EXECUTIVE DIRECTOR’S UPDATE

The 15th Annual Battle of the Atlantic Musical Concert with the pre-eminent Stadacona Band of the Royal Canadian Navy was a great success and I am pleased to report that we were sold out! Planning is already underway for a larger venue in 2014 with lots of parking. Tuesday, 29 April 2014 is tentatively booked so please mark this date on your calendar. For a glimpse of this year’s concert and an upbeat performance of the Sailors’ Hornpipe check: http://www.youtube.com/watch?v=IijRdT1rNJY

Many of you have generously donated your time to help, but we continue to look for volunteers. Some of our volunteers live outside Halifax and travel considerable distances to and from Sackville to participate in our activities. For example, Ted Kelly - Chair of the Battle of Atlantic Place Project - travels from Lunenburg on the South Shore, Debbie Findlay, our Financial Administrator is well up the Eastern Shore near Sherbrooke, and a previous Chair, Hugh MacNeil, routinely travelled from the Annapolis Valley several times a week. We need volunteers to take on specific tasks, such the role of Editor of our newsletter, Action Stations. Pat Jessup has done a splendid job with it, but she is active in many other Canadian Naval Memorial Trust (CNMT) and community activities as well. She would be happy to have someone else under-study her for a few issues with the view to take over production by the summer of 2014. We have an active Editorial Committee to support a new editor. A great thing about this task is that the editor of Action Stations could be anywhere in Canada, or indeed the world, as long as they have the skills and equipment. They would collate the inputs which contributors would feed to them, consult with the committee by sending them PDF drafts of the document, and then send the completed file to our publisher in the Halifax area once the final draft had been proofed. If anyone is interested, or would like to find out more about what is involved in putting together our magazine please contact Pat at pr@canadasnavalmemorial.ca

We need more guides to help interpret the ship to our visitors – half a day per week would be great. Training is available, and we will even issue you a uniform! Speaking of guides, Emma Wilson has been hired as an interpretative guide for July and August through the Federal Summer Jobs program. Emma, a recent graduate from the University of Guelph, will be starting her Masters in Political Science at Dalhousie University in the fall.

If one of you has experience in retail merchandising, Ross Thompson, our gift shop manager would be happy to have you help with his part ship. For one thing, we want to spruce up our look, expand our selection of merchandise and develop a more sophisticated marketing strategy with the view to be more attractive to our customer base. We are open for business and open for suggestions.

Finally, we could really use a volunteer coordinator, preferably from the Halifax area. This individual would maintain a list of volunteers and match tasks to those with the right skills and availability.

If you would like to discuss becoming a volunteer, please contact me at 902-721-1206 in the morning, or by email at execdir@canadasnavalmemorial.ca

It was wonderful to see so many familiar faces and those of you that travelled great distances to attend our recent AGM on 5 July. The presentations, lunch and evening reception were excellent and very well attended (a selection of onboard photos follow).

We were especially pleased that Bill Vautier, Past President of the Montreal Branch of the White Ensign Club, and other members of the former club were in attendance. This very supportive Branch, which has contributed over $20,000 to CNMT over the years has had to make the hard decision to disband after a decline in membership. As a parting measure of generosity and support, the Club decided to present a cheque for $1000 to the Trust. The significance of the cheque is that it represents a donation of $25 - in advance - for each of the last 40 members when they Cross the Bar. During the presentation Bill described the proud...
history of his Club, and we were all very impressed with what they have accomplished. Thank you White Ensign Club for a job well done.

Also in attendance were S/Lt Reverend Canon Bill Thomas and his wife Jette from Stoney Creek who drove to Halifax with a significant artifact for the ship in their trunk. This was no small feat given that the artifact was a solid brass corvette wheelhouse engine room telegraph weighing in the neighbourhood of 100 pounds. The Thomas’s are ardent supporters of HMCS Sackville and they never leave without a box full of CNMT brochures to use to spread the good word in Ontario about our ship.

Among our many Trustees from away it was also good to see David Aspden, CNMT National Councillor and former mayor of Barrie Ontario. David is pictured in a red shirt below with CPO2 Lionel Thomas, currently serving in HMCS Ville de Quebec but soon to be our bar manager when he is posted ashore in the fall.

In closing I wish you and your families a splendid summer, and hope you will visit Sackville at her summer berth near the Maritime Museum of the Atlantic.

Yours aye,
Doug Thomas

AFTER HOURS AT THE AGM

Past Chair Cal Mofford presenting Life Memberships to Dave and Jeanette Tomsett

CPO1 ret’d Graham McBride – Tour Guide Emeritus

Francis Bernard Hughes, White Ensign Club

Heather MacKinnon, our “de facto” ship’s doctor, and her husband Alex Urquhart

Retired Sea King pilot Mike McFadden
Bar keep and history buff

Lionel Thomas and David Aspden
This year’s Battle of the Atlantic (BOA) schedule was unusually busy because of increased interest arising from the 70th anniversary. (I note that there is some discussion among Canadian authorities as to whether 2013 is the 68th or 70th anniversary.) However, the magnificent Navy BOA Parade required the ship to be moved downtown Wednesday then back to Dockyard in time for the first annual BOA Friday fitness/fun run originating and finishing at the ship in the Dockyard. Both were remarkably successful and blessed with unseasonably fine weather. In addition Canadian Fleet Atlantic HQ/Maritime Operations Group 5 (MOG5), HMC Dockyard held a special breakfast in support of the ship that raised more than $400 to assist with ship operations. Although he didn’t make the photo, lending a helping/flipping hand in the galley was Commodore (ret’d) Cal Mofford, A/Chair of the Canadian Naval Memorial Trust. Several other Trustees were also present to assist with providing information on the Trust/HMCS Sackville.

For the seamanship and line handling of these moves as well as the annual committal service on Sunday, the Navy assigned us a team of RCN sailors primarily from Athabaskan. This capable group of seamen ensured that all three operations went smoothly.

Notably onboard, our BOA dinner catering “incident” will be the story that persists. While seemingly calamitous at first, the upshot was much different. The dinner kerfuffle is best described by the attending author and new friend of the Trust, Kenneth Tam. His perceptive and amusing analysis follows my report.

The annual Sunday underway service and committal went quite smoothly, much because of the continuing and unusually favourable weather, the best I’ve experienced in my 10 or so years associated with this event.

In the following week, my wife Pat Jessup and I travelled to Derry, Northern Ireland to take part in Royal Naval Association BOA ceremonies there, highlighted by the unveiling of the International Sailor statue by HRH Prince Michael of Kent. Our Canadian contingent, including five Canadian BOA veterans (all Trustees) and 30 young sea cadets from the Prairies made a significant impact in Ireland! Again, reports and photos appear in this issue.

In the aftermath of BOA activities, sprucing up the ship for the June shift downtown proceeded well. Four, very able sailors on loan from Canadian Forces Naval Engineering School carried out the upper deck painting and repairs under Chief Boatswain’s Mate’s (CBM) supervision. Despite an interfering, damp spell of weather in late May, the ship now looks good, thanks to the attention of CBM Mike Muldoon.

Our priority now, with a relatively steady summer season ahead without special events such as Tall Ships, is to present Sackville to visitors as effectively as we can.
Kenneth Tam’s abridged version of his account of our Battle of the Atlantic dinner is as follows. For the original story, visit [http://www.icebergpublishing.com/an-corvette-mischief/](http://www.icebergpublishing.com/an-corvette-mischief/)

**A NIGHT TO REMEMBER**

This dinner is an annual event for the trustees of Canada’s Naval Memorial, and their guests. I fell into the latter category, but was welcomed warmly aboard ship, and quickly felt at home in Sackville’s Mess.

But as we were all chatting, there was a crisis afoot; Cal Mofford called for everyone’s attention, and informed us that there was a mix up with the caterer and there was no food.

The ultimate event planning nightmare… but it was no dream, so together with Jim Reddy and a few others, Cal had to present alternatives. If we could tolerate the delay, he suggested dinner could be saved. Would we be willing to wait?

No seriously. At a Swiss Chalet restaurant in Halifax, someone picked up the phone and heard: “I need 80 quarter chicken dinners aboard HMCS Sackville… in half an hour.” As Jim Reddy said, “I think whoever answered realized they had one on the hook.” They sure did, and they came through. Plates that had been set out for fancy beef were thus shortly covered in chicken, fries, and gravy. We were all rather delighted.

Yes, obviously. So with that settled, a plan was put into motion: they called Swiss Chalet.

It’s been argued that our entire navy during the Second World War was improvised… a fleet of ships doing duties they weren’t quite designed for, but getting the job done anyway. It was in this tradition that the crisis of the caterer was met, so when it turned out that a $70 ticket (later reduced to the cost of the catch of the day) only bought a $10 quarter chicken dinner, the atmosphere didn’t become grave; we chuckled, thought here we go, and enjoyed.

I don’t think it was by accident. Call me mad, but I believe a particular soul sabotaged best-laid plans, in order to make a point. Who was this? What villain replaced catering with take out?

Almost certainly, it was the lady herself: HMCS Sackville.

I’ve said before that this corvette possesses a great soul. It’s obvious the moment you go aboard that she’s seen much, and lived to see even more. But in the midst of a week of somber remembrance, I believe she set out to remind us all of an important truth: that 70 years ago, the boys she and her sisters carried across the Atlantic knew how to laugh, just as well as they knew how to fight. And the former was at least as important as the latter.

**FUNDRAISING**

*Cal Mofford, Past A/Chair CNMT*

Back in 2008, Ketchum Canada Inc. (KCI) did a feasibility fund raising study for the Canadian Naval Memorial Trust in preparation for a capital fundraising campaign for the Queen’s Landing Project. With that initiative and the follow-up of past chairperson, the late John Jay, the Battle of Atlantic Place project spearheaded by Ted Kelly has been taking shape.

Last year, Ted Parsons of Ottawa assisted the Trust in looking at branding issues and how to run a campaign. In November at the semi-annual general meeting, Richard Munro, also in Ottawa, was engaged and presented a potential fund raising campaign approach to embark upon when ready.

With the signing of a contract with Andrew Amos, of Catalyst Consulting Engineers, a “project brief” was delivered in November 2012. This was followed by preparation of a conceptual design contract “request for proposal” which resulted in five highly qualified consortia presenting their concepts to a panel in early June 2013.
To increase project visibility and our Trustee base/support and fundraising capacity throughout Canada, it will be necessary to co-ordinate with our National Councillors and Trustees in order to establish “chapters” in various cities and towns. This will be done in parallel with the other campaign activities.

The importance of the Battle of the Atlantic complex “conceptual design” and a solid business plan are two key elements in launching a “silent campaign” (normally a year) where we recruit a campaign cabinet comprised of high profile individuals who believe in our project’s importance and viability with the Canadian public. The silent campaign period also provides us with the time we need to finalize a fundraising program and develop a group of capable fundraisers. These factors are critical. It is important to remember that in making a fundraising approach whether it is to a potential cabinet member or other prospective donor there is typically only the “one ask” opportunity. So we need to get it right.

Michael de la Ronde, Bill Gard and I have been meeting to progress our fundraising initiative and actions. If any of our Trustees or supporters have fundraising skills/experience, we need you/them on our committee. The timelines are short as we are looking at 2017, Canada’s 150th anniversary to have our fundraising completed or well on the way to the goal of what we will believe is $100 million.

**BATTLE OF ATLANTIC PLACE WORKING GROUP REPORT TO 2013 AGM**

*Ted Kelly, Chair Battle of Atlantic Working Group*

Some Trustees and supporters might be unclear as to what the Battle of Atlantic Place Working Group is. It is the successor to the Memorial Action Committee (MAC), which became too large and unwieldy a vehicle for directing and responding to the demands of the project. The working group is a subset of former MAC members. “Battle of Atlantic Place” is the working name that was given to the proposed structure, when we recognized that “Memorial Project” was not a suitable name to use in engaging the various stakeholder groups in our awareness activities.

I am pleased to report that significant progress has been made since the last AGM. I will relate this progress in terms of the three areas of project status, public awareness and project funding:

**Project Status:** At the last AGM, I introduced Andrew Amos of Catalyst Engineering Consultants Ltd. who has provided project management services to the Trust since April 2012. His services have been first class in every respect and he has adapted to the particularities of working with a volunteer organization such as ours.

You will note from the minutes of the 2012 AGM that our project schedule for the date for the release of the request for proposals from prospective design teams was shown as July 16, 2012. However, I advised at the time that the release date would be delayed until the supporting activities of public engagement were organized and underway. By January of this year, it became necessary to move ahead on the release, as further delay would move potential completion of the facility beyond 2017, which is our target in order to be considered by the Federal Government as a legacy project for the 150th anniversary of Confederation. The date of RFP release was January 31. At the March 6 closing date we had received submittals from 10 consortia representing some 160 companies from North America and Europe.

An evaluating committee of six experienced professionals from across the country reviewed the proposals. They selected a short list of five to proceed to stage 2 in which the proponents were offered a one-half day Q and A session and then required to give a presentation addressing 13 defined areas which are deemed key to achieving success. The three stages, of the process were all rated by the evaluating committee. I can report that the shortlisted proponents all delivered topnotch proposals and presentations. It was a difficult
process to put them in an order of preference. However, the system devised by Andrew Amos was effective and fair, a fact that was attested to by all proponents.

I am pleased to report that the consortium led by Stantec Architecture Inc. was the top ranked proponent. A process is underway of interacting with Stantec and the various sub-consultants to develop the concept design. It is expected to be complete by end of October this year. Stantec was founded in 1954 and provides professional consulting services in planning, architecture, interior design, landscape architecture, and the full spectrum of engineering design services. The company consists of over 12,000 employed operating out of more than 200 offices in North America. For our project, they have partnered with world leaders in exhibit design and graving dock design.

Public Awareness: To create awareness and generate support for Battle of Atlantic Place, a program of meetings with political leaders, senior bureaucrats, industry and trade organizations was commenced last November. These meetings invariably took the form of a presentation to explain who we are, why we have initiated this project and what Battle of Atlantic Place is intended to do. The video that I mentioned in last year’s report was completed and served us very well as a prologue to our presentation. At this point, we have briefed numerous stakeholder groups in the greater Halifax area, as well as a number of organizations from the retired naval/military and service club communities. In addition, we have briefed the Minister of Defence, the Premier, the Mayor, the MPs for the HRM, a good percentage of members of the Nova Scotia Legislature and Municipal Council and their respective staffs. All have expressed their support for the project. To ensure we are not tied to a partisan base, we have meetings scheduled with both provincial opposition parties.

In last year’s report, I stressed the need to extend the reach of the Trust across the country by establishing Chapters of the Trust that would advance the worthiness of this project and engage local centres of power and political influence. We will not be able to carry our message to the key people in each province until this is accomplished.

Our experience has been that when we can get an audience our pitch seems to resonate. I believe, as I have stated at every opportunity, that to bring Battle of Atlantic Place to fruition, our strategy must be to gain a commitment from the Federal Government to assist us in making it a reality. To do this we have to bring to bear all possible means of engaging the federal cabinet. To follow the maxim that “all politics are local”, we have to have influential local people engage their local politicians and regional cabinet ministers. This is critical if we do not want all our effort to date to come to naught.

Project Finances: In the year since our last AGM, we have realized in receipts or pledges approximately $620,000. With the amounts previously contributed we are now very close to the approximately $970,000 we have budgeted to bring about the design concept.

In conclusion, I want to acknowledge George Borgal and Hugh MacPherson who have been continually involved in all activities; Bob Lancashire, Jim Bishop, Matt Durnford and Vern Lunan who formed presentation teams; Jim Reddy who was always ready to assist and Pat Jessup, Len Canfield and Richard Wood who lent their talents in various communications requirements. I also want to recognize the support given by each of the members of the Board of Directors.
Earl Chadwick

Earl was a ship’s cook from 1943-1946. When just 17, Earl wanted to join the navy as a way to make a little more money. “I was working on a farm for a dollar a day and I heard in the navy they were getting a dollar and a quarter.” Earl was on the famed Newfie-Derry Run and witnessed the U-Boat surrender at Lisahally in 1945. After the war he played professional soccer in Calgary followed by 25 years as the Rural Circulation Manager for the Calgary Albertan newspaper. Earl played an important role in the formation of the Red Deer Athletic Association and was chosen “Sportsman of the Year” in 1970 in recognition of his contributions.

Sidney (Sid) Fairbairn

Passed away at 87 on January 29, 2013 at the Oak Bay Lodge in Victoria. Sid is survived by his loving wife of 58 years, Shirley, daughter Dawn, son Scott and grandchildren Ryan, Laura, and Brett. Sid joined the Royal Canadian Navy in 1945 and proudly served to 1973. Besides his family and grandchildren, Sid's great joys in life had been his military flight career and being a member of the Victoria Golf Club.

Rear-Admiral (Ret’d) William (Bill) Andrew Hughes, RCN, CF

Born 24 Oct 1927 in Quetta, India, Rear-Admiral Hughes passed away on 11 July 2013 in Victoria, BC. The Admiral was very proud of his family’s military heritage as the son of the late LCol. L.M. Hughes, RCHA, and the late Betty Hughes (Gray of Victoria). Grandson of the late BGen. William St. Pierre, PWOR (CO 21st Battalion CEF). Survived by his wife of almost sixty-two years Miriam (nee Carter); by sons Laughlin and Roderick (Barbara); granddaughters Jessica, Amy, Diana, and Victoria and great-grandson Owen. Also, brother BGen. Robin L. Hughes (Ret’d)(Diana), Jack M. Hughes (Susan). Pre-deceased by his sister Ann Carmichael. Raised in Kingston, Ontario he was a Wolf Cub, Boy Scout, Sea Scout, and Sea Cadet. Admiral Hughes entered Royal Roads Naval College in 1944 to start his thirty-eight year naval career. He served in ten RCN and five RN ships, and one USN submarine. He served in HMCS Sioux.
during the Korean War. The Admiral served in eighteen shore establishments and Headquarters. He was proud of his sea-going commands in HMCS Beacon Hill, HMCS Gatineau, and the 1St and 5th Destroyer Squadrons. He retired as the Commander of Maritime Forces Pacific, and to make a political point he was rowed ashore in a navy blue Admiral’s uniform, not a CF green uniform. In 2012, the Admiral was awarded the Canadian Forces Medallion for Distinguished Service for his work creating the Naval Memorial Window in the historic St. Paul’s Anglican Church in Esquimalt for the RCN’s Centenary in 2010.

**Bill Irving**

Car enthusiast Bill Irving was born in Calgary on March 3, 1920 and sailed to calmer seas on Friday, June 21, 2013. Bill served for five years aboard HMCS Midland during World War II and was mentioned in dispatches. "This rating, who has served as an Engine Room Artificer at sea since the fall of 1942, has by his cheerful personality done much to create a spirit of harmony and teamwork in the ship. His exceptional reliability, willingness, constant devotion to duty and general good conduct have been an example to all on board," reads his citation. Bill is survived by his children Chris Irving and Marianne MacDonald, and grandchildren Shaun and Leanne MacDonald; and his longtime friend Marnie Staub and her family and Taso and Colleen Mentzelopoulos and family. He was predeceased by his loving wife Patricia and son William Irving.

**Leonard James Lewis**

Passed away March 27, 2013 in Dartmouth, Nova Scotia. Born in Calgary, he was the son of the late Alfred J. Lewis and Annie B. (Agland) Lewis. After joining the RCMP in 1947, Leonard spent several postings to Maritime communities before being assigned to the Identification Branch in Ottawa. Len returned to Truro Sub/Division in Charge of the Identification Section and then to the Halifax Identification retiring in March 1970 with 23 years of service. Len, a life member and Past President of the RCMP Veterans Association, NS Division, was predeceased by his loving wife Muriel L. Dickson after 52 years marriage. He is survived by his friend and companion of several years Ann Kane, his children Anne and Eric, and grandchildren Lisa, Jennifer, Steven and Branden and great grandson Henry.

**Captain (Navy) Ret’d James Gillespie MacLeod**

Born in Sydney, Captain(N) MacLeod was the son of the late Albert and Margaret (Gillespie) MacLeod. He passed away February 7, 2013, in the Halifax Infirmary at 74. After graduating from Mount Allison University with a BEd, Jim assumed his first position, teaching history, at Harrison Trimbull High School in Moncton, NB. Having served as a UNTD Naval Reservist throughout university, he opted to join the Royal Canadian Navy as an Instructor Officer at HMCS Stadacona’s Electrical School in 1965. In 1971, he transitioned to the Naval Reserve and teaching full time. As a Naval Reservist, he served as HMCS Scotian’s Commanding Officer. He is survived by his wife Suzanne (Archambault) and children Jeanne-Marie MacLeod, Katherine and Albert.

**Commodore Ret’d Andrew McMillin**

Commodore McMillin passed away in Fredericton, NB on 27June, 2013. Born in Toronto in 1926, he entered the RCN College, Royal Roads in 1943 as a Cadet. After service overseas with the Royal Navy in WWII and post-war activities in Palestine he returned to Canada in 1948 and served in HMC Ships Haida, Huron and New Liskeard, Magnificent, Fort Erie and Beacon Hill. After an exchange appointment with the USN in Pearl Harbour, he assumed command of HMCS Columbia in 1965. He commanded the First and Fifth Destroyer Squadrons, two years as Commandant of Canadian Forces Maritime Warfare School and on promotion to Commodore was Base
Commander, CFB Halifax. He finished his active naval career as Chief of Staff, Plans and Operations at Maritime Command Headquarters in 1980, but retained his interest and association with the navy as a Naval Reserve Officer on the Convoy Commodore's List and until 1989 worked at Maritime Command as Director, Maritime Coastal Defence Organization. He was actively involved with the restoration of HMCS Sackville and was the Chairman of the Canadian Naval Memorial Trust. He was the National President of the Naval Officers Association of Canada and had a keen interest in maritime affairs.

Andrew (Andy) was predeceased by his 1st wife of 42 years, Valerie, and is survived by his loving wife Rosemary (McCain) McMillin, his brother Bob, and four children.

JOHN HANS OLSEN
The son of Hans and Mable (Williams) Olsen, John Olsen passed away in Dartmouth on March 5, 2013. Born in Halifax on September 27, 1933. John worked at the Defence Research Establishment for 35 years in the field of underwater acoustics. He made many research trips on board HMCS Sackville and also CFAV Quest when it was first built. He was on the maiden research voyage when the Quest traveled from Vancouver, south to and through the Panama Canal and then north to Halifax. He is survived by his wife of almost 50 years, Mary (Elloway) Olsen.

JANET MACNEILL P IERS
Throughout her life Janet Piers served Canada and Nova Scotia with dedication and distinction with a particular focus on the well-being of military families and youth. Among her many initiatives and interests, she and her late husband Rear-Admiral Desmond "Debby" Piers supported the development of the Bonny Lea Farm, the Chester Playhouse, the Chester Brass Band and mobilized the community to establish a local skating rink. The Piers organized a youth skating programme, worked with youth at risk and donated property at Gaff Point for the use of generations to come. After Admiral Piers passed away in 2005, Janet, in true naval tradition, carried on with her work, sponsoring the establishment of #351 Llewellyn Sea Cadet Corps, continuing on as Patron-in-Chief of the Admiral Desmond Piers Naval Association. In July 2009 Maritime Forces Atlantic dedicated the Admiral Piers Military Community Centre in memory of her husband and during the ceremony acknowledged Janet's longstanding support of the military family originating in the Second World War. To the very end, Janet was a stalwart supporter of our military and an advocate for military families, passing on the values of service, self-reliance and community involvement to her family and those who met her.

Janet is survived by her daughter, Anne Baker and grandsons Hugh, Philip and Piers and great-grandchildren, Justin, Jamie, Erin, Jillian, Adrienne, Isabella and Max.

GORDON WRIGHT
Gordon was born in Carstairs, Alberta in 1923 and passed away in Edmonton on March 15, 2013 at the age of 89 years. He joined the RCNVR in Calgary in 1942 and was a member of the commissioning crew of HMCS Swansea in 1943 remaining with the ship until the end of the war. HMCS Swansea was the most successful U-Boat killer in the Canadian Navy during WWII operating in the North Atlantic, English Channel, and was assigned to D-Day, Normandy operations and the blockading of French ports. Upon his discharge 1946 Gordon returned to school to complete his matriculation and attend the University at Alberta. In 1957 he received a Master of Business Administration degree in Management studies from the University of Tulsa in Oklahoma. For the next 25 years, Gordon had a career in the public service of the province of Alberta where he established the Labour Research Department and acted as its Director from 1968 to 1983. He is survived by his wife Isabel, children Kenneth, James and Kathleen and grandchildren, Megan, Benjamin, David, Jessie, Jacob, Jonathan, Kenny, Matthew, and great-granddaughter, Brooklyn.
ADMIRALS: THANKS, BEST WISHES AND WELCOME
Len Canfield, Public Affairs, HMCS Sackville

Recent changes in the senior leadership of the RCN have been followed with great interest by Trustees and supporters of the CNMT.

In early May a magnificent parade led by Rear Admiral David Gardam marched to the Halifax waterfront observing the 70th anniversary of the Battle of the Atlantic in Canada’s famous wartime ‘East Coast port.’

The parade of several hundred marched from HMC Dockyard to Sackville Landing with our ship serving as a backdrop for a short ceremony. And it was most fitting that Rear Admiral (RAdm) Gardam as Commander Maritime Forces Atlantic (MARLANT) and Joint Task Force Atlantic (JTFA) was parade commander in which he jokingly claimed: “that he was in step all the way.” The parade was one of his last public functions prior to taking up a new appointment as Director General (DG) International Security Policy at NDHQ in Ottawa.

RAdm Gardam’s interest in increasing public awareness of naval achievements and the observances of tragedies such as the anniversary of the explosion onboard HMCS Kootenay has been exemplary. And this year’s program of B OA events, including the BOA concert, the parade, fitness run and Sunday May 5 services at the Sailor’s Memorial, Point Pleasant Park and HMCS Sackville’s service and committal of ashes at sea is a reflection of his leadership and dedication. In his Change of Command remarks he wished the CNMT well saying that he hoped the future included an iconic facility for HMCS Sackville on the Halifax waterfront.

“The Admiral has been a good friend and strong proponent of the Trust and HMCS Sackville during his time in Halifax. We very much appreciate the support as we advance plans for Battle of Atlantic Place that will include preserving Sackville in perpetuity. We extend best wishes as he takes up his new appointment,” said Commodore ret’d Cal Mofford.

As we say good bye to Admiral Gardam we stand by to welcome home the new Commander MARLANT, Rear-Admiral John Newton. Admiral Newton is returning to his hometown of Halifax from NDHQ where he served as DG Naval Personnel after his previous appointment as Base Commander CFB Halifax. At the Change of Command ceremony, Admiral Newton drew attention to the fact that for the first time in the history of the RCN, admirals on both coasts are the sons of east coast Boatswains. Admiral Newton’s father is CPO1 ret’d John Newton and RAdm Bill Truelove, Maritime Forces Pacific, is the son of LCdr (former CPO1) ret’d Larry Truelove.

VAdm Paul Maddison, now retired, will also be returning to Halifax after turning over the watch of the RCN to VAdm Mark Norman. When he was Commander MARLANT VAdm Maddison was also a strong advocate of the CNMT and continued to champion Trust initiatives when he was the RCN Commander in Ottawa where he actively promoted the ‘One Navy’ vision, including the role of the RCN as a treasured national institution for a maritime nation in a maritime century.
NEWS FROM THE FLEET
Petty Officer Second Class Brad Breland, HMCS Regina

The Gulf of Aden, situated between Yemen and Somalia, contains one of the world’s busiest shipping lanes. With an average of 21,000 ships transiting annually, it is part of the waterway that connects the Mediterranean Ocean with the Arabian Sea.

Determining which of these ships is engaged in legitimate commerce and which may have more detrimental intentions is one of the challenges faced by Combined Task Force 150 (CTF-150).

CTF-150 is part of the Combined Maritime Forces (CMF) and consists of ships from countries such as Australia, Canada, Pakistan, the United Kingdom and the United States. Tasked with counter-terrorism and maritime security operations, the task force works to prevent and stop illicit activity in the region.

HMCS Regina, Canada’s contribution to CTF, recently concluded what is referred to as a maritime interdiction operation. The aim of these patrols is to prevent illicit activity by observing and investigating the local shipping activity. By determining the normal trade routes and routines of the various types of vessels that pass through the region every day, CMF is better able to determine which activity is suspicious or illegal.

A typical patrol consists of recording and observing the behavior of the region’s merchant mariners. In order to gain the information about the vessels, the crew uses many tools available, such as the ship’s radar and Sea King helicopter. The Sea King’s primary function is to extend the range of the ship’s sensors by surveying the area of operations. A secondary function is to help determine if other vessels in the vicinity are behaving suspiciously.

In addition, local information can be gained by talking to mariners. This is accomplished by hailing the vessel and communicating over the radio. During a hail, Regina will contact the vessel and ask a series of questions. The answers will be compared to confirm the information provided is correct. Should additional information be required, the ship will send a boarding team to examine documents and question the crew in person.

Regina’s boarding party is trained to conduct two types of operations if they suspect suspicious activity: information operation approaches and full boardings. An approach operation establishes direct communication with a vessel to visually ascertain the crew and determine the material that can be seen on the upper decks. Full boardings are conducted on vessels to verify the crew, the cargo manifest and the ship’s holdings and documents.

Much like a police constable walking “the beat,” these operations are the front line component of maritime security operations.

An important part of being the front line component is increasing the visibility of CMF and allied forces. Visibility is fundamental to demonstrating to the people of the region that the international community is aware of the threats they face daily and is taking measures to ensure their safety as well as to show those conducting illicit activity that it will not be tolerated.

Through these patrols, Regina and her CTF-150 allies helped to prevent terrorism and provide stability, safety and security to the region.

Ed note: Since the time of writing this article HMCS Regina has returned to her home port in Esquimalt and HMCS Toronto is currently on station in the Arabian Sea region. Toronto has had an impressive deployment so far with seven major drug interventions to her credit, keeping 1,300 kilograms of heroin and 6,200 kilograms of hashish off the streets.
TRUSTEE NEWS

In early April, Rolfe Monteith and Ann Discombe were married in an ancient chapel pre-dating the Norman Conquest in Chepstow Wales. It was a joyous event with the bride attended by her seven grandchildren who entertained all with a beautiful rendition of the "Land of the silver birch, home of the beaver" as a tribute to Rolfe's Canadian roots. Rolfe's brother Neville was his Best Man supported by Trustee Admiral Bob Stephens and Rolfe's grandson, James. Indeed it was a family and modern affair, with Rolfe's granddaughter Martha from Barrie, Ontario and cousin Zoe from Australia participating via Skype. Rolfe and Ann are in residence in Brockweir, England on the Welsh border.

In May, Trustee and long-time Royal Nova Scotia International Tattoo (RSNIT) volunteer Patricia Martinson celebrated her 90th birthday. Patricia has run the Props Shop of the Tattoo for the last 12 of the 21 years that she has been a RSNIT volunteer. A keen eye, attention to detail and an impressive work ethic ensures that the Props department is run with “military precision”. Captain Pat, as she is known onboard HMCS Sackville, spent the war years with Royal Indian Navy in Bombay as a Transport Officer. Following the war she served almost twenty years in the Merchant Navy, five years in the Royal Canadian Air Force and several years as an interpreter at the Maritime Museum of the Atlantic. Throughout her life, Pat has been generous with her time and has engaged in a myriad of projects to help others. Following her many retirements she has been a strong supporter of the Mission to Seafarers Christmas Shoebox Project and HMCS Sackville to name but a few of her many volunteer commitments.

Congratulations to Trustee Lt(N) Ann Mech for being awarded the Canadian Expeditionary Force Command, Commander’s Commendation for her performance while deployed on Operation Mobile. Ann’s citation reads: “From March to August 2011, Lt(N) Mech’s outstanding performance as Logistics Officer aboard HMCS Charlottetown was critical to sustaining the ship throughout its deployment in support of NATO operations in Libya. Despite being deployed on incredibly short notice and not having access to an at-sea resupply capability, her efforts ensued all departments had the requisite parts and stores to conduct their mission. Lt(N) Mech’s exceptional leadership, organization skills and planning ability were vital to the ship’s ability to remain at sea for extended periods and contributed directly to operation’s success.” Pictured with Ann is Commodore Marcel Hallé, Director General Maritime Equipment Program Management presenting her with the CEFCOM commendation.

This summer’s Monsters University not only has a Canadian connection but has a connection to our good ship through Trustee Mel Baird. Mel’s son Robert, who already has a long list of movies to his credit, was one of the screenplay writers of Pixar’s animated summer blockbuster about the antics of monsters attending a ‘scare’ university. Well worth seeing the results of five years of his hard work with your grandchildren.
Members of the NS Naval Officers Association and Trustees of the Canadian Naval Memorial Trust who received the Diamond Jubilee Medal gathered for lunch in HMCS Sackville, HMC Dockyard June 14 prior to the ship moving to her summer berth at Sackville Landing. Doug Thomas, President of NSNOA and Executive Director of CNMT commented on the work of the naval officers group to acquire Sackville at the time she was paid off in 1982 and also noted the number of 'double hatted' CNMT and NSNOA members who were awarded the Diamond Jubilee Medal. Front row, from left: Bryan Elson, Murray Knowles, Sherry Richard-son and Rowland Marshall. Rear, from left: Bernard Derible, Don Uhrich, Harley Kieran, John Stuart, Jim Reddy and Doug Thomas. Medal recipients missing from photo include: Pat Jessup, Barry Keeler, Hugh MacNeil, Ted Kelly and Bill Gard.

ON THE WATERFRONT

One of the most interesting aspects of volunteering in the Sackville, is that every day is different because you never know who is going to show up onboard. Recently we had the privilege of meeting Earl Hoult, RCNVR who joined the navy at 19 in April 1943. During training in Cornwallis, Earl messed with Dudley "Red" Garrett a professional hockey player. During the 1942-43 season, Garrett was signed on to the Toronto Maple Leafs but was traded to New York Rangers where he played more than twenty games. A talented defencemen, he was in the running for the Calder Trophy as the NHL’s top rookie that season. Before the season ended however, Garrett took leave from a promising hockey career to join the navy and serve his country.

Following Cornwallis the two friends parted company with Earl joining HMCS Cobalt and then the Charlottetown. Red Garrett signed on with HMCS Shawinigan. Staying in touch was a challenge. The next time Earl saw his friend was on the night of November 25, 1944 when Charlottetown was searching for survivors after Shawinigan was torpedoed by U-1228. Earl had the misfortune of recovering his messmate’s body. Red Garrett was 20 when he was lost.

Earl, a member of the Admiral Murray Royal Canadian Naval Association in Truro, remembers the night that Shawinigan was torpedoed with great clarity. Not only did he lose his friend Red Garrett, he also lost his future brother-in-law, Vern McLanders, recently engaged to his sister Kathleen.

NS WEBCAM - MUSEUM WHARVES

We have secured prime banner advertising space for the summer months on the NS Webcam site transmitting from the roof of the Maritime Museum of the Atlantic Wharves. The camera normally faces HMCS Sackville so that watching the ship’s daily routine downtown can be enjoyed from your smart phone or home computer. http://www.novascotiawebcams.com/halifax/museum-wharves.html
Overseas, the 70th anniversary was remembered in ceremonies in London, Londonderry/Derry and in Liverpool and Canadian veterans and serving members of the Royal Canadian Navy attended all. In Derry a large contingent of Canadian veterans and cadets were very much a presence at the commemorative ceremonies, while in Liverpool, HMCS Iroquois and her embarked 423 (Marine Helicopter) Squadron stood alongside our Allies to honour and remember the brave men and women who fought during the Battle of the Atlantic.

During the war HMCS Iroquois I patrolled the English Channel, the Bay of Biscay, and the Norwegian coastline, fighting enemy surface ships and submarines. Today’s Iroquois namesake carries her hard earned Battle honours: Atlantic 1943, Arctic 1943-45, Biscay 1943-44, Norway 1945 and Korea 1952-53. 423 Squadron also holds Battle Honours for the Battle of the Atlantic (1942-45). The Squadron operated from Northern Ireland, conducting anti-submarine patrols in Sunderland flying boats out of Castle Archdale under Northern Ireland Coastal Command.

In Halifax the anniversary was commemorated by the Queen’s representative, the Lieutenant Governor of Nova Scotia, Brigadier-General the Honourable J.J. Grant and Mrs. Grant at a special reception at Government House. Pictured with His Honour is Captain Angus McDonald and his wife Mary. Additionally, the Province of Nova Scotia honoured Battle of the Atlantic veterans, HMCS Sackville and members of the Trust with the reading of Resolution 815 in the Legislature. Our team was further acknowledged by a prolonged standing ovation by all members of the House and a personal visit by the Premier of Nova Scotia and former naval officer, Darrel Dexter.

The resolution was proposed by MLA Andrew Younger representing Dartmouth.

RESOLUTION 815

Whereas the first Sunday in May commemorates the 70th Anniversary of the turning of the tide in the Battle of the Atlantic where, in the longest continuous military campaign in history, Allied forces gained the advantage at sea; and

Whereas the Royal Canadian Navy grew from only 3,500 members to over 95,000 over the course of the battle, a battle in which Halifax played a major role as the staging point for military and supply convoys headed to support the war effort in Europe; and

Whereas the Canadian Naval Memorial Trust was established in 1982 to preserve the legacy of Canada's naval history and protects the World War II Flower class HMCS Sackville, the last of Canada’s 123 corvettes, in a Halifax berth not far from where she would have sailed as part of Battle of the Atlantic convoys;

Therefore be it resolved that members of the House of Assembly acknowledge the 70th Anniversary of the Battle of the Atlantic, and recognize the critical contributions that the men and women of Canada's Merchant Navy, the Royal Canadian Navy, and the Royal Canadian Naval Reserve played in the conflict, and celebrate the efforts of the trustees of HMCS Sackville in ensuring that the sacrifices of more than 3,000 Canadians killed during the battle, as well as those who were wounded and their families they left at home.
The Atlantic campaign, so aptly described by Sir Winston Churchill, “…was the dominant factor all through the war. Never for one moment could we forget that everything happening elsewhere, on land, at sea, or in the air, depended ultimately in its outcome.” This past May in ceremonies on both sides of the Atlantic and across Canada, the 70th anniversary of the turning of the tide during the Battle of the Atlantic was commemorated. In the face of mounting U-boat losses (43 U-Boats sunk and 34 damaged in "Black May" 1943 including U-954 carrying his son Peter) to forces escorting convoys, Admiral Karl Dönitz, Oberbefehlshaber der Kriegsmarine, ordered his U-boats to withdraw from the North Atlantic stating, “Radar, and particularly radar location by aircraft had … robbed the U-Boats of their power to fight on the surface. … We had lost the Battle of the Atlantic,” he said.

Derry, Northern Ireland was a key naval base during the Battle. Ideally located on the River Foyle it provided safe haven to over 36,000 Allied sailors and 175 warships at any given time and 2,324 survivors rescued from the North Atlantic during the course of the war. The influx of military personnel was so great that it outnumbered the local population! In May 1945 and in the presence of Sir Max Horton….. 32 German U-Boats formally surrendered at Lisahally in Lough Foyle, three miles upstream. In recognition of its vital role and to participate in its 70th anniversary ceremonies, May 8-12, seventy-five Canadians including veterans, their families, members of the Canadian Naval Memorial Trust, the Atlantic Chiefs and Petty Officers, the Naval Advisor of the Canadian High Commission in London, the Royal Norwegian Consul from Halifax, Officers from the Regional Cadet Support Unit (Northwest) and Royal Canadian Sea Cadets from Prairie Region gathered for four days of remembrance in the old walled city.

While the weather was at time inclement, nothing could dampen the spirit and camaraderie of our group with representatives from across Canada, from Arizona and Washington DC and Brockweir, England. It was a glorious occasion of exceptional hospitality extended by the Royal Naval Association, our hosts in Derry and by the Ulster Canada Initiative when we attended ceremonies in the Republic. At every turn we were treated like family. It was unfortunate that Earl Chadwick (HMCS Bowmanville), Rodney Carson (HMCS Shawinigan) and his wife Marilyn, George McLeod (HMCS Lanark) and Don Wilcox, who was four-
teen years old and aboard the SS Athena when it was torpedoed on 3 September 1939, couldn’t make the trip. Hopefully all will be in good nick when we return to celebrate V-E Day in May 2015 as they were missed. We especially missed our dear friend Gordon Wright (HMCS Swansea), from Edmonton, who passed away in March and who had left a lasting impression during his visits in 2005 and 2011. All our absent friends were present during our ceremonies when Dr. John Dugan, from Red Deer, Alberta laid a wreath in their honour. As we heard so many times in Derry, “haste ye back”, Rodney, George, Marilyn and Don. Sadly, we have just learned that Earl Chadwick has passed away.

Our group included five veterans of the Battle of the Atlantic. Rolfe Monteith joined the navy at 17 and served in Arctic convoys on the Murmansk Run. The war took the lives of four school friends and his cousin in Bomber Command and his late wife’s brother when the RN Aircraft carrier HMS Glorious was sunk by the German battleships Scharnhorst and Gneisenau in June 1940. John Hare, from Oro, Ontario, survived the torpedoing of HMCS Chebogue and attended the ceremonies with six members of his family. Ontario natives Pat Onions from Kincardine and Phil Clappison attending from Waterloo were both members of HMCS Sackville’s original wartime crew. Phil distinguished himself as a young sailor when he detected a problem with Sackville’s boiler and by his quick action stemmed a larger and more serious issue. Phil enriched our archival collection with his wartime photographs of HMCS Sackville. Pat brought his harmonica and when he wasn’t jamming with local bands, shared his experiences onboard when he joined the ship towards the end of the war.

Author Don Bowman from Regina, also brought family, Kim and Tammy Calfas who at times could hardly keep up with the energetic historian! Don experienced VE Day celebrations in Derry while alongside in HMCS Edmunston, and unfortunately for him….as he was part of the duty watch that day. You can read about his VE Day observations in this issue and more thoroughly in his thoughtful book My Battle of the Atlantic available now in our gift shop.

Each of us brought our own reasons for making the trip. Walt Nichols from Pretrolia, “fulfilled a long held dream.” His late father - also named Walt - an asdic operator in HMCS Jonquiere, “told him stories about Ireland and Londonderry for as long as he could remember. To be able to step where he stepped and see the sights he saw, nearly 70 years apart gave me a new link to him that will never be broken.” Coincidentally, HMCS Jonquiere and other ships of the 26th Escort Group came to the aid of John Hare’s ship, the Chebogue, when she was hit and severely damaged by an acoustic homing torpedo from U-1227 on 4 October 1944.

Rolfe Monteith, served as engineer in destroyers and cruisers, empathised with to those who sailed in the smaller corvettes. “The corvettes were much smaller and the living conditions appalling, with water seeping onto the deck continually. You can imagine the elation of their crews when they would have come into ports like
Derry. To see green fields, eat proper food and sleep on a decent bed….they are all things that the veterans speak of.” Ever mindful of the U-Boat menace Rolfe is concerned that the war at sea has gone largely unrecognized. “So many people are aware of the Battle of Britain, and its significance in the war, but very few would say the same about the Battle of the Atlantic. Yet, it was the longest-running campaign of the war, and without it there is no doubt that we would have struggled against the Germans.”

There are so many highlights of this trip from our first event in an ancient graveyard in Buncrana in the Republic of Ireland remembering the WWI tragedy that took the lives of 22 young Newfoundland sailors, to the unveiling of the International Sailor statue – a replica of our own monument in Halifax, the Royal Marine Band performance, the Service of Remembrance in St. Columb’s Anglican Cathedral, the BOA parade with HRH Prince Michael of Kent taking the salute and finally the laying of wreaths at the Diamond and on the Foyle. Hopefully our photographs and articles by Philip Clappison, Don Bowman and sixteen year old Haggai Lazaro from 344 Royal Canadian Sea Cadet Corps Victoria in Calgary will give you a glimpse of our trip to remember those sailors in convoys who thwarted the Axis blockade of Britain while facing the U-boat threat and who called Derry their home-away-from-home during the war.

**SACKVILLE’s WARTIME STOKER RETURNS TO LONONDERRY**

Phil Clappison

I was thrilled to attend the 70th anniversary of the turning of the tide in the Battle of the Atlantic at the City of Derry, Northern Ireland in May of this year. What an honour for a junior stoker who served with other sailors in the Sackville, a small Canadian corvette sailing on the Newfie-Derry Run to be able to attend commemoration services affirming the significant contribution made by all sailors in winning the Battle of the Atlantic.

Landing in Belfast 70 years later, it is not surprising that I could hardly recognize the city but it did make me think of the time Ossie Whitfield, another stoker from the Sackville and myself were shown the city by two Salvation Army women that we met at their citadel. It didn’t matter that we were not of that persuasion but it is a reminder that mutual kindness has its own reward. From the very moment we set foot in Ireland we felt the friendship of the people willing to help a stranger in spite of the headlines which belie how down to earth people really are.

In spite of cold rains and shivering wind the outdoor dedication of the Canadian sailor’s monument was highly dignified and meaningful. Of twenty feet that could easily accommodate a marching military musical band. The young Canadian cadets with their youthful enthusiasm seemed enthralled with the ceremony. Within these small confines the music
was really stirring, especially when they played *Eternal Father* Strong to Save, the naval hymn. I am still humming the tune to myself long after the event.

St. Columb’s Cathedral is steeped in history with its richly coloured religious stained glass windows, its cathedral vault and its flags that we were told could date as far back as the Battle of Waterloo. The Royal Marine Band played alongside the organ with a surprising harmonizing effect as we worshipped to commemorate the fallen sailors and the cessation of the Battle of the Atlantic. The flags that hang down each side of the church are in a fragile state of decomposition but it does show we have a shared past, for good or ill, which is not ignored nor forgotten. This shared experience makes us wonder about the universal experience of war as we gaze ourselves to other generations of soldiers, past and future.

The march-past down the main street towards Londonderry’s war memorial, located in the Diamond, with the well-wishers on the sidelines and dignitaries in the stands was a fitting way to say that we are all brothers in our constant struggle for freedom. We were instilled with such pride in the Royal Canadian Navy and the high ideals it represents.

How can anyone evaluate the total impact of such an event as the Battle of the Atlantic except to say that we fought the fight against the enemy not out of hate but for the human principles of justice and freedom. “For we are not fighting against flesh-and-blood enemies, but against evil rulers, principalities and authorities”.

To capture the meaning of a memorial as it unfolded during our days together last May and to recall our war days seventy years ago, is to remember the sacrifices made and to hold onto the high ideals, in this drama of life, which will always take sacrifice to secure for ourselves and following generations.

**MARCHING WITH HEROES**

*Petty Officer 2nd Class Haggai Lazaro, 344 Victoria Sea Cadets in Calgary*

The following is an excerpt from a daily trip diary that each the Royal Canadian Sea Cadets from Prairie Region were required to keep on their visit to Northern Ireland.

“Sunday, 12 May 2013

Today was full of surprises. As I looked out the bus windows thinking about how miserable marching in the rain would be, I was greeted with unexpected news: I would be doing it with a flag. This actually brightened my day. I would be at the front, leading the rest of the Canadian Sea Cadets. Who cares if it’s raining, cold, and downright awful outside? Marching with veterans as well as the other Sea Cadets was also a great experience. The arm holding the flag was sore by the end of it but, all in all, I had a great time.

Everything we did today was, in short, awesome. I don't think I could think of a better way to have spent it. Looking back, however, I would have loved to spend a little more time in Londonderry. Just tour around the city and pick up some facts and history about the area. I still had a "LegenDerry" time there.”
**VE DAY IN LONDONDERRY**

*Donald Bowman*

In all our time at sea we existed in a news vacuum. We had no radio newscasts. And, of course, no television. I can’t recall ever seeing a newspaper in St. John’s or Londonderry. And of course Naval Headquarters didn’t allow us even a tiny peek at the “Big Picture”. On the dot we received our supplies of Coca Cola and British Bangers. We even received some pay. There was lots of griping in colourful and profane language. But we sailed along trusting that the Universe was unfolding as it should.

On May Day 1945 Headquarters began to pull back the curtains. We received signals stating that the Germans were in full retreat on all fronts. May 3rd brought the glad tidings that the German High Command was surrendering, and the terms of surrender were being negotiated. May 4th we were advised that all German ships at sea were ordered to surrender to Allied ships. U-Boats were ordered to surface and surrender. We were advised to go to Action Stations if approached by a surfaced U-Boat. The concern was that the U-Boat Captain might be a fanatical Nazi, flying the white flag of surrender but anxious to destroy enemies to the bitter end.

On May 5th our convoy was closing on the rendezvous point where we would turn our last convoy over to the local British escort group. Then the news we had been waiting years to hear, “VE DAY will be May 8, 1945”. Later in the day we would arrive in beloved Londonderry. Our timing was perfect!

The news was unadulterated JOY for two thirds of the crew, who were already planning their trip to London for the great event. One third of the crew was facing the harsh reality that even the ending of a World War could not and would not set aside the Navy duty watches. Guess whose watch came up for VE Day? Guess whose turn it was to be Duty officer on VE Day? I won the Irish Sweep Stakes!

The war officially ended at 12 pm May 7, 1945. At that moment every Navy ship in Londonderry harbour turned on search lights, sirens, fog horns, and their signal lamps. Star shells were fired. Colour flares were fired from Very Pistols. The tumult lasted about half an hour. It was the Corvette Navy’s cry of Victory - and unintentionally, a farewell to the dear people of Londonderry.

May 8th, 1945 was a beautiful spring day. Everyone left on board knew - without being told - that it was a holiday. About 10 am a four word signal arrived: “Splice The Main Brace”. This was the ancient and beloved Royal Navy signal that marked a great Navy Victory. Translated, it means “Let the Party Begin”. The signal was certainly understood and acted upon: a double tot of Pusser navy rum was issued to all hands.

I found the quartermaster and he guided me to the rum locker, a space that I had never visited before. We found the copper coloured gallon sized container with a long spout, much like a watering can. Next we filled the can to the brim. We proceeded to the quarter deck, where news of the signal had assembled the ragtag crew. Naval clothing was not rig of the day at that moment, but I insisted that proper uniforms must be worn ashore.

At sea, having a daily tot of rum, is a privilege for ratings, but not for officers. It must be consumed on the spot. No taking it back to the mess deck and storing it up for a party whose timing might be unfortunate. Hence, ratings are accustomed to downing the tot at one swallow and without mix. This separates the men from the boys, as the rum is one hundred and forty over proof.
The double tots were quickly dispensed and quickly swallowed. I was anxious to participate, but I had a problem. I had not tasted liquor until I joined the navy. In our “First Night in Port We Made It” parties I drank the rum, but it was well diluted with Coke. I was relatively inexperienced. What the heck: this was a once in a lifetime occasion! I drew my double tot and drank it down like a man.

It started to burn. It burned my mouth. It burned my throat. It burned my stomach. Tears started to pour down my cheeks. My beholders started to convulse with laughter. After they had picked themselves up from the deck and emptied the watering can, most of them decided to dress up and head into town. The good folk of Derry had always welcomed the Canadian sailors. Some were welcomed into homes, and of course the pubs. It was the start of an exuberant, joyous day.

The Captain and the First Lieutenant and the other officers and two thirds of the crew were doing the rounds of London. Because the war was over and because London is London, it was more than a week before all hands were back on board.

At the moment I was in supreme command. I had carried a chair from the ward room to the quarter deck. I was enjoying the sun and drinking rum in a civilized “mixed with coke” manner. But everyone had disappeared. I hadn’t seen my two fellow duty officers since they went ashore about four hours earlier. Then suddenly I saw them. They were in a tiny sail boat, coming from the town side and passing the ship, headed down the river Foyle. They stood up and gave me a jovial cheer that indicated they had been drinking something other than coffee. I watched until they passed from sight around a bend in the river. I dozed until I was awakened by the quartermaster.

“Come to the quarterdeck, there is a delivery for you.” What I saw couldn’t be real. I hadn’t drunk that much rum. Three Shore Patrol, including a Petty Officer, were guiding and supporting my two errant duty officers up the gangway. Wonder of wonders - they were wearing Wren’s overcoats!

I offered the shore patrol some rum and coke if they would nudge their charges over the side. I am unhappy to report they could not be seduced. My two chums did not refuse the offer of rum and coke.

They were anxious to relate their adventure. I had seen them rounding the bend in the river in a small sailboat. Just around the next bend they were overjoyed to see a group of Wrens amusing themselves in a large landscaped park that came to the river’s edge. The park was at the back of a huge manor house. Their excitement exceeding their judgment, the two adventurers leaped to their feet and at the side of the boat and began frantically waving their arms and “You Hooing”. Even the most backward land lubber knows that doing so will cause the boat to capsize. It did. They floundered their way to shore and into the arms of many adoring angels.

The manor house they had chanced upon had been turned over to the Navy. The Navy put it to use as a barracks for the Wrens. The back upper floor windows of the manor were used to pass local harbour instructions and news by signal lamp to arriving ships. The signal lamp was “manned” by Wrens, and their speed and skill matched any signal “man” that passed by. In addition to official business arriving ships would signal how many of the crew would be attending the dance that evening. There was always a dance in Derry.

The question at once comes to mind “Why were the Wrens on the lawn and not in Derry celebrating? You will be astonished and outraged as I was at the answer. They were confined to barracks!

Needless to say the two adventurers were swarmed with attention. The swarm moved in the back door of the manor and somehow a party was developing. The commotion came to the attention of the Wren commanding officer. She was not amused. I think the two Wren overcoats came back to Canada in the adventurers kit bags. I never did hear what happened to the little sail boat.

Eventually the day wound down to sunset and then the dark. On one side of the river Foyle a range of hills extends in a line parallel to the river. After dark as far as the eye could see, the Irish folk had built on the crests of the hills, about every two or three miles apart, huge bonfires. That is my favourite memory of VE Day. At last, PEACE! FREEDOM! HOME! LOVE! The dimming glow from the bonfires was marking for me the end of the most significant event in my lifetime.
CASINO NOVA SCOTIA AND ONGOING SUPPORT

Over the past year Casino Nova Scotia has contributed over $40,000 in donations in addition to providing marketing support and in-kind contributions to the Trust as part of their community programming. In a recent ceremony the Casino was recognized for their support by CNMT A/Chair Cal Mofford who praised their commitment to our project over the last year going well beyond financial support. “They have also helped us with raising the profile of the Sackville and our vision for its legacy with the general public”, he said. As a token of our appreciation Hugh MacPherson presented the Regional Vice President and General Manager of Casino NS, Helen MacMillan, a print of HMCS Sackville by the artist Robert Banks. “We believe in both the importance of maintaining our history, memorializing the importance of the Canadian Navy and continuing to build and promote our Halifax waterfront as a truly world-class destination”, Ms MacMillan responded in thanks.

HISTORIC NAVAL SHIPS ASSOCIATION (HNSA)

HMCS Sackville is a member of HNSA, an organisation representing 188 vessels of all types in twelve countries. LCdr ret’d Sherry Richardson is our representative on HNSA’s Board of Director’s and also acts as its secretary.

Some HNSA members participate in a reciprocal visits program which provides free passes for visiting Trustees. Contact Sherry at tagus@ns.sympatico.ca to receive a HNSA pass for ships here in Canada, the US including Hawaii, the UK and Europe. For more information on HNSA see: http://www.hnsa.org/index.htm

WELCOME ABOARD

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**GIFT SHOP NEWS**

This summer, HMCS Sackville's Gift Shop showcases many items, all potential souvenirs of our illustrious and iconic memorial ship. Lots of the top-sellers are on hand, including the navy decanter, the three types of Sackville Ball Caps (two with the Ship’s logo in navy blue and in khaki, plus the durable “K181”), along with the Golf Shirts (in red and navy blue), as well as the two kinds of T-Shirts (in navy blue and ash).

Yet there are many other items that deserve special mention. We have a large, intriguing selection of Naval Books including the “Salty Dips” series, containing well-told and moving accounts of sailors who faced the perils of war aboard RCN Ships. Also we have in stock superb miniature pewter statues of sailors, in the nostalgic garb of fifty plus years ago, with kitbag on the shoulder.

We continue to have a wide selection of lapel Pins, belts, ties, travel mugs, badges, and many more items, all mementos of our gallant corvette. Almost all can be found on our website: [http://canadasnaualmemorial.ca/gift-shop/](http://canadasnaualmemorial.ca/gift-shop/)

A special highlight are the Prints by J. Franklyn Wright of the incredible “Easterners” (pictured) and “Westerners”, the seven corvettes that departed Halifax in May, 1941, to be engaged immediately in escort duties in the dangerous North Atlantic. (These spectacular prints, normally $50 each, can be purchased for $25 or $40 for the set!).

Alternately, consider a copy of our 2014 Naval Heritage - Battle of the Atlantic Calendar. This is a product of our own Trustees with the help of a professional graphic designer. You will want one of these presentation-quality calendars for yourself, and it would make an excellent gift for friends and family too. See page 24 for details. There’s more to “check out”. Come by and have a look! Your suggestions are always welcome!

**CURATOR’S CORNER**

*Jennifer Gamble – Curator*

Since the beginning of 2013 we have been fortunate to have several talented individuals step up to volunteer in the curatorial department. Over the past few months these dedicated volunteers have been busy assisting in cataloguing, wrapping, packing and storing artefacts for future display in Battle of the Atlantic Place. Their tireless efforts have greatly helped in organizing the collection. We would like to send out a special thank you to Dan Desgrosseilliers, Christine Moreland, Stephen Bloom, Donald Wyllie and Richard Wood for supporting and continuing to support the care of the collection through their volunteer efforts.

Help is always needed in the curatorial department. If you are interested in what we do, how we handle/exhibit the collection please visit us onboard or contact us at: [curator@canadasnaualmemorial.ca](mailto:curator@canadasnaualmemorial.ca)

*Pictured is a new display in the After Mess featuring John Hare’s recently donated life vest that he wore when his ship HMCS Chebogue was torpedoed. We are constantly trying to improve our displays and if you have wartime artifacts that you would like to donate, please give us a call.*
2014 NAVAL HERITAGE CALENDAR

The Canadian Naval Memorial Trust has produced a 2014 Commemorative Calendar, “Canadian Naval Heritage Battle of the Atlantic 1939-1945,” to increase public awareness of CNMT/HMCS Sackville and support for the Battle of Atlantic Place project.

Doug Thomas, Executive Director of CNMT describes the 18 by 12 inch calendar, printed in colour on quality stock, “as an informative and timely product that should appeal to many Canadians and in particular to those with an interest in our rich naval heritage.”

The 2014 calendar highlights the significance of the Battle of the Atlantic, the longest battle of the Second World War and the role of the Royal Canadian Navy. Photos and paintings depict the different classes of ships that served in the RCN, including destroyers, frigates, corvettes, minesweepers and Motor Torpedo Boats and the sailors who crewed the ships and shore establishments.

The text includes a description and brief history of each ship featured, along with significant historical events in the months they occurred and an update on the Battle of Atlantic Place project on the Halifax waterfront (in the area of the summer berth of HMCS Sackville).

Trustee Dan Sargeant proposed and managed the calendar project and graphic artist Karen Fowler of VividWorks Design was engaged to design the calendar with the editorial support of several Trustees. Trustees and other supporters are encouraged to purchase copies of the calendar for themselves as well as for friends and business associates.

The calendar is available for $20, HST included, plus shipping through Sackville’s Gift shop: email: giftshop@canadasnavalmemorial.ca; telephone: 902-429-2132 (summer berth)/427-2837(winter berth), or mail: HMCS Sackville, PO Box 99000 Stn Forces, Halifax, NS B3K 5X5

BACK TO THE FUTURE

Through the magic of Twitter we became acquainted with Kenneth Tam, a science fiction author and historian from Kitchener Ontario. Kenneth is a huge fan of the “modern” HMCS Sackville and has propelled her legacy as a mighty warship into the future in a series that he has written on the Belt Squadron of Defence Command, a fictional fleet during the Martian Wars. In addition to DCN Sackville, the fleet includes DCN Ships Bonaventure, Bonavista, Terra Nova and Hibernia.
Kenneth and his company Iceberg Publishing have donated a large selection of Defense Command novels for our use. The books come in a series of 12 books and are available in our gift shop. We are very grateful for their generosity and reaching out into a market where we “have not gone before”. Long live the Belt Squadron! “For years I’ve done all I can to make the Belt Squadron the very best formation in fictional world. If there’s some way for a squadron that’s never been to help the finest veteran of the RCN, then it’s a remarkable honor for me,” he added.

A recent visit to Halifax gave Kenneth an opportunity to take care of the modern navy as well and while here donated copies of the Defence Command series to each of the ships’ libraries in the Atlantic Fleet, the Formation and Military Family Resource Centres.

DEFENSE COMMAND’S NAVAL SHIP (DCNS) SACKVILLE
Kenneth Tam

In the year 2235, DCNS Sackville led the Belt Squadron into the battle of Etat Valcour. That fictional engagement is recounted in Acts of War, the nineteenth and penultimate novel in a science fiction series called Defense Command, and it marks Sackville’s finest moment after a war between Earth and its former-colony of Mars.

The story of Sackville’s arrival in space starts in May 2005, when I visited Halifax between book events in Newfoundland and Alberta. At the time, in addition to writing fiction, I was two years into a history degree at Wilfrid Laurier University, studying with Dr. Roger Sarty (one of the authors of No Higher Purpose and Blue Water Navy), and Dr. Barry Gough (historian of HMCS Haida).

My interests in naval history, however, were more than academic: my grandfather had been in the merchant marine during the Second World War, and was sunk a couple of times for his trouble. I thus paid great attention to the convoy war, and the role of Canada’s corvette navy in guarding the runs between Newfy and Derry.

None of that quite prepared me for the experience of going aboard HMCS Sackville. Ducking through her compartments, walking her decks, and looking out from her bridge, I was struck by how humble and unassuming she felt. She was a fine ship, strong and determined, possessing a quiet dignity and a mighty soul. She’d seen some of the worst kinds of war at sea, and now solemnly represented all her kind to a world quite different than the one that had built her. She made a brilliant impression, and the timing of our meeting was propitious.

That summer I was working on a new series of novels that would be the autobiographical wartime reminiscences of a rogue Commodore named Barron, who took after Lord Thomas Cochrane. As hostilities began, Barron’s elite Belt Squadron consisted of four frigates (Wolf, Lion, Cheetah, Alberta) and five corvettes (Friendly, Lady Grace, Generous, Honesty, and of course, Sackville).

Skippered by Commander Katya Romanov, DCNS Sackville was the oldest ship in the force — and one of the hardest-fighting. As then-Rear Admiral Barron wrote in The Mercury Assault: “...our daring corvette Sackville lost a drive pod again — but kept fighting. Ships called Sackville just don’t die, it seems. The one laid down in 1940 is still sitting in Halifax harbor, open to visitors.”

I hope a new generation of readers will visit the great-grandmother of one of the Belt Squadron’s finest ships — and thus meet a true hero of Canadian naval history.
My father, "Happy" Day was born in Toronto and served as an Able Seaman onboard the Royal Navy corvette, HMS Campanula during the war. I have always had an admiration for the Veterans of World War II. At school there was absolutely nothing on the subject for us to learn of their exploits. The only way I found out was by a recent documentary, World at War. My dad had a photograph of Campanula along with his medals hanging on the wall. As there is nothing left of Campanula, the photograph means something special to me. When my Mum passed away I decided to cheer up my dad and do some research for him. My home is becoming a bit of a museum to Campanula. This has been an incredible journey for me.

Firstly I made a model of Campanula. Then I visited the National Archives and found six boxes of documents that helped a great deal. Sadly my father passed away before the model was finished. I eventually put it behind glass as a tribute to his service on board, the crew and the ship. In June, 2008 I was able to visit Halifax and see HMCS Sackville. What a beautiful place Halifax is and the people are so friendly. I was made to feel very welcome and the drinks were numerous. On the day I wanted to visit the ship she was not at her usual moorings adjacent the Maritime Museum of the Atlantic. I was a few days early so I arranged with the Tourist Information Office to make a visit to Sackville in the Naval Dockyard. The next day I arrived by cab at the Base where I was met by Don Mackey. I had goose bumps and butterflies when we arrived alongside. As I stood by the side of the gun I could swear that my dad was with me. I then saw the rest of the ship including some parts that are not open to the general public which made me feel very proud. They were painting part of the ship and I felt as though I should grab a brush and give a hand to help preserve this gallant little ship.

After a fantastic visit to Sackville I returned to have a few drinks with the locals in the Canadian Legion where once again I was made very welcome. One particular chap said: "Hello Limey " so I replied "I'll have the lime, you can have the scurvy" at which a lady remarked that's it you tell him". We had a good laugh and I had a wonderful time. A big thank you to Don Mackey and everyone who made me so welcome.

Finally HMCS Sackville is worth it's weight in gold to people like me. It is the only corvette left for my generation and others to see what those brave men and ships did for peace. It is not only up to the Canadians to preserve this ship. It is all of us, the corvette crews, their families and all peace loving people.

Alan Day
Borehamwood, Hertfordshire, UK

Ed note: At the beginning of the Second World War, Nicholas Monsarrat author of The Cruel Sea, served as a sub-lieutenant in Campanula. His experience onboard the Flower Class Corvette inspired his best-selling work.

Trustee J. Octave Boulianne has brought to our attention a monument in Pointe-à-Carcy in memory of Canadian Merchant Seaman from Quebec who lost their lives at sea during WWII. In May, then Minister of Veterans Affairs and Minister for La Francophonie, the Honourable Steven Blaney, joined veterans and members of the Royal Canadian Navy at the Monument to Merchant Mariners for annual Battle of the Atlantic and wreath laying ceremonies. "Canadians played a crucial role in defending the North Atlantic, which served as a lifeline for Allied Forces during the Second World War," said the Minister. Roland Lemieux and Paul de Villers, Veterans of the Canadian Merchant Navy are pictured with the Minister.
I’m a little late in writing about the following but better late than never. In the Fall 2012 issue of “Action Stations”, was a picture of Chief Petty Officer Patterson and Petty Officer McLean in the galley of HMCS Assiniboine, taken in December 1940. I was an Ordinary Seaman then serving in the Assiniboine. At one time I was the Chief and PO’s mess man. I remember these two very well. The picture brought back many memories.

I was drafted off the ship in the summer of 1941 to do a trade test for an Electrical Artificer. I passed the test and became a 5th Class E.A. since I was only 19 years old. There not being any ship that I could be sent, I was assigned to the Torpedo School in HMCS Stadacona assisting the retired Royal Navy Chiefs, who had been called up, to teach in the school. They were a little annoyed that they had me to sit in their coffee room during rest breaks, but they got used to it and in the end were glad I could take over some of their chores.

I’ll be 92 on August 20, 2013 and am still active, being the Treasurer of the Royal Canadian Legion Br. 140 in Sechelt as well as Secretary/Treasurer of then Sunshine Coast Naval Association. I had the pleasure of receiving the Queen’s Diamond Jubilee Medal last year.

I wish you all fair weather and calm seas with a following wind.  
Yours Aye,  
Trevor Birch Chief EA 3, V14361

Congratulations CPO Birch on your great honour in receiving of the Queen’s Diamond Jubilee Medal and especially your upcoming birthday in August. All of us in the Trust wish you many happy returns.

My band is currently performing at the Tattoo. Our Liaison Officer with the Tattoo is Ian Urqhart, also a Trustee with your ship HMCS Sackville. Yesterday Ian took my wife and I on a tour of the ship and we thoroughly enjoyed it. As a person with a history degree I’ve long read about corvettes and the RCN’s contribution to the war effort but having the opportunity to experience something like the Sackville first-hand was a once in a lifetime experience. One of the highlights of this trip, however, has been Ian himself. My wife and I love to hear his stories and his knowledge of the Navy and its ships is beyond reproach. He is living history and a true credit to the Sackville, the RCN, and Nova Scotia itself. It has been an honour for us to get to know him.

Respectfully,
Nelson and Jeania Stewart

In 1969 I was a Sea Cadet PO1 of Mackenzie Division on a Bos'un Course at CFB Esquimalt. The regular Navy PO attached to our Division was PO2 Brennan who with his wife took time to take me around on weekends off. At the end of the summer, PO2 Brennan was posted to HMCS Saskatchewan as the "Yeoman" after which time I lost touch with him. I have been looking for him for years and am hoping that a former member of the Saskatchewan may remember PO2 Brennan and provide me with his coordinates. I have searched and searched.

Thank you very much for your assistance,

Dave Aspden  
Barrie, Ontario  
daveaspden.da@gmail.com
We have written about the Watson family in previous issues and their personal commitment to the Canadian Naval Memorial Trust. Always at the ready to step up and help, Life members Teaghen and Rhys Watson played an important role in this year’s at-sea Battle of the Atlantic ceremonies onboard HMCS Sackville. While Teaghen, featured on our cover, was responsible for the ship’s bell during the ceremony and serving chowder to our hungry guests, Rhys participated in the committal ceremony with veteran members of the team, Sherry Richardson and Paul Willis. “Rhys and Teaghen were so excited to be a part of the ceremonies that they want to practice their pipes, knots and ringing the bell for next year” remarked proud father Lieutenant Colonel Sandy Watson. “All Teaghen has asked for is a set of ear plugs and that I get her a long sleeve under-armour cold-weather shirt to wear under her Navy League Cadet uniform.”

Prince Michael of Kent taking the salute during the march-past of Canadian veterans during the BOA Parade in Londonderry/Derry

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