

HMCS SACKVILLE - CANADA'S NAVAL MEMORIAL **ACTION STATIONS**

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On the Front...

HMCS *Harry DeWolf*, the first of Canada's six Arctic Offshore Patrol Ships (AOPS) departed Halifax in early August for an extensive deployment, including training exercises in northern waters and transit of the North West Passage. In early October the 103-metre vessel, commanded by Cdr Corey Gleason, arrived in Esquimalt: the first Canadian naval vessel since HMCS *Labrador* to transit the fabled NW Passage since 1954. *Harry DeWolf* will be deployed in the Pacific before a transit of the Panama Canal and return to Halifax to complete circumnavigation of North America. *Harry DeWolf* lingered on the West Coast for a few weeks prior to returning to Halifax for Christmas, via the Panama Canal.



On the Back...

The Canadian Peacetime Sailors Memorial (also known as the Bonaventure Anchor Memorial) in Point Pleasant Park overlooking Halifax Harbour is captured in full colour. The memorial featuring the 12-foot, nine ton anchor from Canada's last aircraft carrier HMCS *Bonaventure* was dedicated in 1973. The memorial contains the names of service members including nine members of the crew of HMCS *Kootenay* who died during an explosion in the destroyer in the English Channel in 1969. Repairs and upgrades to the memorial and site were carried out in 2018.

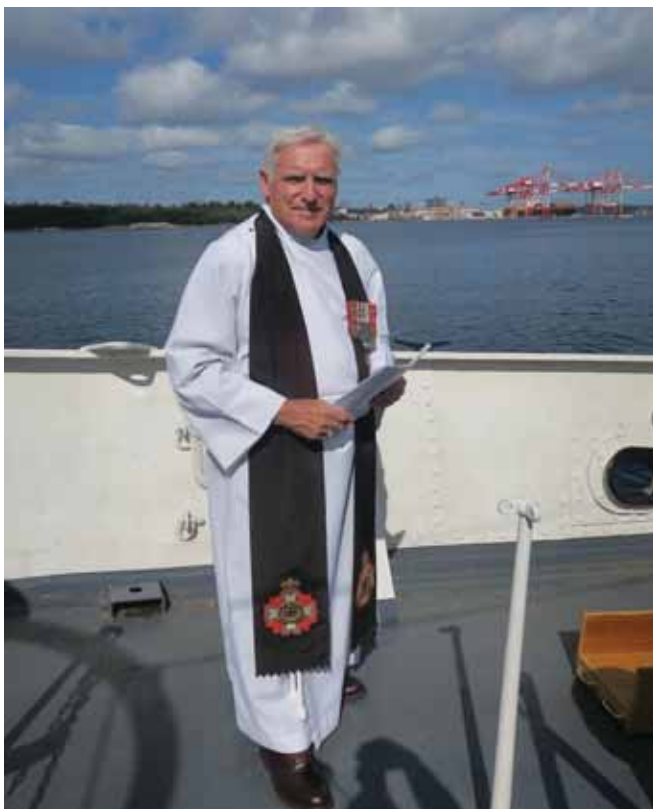
Graham Carter photo.

Contents

From the Chair	4
From the Captain	6
Crew Profile	7
BoA Veteran Bill Cox Recognized	8
American Flowers	10
Remembering Royal Newfoundland Regiment and Beaumont-Hamel	14
No-Badge Killick: Life at Sea in Canada's Cold War Navy	15
Trust and Mess Events	16
HMCS <i>Margaret Brooke</i>	18
50 North	19
Crossed the Bar	20
Letter to the Editor	22
Keepsakes	23
Action Stations November 1983	24
HMCS <i>Stormont</i>	28
Sailors Memorial Remembrance Service	28
HMCS <i>Sackville</i>: Past and Present	29
Committal of Ashes	30
Membership Update	32
Message From the Chair: Hull Update	33
Vice-Admiral Harry George DeWolf, RCN, DSO, DSC, CBE, CD	34



With flags flying, a mini sailpast viewed by HMCS *Sackville* crew and guests on Canada Day 2021.



HMCS *Sackville* Chaplain Andrew Cooke conducts committal of ashes service in September off Point Pleasant Park.



From the Chair

Capt(N) (ret'd) William Woodburn

Dear Trustees,

I regret that I must open my remarks today with the solemn news of the recent passing of Vice Admiral (Retired) James, Andrew Fulton. Vice Admiral Fulton was a founding father of the Canadian Naval Memorial Trust and believed strongly in the idea of, and the need to preserve a Canadian Corvette in commemoration of the lives, losses, and hardships of those who served at sea during World War II. As the Commander Maritime Command in 1982, he supported the initiative by veterans, the Naval Officers Association of Canada, and the Chief and Petty Officers Association to restore HMCS *Sackville* to her wartime configuration and wholeheartedly supported the transfer of the ship from the RCN to the Canadian Naval Corvette Trust (CNCT). In 1985 he assumed the Chair of CNCT. That year the Honourable George Hees, Minister of Veteran's Affairs, announced the designation of HMCS *Sackville* as the Canadian Naval Memorial. In response to this honour, Vice Admiral Fulton initiated the change in name of the CNCT to what we all know today as the CNMT. On a personal note, I regret that I never had the privilege to meet Vice Admiral Fulton, but I know that many of our Trustees knew him or served with him. On behalf of all Trustees, I humbly offer our sincere condolences to the family and friends of this accomplished Naval Officer. He will be missed.

On a much lighter note, it seems like only yesterday we were undocking our beloved ship after she completed one of the most extensive refits in her long and storied life. HMCS *Sackville* arrived at her summer berth on the Halifax Waterfront to great fanfare after exchanging honours with the Acting Chief of Defence Staff and Commander Maritime Forces Atlantic, both ironically embarked in the submarine HMCS *Windsor*. The ship publicly showed off the impressive results of the refit and announced her return downtown by com-



pleting a tour of the harbour before arriving alongside to the spectacular sights and sounds of the Stadacona Band. HMCS *Sackville* was greeted with kind words by the Mayor of Halifax, local Members of Parliament, a Member of the Nova Scotia Legislative Assembly and the General Manager of the Maritime Museum of the Atlantic. Most notably, HMCS *Sackville* was honoured by a Smudging Ceremony conducted by Chief Petty Officer (retired) Debbie Eisan representing the Mi'kmaw Native Friendship Centre here in Halifax. In essence, the return of HMCS *Sackville* to the Halifax Waterfront visibly signalled that the city was "open for business". The ship looked fantastic and all those in attendance were absolutely delighted to see her in her glory once again!

Indeed, the summer went extremely well for us despite the ongoing disruptions and uncertainties associated with the pandemic. The ship's company, supported by a small but enthusiastic cadre of Summer Student Interpreters and our superb group of Volunteer Trustee Guides, hosted over 27,000 visitors. This was a particularly impressive accomplishment given that cruise liners were, for yet another year, prohibited from calling on the city. Visitors who did board the ship were only permitted to tour the upper decks but nevertheless, through their comments and observations, they thoroughly enjoyed their tours. As always, they left the ship with a sense of amazement of the conditions and challenges crews faced fulfilling their duties at sea, at war, in the North Atlantic. The public's support to the Trust through their generous donations was very much appreciated. In fact, I am inspired time and again by the willingness of so many who often

have little direct connection with the ship to openly step up and support the efforts of the Trust to preserve HMCS *Sackville* and tell her story. To all of them I say thank-you!

Over the winter months our focus will turn to further our collaborative efforts with the RCN, the Maritime Museum of the Atlantic, the Canadian Maritime Heritage Foundation and Develop Nova Scotia. Regular planned maintenance routines will be completed as usual and new work will be undertaken with the help and support of Fleet Maintenance Facility Cape Scott as we continually strive to improve the condition of the ship and enhance the visitor experience. One key overarching activity this winter will be the implementation of a formal process to develop a Strategic Plan that I hope will serve to guide and focus our collective efforts as we look to address the inevitable challenges in the years ahead.

In closing, I am delighted to once again highlight that 30 December 2021 will mark the 80th Anniversary of the Commissioning of HMCS *Sackville*. Imagine 80 years! This is a remarkable achievement and one in which all of us have played our part. To celebrate this auspicious occasion I am pleased to tell you that several initiatives are currently in the works and hopefully they will unfold over the course of the new year. In the meantime we will keep you posted.

Stay Safe and Stay Strong!

Respectfully,
Bill Woodburn
Chair



Bruce Belliveau, left, chair of Nova Scotia Naval Association of Canada presents a Naval Association of Canada cheque for \$5,000 to Bill Woodburn, Chair of Canadian Naval Memorial Trust to support installation of Wi-Fi and PA broadcasts systems in HMCS *Sackville*.

Of Note: The Nova Scotia Branch of the Naval Association of Canada (formerly Naval Officers Association of Canada) was established after the Second World War and a principal supporter of acquiring HMCS *Sackville* as naval memorial in late 1970s/early 1980s. A number of NSNAC members are also CNMT Trustees.

From the Captain

Cdr (ret'd) Gary Reddy



The Crew (Well, Some of the Crew): (L – R) CPO1 (ret'd) Art Forward - Chief of the Ship; PO1 (ret'd) Reid Hall – CET; PO1 (ret'd) Chuck Goldberg – Mess Manager; CPO1 (ret'd) Jeff Morrison – CHT; CPO1 (ret'd) Pat Devenish – CERA

HMCS *Sackville* is back at her HMC Dockyard berth NC1 after a great summer at Sackville Landing with 27,821 visitors crossing the brow. Considering there was no cruise industry visitors and tourism was down this boded well for the local community and tourists that did venture out. The decision to return to the Dockyard in early October coincided with the last committal of ashes service for 2021.

Sackville conducted committal of ashes services on 23 September and 8 October, respectively, with the committal of a total of 12 ashes. The families were very appreciative and thanked the crew for a beautiful service and send off for their loved ones.

On 21 August, *Sackville* participated in Dervish'80 to recognize the Second World War Arctic con-

voys to Murmansk and Arkhangelsk. The Russian Embassy Deputy Chief of Mission, Vladimir Proskuryakov, was a guest and participated in the ceremony. It was most appropriate to have our veterans onboard to conduct the bell ringing ceremony.

Prior to our return to the Dockyard, CNMT/HMCS *Sackville* participated in DEFSEC Atlantic at the Halifax Convention Centre. Our booth attracted many visitors and proved a good opportunity to promote the ship. Big thank you to Steve Rowland and Richard Powell for leading the set up and tear down of the booth.

COVID has continued to limit our operations and keep the ship from hosting activities. The crew is keen to starting our Friday lunch – post refit. It has been a long haul

and we are not there yet. Security at the Dockyard with regard to access is an issue but we are looking at options to overcome this hurdle. We look forward to Trustees, who could not access the Mess using the standard ladders, to again come to the Mess using the conference room stairway.

The crew wish to thank Trustees and supporters for your understanding as we get our Mess up and running.

Gary Reddy
Cdr (ret'd)
CO
HMCS SACKVILLE
902-809-1259

Crew Profile

CPO1 Arthur (Art) Forward, CD Chief of the Ship

Art Forward was raised in Cape Breton, NS and joined the Royal Canadian Navy in 1986 as a Signaller and served until 2016. During his career he served in HMC Ships *Iroquois*, *Protecteur*, *Halifax* and *Athabaskan*, plus on the Standing Naval Force Atlantic staff and in numerous positions ashore including Naval Headquarters, the Communications School, as well as a tour in Ottawa at the National Defence Headquarters. During his service, in addition to his CD1, Art was awarded the South West Asia Service Medal, the Gulf and Kuwait Medal, the NATO former Yugoslavia Service Medal, the Special Service Medal (NATO bar), and the Commander RCN Commendation.

Following retirement, Art worked for Matrix Construction Ltd as a project coordinator. After a chance conversation with *Sackville's* Chief Engineer, Art learned that the Trust was looking for a Chief Bosun's Mate (CBM). While not a Bosun, Art applied, was accepted and joined the ship in January 2019. Not being comfortable with the title CBM, as he does not have that trade's skill-sets and did not want to create unrealistic expectations in naval organizations with whom he must deal, the title Chief of the Ship (CotS) was developed. Although this is not a traditional naval job, naval organizations seem to understand



instinctively where the CotS fits in *Sackville's* organization as coordinator of day-to-day operations.

Art delights taking part in various motor-sports - just ask him about the Mustang he bought for himself as a retirement gift! Also, he enjoys creating elaborate costumes and attending science fiction and genre conventions. But, his number one past time is spending time with his busy children and playing with his two granddaughters.



CNMT/HMCS Sackville Recognizes BoA Veteran

Two members of the Canadian Naval Memorial Trust/HMCS *Sackville*, Cdr Bill Gard (ret'd), CNMT Director and former CO of *Sackville* and CPO Craig MacFadgen, the ship's coxswain paid a courtesy visit to Battle of the Atlantic veteran Bill Cox in Halifax on Sept 30 and brought best wishes for his 104th birthday Oct 6.

Along with the best wishes Bill and Craig also brought along a *Sackville* baseball cap and crew T-shirt for the decorated Royal Canadian Naval Volunteer Reserve veteran. They were assisted in arranging the visitation by Bill's daughter Joanne Haymann.

William John (Bill) Cox was born in Shelburne on Oct 6, 1917, the eldest of three sons. He attended Shelburne Academy until grade X1 when he left school to begin apprenticeship training for the shipwright trade. At 23, as a qualified shipwright, he was recruited

by the Power Boat Company of Montreal to help build motor torpedo boats (MTBs) for the war effort.

In early 1942, he felt the call of military duty and joined the RCN as a 4th class shipwright and served in HMCS *St. Laurent* from January 1943

to March 1945. He was awarded the British Empire Medal (Military) for bravery in 1944. The citation read: "... the King has been graciously pleased to award you the British Empire Medal (Military) for bravery and undaunted devotion to duty as a member of a volunteer fire party from HMCS. *St. Laurent*, which boarded a burning merchant vessel in a rough sea and by their determined efforts saved the ship and



her valuable cargo." (London Gazette Supplement, September 12, 1944).



HMCS *St. Laurent* at sea during the Battle of the Atlantic.



CNMT Director Cdr Bill Gard (ret'd), left, and CPO Craig MacFadgen, right, HMCS *Sackville* Coxswain brought best birthday wishes and a *Sackville* baseball cap and crew T-shirt for Battle of the Atlantic veteran Bill Cox who turned 104 on October 6th.

In May 1944, HMCS *St Laurent* was transferred to EG 11 for invasion duties, remaining with the group on patrol and support duties until the end of November 1944. The ship returned to Shelburne for major repairs. She remained in Canadian waters as a member of Halifax Force and after VE-Day was deployed in transporting troops from Newfoundland to Canada. She was paid off on 10 Oct 1945 and broken up at Sydney, NS in 1947.

Bill was discharged in Novem-

ber 1945 as a shipwright petty officer then returned to Shelburne where he married, Olive Harris; she passed away in 2015.

Bill joined his father and brother, George, in establishing the shipbuilding firm of Harley S. Cox & Sons which operated from 1947 to 1982, Bill was elected to the Shelburne Town council in 1953 and went on to serve as mayor of Shelburne from 1958-63 and again from 1976-85.

The large Flag Pole behind the Maritime Museum of the Atlantic

was built in Shelburne by Bill in the Cox shipyard.

In addition to his British Empire Medal, Bill was also awarded the Queen's Silver Jubilee (1977), Golden Jubilee (2002) and Diamond Jubilee (2012) along with medals for service to his town, province and country.

For Remembrance Day 2021, he intends to travel to Shelburne for the community's commemoration ceremony.

The family of WW II RCNVR veteran Bill Cox, 104, commended CTV reporter Heidi Petracek for her Remembrance Day interview with Bill that highlighted "his wartime service, the boat building family history in Shelburne and his years of community service."

American Flowers

By: Doug Thomas

Germany declared war against the United States shortly after the Japanese attack on Pearl Harbor, and in early 1942 the German Navy launched Operation Paukenschlag (Drumbeat) against the American Eastern Seaboard. This was what German U-boat captains called the “Second Happy Time” - unescorted merchant ships were being routed independently rather than in convoy, and displayed peacetime navigation and upper-deck lighting while transiting marked routes. USN leadership resisted forming merchant ships into convoys when advised to do so by the Royal Navy, saying this would make the situation worse by gathering all the targets together where they would be vulnerable to attack. The reality was that the USN had very few ASW-capable ships and aircraft available – the order books were full, but available resources were nearly non-existent.

Operation Drumbeat initially deployed all available long-range Type IX U-boats. The smaller Type VIIs followed in later waves. This was quite a stretch for the Type VIIs, requiring unusual measures: cramming every possible space with provisions, filling some of the fresh water tanks with diesel oil, and crossing the Atlantic at very low speed on a single engine to conserve fuel.

Later waves included the large Type XIV supply U-boat, nicknamed the “Milch Cow”. The Milch Cows provided fuel, ammunition and food to deployed



Type IXB U-boat U-123 and smaller Type VIIC U-201 leaving Lorient, France in June 1941

U-boats, greatly extending their effectiveness – especially the small Type VIIs. The result was that between January and August of 1942, thousands of merchant mariners died in the sinking of 609 ships totaling 3.1 million tons: about one-quarter of all ships sunk throughout the war, against the loss of only 22 U-boats!

British experience in the first two years of World War II, which included the massive losses incurred to their shipping during the "First Happy Time" confirmed that ships sailing in convoy — with or without escort – were far safer than ships sailing alone. The British recommended that merchant ships should avoid obvious standard routings wherever possible; navigational markers, lighthouses, and other aids to the enemy should be removed, and a strict coastal black-

out be enforced. In addition, any available air and sea forces should perform daylight patrols to restrict the U-boats' flexibility.

A significant flaw in U.S. pre-war planning was the failure to provide ships suitable for convoy-escort work. Such vessels needed to be faster than most merchant vessels and at least as fast as surfaced U-boats, needed to be highly maneuverable, armed with effective anti-submarine sensors and weapons, the capacity to carry large numbers of depth charges, and high endurance for trans-Atlantic passages and prosecuting submerged U-boat contacts.

In March 1942, the Royal Navy (RN) transferred 10 Flower Class corvettes to the USN for the defence of the U.S. East Coast. The British also transferred Hudson ASW aircraft of 53 Squad-

ron, RAF Coastal Command to Quonset Point to protect New York Harbor during July 1942, and then transferred to Trinidad in August, with a U.S. squadron, to protect the critical sea-lanes from the Venezuelan oil fields back to Norfolk, Virginia until the end of 1942. RN and RCN ships took over escort duties in the Caribbean (HMCS *Oakville* sank U-94 in the Windward Passage 28 August 1942) and on the Aruba–New York tanker run. Fast CU (Curacao to UK) convoys were organized to maintain petroleum fuel stockpiles in the British Isles.

The decision to implement convoys and blackout coastal towns to make ships more difficult to see came slowly. The situation began to change on 1 April when ships were restricted to traveling during daylight hours between protected anchorages. On 14 May 1942 the first coastal convoy sailed from



Dixie Arrow torpedoed by U-71 off Cape Hatteras, 26 March 1942, US National Archives

Hampton Roads to Key West, and convoys later extended northward to Boston where they connected with the BX convoys to Halifax initiated by the Royal Canadian Navy (RCN) in March. Full convoys produced an immediate reduction of Allied shipping losses off the

East Coast as Doenitz withdrew the U-boats to seek easier pickings elsewhere. The convoy system was later extended to the Gulf of Mexico with similar dramatic effects.



One of many US T-2 Oil Tankers built during World War II for commercial use and to support naval operations. Many survived the war and served on well into the post-war era.

USN FLOWER CLASS CORVETTES KNOWN AS PATROL GUNBOATS (PG) IN US SERVICE

Tempress Class



USS *Tenacity* PG71- Flower Class



USS *Tenacity* PG71 with Measure 12 Camouflage

US Navy Action Class Patrol Gunboats (Corvettes)

Modified Flower Class

Transferred from RN to USN on completion in Canadian Shipyards between 22/Nov/1942 and 16/Aug/1943; returned to RN at wars-end

The initial ships were operational units of the Royal Navy, transferred directly and with little fanfare due to the urgency of responding to Operation Drumbeat. They were classified as Patrol Gunboats, numbered PG 62 to 71, and referred to as the *Tempress* class, after the first ship to be recommissioned for US service. Although they were transferred to the USN, they were manned by the US Coast Guard. The *Tempress* class were armed with a 4-inch gun forward (it appears to be the same 4" gun as in the obsolescent four-stacker destroyers), a 3"/50 dual purpose gun aft to replace the existing 2 pounder pom-pom, 2 – 20 mm Oerlikon guns, two depth charge racks and depth charge throwers.

US Navy *Tempress*-Class Patrol Gunboats (Corvettes)

USS *Courage* (PG-70) (ex. HMS Heartsease)

USS *Fury* (PG-69) (ex. HMS Larkspur)

USS *Impulse* (PG-68) (ex. HMS Begonia)

USS *Ready* (PG 67) (ex. HMS Calendula)

USS *Restless* (PG-66) (ex. HMS Periwinkle)

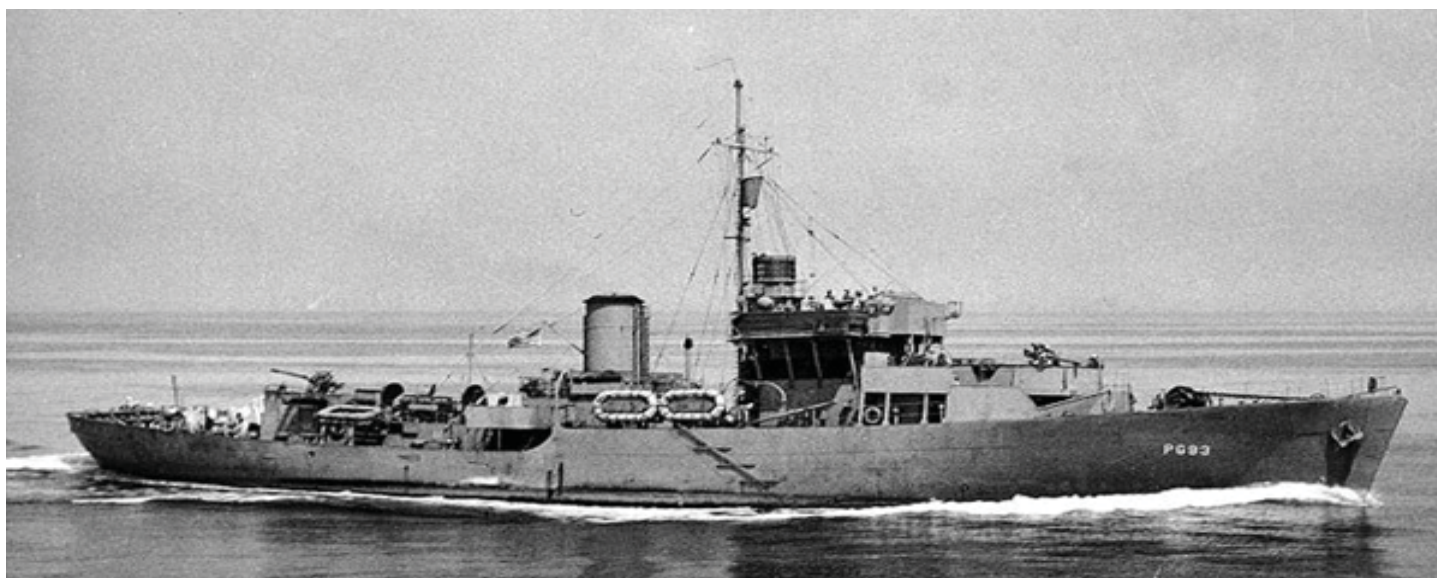
USS *Saucy* (PG-65) (ex. HMS Arabis)

USS *Spry* (PG-64) (Ex. HMS Hibiscus)

USS *Surprise* (PG-63) (ex. HMS Heliotrope)

USS *Tempress* (PG-62) (ex. HMS Veronica)

USS *Tenacity* (PG-71) (ex. HMS Candytuft)



USS *Intensity* (PG 93). Note single 3"/50 dual purpose guns fore and aft



USS *Prudent* – PG96

The USN placed orders for 15 more Flower Class corvettes from Canadian shipyards. This was met by transferring a number of vessels on order for the RN to the USN. These ships were of the Modified Flower type, a design which consolidated the various modifications developed in the course of building the original Flowers. The US ships were numbered PG 86 to 100 and were referred to as the *Action* class. The *Action* class replaced the forward 4-inch gun with another 3-inch/50 cal. DP gun, and added a hedgehog anti-submarine mortar.

In the event the USN only took charge of eight of these ships; the other seven were transferred back to the RN under Lend-Lease arrangements. Many USN destroyer escorts – roughly comparable to RN and RCN River-Class frigates - were being completed by summer 1943 and more corvettes were not needed.

Canadian-Built *Action* Class

- USS *Action* (PG-86) Built by Collingwood Shipyards, Ltd. Collingwood, Ontario
- USS *Alacrity* (PG-87) Built by Collingwood Shipyards, Ltd. Collingwood, Ontario
- USS *Brisk* PG-89 Kingston Shipbuilding, Ltd., Kingston Ontario
- USS *Haste* (PG-92) Midland Shipyards, Midland, Ontario
- USS *Intensity* (PG-93) Midland Shipyards, Midland, Ontario Collingwood Shipyards
- USS *Might* (PG-94) Midland Shipyards, Midland, Ontario
- USS *Pert* (PG-95) Midland Shipyards, Midland, Ontario
- USS *Prudent* (PG-96) Midland Shipyards, Midland, Ontario

Conclusions

It is not well-known that corvettes – eight of them built in Canada – served in the US Navy. They were an important addition to USN escort forces along the Eastern Seaboard at a critical time. After the 07 December 1941 attack on Pearl Harbor, the United States was naturally most concerned with the Pacific War against Japan. However, the other Axis Powers (Italy and particularly Germany) took advantage of the weakness of US anti-submarine measures in the Atlantic, and British and Canadian expertise and resources made a big difference in successfully responding to Operation Paukenschlag.

Remembering Royal Newfoundland Regiment and Beaumont-Hamel

July 1, Canada Day, is also Memorial Day in Newfoundland and Labrador and commemorates the massive losses suffered by the Royal Newfoundland Regiment at Beaumont-Hamel, France on July 1, 1916 during the Battle of the Somme in the First World War.

In commemoration of the battle and the regiment that reported some 700 members killed, wounded or missing in that battle, a remembrance ceremony was held on board HMCS *Sackville* on Canada Day. The reviewing dignitary was William McCurdy, a Second World War veteran who also celebrated his 98th birthday on July 1.

Born in Middle Musquodoboit on July 1, 1923, Mr McCurdy joined the Canadian Army in 1942 and served in the signal corps of the 4th Canadian Armoured Division. In England, he participated in the logistical preparations for D-Day in June, 1944, crossed the Channel and took part in the Canadian advance in France, Belgium and the Netherlands. On VE Day he was standing on German soil and returned to Canada in December 1945.

Representing the Royal Newfoundland Regiment at the ceremony was Lieutenant Colonel Winston Crocker (ret'd).



Commander Gary Reddy (ret'd), left, CO of HMCS *Sackville* and Lieutenant Colonel Winston Crocker (ret'd) assist WW II veteran William McCurdy place a wreath in remembrance of the Royal Newfoundland Regiment and its massive losses at Beaumont-Hamel during First World War.

No-Badge Killick: Life at Sea in Canada's Cold War Navy

by Gord Hunter

Published by Monkey's Fist Publishing

Review by Keith Foster

\$20.00 ISBN 978-0-9681803-1-0

Talk about adventures on the high seas. Gord Hunter hits the mark in *No-Badge Killick: Life at Sea in Canada's Cold War Navy*, where some of his adventures take place under the seas.

Sailors in Commonwealth Navies refer to a Leading Seaman as a killick, originally the name given to a small anchor. After serving at least three years without getting into trouble, a sailor is entitled to wear a good conduct badge. If a Leading Seaman commits a major breach, he loses his good conduct badge, thus becoming a no-badge killick.

In 1962, after his high school principal tells him not to bother returning, Hunter enlists in the Royal Canadian Navy. He's only seventeen. He barely completes his basic training before being assigned to a ship during the Cuban missile crisis that fall, at the height of the Cold War.

Hunter trains as a sonar operator, learning how to detect and track Soviet submarines and spy ships. The highly sensitive equipment is top secret and on one occasion he has to order a senior officer out of the room because sonar operations are strictly on a "need to know" basis.

Serving on a frigate and escort destroyers, Hunter relates the routine of life at sea: Learning how to tie knots such as the monkey's fist. Participating in the traditional daily ration of rum. Visiting bars in foreign ports, some with "No Dogs or

Sailors Allowed" signs. Nearly being swept overboard. Overextending shore leave and watching his ship sail off without him. Getting stuck on an ice floe. Standing Look-out with cold Atlantic sea spray splashing his face.

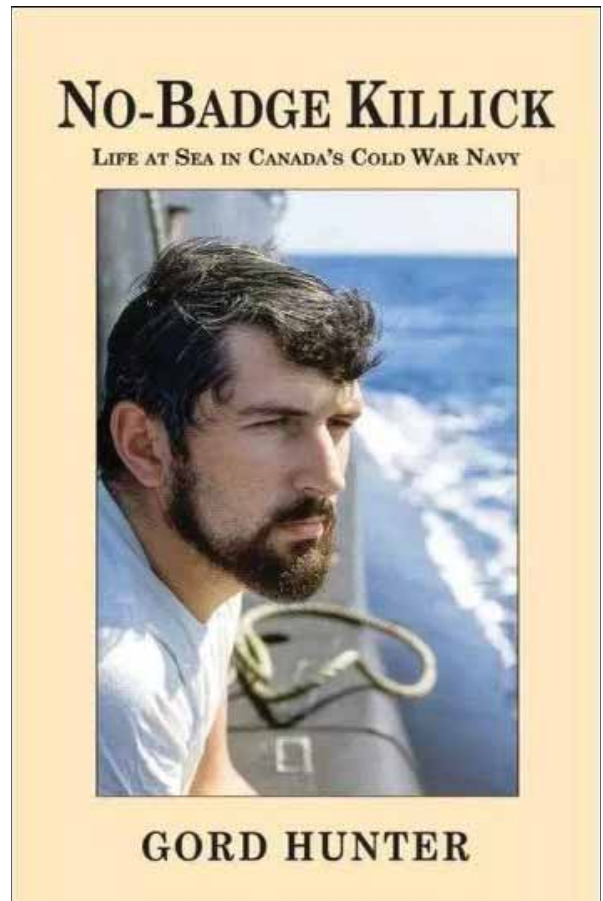
The warm Caribbean has its own hazards. While anchored off the island of St. Thomas, Hunter and a buddy try fishing from the stern. They catch "a five-foot, decidedly unhappy shark," flopping wildly, and haul it almost to the deck. As the ship is weighing anchor, they struggle to free the hook, "but no one was going to stick a hand into that shark's mouth." Hunter surmises that "the Captain would not be happy if we sailed with a shark hanging off our stern."

Hunter witnesses some epochal events in recent Canadian history. He's there in 1965 when Canada unveils its new, and controversial, maple leaf flag. He participates in anniversary celebrations for Canada's Centennial in 1967. And he's there when Minister of National Defence Paul Hellyer announces the even more controversial unification of Canada's Armed Forces.

In 1968, Hunter switches to the

submarine service, revealing several peacetime instances of submarines sinking, including an American nuclear sub that lost its entire crew. During one exercise, Hunter's skipper orders the sub to dive to 200 feet. Because of a faulty mechanism, it keeps going. As the Helmsman frantically pulls back on the controls, the sub continues its dive.

No-Badge Killick's seafaring stories provide an intriguing look at a Canadian sailor's life during the Cold War. Hunter now resides in Regina, surrounded by a sea of wheat.



Trust and Mess Events

Another first for Commodore Josée Kurtz

Commodore Josée Kurtz, a Life Trustee of the Canadian Naval Memorial Trust/HMCS *Sackville* was appointed Commandant and Vice Chancellor of the Royal Military College (RMC), Kingston, ON in July—the first woman to command RMC. It was another first for Commodore Kurtz who commenced her naval career in 1988. During her career she was the first woman to command a principal Canadian warship, HMCS *Halifax* (2009-2011) and the first woman to command Standing NATO Maritime Group Two (2019), along with senior appointments at National Defence Headquarters, including the Directorate of Naval Personnel and Training.



Dusty Dreams & Troubled Waters Launched

Artist Susan Tooke displays the finished art for one of the hundreds of graphic images included in *Dusty Dreams & troubled Waters A Story of HMCS Sackville and the Battle of the Atlantic* during the launch of the graphic novel on board HMCS *Sackville* in September. The graphic novel was the brainchild of Susan's late husband and fellow artist Richard Rudnicki who passed away in 2019 prior to completing the publication. As Susan explained, "ultimately, I stepped in to complete the illustrations...to pick up where Richard had left off in order to salvage his creative tour de force." She also noted, "much changed along the way to completion, with a partnership in both creation and friendship with writer Brian Bowman (and technical support) of HMCS *Sackville*'s Doug Thomas." The 180 page novel is published by Nimbus Publishing, Halifax.



Dervish '80 Ceremony

Battle of the Atlantic veteran Rowland Marshall rings ship's bell during July 1 ceremony on board HMCS *Sackville*.

Up Spirits!

CNMT Directors attending the December 1997 meeting on board HMCS *Sackville* seemed more attentive than usual...and for good reason! At the conclusion of the Friday meeting, Capt (N) Hal Davies, chair of CNMT ordered a tot to be issued. Among the 'happy crew,' seated from left:

LCdr Sherry Richardson, Capt (N) Davies and CPO Dick Aldhelm-White; standing, from left: Capt (N) Mel Baird, Commodore Charles Westropp, LCdr Bryan Laesk, Cdr Ted Smith, CPO Ray Soucie (leaning forward), Cdr Len Canfield, Marven Moore and Don Cameron.



HMCS Margaret Brooke

Courage and self-sacrifice of ship's namesake recognized



HMCS *Margaret Brooke* (431), the first Canadian combat ship to be named for a woman, was delivered to the RCN in July and is conducting post-acceptance sea trials.

The 104-metre, 6015 tonne *Margaret Brooke* is the second of Canada's Arctic Offshore Patrol vessels (AOPs) to be turned over to the Navy by the Irving Halifax Shipyard, following the turnover of HMCS *Harry DeWolf* in August 2020.

The ship recognizes the gallantry of Sub Lieutenant Margaret Brooke MBE, a Second World War nursing sister who tried unsuccessfully to save fellow nursing sister Agnes Wilson during the torpedoing and sinking of the ferry SS *Caribou* in the Cabot Strait in October 5 1942; 167 crew and passengers (civilian and military) perished during the sinking.

In 2015, then Minister of National Defence, Jason Kenny commented "...it is a pleasure for our country to recognize Margaret Brooke...her courage and self-sacrifice have inspired and will continue to inspire generations of Canadian naval personnel for years to come."

Originally trained as a dietician, Margaret Brooke continued to serve in the Navy until 1962 retiring with the rank of lieutenant commander. She returned to university, received a PhD and served as a researcher and university lecturer. She passed away in January 2016 at age 100.

Commander Nicole Robichaud assumed command of HMCS *Margaret Brooke* in April 2021.

New CO HMCS Margaret Brooke Commander Nicole Robichaud

...appointed commanding officer of the future HMCS *Margaret Brooke* in April, 2021, is congratulated by Kevin Mooney, president of Irving Shipbuilding Inc. *Margaret Brooke* (431), is the second of the Arctic Off-shore Patrol Ships (AOPS) to be launched is shown alongside at Irving Shipbuilding while the future HMCS *Max Bernays* (432), the third AOPS awaits launching in the background.



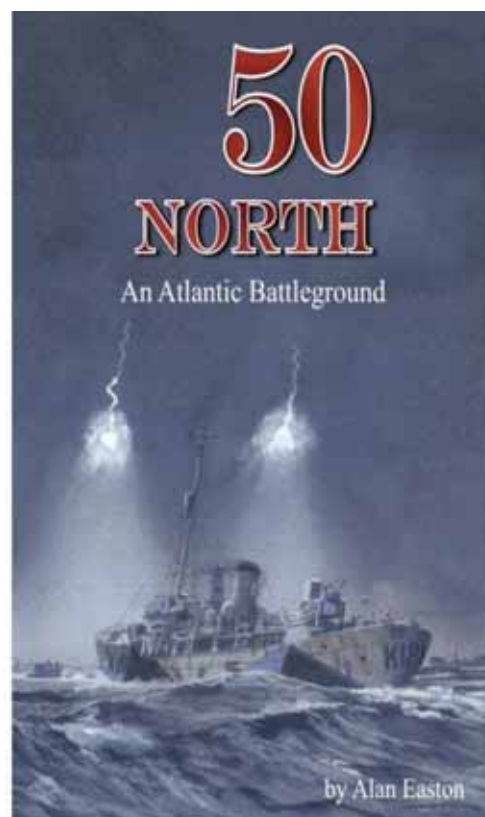
50 North



Michael Whitby ▶ **The Flower Class
Corvette Association**

7h · 🌐

I wanted to let the group know that the re-release of Alan Easton's classic memoir *50 North: An Atlantic Battleground* is now available as an ebook on all Amazon sites. For those not familiar with it, he describes his experiences commanding the corvettes HMCS *Baddeck* and *Sackville* in the Battle of the Atlantic as well his time in the frigate HMCS *Matane* and the destroyer HMCS *Saskatchewan*. Besides the original manuscript the re-release includes a chapter that was left out of the original, explanatory notes, appendices including reports from his ship's actions and many illustrations. Of course the main attraction is Alan's poignant account of life at sea in war. A must read for any corvette aficionado.



Crossed the Bar



Guy Chauvin PhD, who joined the Navy as an ordinary seaman radio communicator at 16 and later pursued a 40 year university teaching career passed away in Halifax September 8 at age 85. He served in the University Naval Training Division and upon graduation from McGill University served as a supply officer in the RCN, including VS881, *HMCS Hochelaga*, *HMCS Cape Scott*, HMC Dockyard and *HMCS Chaudiere*. He returned to university and received his MA from Dalhousie University and PhD from Trinity College, Dublin. During his career at Saint Mary's University, Halifax he was active in the faculty union and served as chair of the political science department, retiring in 2006. He was a long-time Trustee of the Canadian Naval Memorial Trust/*HMCS Sackville*, served in a number of capacities including ship librarian/archivist and participated in Battle of the Atlantic commemorative ceremonies, including Londonderry, Northern Ireland. He was also a member and director of the NS Naval Association of Canada (formerly Naval Officers Association) and served as chair of the bursary trust. Survivors include his wife Peggy and son Max. Donations in Guy's memory can be made to the Canadian Naval Memorial Trust or Symphony Nova Scotia.

Althea Dale Dziadyk, wife of CNMT/*HMCS Sackville* Life Member Lieutenant Commander Bill Dziadyk (ret'd) passed away in Ottawa in August at age 74. During her career she was an executive with Bell Canada and along with her husband a member of *HMCS Bytown* Officers Mess, Ottawa and the Brockville Yacht Club. In addition to her husband, survivors include son Douglas and a number of grandchildren and great-grandchildren

Charles A.E. Fowler FRAIC, HFAIA, D.Eng (H), P.Eng, prominent Nova Scotian engineer and architect and a Life Member of the Canadian Naval Memorial Trust/*HMCS Sackville* passed away in Halifax in August. Born in 1921, he was a graduate of Dalhousie University (BSc.), McGill University (BEng), and University of Manitoba (BArch). As Lieutenant Fowler, RCOC/RCEME he deployed overseas to the European theatre as part of the post WWII reparations effort. Following his overseas service he joined his father at C.A Fowler & Co. which later evolved into Fowler, Bauld and Mitchell. He worked on numerous projects including the Angus L. Macdonald Bridge, the Dalhousie Arts Centre - Rebecca Cohn Auditorium and served as an advisor on the National Research Council. He was active in a number of organizations including a Founding (and Life) member of the Saraguay Club, a Life Member of the Royal Nova Scotia Yacht Squadron, a Fellow and past President of the Royal Architecture Institute of Canada, an Honorary Fellow of the American Institute of Architecture, past President of the Nova Scotia Association of Architects, Life Governor - Nova Scotia College of Art and Design, a former Director of the Nova Scotia Tidal Corporation and an Associate Mess Member, Royal Artillery Park Officers Mess. Survivors include son Graham (Catherine), daughter Beverly (Patrick) Charlton and a number of grandchildren.



Commander Thomas C. Jennings (ret'd), a graduate of Royal Military College who served in a number of ships and in logistics appointments in Maritime Command HQ, CFB Lahr and at National Defence Headquarters passed away in Dartmouth, NS in January 2021 at age 76. His time at sea included HMC Ships *St Laurent*, *Qu'Appelle*, *Skeena*, *Nipigon*, *Annapolis* and *Iroquois*. He was predeceased by wife Judi; survivors include son Chuck, daughter Jacqueline, and sister Jo Ann.



Vice Admiral James Andrew Fulton RCN (ret'd), who held senior appointments in Canada and with the North Atlantic Treaty Organization and would serve as the first chair of the Canadian Naval Memorial Trust/HMCS *Sackville* passed away in Halifax Aug 7 at age 94. He commenced his career at Royal Roads Military College, Victoria in 1944, followed by service in HMS *Nigeria*, HMC Ships *Haida* and *Huron* during the Korean War and *Athabaskan* and *Crescent*, followed by command of HMC Ships *Outremont* and *Gatineau*. Other appointments included service with NATO in Paris, commander HMCS *Provider*, Commander of Northern Region Command, Chief of Senior Appointments at National Defence Headquarters and in 1979 Canadian Military Representative to NATO's Military Committee in Brussels, Belgium. In 1980 he was appointed Commander Maritime Command, Halifax. Following retirement to Mahone Bay he served on the committee for the Royal Commission on the Ocean Ranger Disaster, chair of the Royal Nova Scotia International Tattoo and joined the staff of the Halifax Herald Ltd as director of special projects. Following the government turning over Canadian Forces Auxiliary Vessel *Sackville* to CNMT, he served as chair of the Trust 1985-1990 and oversaw restoration of 'The Last Corvette.' His honours and awards include an honorary doctorate from the Royal Military College, Order of

St. John and Commander of the Order of Military Merit. He was predeceased by his first wife Margaret (1991) and his second wife Betty Hill (2012); survivors include daughters Elizabeth and Heather, stepdaughter Cathy and a number grandchildren and great-grandchildren.

Captain(N) Robert A Darlington, RCN (ret'd), whose naval career in supply, training and administration covered more than 37 years service in Canada, the US and Italy with NATO, passed away in Victoria, BC September 6 at age 94. He joined the University Naval Training Division (UNTD) in Winnipeg in 1945, transferred to the Regular Force in 1948 and served as a 'pusser' (supply officer) in a number of ships and shore establishments including HMC Ships *Magnificent*, *Gatineau*, *Beacon Hill* (where he qualified as a bridge officer) and *Gatineau*. Later appointments included Deputy Chief of Staff Logistics, where he was the first 'godfather' to the branch, and Chief of Staff Material, Maritime Command Headquarters, Halifax, when he retired in 1983. In the early 1980s he was amongst a group of DND and naval officials involved in the transfer of the auxiliary vessel *Sackville* from Defence Research Establishment Atlantic to the volunteer Canadian Naval Memorial Trust. He was a naval historian and author, with co-author Fraser McKee writing "The Canadian Naval Chronicle 1939-1945" and "Three Princes Armed." He was a Life Member of the Canadian Naval Memorial Trust/HMCS *Sackville*, a member of the Naval Officers Association of Canada and the Navy League of Canada. Survivors include his wife Wendy, sons Commander Colin AH Darlington RCN (ret) and Robert S Darlington, and daughter Jann S Everard.

Captain (N) James Carruthers (ret'd) RCN, who commenced a 22 year naval career in 1961 followed by a civilian career as a tech industry executive passed away in Ottawa at age 78. He was a graduate of Royal Military College and Dalhousie University (Ph.D in electrical engineering). During his naval career he was a leader in the development of new combat information and weapons control capabilities for several classes of ships. He served as president of the Naval Association of Canada (NAC), was awarded the Admirals' Medal for service to NAC and advancement of maritime affairs in Canada and was a Life Member of the Canadian Naval Memorial Trust/HMCS *Sackville*. Survivors include his wife Gail, sister Evelyn, daughters Sharon and Kerry, step-children Graham, Ben and Lorie and several grandchildren; he was predeceased by first wife Brenda and daughter Kimberley.





Commodore James Malcolm Cumming (ret'd), who commenced his naval career as a University Naval Training Division (UNTD) cadet in 1949 and would hold a number of senior appointments during 36 years of service passed away in North Saanich, BC in July at age 91. He served in a number of ships and commanded HMC Ships *St Croix* and *Preserver*; served on the staff of the Supreme Allied Commander Atlantic (director for exercises); Chief of Staff Plans and Operations Maritime Command HQ, Halifax; Naval Attaché with Canadian Defence Liaison Staff, Washington, and at NDHQ on staff of Chief of Maritime Doctrine and Operations for special projects. He was a long-time supporter of the Canadian Naval Memorial Trust/HMCS *Sackville*. He was predeceased by his wife April Barbara; survivors include his children Jeff and Janice and a number of grand and great-grandchildren.

Ada Hazen Inches, who served in the Women's Royal Canadian Naval Service in Newfoundland and Great Britain during the Second World War, passed away in Quispamsis, NB in September at age 101. Following graduation from McGill University she joined the Navy in 1942 and was released in 1946 with the rank of lieutenant. She was active in the community, including the Girl Guides of Canada and the Saint John Community Food Basket. She was predeceased by her husband J.Donald Inches; survivors include sister Hope; sons David, Peter, Hugh, Hank and Hazen; daughters Margot and Katherine; and a number of grandchildren and great-grandchildren.

Letter to the Editor

From PO 2 Dan Haycock CD (ret'd.)

Dear Doug (Editor, Action Stations) ,

This letter has been in my mind since receipt of the latest edition of 'AS' (Action Stations). Now that I have received a reminder of dues owed for 2021 I have finally put it to paper. 'AS' Volume 40 Issue 1 Spring 2021 is the best issue yet devoted to the reason why HMCS *Sackville* is a heritage trust memorial.

This issue says it all as if you have edited this copy just to and for me!

Gary's (Reddy) description of maintenance carried out during refit is complete to say the least. It is not that I didn't know this before but for me this issue puts it all in perspective.

The photographers should get an extra ration of rum...if even such a thing exists in today's Navy.

Crew profiles is a perfect addition to the content and allows all life and annual members a chance to visualize who is doing 'what' on the *Sackville*.

One last thing and the most important part of this letter.

The old saying..."a picture is worth a 1000 words" has been around since early 1900s.

For me this issue with its written words, photos, crew profiles and other contributors makes it worth \$1000.

Kindly change my yearly donation from \$100 to \$1000 representing a Life Membership.

Sincerely,
Dan Haycock

Subject: FW: KEEPSAKES

From Fraser McKee, Life Trustee

Dear Doug (Editor, Action Stations),

Apart from the selection of most interesting articles in the Summer 'Action Stations' (some of which I copied to insert in relative books I hold!), I was interested in the p.14 item on keepsakes to be made from surplus steel. In my considerable collection of naval-related artifacts I have a small part white painted 1" nut & bolt from *Sackville*. For some long-forgotten reason, I was aboard just after she had been acquired by the group from her previous research job. The fitters had just begun to strip away the post-war bits, and I picked up the loose bolt taken from an older piece being saved for re-use; so I too have a small memento of the famous ship. Probably like quite a few others!

I also have the brass mortar firing selector switch from the after lobby of *Iroquois*, just before she was to be towed to Spain in 1966. Made it into a cover for an oak cigar box when I used to smoke them. I tried to get the brass 'F - I - R - E' letters off the back of that ship's midships torpedo tubes, but after some 32 years they wouldn't come loose - much disappointment!

But then I also have a pebble from 'the shore of Lake Lebarge where I cremated Sam McGee' as Robert Service tells, so my tastes in collecting are wide.

A very fine professional edition of your newsletter - full of items. BZ

Fraser

Dear Fraser

Thank you for the very interesting letter. It is always a pleasure to hear from you, and thank you for your kind words..

You have certainly acquired some interesting keepsakes and have made me wish that I had held onto a few of mine. As a young Sea Cadet, I peeled some paint from the port side of the decommissioned cruiser HMCS *Quebec* in 1958 at Point Edward Naval Base in Sydney, N.S., several years before she was towed away to Japan to be scrapped. I also had a voice pipe complete with brass cover cut away from HMCS *Fraser*'s pilotage when her magnetic compass was removed in 1985 - but gave it away a few years later as a presento to a friend. Sometimes you don't realize the desirability of keepsakes until years after you have parted ways!

Doug Thomas

P.S. Dear Readers

If you have an interesting keepsake from a ship in which you served, or have "liberated" something you can talk about, please consider telling your story for Action Stations. A picture of the item would be appreciated.

Anonymity is acceptable.

Flashback to the First Issue...



ACTION STATIONS



THE LOG OF THE LAST CORVETTE — HMCS SACKVILLE

NOVEMBER 1983

VOL. I No. I



GOVERNMENT TURNS OVER "THE LAST CORVETTE" TO CNCT IN HALIFAX

Campaign Chairman E.C. Bovey (shown in photo upper right facing page) accepts HMCS *Sackville* at handover ceremony on 28 October. In the foreground are ship's nameplate and framed ship's papers. In above photo, CPO George Heard and Vice-Admiral J.C. Wood present Maritime Command's "big" contribution to Commodore A.C. McMillin. Behind Commodore McMillin the "grand old lady" rests in drydock.

GOVERNMENT TRANSFERS TITLE OF SACKVILLE TO CORVETTE TRUST

Halifax, 28 October 1983 ---"Today Senator Henry Hicks, on behalf of the Government of Canada, has just transferred title of CFAV *Sackville* to the Canadian Naval Corvette Trust and she is ours. You may rest assured that she has found a good home with friends who love her and who will take good care of her."

With those words CNCT Campaign Chairman E.C.

Bovey accepted title to the last corvette during a colourful ceremony at the Halifax Industries Ltd. drydock.

The short, crisp ceremony, conducted in brilliant sunshine, to the accompaniment of the Stadacona Band at HIL's Scotiadock, gave no hint of the last minute chaos of the night before when an emergency session of Parliament over the Grenada situation prevented the Hon. Gerard Regan, acting Secretary of State for External Affairs from attending. Mr. Regan had been scheduled to turn over title of the ship to the Trust.

A spate of late night and early morning telephone calls between Ottawa, Toronto and Halifax and the generous acceptance by Senator Hicks to fill in for the Minister permitted the handing over ceremonies to go flawlessly. Senator Hicks managed to fit the last-minute assignment into his already crowded Dalhousie University Commencement schedule.

Vice Admiral J.C. Wood, Commander, Maritime Command, reviewed *Sackville's* career which began



and ended working to make the seas safe for merchant shipping. First as a wartime convoy escort ship, and later in civilian life as an 'acoustic research vessel engaged in the study of underwater sound detection.

Pointing to *Sackville*, high and dry in the drydock behind him, Admiral Wood said: "We are here to pay our respects to a grand old lady, a real survivor", adding that having her on public display "with her bottom, uncovered" was perhaps an odd way of showing this respect.

Then, accompanied by CPO George Heard, Admiral Wood presented Mr. Bovey with a three foot long cheque for \$24,751.81, the proceeds of a campaign among the officers and men of Maritime Command. Maritime Command had set a campaign objective of \$15,000. Not only was this almost doubled as of the turning over of the ship, but contributions are still being received from the Pacific Command and will be turned over as they are received.

Presenting the cheque to Mr. Bovey, Admiral Wood said he was particularly impressed and gratified by the depth of the response to the campaign. "It was not just the old guard which contributed but the men and women of every rank in military establishments from Argentina to Esquimalt."

Senator Hicks presented Mr. Bovey with *Sackville's* name plate and her framed ship's papers. He praised the efforts to restore the ship to her wartime appearance and said that "many of *Sackville's* staunchest allies are her with us today" and others are working in towns and cities across the country.

The task ahead is a mammoth one, in fact the largest ship restoration ever undertaken in Canada, but he said he was sure that it would be crowned with success and that HMCS *Sackville* would occupy "that safe and historic resting place" she had so well earned.

Mr. Bovey accepted title to the ship on behalf of all who sailed in her and her sister ships of the Navy in World War 11 and on behalf of present and future generations of Canadians.

"I hope that HMCS *Sackville* will also be a constant reminder to Canadians that for all their country's thousands of miles of prairies, lakes and mountains, Canada is a maritime nation, ever-dependent on the freedom of the seas. Canadians must be prepared, today and in the future, as they have always in the past, to maintain and defend that freedom."

ATLANTIC VETERANS EXCHANGE SALUTES IN HALIFAX HARBOUR

HALIFAX, N.S., 12 OCTOBER --- The Royal Navy hasn't lost its touch for the beau geste.

During its short passage from Jetty 9 to the Halifax Industries Ltd. drydock for bottom cleaning and repairs, *Sackville* was towed past elements of the NATO Standing Naval Force Atlantic, in Halifax for a two-week visit.

Passing the sleek, modern British, U.S., German and Netherlands warships tied up in the dockyard, the partially dismantled *Sackville* looked small, somewhat bedraggled, and just a little sad - but not for long.

As *Sackville* drew slowly abeam, bosuns pipes shrilled on HMS *Glasgow's* deck as the British veteran of the recent Falkland Islands War saluted a doughty veteran of another earlier, but obviously unforgettably, victorious Atlantic campaign.

Smartly uniformed on *Sackville's* bridge in hard hat, windbreaker and blue jeans, Vern Howland, a retired RCN captain and Project Manager of the *Sackville* restoration, returned the courtesies with a hand salute and a large lump in his throat.

Well done *Glasgow*, 30,000 former corvette sailors across Canada proudly return your salute.

39-YEAR-OLD 'WARM' MEMORIES OF A 'YANK PONGO' BRING CORVETTE COTRIBUTION

TOGUS, MAINE, 7 NOVEMBER -- The Chief of Ophthalmology at the Veterans Administration Center here has "warm" memories of a Canadian corvette."

Col. Merrill J. King Jr. recalled a cold, foggy late afternoon in Argentinia Bay just before Christmas, 1944, when he and a group of libertymen from a U.S. minesweeper anchored in the bay were "quite literally" saved by a Canadian Flower Class corvette.

Col. King, then an enlisted seaman, was on his way

for a run ashore after escorting a slow convoy from Sydney, N.S., when the whaleboat ferrying them was run down in the fog by a passing tanker.

"They neither saw us before, nor heard us after their wake overturned our boat and threw us into the freezing water!", Col. King said. "Fortunately a nearby Canadian corvette heard our cries for help and fished us out, freezing cold and wet, but otherwise none the worse for wear."

In a telephone conversation with Action Stations, Col. King said the Canadians "rushed us below, dried us off, wrapped us in warm blankets and best of all, gave us each a stiff tot of rum -- for medicinal purposes of course".

This summer during a trip to Halifax, Col. King heard about the *Sackville* project from Commodore Andrew McMillin, who took him down to see *Sackville* then tied up at Pier 9.

Col. King later sent a contribution to the CNCT with a note saying that he hoped his contribution would be accepted "even if it came from a Yank pongo".

He said he could not recall the name of the corvette but believes the Executive Officer was Anthony Paddon, who was later a physician with the Grenfell Mission and is now the Hon. Anthony Paddon, a honorary patron of the CNCT, of St. John's, Newfoundland.

"CORVETTE CITIES" ENTHUSIASTIC ABOUT SACKVILLE PROJECT

The mayors and councils of the Canadian towns and cities for which RCN corvettes were named are responding enthusiastically to a CNCT appeal for municipal support of the project to restore and preserve HMCS *Sackville*.

Late in September a letter outlining the objectives of the Canadian Naval Corvette Trust was sent to the mayor of each of the 100 municipalities for which WWII corvettes were named. To date replies have been received from more than 30.

Without exception the response has been highly enthusiastic. In all cases the letter was tabled for council consideration; in most cases a member of council or a prominent citizen was named to act as council's liaison with the CNCT and in many cases the councils requested a suggestion from the Trust for a municipal contribution.

The original letter did not contain a request for financial support. It requested official recognition of the project, local publicity and assistance that could be provided to locate residents of the community who

were former corvette sailors and who might be able to provide photographs, corvette equipment and other wartime memorabilia of the corvette war in the Atlantic, Pacific and Mediterranean theatres.

In order to reply to the requests of many municipalities for guidance in deciding upon municipal contributions to the Trust, it was decided to suggest that a contribution of \$1,000 from the larger cities and of up to \$500 for the smaller towns and villages might be appropriate.

In their acknowledgements of the original letter a number of councils pointed out that at this time of year municipal budgets were completely committed. It was suggested by some that a formal pledge of a gift be considered by council this year with the actual payment to be deferred until after the 1984 budgets are struck. In the majority of cases the council passed resolutions affirming support in principle of the project and passed the letter on to the finance planning and budget committees for further consideration.

HAVE GUNS (HOPE THEY) WILL TRAVEL IS CNCT OFFICIAL'S PRAYER AS LAST CORVETTE IS RESTORED

Are the plans for a 42-year-old warship lying forgotten in an old seabag in your attic?

First finding and then obtaining genuine 1940s-corvette equipment is no easy task but its part of the job for members of the Canadian Naval Corvette Trust.

As big and expensive a job as rebuilding her as a corvette is, it is essentially a shipbuilding operation. Outfitting her with original equipment is something else again.

Where do you find a four-inch, Mark 9 breech loading naval gun these days? Main armament for corvettes was a problem even in the 1940s when the corvettes were first built and it hasn't gone away today.

The first Canadian-built corvettes, HMCS *Windflower* and HMCS *Mayflower*, made their maiden Atlantic crossing in 1941 sporting dummy wooden decoy deck guns. The four inch guns earmarked for them were not available in Canada and had to be drawn from the British Navy's stockpile of World War I guns.

The Canadian and British navies searched their records in 1982 and failed to come up with the needed gun for HMCS *Sackville* but, before resorting to wooden ones for a second time, someone remembered seeing a naval gun mounted outside the Canadian Legion building at Amherstberg, a small southwestern Ontario town near Windsor.

Sure enough, it was a four-inch Mark 9, and probably the last one in existence anywhere. Former Ontario Provincial Treasurer W. Darcy McKeough, a member of the Trust, is currently negotiating with the Amherstberg Legion to trade the antique gun for another, less endangered species of naval cannon.

A two-pound pom-pom anti-aircraft gun the corvettes were fitted with was found on the front lawn of a private home near Lunenburg, at LaHave, N.S. Originally mounted on the corvette HMCS *Halifax*, it was missed when the armaments were stripped prior to selling the surplus ship to a Nova Scotia salvage company after the war. Negotiations are also underway to obtain it for HMCS *Sackville*.

Other esoteric equipment is slowly being unearthed as word of the Canadian Naval Corvette Trust's project to save HMCS *Sackville* spreads.

A recent letter received by the Trust stated: "For obvious reasons I must remain anonymous but I have in my possession the original bridge engine revolutions counter from HMCS *Sackville*." The mystery writer, who had somehow removed the heavy instrument from the ship when she was first decommissioned, promised to have it delivered to the Trust "as soon as I am sure that the project to restore the *Sackville* is really happening".

In Halifax a group of radio hams, all former merchant navy radio operators, promised to locate and install the 1940s radio equipment used in corvettes. They even offered to operate the equipment from the ship after she becomes a floating museum.

In British Columbia the Navy's apprentice school, as a training exercise, has undertaken to build from scratch the 25-foot wooden whaler the corvettes used as ships boats and lifeboats.

One by one, other equipment, like depth charge throwers and Carley floats, are being uncovered and finding their way to the Canadian Naval Corvette Trust in Halifax.

Still missing, however, are the detailed drawings showing the layout and construction of the corvette's bridge, wheelhouse, Asdic (sonar) hut, wireless and radio direction finding offices. The obvious Canadian sources and the British National Maritime Museum in Greenwich have searched for but not found the missing drawings.

Retired Navy Captain Vern Howland, the *Sackville* Project Manager, hopes an old corvette sailor somewhere may have them or other original equipment in his attic. If so, Howland said, please 'send them in on

a 'no names, no pack drill' basis.

RESTORATION PROGRESSING WELL PROJECT MANAGER REPORTS

HALIFAX, N.S. 7 November 1983 --- Restoration work on HMCS *Sackville* is well underway according to a progress report issued today by Halifax Working Group Project Manager Capt. V.W. Howland.

Although formal transfer of the ship from the Crown Assets Disposal Corporation to the CNCT did not take place until 28 October (see story elsewhere in this issue) actual work began in June. Volunteers removed radio and navigation equipment, brass fittings and other items of value and by summer's end *Sackville* was virtually stripped.

The prime contractor, Eastern Marine Services Ltd. of Musquodoboit Harbour, began work on 29 August and to date have removed forward bulwarks and rigged guard rails; removed the port davits and built and installed the Carley Float rack; relocated the main switchboard and converted all DC circuits to AC power; removed the after deckhouse which was used as a laboratory and installed a new sanitary pump motor and converted system to use fresh water. These jobs were virtually completed by the end of October.

After her drydocking at Halifax Industries Limited's Scotiadock the heavy weed and barnacle growth was hydroblasted from *Sackville*'s hull, her bronze propeller was removed and stored on the quarterdeck and 70 new zinc anodes were fitted to inhibit electrolytic corrosion of the hull and, after sandblasting, the hull was coated with coal tar epoxy and corrosion paint.

Some additional steel plates were fitted to the hull below the engine room for additional strength and all underwater orifices were sealed. The total cost of this work on completion will be \$128,627.

Capt. Howland emphasized that all past and future work has been broken down into discrete work packages and individually costed and that future tasks would only be undertaken as funds were available to pay for them.

He said that Halifax Industries Limited as its contribution to the project, has waived the customary docking and lay-day charges and has completed the work in dry dock at cost. International Paints (Canada) Ltd. donated the coal tar epoxy hull coating free of charge.



HMCS Stormont

From BoA Veteran to Luxury Yacht!



HMCS *Stormont*, a River Class frigate commissioned in 1943 and a veteran of the Battle of the Atlantic has led an adventurous if not colourful history. In 1944-45 she participated in Arctic convoys to Murmansk, Russia and was one of more than 50 RCN ships supporting the Allies' Operation Overload and the D-Day invasion. At the end of hostilities she was placed in reserve and in the early 1950s was acquired by Greek shipping tycoon Aristotle Onassis who converted the ship to a luxury yacht and renamed it in honour of his daughter Christina. The former frigate was described as lavishly outfitted, including staterooms, a spiral staircase, art collections and swimming pool, and used to entertain world leaders and celebrities. It was later turned over to the Greek navy to serve as a presidential yacht. In 1994 it was acquired by commercial interests for private charters and renamed Christina O. In recent years the ship had operated out of the UK but current status unknown.

Sailors Memorial Remembrance Service

Commander Rowland Marshall (ret'd), 94, a veteran of the Second World War and Life Trustee of the Canadian Naval Memorial Trust/HMCS *Sackville*, accompanied by Commodore Bruce Belliveau (ret'd), right, Chair of the Nova Scotia Branch of the Naval Association of Canada lays a wreath at Remembrance Day service at the Halifax (Sailors) Memorial in Point Pleasant Park. Rowland joined the RCNVR as a 'young 17' year old in 1944 (underage?) and served in the frigate HMCS *St Pierre*. Following the war he served in a number of ships and in 1962 transferred to the Naval Reserve where he served as commanding officer of HMCS *Scotian* in the 1970s. In civilian life he was as an associate professor of philosophy at Saint Mary's University, Halifax.



HMCS Sackville: Past and Present

Doug Thomas

HMCS *Sackville*, our National Naval Memorial, had a very active war and was in action in two of the largest convoy battles of the Battle of the Atlantic. A. William ‘Bill’ Murray, *Sackville*’s First Lieutenant late in the war, wrote a book of some of his memories called *Naval Nuggets*. Here is an excerpt from his reminiscences.

“As of April 18 [1944] I was appointed to join the veteran corvette HMCS *Sackville*: I was elated over this as the ship had a fine record; and was highly regarded by those sailors serving in the North Atlantic theatre. I reported to the

Manning Commander and he said to me ‘you’re joining a fine ship and she’s almost completed her refit.’ I said ‘that’s great Sir, what jetty will I find her?’ His reply really startled me, ‘she’s not here; she is in Galveston, Texas.’ *Sackville* was [being refitted] in Todd Shipyards and would be completed in a couple of weeks. The hope was that she would be ready for the Normandy Invasion, along with many other Canadian ships undergoing refits in American shipyards along the Atlantic seaboard.”

En route to the ship, Murray met *Sackville*’s Captain, Lieutenant-Commander Angus Rankin, also joining the ship. They talked of many things, including convoy and U-boat actions that took place in September 1943. Murray tells the story of Convoy ONS 202 that joined a slower east-bound convoy, ONS-18, and made up a group of 63 merchant ships. A swarm of U-boats [a “wolf pack”] attacked over a few days and sank four escort ships and seven merchantmen. The Canadian destroyer HMCS *St. Croix* was a victim, 81 of the survivors were in the freezing water for 13 hours. The rescuing vessel was the British frigate HMS *Itchen*; which was later torpedoed and sunk with the corvette HMS *Polyanthus*. The RN frigate HMS *Lagan* had 39 feet of her stern blown away by a torpedo. Murray tells of the night of 21 September when there were nine attacks on the convoy. There were three survivors from *Itchen* – one from *Polyanthus*, one from *St. Croix* and one from *Itchen* herself.

This was the introduction of the acoustic-homing ‘Gnat’ torpedo into U-boat warfare. Aircraft from Newfoundland finally drove off the wolf pack and the convoy arrived at its destination after the loss of seven merchant ships. The Allies came up with effective counter-measures within weeks so the night of 21 September – ‘the Battle of Battles’ – was not repeated.

Now the last remaining ship of her kind, HMCS *Sackville* spends the summer near the Maritime Museum of the Atlantic in Halifax. A steady flow of visitors have seen a living historical artefact manned by knowledgeable guides, imparting an appreciation of the importance of *Sackville* and her sister escorts that shepherded thousands of freighters and tankers across the North Atlantic, keeping the lifeline to Britain open during World War II.



Committal of Ashes

We Will Remember Them

One of HMCS *Sackville*'s most significant duties and tasks is arranging and providing the venue for family members and guests for the memorial service and committal of ashes of veterans and serving members. This involves a cold tow for the ship from HMC Dockyard and conduct of the service south of Point Pleasant Park and abeam of Sailors Memorial. The ship's crew is supported by CFB Halifax Base Chaplain's office, CNMT trustees, Queen's Harbour Master and fleet personnel.

This year, two services were held, the first in September and the second in early October, conducted by the ship's chaplain Andrew Cooke.

Trustees prepare the sideboards for burial, the piping party closes up, the church pennant is hoisted close up, and after prayers the next of kin come forward and place their loved one's ashes on the sideboard. The committal prayer is offered, the sideboard party commits the ashes and the piping party pipes the "side;" the sequence is repeated for each family.



September service:

- Captain Harold Gordon Bowes
- Lieutenant (N) Guy Henri Chauvin
- Robert Michael Gard
- Leading Seaman Charles William Cameron Lipp
- Petty Officer Thomas Bertram Maskell
- Petty Officer Thomas James McPhee





October service:

- Petty Officer Leo Joseph Bertrand
- Commander Thomas Calvin Jennings
- Petty Officer Thomas Henry Lander
- Mrs Elizabeth Meredith Lander
- Matthew Richard Grace
- John William (Jack) Meade

Membership Update

Welcome Aboard to our 2021 new members and thank you for your tremendous support.

Life Members

Thomas Adderson, Dartmouth, NS
John R. Anderson, Sidney, BC
David Ashley, Unionville, ON
Darren Bailey, Wasaga Beach, ON
Laura Beattie, Whitby, ON
David Benoit, Bedford, NS
Jean Brown, Halifax, NS
Karol Budniak, Washington, DC
Clement Bussiere, Woodlawn, ON
Dr. Garnet Colwell, Halifax, NS
Ross Connell, Oakville, ON
Kim Conrad, Dartmouth, NS
Bill Dziadyk, Ottawa, ON
Kent Gregory, Lake Loon, NS
Daniel Haycock, Halifax, NS
Terry Meloche, Woodstock, ON
John Mitchell, Toronto, ON
David Nelis, Aurora, ON
Iain Parker, Brentwood Bay, BC
Richard Rowe, Halifax, NS
Kate Scarth, Halifax, NS
Fred Schmidt, Fairview, PE
Alistair Simpson, Eastern Passage, NS
Don Smith, Hunts Point, NS
Elizabeth Stuart, Fairview, PE
Paul Wagner, Coquitlam, BC

Annual Members

Brian Bowman, Regina, SK
Tom Briggs, Victoria, BC
Steven Brown, Dartmouth, NS
John Conrad, Sherwood Park, AB
Jacob Fleck, Giesbrecht, Halifax, NS
John Ford, North Humberside, UK
Mary Gair, Gravenhurst, ON
Chad Kendall, Pembroke, ON
Edward Erving Kline, Dartmouth
Marcus Mau, Potsdam, Germany
Neil MacDonald, Dartmouth, NS
John MacKenzie, Chertsey, QC
Ruari Nicholson, Halifax, NS
Cliff Patterson, Dartmouth, NS
Ken Shand, Bedford, NS
Dale Silvester, Lawrencetown, NS
Eric Sproul, Porters Lake, NS
Todd Taylor, Albuquerque, NM
Patrick Walsh, Orleans, ON

On the special occasion of HMCS *Sackville*'s 80th anniversary approaching December 30th, 2021, we are offering an initiative to donate \$80...

\$1 per year of service!

Donations can be paid by cheque payable to
The Canadian Naval Memorial Trust

PO Box 99000

Station Forces

Halifax, NS B3K 5X5

Online at www.canadasnavalmemorial.ca

Or by credit card, call 902 492 1424

Just For The Hull Of It
Campaign Update



\$365,000 and growing!

Thank You Donors

Message from the Chair, Canadian Naval Memorial Trust

Dear Trust Members,

"Just For The Hull Of It" campaign is a critical endeavour. We aim to raise 12 million dollars by 2030 to enable the re-plating of the hull. The project when completed is expected to give HMCS *Sackville* fifty plus additional years of life.

The benefit of this life extension is obvious. The Trust's objectives will be to continue to preserve, maintain and operate HMCS *Sackville* as a Second World War corvette in honour of all those who have served in Canada's Naval Service, including those who made the supreme sacrifice. Recognition is also important for the monumental contribution of Canadians to the Allied war effort and the RCN's significant role in ensuring victory at sea during the Battle of the Atlantic. It was a coming of age for the Royal Canadian Navy.

To date, over \$360,000 has been raised through contributions from 18% of the membership. As we move forward with this multi-year fundraising effort to include Canadians at-large, both individuals and corporate, it is important to demonstrate to potential supporters out there, that the membership of the CNMT is solidly behind this project.

To those who have contributed already, in some cases multiple times, I extend a sincere thank you for your commitment. To the Trust membership at large, I issue this challenge: let's set a goal of 50%

of members donating to the hull campaign by the end of 2021. We can do this, yes we can. Official charitable tax receipts are issued for any donation of \$10 or more. Donations can be made online via the Trust website: www.canadasnavalmemorial.ca or by hard copy mail in form. You may also want to consider donating through your local United Way campaign (or government GCWCC campaign). If you choose the latter, please tick the box that indicates that CNMT will be advised of your name.

In this 80th anniversary year of HMCS *Sackville*'s commissioning, let us ensure she continues to be an active and living part of the rich history of the Royal Canadian Navy for many years to come.

Thank you again for your commitment and support of Canada's Naval Memorial.

Yours aye,

William Woodburn, Captain(N), (Retired), RCN



Photo from Maritime Engineering Journal Fall 2021 no. 98

Vice-Admiral Harry George DeWolf, RCN, DSO, DSC, CBE, CD

AOPS NAMED FOR NAVAL HEROES

The Arctic Offshore Patrol Ships are named after naval heroes – the name chosen for AOPS 430: HMCS Harry DeWolf – certainly meets that high standard.

Harry George DeWolf was born in Bedford, NS in 1903, and joined the Navy as a Cadet in 1918. His initial training was at the Royal Naval College of Canada and he was then sent to the UK for additional training ashore and at sea. This pattern continued through the 1920s and 1930s, as was the practice at that time for RCN career officers and men.

He assumed command of the River Class destroyer HMCS *St. Laurent* in 1939 and in 1940 he was promoted to Commander and posted ashore – professional officers were in short supply for staff positions in headquarters. After key roles in Halifax and Ottawa, he was posted in 1943 as the first captain of HMCS *Haida*, one of four powerful new Tribal Class destroyers being built in England.

1943 and 1944 were intensely active periods for the Tribals, operating with the Royal Navy in European waters. *Haida* was involved in the sinking of 15 German naval vessels, including a U-boat. She became known as “the Fightingest Ship in the Navy.”

DeWolf was promoted Captain in 1944 and was back in Naval Headquarters in Ottawa shortly thereafter as an Acting Commodore and Assistant Chief of Naval Staff. After the War as a Commodore, he commanded HMC Ships *Warrior* and *Magnificent*, and then a succession of senior jobs in Washington, DC and Canada



Cdr Harry DeWolf, Captain of HMCS *Haida*, June 1944

before being promoted to Vice-Admiral and becoming the 8th Commander of the RCN from 1956 to 1960. After a long retirement he passed away in 2000 – the most decorated officer in the history of the RCN.

MEN *of* VALOR

They fight for you



**Two-man boarding party from the
Canadian corvette 'Oakville' subdues
crew of German sub in Caribbean**

