which for many, was the formative and defining one in their lives. Many wonderful Naval memoirs of past Trustees have unfortunately not been retained. We are just on the verge of developing and researching the material to help build up the CNMT data bank as a source of naval knowledge, and most would agree that one of the first things should be Naval and related stories of the Trustees. At a minimum, we should have each Trustee's biographical sketch. Among new ideas on the CNMT horizon, is the thought of starting publication of what might develop into and be known as the "Sackville Papers". With the agreement of all those Trustees concerned, many of their experiences could find their way into the "Sackville Papers" for the use of a wider audience. We have been discussing options with Peter Haydon, the Editor of "Maritime Affairs" and may well be able to develop a mutually beneficial avenue for publication.

Trustee Membership

The CNMT lives on a financial knife edge. We have a total of 972 registered Trustees. The status of the numbers of those who have paid up is interesting. Here are the figures showing how many have paid their annual dues and the last year in which they did so!

Total Trustees - 972

Life Trustees - 47

Paid in 2001 - 108

Paid in 2000 - 528

Paid in 1999 - 221

Paid in 1998 - 68

Dear Sirs,



I am sure that I am 2 years behind in my 'trustee' contributions to the SACKVILLE - so please accept my apologies and find enclosed my long awaited dues.

R.C. Rosier

P.S.

Both my parents were Canadian Naval Veterans. Dad served on the ASSINIBOINE and my Mother was the first Canadian Naval Nurse to be decorated by the King of England.

P.P.S

Keep up the good Work!



Dear Sackville,

On behalf of the Naval Officers Association of Canada Newfoundland Branch President Dr. Art May and members, I have the pleasure of enclosing herewith a reproduced copy of The War at Our Doorstep: St John's During World War Two - An Album by Tony Murphy and Paul Kenney, the book now being out of print.

The imposition of wartime censorship, as well as not being a part of Canada, has minimized the availability of photographs of St. John's during the war years. The enclosed publication provides very informal photography of military persons, especially members of the RCN and its ships and facilities.

Whereas there is no specific picture of or reference to HMCS SACKVILLE in the enclosed book, it is the hope of the NOAN that the historical information maintained by the CNMT will be enhanced with this addition.

On behalf of the NOAN I wish you and the CNMT well with every good wish for a Happy and successful new year 2001.

Best Regards,

Ernest G. Reid, Q.C.

Past President, NOAN

Dear Sackville,



Do hope that you had a good summer. Douglas and I are finding it difficult to accept that it is virtually the end of August already. The summer has flown by and we are not sure where the time went.

It seemed so strange in July not to have been in Halifax for the AGM and the Tattoo. Perhaps next year.

Our local archivist, Brian Winter has just published his book Chronicles of a Country Town. The town in question being Whitby, of course. I've enclosed a copy of the complete segment about HMCS Whitby but the relevant section is the last paragraph. Sackville gets a little plug. Thought that you might be interested. Wishing you all the best.

Ann M. Blakeley
Whitby ON

Editor's note: Thank you Ann - and my apologies for this late entry but it is refreshing to be reminded of summer in the dead of winter. Looking forward to your return to the AGM.

The following is the excerpt that Ann refers to in her letter.
PJ

"...In January 1984, the Whitby Town Council granted \$100 to place a plaque in HMCS Sackville, the last of 100 Corvettes named after Canadian cities and towns 40 years previously. the Sackville is now a floating exhibit at the Maritime Museum of the Atlantic in Halifax, NS, where the HMCS Whitby plaque is seen by thousands of visitors a year..."



HMCS Whitby in Georgian Bay, 1944



Wanted to buy:

BOAT CLOAK
not exactly as illustrated

Please contact the editor at
pjreddy@psphalifax.ns.ca or
902-462-3089



ATLANTIC ODYSSEY 2001

the 56th annual conference of the
Naval Officers
Association of Canada

4 - 8 July in Halifax NS

Thursday 5 July - Meet and Greet
at Westin Nova Scotian

Friday 6 July - Maritime Affairs
seminar

Saturday July 7 - AGM

Sun 8 July - UP Spirits

Other activities: lobster supper at
Royal Artillery Park, N.S.
International Tattoo, formal
dinner and dance, and local
tours.

Conference Chair:
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BOOK REVIEW

"Naval Nuggets"... a 'golden read'

Len Canfield

Lieutenant-Commander Bill Murray (Ret'd) says 1940 to 1945 were "...the most memorable years of my life" as he recalls the different ships and shore establishments in which he served as a young naval officer during WWII.

He commenced basic naval training in his native Halifax in 1940 and graduated from HMCS Royal Roads, Victoria the following year. He then spent the next 18 months in some 'really interesting ships' on the West Coast, including HMC Ships Sans Peur, a former luxury yacht; Cancolin, a former motor yacht and Kelowna, a Bangor minesweeper. Much of the time his ships operated out of 'rainy Prince Rupert,' supported by the shore base HMCS Chatham. In late 1942 he was posted back to the East Coast where he served in sub-chasing Fairmiles and corvettes, including HMCS Sackville, and at the Gaspé shore base HMCS Fort Ramsay.

But what Bill Murray particularly remembers, without downplaying the serious side of the war at sea "...are the colorful characters that I encountered and the human side of these encounters."

To capture his wartime naval experiences, and the characters he encountered, Murray has produced a personal memoir, "Naval Nuggets" from



December 1942, North Atlantic



Three corvette sailors - L-R: Murray Knowles (Louisburg), Max Corkum (Moose Jaw) and Bill Murray (Sackville)

World War II. He has done this "primarily for my own benefit and hopefully for the amusement of family and friends." In putting pen to paper, he says he was inspired by fellow Trustees of the Canadian Naval Memorial Trust, LCdr Max Corkum and LCdr Murray Knowles who produced personal memoirs; all three have deposited copies of their memoirs in HMCS Sackville library.

The characters that caught Murray's attention during the war, at sea and ashore, were numerous and certainly colorful. They represented all ranks, ages and cultural backgrounds. The illustrated 180-page spiral-bound memoir contains a number of Murray's own drawings and cartoons depicting some of the characters he encountered as well as photos of others.

On the West Coast the 'unforgettable characters' included Lieut Smyly, censor officer and a worldly WWI veteran with a merchant service background whose dry wit and 'Oxbridge accent' livened up many a dreary day in 'Rupert,' and the 'uniform-challenged' WWI vet LCdr Elfert, staff officer

operations whose outsized hat, 'snug-fitting' jacket with threadbare RCNR stripes and blue serge trousers with cuffs appeared to have been acquired from a thrift store. On the East Coast, 'mess mates' included LCdr Belanger, boom defence officer and 'bon vivant and raconteur nonpareil' at HMCS Fort Ramsay.

While the West Coast naval establishment at the start of the war was described as an "early relic of the Edwardian navy...with some of the most incredible eccentrics to be found anywhere, including China Coast men, retired RN types and remittance men," the war soon took on a more serious tone, particularly on the East Coast where the Battle of the Atlantic raged. But wherever Murray served, he continued to encounter (and enjoy) characters of all stripes.

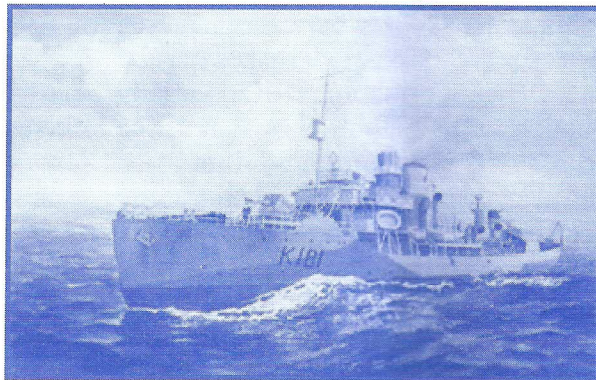
On the East Coast, his appointments included CO of the Fairmile Q093 and First Lieutenant of Sackville, joining the ship while she was in refit in Galveston, Texas in 1944. While serving in Sackville, the corvette was part of the escort group that escorted the largest convoy of the war across the Atlantic, the 167-ship HX 297.

And while Bill Murray was ably serving King and country at sea, he also found time to do his part (when in port) to 'strengthen community relations' with certain business establishments and the 'fairer sex' in Canada, U.S. and U.K. His contributions were apparently much appreciated by Kirby in Vancouver, Nancy in Prince Rupert, Marion in New York, Carol in Toronto, Vicky in Londonderry and the modest 'Rosie the Riveter' in Galveston, among others..

As he mentions on more than one occasion in this very readable and entertaining memoir: "War is Hell!" Upon discharge from the Navy in early 1946, Murray resumed his interrupted graphic arts studies by enrolling and graduating from the American Academy of Art in Chicago, followed by a lengthy career in publishing and advertising.

PAT BURSTALL, ARTIST-IN-RESIDENCE, MARITIME COMMAND MUSEUM

In 1985, The Chief and Petty Officers' / Warrant Officers' and Sergeants' Mess at Windsor Park sought the perfect gift to honour the retirement of Rear-Admiral Fred Crickard. They found it in their commission to Pat Burstall to paint a portrait of HMCS SACKVILLE, the last corvette surviving from the Second World War. Since the HMCS SACKVILLE com-



mission, Ms. Burstall has become the most prominent painter of Canadian navy ships. In 1989, on the recommendation of its curator, Ms. Marilyn Gurney, the Maritime Command Museum appointed Ms. Burstall as Artist-in-Residence, a position she still holds.

When Ms. Burstall began to paint ships in earnest, the sources of her imagination were near at hand. Her father, Douglas Brewer, was a craftsman, a cabinet-maker, and a builder with an acute sense of architectural rightness. He built houses and, in his youth in Newfoundland, he built boats. His daughter has sharp girlhood memories of drawing pictures of boats. Those memories go back to the early 40s, in Halifax.

Fascination with line, colour, and form became part of a life. To kindle it into work, encouragement was needed. It came from family friend and artist, Anthony Law. Over the years, Douglas Brewer had built a number of houses in Boulderwood, near Halifax, for former naval personnel like Captain Dick Steele and Commander Anthony Law. When his friend's daughter revealed her interest in painting, Anthony Law dispelled her lack of confidence with a direct look in the eye and a succinct, "You can do it."

Anthony Law was Ms. Burstall's principal mentor in the ensuing years. His workshops were supplemented by painting instruction from Jean Edmonds Hancock, John Cook, and Robert Percival and watercolour sessions with Roger Savage and Jane Shaw.

Pat Burstall has painted almost exclusively in watercolour since 1985, when injuries from a horse-riding accident made the labours associated with the use of oils impossible. Watercolour is a luminous and subtle medium. Thus the remarkable quality of these ship paintings. They are rendered with grace. Their clear lines, detailed forms, and soft lights are a tribute to the men who served on the ships.

Ms. Burstall's work is in many private and public collections. The 24 original watercolours for the suite "Lost in Action" adorn the walls of The McKee Room at Windsor Park in Halifax. The McKee Room is open to viewing by appointment. The Maritime Command Museum has a collection of the prints and a collection of watercolours of military houses on permanent exhibition. Ms. Burstall still accepts commissions for ship paintings, but happily gives equal attention to subjects inspired by the seascape and landscape of her native province. Teaching less than in the past, she nevertheless continues the mentoring tradition by leading a fully-subscribed monthly watercolour class.

About the ships

Pat Burstall's prints of Canadian navy ships exist in three series. "Lost in Action" depicts the 24 Canadian Warships lost during the Second World War. Altogether more than 400 Canadian ships and 110,000 personnel served in the Royal Cana-

dian Navy from 1939 to 1945. Undermanned and untrained at the beginning of the war, the Canadian navy played an increasingly important role in Allied efforts to preserve supply lines to Great Britain and the Soviet Union.

"Canada's Navy" portrays 21 ships of varying ages from the HMCS Sackville, a corvette, commissioned in 1941 to the HMCS Ville de Quebec, a modern frigate, commissioned in 1994. HMCS Sackville has been preserved as a memorial to those who served in Canada's navy. She can be visited each summer at her berth adjacent to The Maritime Museum of the Atlantic in Halifax. HMCS Haida, a Tribal Class Destroyer, dates to 1943. She served in World War II and, after modernization, in the Korean War. Of the 400 ships that served Canada in World War II, only Sackville and Haida survive. The Haida, now a National Historic Site, can be visited at her pier at Ontario Place in Toronto. Many of the ships represented in "Canada's Navy" are the second or third to bear the same name. Thus each ship proudly salutes past accomplishment.

"Past and Present" depicts an additional eight ships from the modern period in Canada's navy. The series includes HMCS Protecteur, a supply ship that served in the Gulf War, and the HMCS Bonaventure, a Majestic Class aircraft carrier that served from 1957 through 1970.

For further information on Pat Burstall and her paintings, have a look at her website at:

<http://www.hmcnavyships.com>, it is well worth the visit.

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FROM THE PULPIT

Charles Black



Scattering of Ashes

For any retired naval person who wishes his or her ashes to be scattered at sea from HMC Ships (East Coast - I can't speak for West Coast), the ashes may be taken or sent to the Formation Chaplain's Office, Formation Halifax, at any time during work hours. Specific information will be required by that office about the deceased. The ashes will be secured in the columbarium at St Brendan's Chapel, Stadacona, until the first available ship with chaplain. Family members are not carried for this event because the ship in questions is usually on training or operational status. There are no special sailings just for scattering of ashes. The appropriate family member(s) will receive a chart portion showing the lat/long location. For scattering from SACKVILLE on Battle of the Atlantic Sunday (the only time this is possible), ashes may be taken or sent to the Formation Chaplain's Office for retention. Along with the required information will be needed a note indicating ashes are to be held for SACKVILLE. Unless conditions dictate otherwise, family members may be carried in SACKVILLE. A chart portion will be provided as record of scattering. It should be noted that in the event that SACKVILLE might not be tug-moved for Battle of the Atlantic ceremony, ashes may have to be scattered from an HMC Ship at another time.

Notification of death of CNMT Trustee/Member

To assist the CNMT to recognize appropriately the passing of a trustee, the executive requests that trustees ask family members or some other appropriate person to notify the Secretary. A copy of the obituary would be appreciated. Such a request could be included in the executor's information, or in the will."

It might be of interest to let our constituency know that if a service is desired - either funeral or memorial - at St. Brendan's Chapel, a request may be made to the Formation Chaplain. The Chapel is available, subject to prior use. The service can be taken by a retired Chaplain (RCN, CF), or by the deceased member's own clergy. There is no charge for the Chapel. Cost of chaplain or clergy person, organist, bulletins etc., are the responsibility of the family/estate etc. (Someone has suggested that a memorial service for a deceased trustee might be held on board rather than in a church or chapel or funeral home. My thinking is this is inappropriate. Our "annual memorial service" is our Battle of the Atlantic service on board. It might be a reasonable idea for a reception on board - if requested - if conditions permit - and if the executive approved as for any other special event on board.)

and now on a lighter note....please read on.

The organist at St. Ives

The minister of St. Ives was preparing for a Sunday Service. He was preoccupied with thoughts of how he was going to ask the congregation to come up with more money than they were expecting for repairs to the roof of the church. He became further bewildered to find that the regular organist was sick and therefore, a substitute was brought in at the last minute. The substitute was a former naval Padre and he wanted to know what to play. "Here's a copy of the service," the minister said impatiently. "But you'll have to think of something to play after I make the announcement about the finances." During the service, the minister paused and said, "My friends of the congregation. We are in great difficulty. The roof repairs cost twice as much as originally thought, and we need \$4,000 more. Any of you who can pledge \$100 or more, please stand up." Immediately, the church was deafened with the organ's airs of "O Canada". That is why the permanent organist no longer plays the organ at St. Ives.

THE LAST POST FUND ONE OF CANADA'S BEST KEPT SECRETS

by Major Carl Arsenault (ret'd)

"Only in Canada you say". To our knowledge the Last Post Fund is the only one of its kind in the world. You have probably not heard of it before now, although we have been around for 91 years. We are not a service provided by the legion as has been recently reported on National TV. The Fund specialises in one area only, dignified veterans funerals and burials and the marking of veterans unmarked graves. In contrast, the Canadian Legion which has celebrated its 75th anniversary this year has as its mandate the total general well being of all veterans. The term 'Veteran' for Last Post Fund and Legion purposes refers only to those who served in the 1st, 2nd, world wars and the Korean conflict. If the Legion and the Last Post Fund have their way the term 'Veteran', along with the benefits it carries, will include all Canadian personnel who have served in United Nations Peace Keeping Operations since the Korean conflict.

The Fund had its beginning in 1908 in the city of Montreal by Mr. Arthur D. Hair, a British immigrant. During the Christmas season, two policeman took an obviously destitute man to the Montreal General Hospital where Mr. Haire was an employee. The police claimed he was drunk. While he was being wheeled away, Mr. Hair noticed a blue envelope protruding from the man's pocket, and being a pensioned veteran of the South African War, he immediately recognized it as the kind issued by the British War Office to soldiers on discharge from military service. Upon opening it, he found honourable discharge and good conduct certificates of one trooper James Daly who had served 21 years in the British army and had served throughout the empire including the Crimean War. While examining trooper Daly's papers, Mr. Hair did not notice and smell of alcohol and had a doctor examine him. It was agreed that the

man was not drunk and quickly diagnosed as suffering from exposure and starvation. The trooper died two days later. Mr. Haire resolved that he would not let this man's remains go to a pauper's grave. He made appeals to some of Montreal's veterans associations but was refused with the curt reply that since the trooper was not a member and did not contribute monies he was therefore refused assistance. This infuriated Mr. Haire and he and friends collected enough money to have trooper Daly buried at a cemetery in Mount Royal. Many more were to follow until the plot was filled. A more spacious 'Field of Honour' is now owned, managed, and operated by the Fund in Point Claire Que.

From the very beginning, the Fund had as its foundation cornerstone the concept that veterans of war must receive recognition for their military service and they have dedicated efforts to see that this happens. Their declared mission was, and still is after 91 continuous years, to provide veterans in need with a dignified burial preferably beside their comrades in arms. From those small beginnings in 1908 in the province of Quebec, the Fund has grown to embrace the whole nation and since the burial of trooper James Daly, the fund has put to rest 105,576 veterans.

From the very outset, the fund had and continues to have as its honoured patron the Governor General of Canada. That patronship came with a price. As a result, and in order to preserve this Vice Regal relationship, the Fund was precluded from openly canvassing for funds as would a normal charity. It had to depend on the largess and good will of its members, its ladies auxiliaries, and interested military organizations for its financial support. In true Canadian style of patriotism, compassion, and generosity the Fund was able to carry out its work, at first only in the province of Quebec and then in later years, after the first world war, the entire nation and with services also provided in the United Kingdom and the United States.

Those years, from 1909 through to the second world war were very lean financial years. During that period, before Canada had a social safety net, it was not unusual for the Fund's ladies auxiliary to provide financial support for poverty stricken families of deceased veterans. In one instance in 1920, a Private D.M. McNaught died penniless and left a dependant one-year old baby. The LPF gained legal tutorship and quickly moved to find a good home for the child.

Following the first world war, the federal government did take on some responsibility for its war veterans and provided financial support in the form of annual grants, however, it was still necessary to rely on funding from its membership and others.

In recent years the federal government has assumed fuller responsibility for its war veterans. Today the Fund is fully funded by the Federal Government through Veterans Affairs Canada in its operations of providing burials and grave markers for veterans whose estate must qualify for assistance. The Fund remains an autonomous organization with its head office in Montreal and branch offices in all provinces except PEI whose business is covered by the New Brunswick offices.

Each Branch has a limited paid staff and a volunteer board of directors comprised of local business people, and retired military personnel. The Board takes an active part in the administration of the office and its business. In Nova Scotia for example, our staff is as near as the telephone 24 hours a day, seven days a week. They man the office during normal working hours. After normal hours, one person takes the cell-phone plus the mini office environment held in the laptop computer home with them. We respond to funeral requirements immediately in one of two ways. If the immediate family wishes, our staff will make all arrangements, and pay the bills up to an established limit. If they wish, they can make the arrangements and we will make restitution up to our fixed limit. After the fact, we examine the estate more closely and if it is determined that under our criteria the estate can afford the burial costs, recovery action is initiated for costs. We also have a program to provide dignified standard markers for the unmarked veterans grave sites.

Our motto is "Lest We Forget". As you may have noticed the phrase is used by others, especially on 11 November when it is usually highly prominent of the poppy wreaths and crosses laid as memorials to fallen veterans. The phrase is drawn from a Rudyard Kipling poem, "The Recessional" first published in 1897. The motto is emblazoned on the Fund's crest and is there to remind us of the patriotic and humanitarian tribute we owe our veterans.

You can speak to a Nova Scotia Branch counsellor at any time day or night by calling 455-5283 in the local area. You can reach us by fax at 902-455-4058, and if you are out of town, call us at 1-800-565-4777. All calls are routed to our cell phone during non working hours. We also have an email address: lpfnsb@attcanada.net. You can also visit our national site at www.lastpostfund.ca



COME CELEBRATE
TARTAN DAY
WITH THE
FEDERATION
OF SCOTTISH CLANS

6 April 2001
1000 - 1100

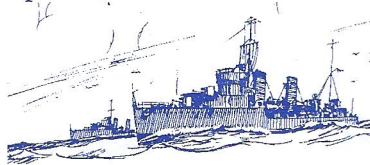
Provincial Legislature
Halifax Nova Scotia
Reception to follow

Admiralty House

Spend a few exciting hours immersed in naval history and visit Admiralty House, home of the Maritime Command Museum. For further information: 902-427-0550 (8251).

UPCOMING

21 - 23	Mar RMC Cadet visit
12 Apr	Easter Reception
Sun 29 Apr	Stad Band Concert - Maritime Museum of the Atlantic (MMA)
Sat 5 May	Battle of the Atlantic Musical Gala - MMA
Sun 6 May	Battle of the Atlantic Sunday
5 July	CNMT AGM
6 July	At sea and NS International Tattoo
7 July	HMCS Sackville Reception
4-8 July	NOAC AGM



The Last Word

Ray Soucie, Executive Director

Donations Needed

We are looking for RCN crested dinnerware i.e. cups, saucers, plates, bowls, silverware etc.. to be used in HMCS SACKVILLE for display purposes and formal dinners we intend to hold in the ship later this year. Tax receipt for "artifacts" will be provided. Any item that may have fallen off a "lorrie" and remains intact is perfectly acceptable.



Private Functions

The ship is available to Trustees for private functions, however, all requests are to be made in writing to Ray Soucie to ensure they get properly staffed and fit into the overall calendar.

Battle of Atlantic Sunday

On Sunday 6 May, 2001, HMCS SACKVILLE will proceed to the waters off Point Pleasant Park for a wreath laying ceremony. Trustees wishing to participate in the at sea ceremony are requested to provide Maurice (427-0550 (ext 2837)) with contact information. Departure details to be confirmed at a later date.

Wanted: Volunteers for the Gift Shop/Interpretation Centre

To offset the wages required to run our Gift Shop/Interpretation Centre during the summer months, we are looking for volunteers to assist us in serving the public. We are not asking for full time volunteers, but personnel who would be willing to donate one day every two to three weeks. Hours are from 0900 to 1730. Interested trustees and/or their spouses are asked to contact Ray Soucie at 434-3222.

rasoucie@iworks.net



On board Sackville, circa 1942.

Slop Chest Buzz cont'd

*green lid in 1972 after the *bubblehead course. The book is only available in the UK at present - at UK prices so why not support our cause and make it available through the "Sackville".

Watch for upcoming flyers on this seasons new styles of clothing, and *shedloads of surprises.

Cheers;

Alistair aka

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