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# BATTLE - OF THE - ATLANTIC SUNDAY

May 5  
Legislature Cenotaph  
10:30 am

Come pay your respects to those who served in the Second World War's longest continuous campaign.

Volume 64 Number 17 | April 29, 2019

# LOOKOUT

MARPAC NEWS CFB Esquimalt, Victoria, B.C.

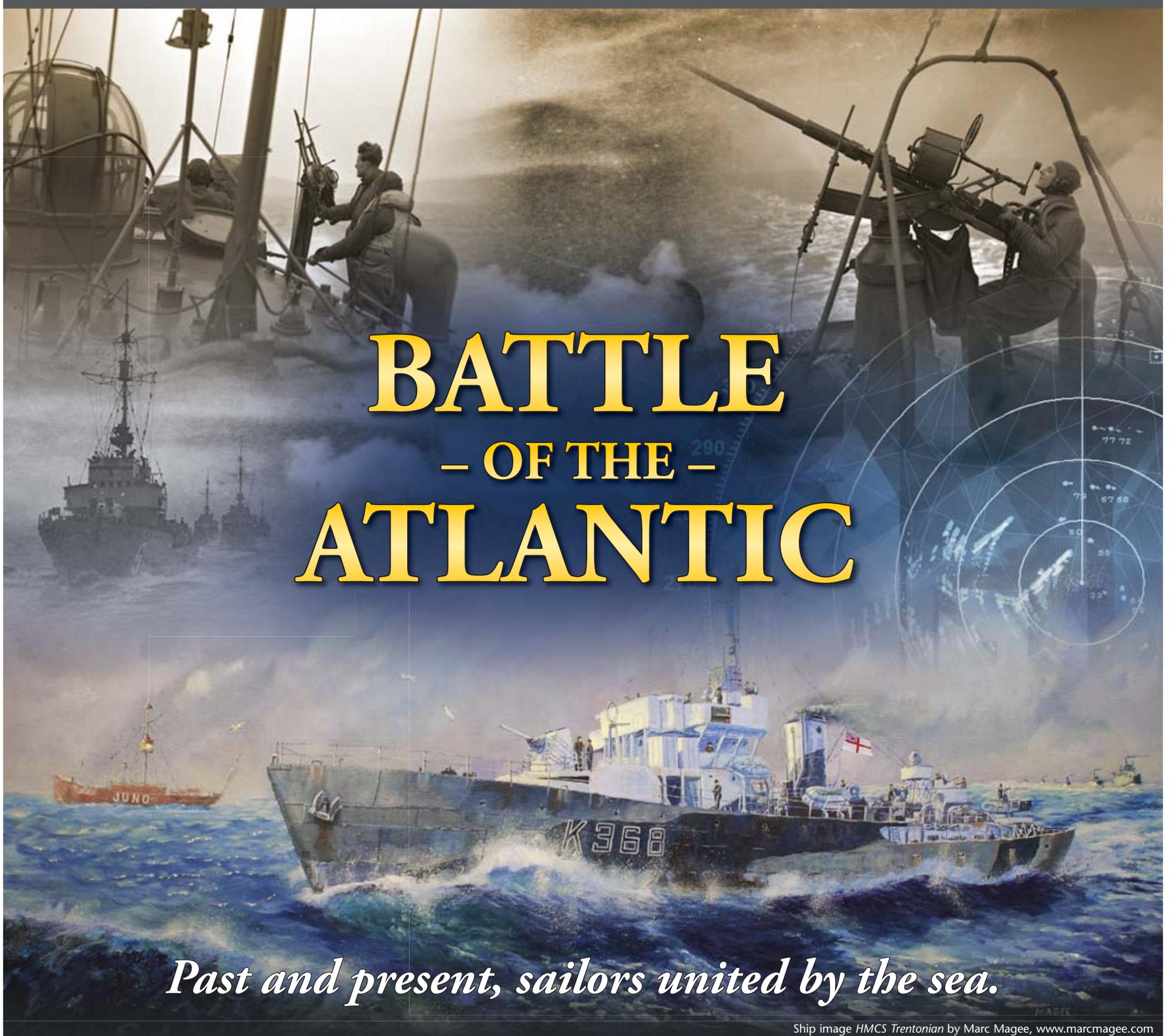
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## -QUICK FACTS-

More than 4,000 Canadians perished during the Battle of the Atlantic.

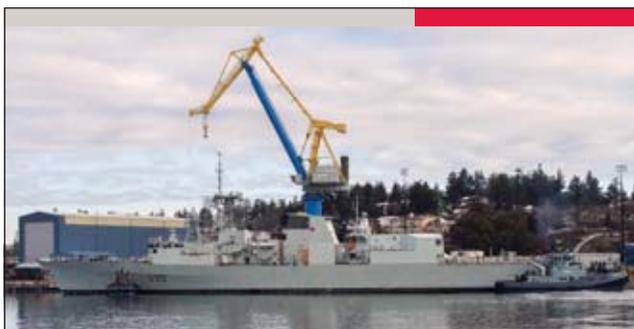
Joining the war efforts were the Royal Canadian Navy, Royal Canadian Air Force, and Canadian merchant navy.

By the end of the war, Canada had the world's fourth-largest navy, and a Canadian was in command of the northwest Atlantic region



*Past and present, sailors united by the sea.*

Ship image HMCS Trentonian by Marc Magee, www.marcmagee.com



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# Message from the Admiral

Esquimalt, B.C., is approximately 5,000 kilometers from Halifax N.S., and 7,600 km from London, England. In fact, we in Victoria are closer to Tokyo than Berlin. So why should Canadians on the Pacific coast care about the Battle of the Atlantic?

The answer is simple. When Canada declared war on Germany in September 1939, and sent ships and sailors to sea on convoy escort duties, the whole country committed to the effort.

Men and women from every corner of the dominion volunteered to serve in the Royal Canadian Navy (RCN). Thousands of British Columbians from all walks of life served in the RCN – the Victoria school teacher, the Kelowna forester, the Bella Bella fisherman, the Vancouver mechanic. They left family and friends, boarded busses or trains and headed east to join the fight. Geography ceased to matter. The sailor wearing the RCN uniform wasn't from Thunder Bay, Lethbridge, Moose Jaw or Trois Rivieres. He was from HMCS Swansea or HMCS Haida, or she was from HMCS Shelburne or HMCS Newport Corner. The battle happened on the Atlantic, but it was fought by Canadians from all over.

And fight they did. The ships of the RCN and the Merchant Navy maintained the vital sea lanes that supplied the Allied war effort for six grueling years. At the cost of thousands of lives and hundreds of ships, the sea routes between North America and England were made secure

from the German U-boats.

By D-Day in 1944, the allies had superiority in the air and control over the sea lanes. It is safe to say that without the herculean effort of the corvettes, destroyers, merchantmen and RCAF aircraft, the Normandy invasion would not have been possible.

After Victory in Europe in 1945, the sailors went home to pick up where they left off. They made that 7,600 km trip from England to B.C. - back to Victoria, back to Kelowna, Bella Bella and Vancouver. Their duty was over, life went on. These men and women from Canada's Pacific coast might never again have set foot in Halifax or Europe, never again saw, smelled, or tasted that salty Atlantic Ocean.

However, their RCN service is never to be forgotten; their efforts preserved democracy, ended Nazism and secured peace for millions of people. So, we celebrate those efforts the first Sunday in May, by recalling the sacrifices of the teachers, loggers, fishermen and mechanics – sailors all – during the Battle of the Atlantic. We do it to perpetuate the legacy of naval service as a point of national pride.

This year as you look out over the vast, beautiful, Pacific Ocean, recall those who 74 years ago also looked over the Pacific for the last time, heading East, never to return. It may have been named the Battle of the Atlantic; but it was a truly Canadian sacrifice.

– Rear-Admiral Bob Auchterlonie



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# Hero Warship: Museum's latest exhibit

**Clare Sharpe**  
CFB Esquimalt Naval and Military Museum

The story of Victoria's adopted ship, HMCS Beacon Hill and the courageous young naval hero who commanded her are the focus of a new exhibit at the CFB Esquimalt Naval and Military Museum, opening May 17.

"Hero Warship: HMCS Beacon Hill and Her Daring Commander" celebrates the ship's strong historical ties to Victoria, and the deep local connections between her Commanding Officer, Edward Theodore "Ted" Simmons, and the city he called home.

"Ted" Simmons became a celebrated hero of the Battle of the Atlantic in the Second World War. Yet he remains relatively unknown in his former home community, and his daring exploits have gone largely unrecognized. Like many Canadians who sacrificed personal security for the uncertainties and danger of wartime service, Simmons displayed genuine bravery in the face of terrible - and terrifying - circumstances. Simmons was born in Vernon,

B.C., on July 6, 1910; he was the son of a police officer. Eventually moving to Victoria, he worked in the textbook division of the Department of Education as a provincial civil servant before taking a sales job with a local company, Standard Furniture, where he was training to be an interior decorator. Simmons was a leading light in Victoria's amateur theatrical community during the 1930s. He served as President of the city's Beaux Arts Society and acted and danced in the society's productions. From many accounts, he was a fun-loving and gregarious man with a lively wit and sense of humour.

In 1939, with war in Europe looming, Simmons registered for service with the Royal Canadian Naval Volunteer Reserve (RCNVR), even before the navy had the authority to recruit him into the strength of the RCNVR. He left civilian life and a promising career for the uncertainties of war and the serious perils of seagoing service in the long-running Battle of the Atlantic.

As a member of the RCNVR, he received a unique combination of gallantry awards for his bravery during the Battle of the Atlantic; he

was awarded both the Distinguished Service Order and the Distinguished Service Cross. His hair-raising exploits, which included boarding a sinking German U-boat in search of 'Enigma' code books and equipment, served as the basis for the wartime motion picture "Corvette K-225", featuring Hollywood star Randolph Scott. He was also featured in the National Film Board of Canada production, "Corvette Port Arthur."

The new exhibit, timed to coincide with the 75th anniversary of the River Class frigate Beacon Hill's commissioning into the Royal Canadian Navy, showcases the link between Simmons, his ship, and the citizens of Victoria. It will also explore his personal development and training as a naval officer in wartime.

The exhibit grand opening takes place Friday, May 17 at 10 a.m. in Museum Building 37 at Naden, and will feature opening remarks from Ted Simmons' daughter, Deborah Cotton. All are encouraged to attend and help celebrate this remarkable naval leader and the ship he was so proud to command.



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**HERO WARSHIP: HMCS BEACON HILL**  
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**JOIN US FOR THE OFFICIAL OPENING**  
**FRIDAY MAY 17**  
**AT 10 A.M.**

Exhibit runs until September 30, 2019  
Museum Building 37 at Naden - enter off Admirals Road in Esquimalt and follow the blue lines. Please bring photo I.D.

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## Alan Doyle Narrates Military Moments - Battle of the Atlantic

*Legion Magazine and Canada's Ultimate Story*

Narrated by Canadian musician and artist Alan Doyle of Great Big Sea, the video takes us back hours after Britain declared war on Germany on Sept. 3, 1939, when the German submarine U-30 sank the ocean liner SS Athenia.

The Battle of the Atlantic raged for 68 months. Germany's objective was to starve Britain into submission by cutting shipping supply lines. The Allies responded

with escorted oceanic convoys and the Royal Canadian Navy played a critical role, protecting convoys from the Caribbean to the United Kingdom.

By 1944, Canada had proven itself as one of the world's best U-boat hunters.

**FIND THE VIDEO HERE:**

<https://legionmagazine.com/en/2019/03/alan-doyle-narrates-military-moments-battle-of-the-atlantic>



# matters of OPINION

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## WHAT SAY YOU

### People Talk

Lookout asked this question:

**Why is it important for Canadians to remember the Battle of the Atlantic?**



Primarily because we [Canada] played such an important role in the Battle of the Atlantic. A lot of our people paid the supreme price for supporting this effort and I don't think it is something we should forget. By understanding this, it is also necessary to realize the importance of what people in today's navy are doing for their country.

**Chief Petty Officer (Retired)  
Don Bendall**



As Canadians we should be proud of all the people that sacrificed and put their lives on the line so that we can be in this place and enjoy all of the freedoms that we take for granted today. Everything we have today started right there and it is important for people to realize this.

**Petty Officer Second Class  
Miguel Valdes De-La Hoz,  
Naden Band**



It was a defining moment in Canadian naval history. We went from having a few ships to the third largest navy in the world by the end of the battle and the Second World War. For such a small country our contribution in this battle was large. It put us on the map globally and proved we could do the job.

**Acting Sub-Lieutenant  
Luke Brannigan,  
Naval Training Development  
Centre Pacific**



The Battle of the Atlantic was of great importance because it was the longest battle of the war. If we didn't control the Atlantic Ocean we never would have gotten our troops overseas in order to land in France on D-Day and eventually re-capture Europe. If we hadn't prevailed in the Battle of the Atlantic, it could have completely changed the course of the war and history.

**Chief Petty Officer Second Class  
Armand Reelick,  
Base Commander's Office**

## WHAT SAY WE

# BATTLE - OF THE - ATLANTIC

Following is a list of the RCN vessels and the bulk of the sailors lost during the Battle of the Atlantic:



HMCS Weyburn

| HMCS VESSEL                                       | DATE SUNK         | LIVES LOST          |
|---|-------------------|---------------------|
| HMCS Ypres  | 12 May 1940       | Lost, no lives lost |
| HMCS Fraser                                       | 25 June 1940      | Lost with 47 lives  |
| HMCS Bras d'Or                                    | 19 October 1940   | Lost with 30 lives  |
| HMCS Margaree                                     | 22 October 1940   | Lost with 142 lives |
| HMCS Otter  | 26 March 1941     | Lost with 19 lives  |
| HMCS Levis  | 19 September 1941 | Lost with 18 lives  |
| HMCS Windflower                                   | 7 December 1941   | Lost with 23 lives  |
| HMCS Adversus                                     | 20 December 1941  | Lost with no lives  |
| HMCS Spikenard                                    | 10 February 1942  | Lost with 57 lives  |
| HMCS Raccoon                                      | 7 September 1942  | Lost with 37 lives  |
| HMCS Charlottetown                                | 11 September 1942 | Lost with 10 lives  |
| HMCS Ottawa                                       | 13 September 1942 | Lost with 113 lives |
| HMCS Louisbourg                                   | 6 February 1943   | Lost with 37 lives  |
| HMCS Weyburn                                      | 22 February 1943  | Lost with 8 lives   |
| HMCS St. Croix                                    | 20 September 1943 | Lost with 147 lives |
| HMCS Chedabucto                                   | 21 October 1943   | Lost with 1 life    |
| HMCS Athabaskan                                   | 29 April 1944     | Lost with 128 lives |
| HMCS Valleyfield                                  | 6 May 1944        | Lost with 123 lives |
| Motor Torpedo Boat 460                            | 2 July 1944       | Lost with 11 lives  |
| Motor Torpedo Boat 463                            | 8 July 1944       | Lost with no lives  |
| HMCS Regina                                       | 8 August 1944     | Lost with 30 lives  |
| HMCS Alberni                                      | 21 August 1944    | Lost with 59 lives  |
| HMCS Skeena                                       | 25 October 1944   | Lost with 15 lives  |
| HMCS Shawinigan                                   | 24 November 1944  | Lost with 91 lives  |
| HMCS Clayoquot                                    | 24 December 1944  | Lost with 8 lives   |
| Motor Torpedo Boats<br>459, 461, 462, 465, 466 14 | February 1945     | Lost with 26 lives  |
| HMCS Trentonian                                   | 22 February 1945  | Lost with 6 lives   |
| HMCS Guysborough                                  | 17 March 1945     | Lost with 51 lives  |
| HMCS Esquimalt                                    | 16 April 1945     | Lost with 44 lives  |

# BATTLE OF THE ATLANTIC

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# New Zealand sailors remember the Battle of River Plate



Lieutenant Commander Malcolm Barry

**Peter Mallett**  
Staff Writer

When sailors of the Royal New Zealand Navy (RNZN) gathered to commemorate ANZAC Day last week, the Battle of River Plate was not far from their thoughts.

The decisive battle occurred in the first few months of the Battle of the Atlantic and unfolded off the coast of Uruguay in late 1939. HMS Achilles, a New Zealand-crewed British warship, helped deliver a crushing defeat to Germany and morale-boosting victory for the Allies.

Loaned to New Zealand by the British, Achilles played a pivotal role in disabling Germany's formidable pocket battleship Graf Spee. Even though Achilles and two Royal Navy ships were heavily outmuscled by the superior German surface raider, Achilles became the first New Zealand warship engaged in a Second World War naval

battle, and also their first win.

Last week on April 25, at 10 a.m., approximately 80 RNZN sailors from Her Majesty's New Zealand Ships (HMNZS) Te Mana and Te Kaha gathered at the cenotaph in Esquimalt to commemorate ANZAC Day.

The national day of remembrance is observed in Australia and New Zealand; it was originally established to commemorate the two nation's sacrifices of the First World War. Nowadays, ANZAC Day pays homage to military personnel who served in all wars, both conflicts and peace-keeping operations. For sailors of the RNZN, The Battle of River Plate will always be in their thoughts.

Lieutenant Commander Malcolm Barry of Te Mana was one of those who bowed his head in a moment of silence to remember his countrymen who sacrificed so much. LCdr Barry says his thoughts drifted to his Great Grandfathers who fought in the First World War, and to Achilles triumphant moment at River Plate.

"The Battle of River Plate is a huge source of pride for the Royal New Zealand Navy. It was probably one of the highest profile naval engagements that our nation fought at that time."

## The Battle of River Plate

In the opening months of the Battle of the Atlantic, no fewer than eight naval task forces had been deployed by the Allies to seek out and destroy Graf Spee following its sinking of eight merchant ships in the waters of the Indian Ocean and South Atlantic.

Germany's plan to disrupt commerce and tactically weaken the Allies naval efforts in the southern portion of the Atlantic was all going according to plan with Graf Spee and its commanding officer Captain Hans Langsdorff.

But things changed on Dec. 13, 1939, when Capt Langsdorff sailed Graf Spee into the waters near the estuary of Río de la Plata, also known as River Plate, and into the British Admiralty hunting group of Royal Navy ships HMS Exeter, HMS Ajax, and HMS Achilles.

There were 321 New Zealanders in the Leander-class light cruiser when the engagement with Graf Spee began. A cry from the captain of "Make way for the digger Ensign" echoed across the deck of Achilles, and the New Zealand National flag was raised.

The battle began at 6:20 a.m. and a fierce exchange of shells and torpedoes and ensued for over 80 minutes. A

shell fired at Achilles control tower killed four and seriously wounded three others. Exeter took extensive damage with 61 of its members killed and 23 wounded in multiple strikes early on in the exchange.

But Graf Spee was eventually severely disabled by the continued persistence of Achilles and Ajax. It limped into the neutral port of Montevideo and then made an ill-fated attempt to make repairs. A British blockade around the port city was the deciding factor for Langsdorff to scuttle Graf Spee. Days later he committed suicide in his hotel room.

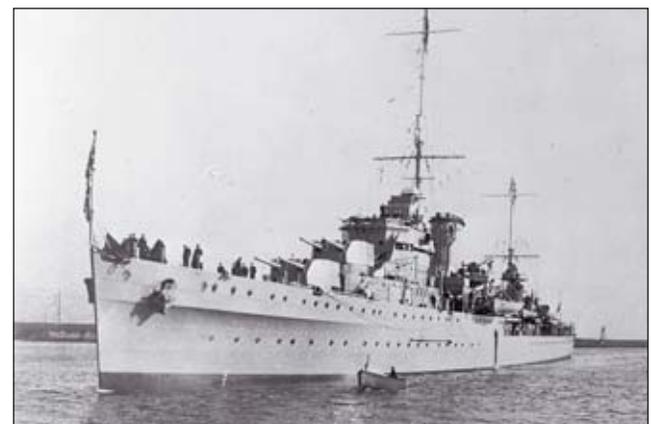
In all, a total of 108 sailors died in the battle - 36 German and 72 Allies.

In the years following the war, the RNZN has done much to celebrate the legacy of Achilles. Its 'Y' turret is on display at the main entrance of administrative buildings in Devonport Naval Base in Auckland, serving as a memorial to all who served aboard.

In 2014, a commemorative 75th anniversary parade with 582 Royal Navy sailors, 100 sea cadets, and the family members of veterans took place in Auckland and was meant to recreate the HMS Achilles homecoming parade in 1940.

"The RNZN community is doing much to keep the awareness of this battle alive and at the forefront of people's minds because as time goes by important moments like this are sometimes forgotten," said LCdr Barry.

For more information about The Battle of The River Plate visit New Zealand's website for culture and heritage: <https://mch.govt.nz/news-events/news/battle-river-plate-75th-anniversary>



HMCS Achilles



Photos by LS Victoria Loganov, MARPAC Imaging Services



# A story of service, battle success and loss of HMCS St. Croix on the Atlantic North

**CP01 (Retired) Patrick Devenish**  
Contributor

Many stories of our navy's history are kept hidden until someone brings them to the forefront, and though this story has been told in several books, we still need to be reminded on occasion of the sacrifices of those who came before us.

Such is the story of the Town Class destroyer HMCS St. Croix that was in service with the Royal Canadian Navy (RCN) from September 1940 until her loss in the cold and unforgiving North Atlantic three years later.

St. Croix started life as USS McCook, a Clemson class destroyer in service with the USN following the First World War. In 1939, though the United States had not entered into the Second World War yet, President Franklin Delano Roosevelt confided in Prime Minister Winston Churchill his desire for the U.S. to assist the Commonwealth in their struggles in Europe without breaking any rules involving the neutrality of the U.S. at that time.

Among many other clever ruses to get equipment to aid in the fight, the U.S. and Britain signed a Lend-Lease agreement in late 1940. This agreement, among other things, saw 50 post-First World War destroyers reactivated in the USN and transferred to the Royal Navy (RN) in exchange for 50-year leases at various Commonwealth military bases and stations around the globe. USS McCook, along with six others (and later nine more) were immediately transferred to the RCN.

USS McCook was recommissioned into the RCN as HMCS St. Croix on Sept. 24, 1940. The RN had christened these vessels as the Town class but the norm

for the RCN at the time was for destroyers to be named for rivers.

To satisfy both requirements, these vessels carried the names of towns/ rivers bordering the United States and Canada; hence names like St. Croix, Niagara, St. Claire, Columbia, and St. Francis, to name a few.

St. Croix began escort duties with the RCN in March 1941 joining the Newfoundland Escort Force escorting convoys from St. John's, Newfoundland, to Reykjavik, Iceland, where the RN took over. The following year, escort vessels remained with their charges for the entire trip and the force was renamed the Mid-Ocean Escort Force, which extended its terminus to Londonderry, Northern Ireland.

In July 1942, while part of the escorting force with convoy ON 127, St. Croix was credited with sinking German submarine U-90 while the convoy lost two merchant ships with a third damaged. In March 1943, while en route to Gibraltar, she shared in the sinking of U-87 with the RCN corvette Shediac. By May 1943, the Battle of the Atlantic had turned in favour of the Allies.

In September 1943, however, Germany began a new, more aggressive offensive with new tactics and advanced weapons and sensor equipment on their submarines. On Sept. 16, St. Croix was called to aid a large convoy, actually comprised of two combined convoys: ONS 18 and ON 202, heading east. Two days out of the Bay of Biscay and for three days following, this convoy was at the mercy of a U-boat pack of 19 German submarines.

In the end, three escorts, six merchant ships and three

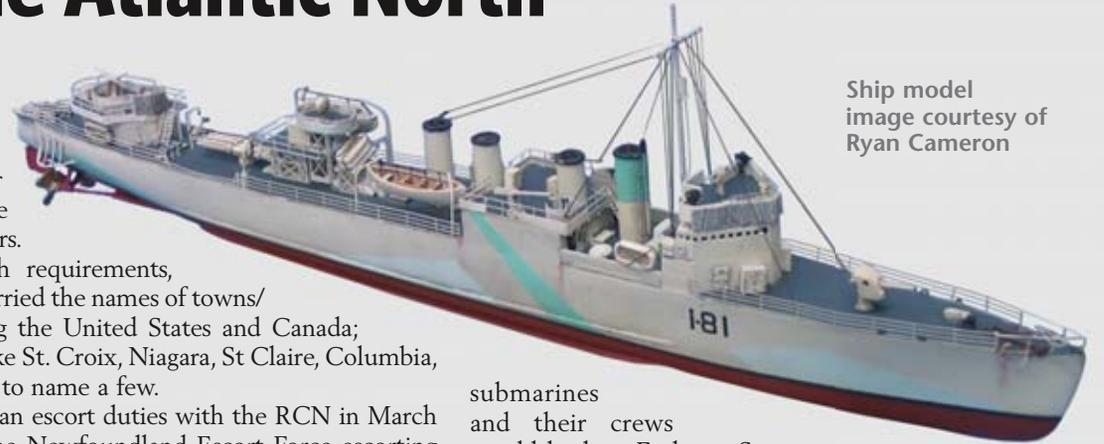
submarines

and their crews would be lost. Early on Sept.

20, St. Croix was the first to be hit when she took three torpedoes to her stern from U-305. RN corvette HMS Polyanthus acted as a screen, as RN frigate Itchen conducted rescue operations. Unfortunately, the sight of two vessels stationary in the water was too tempting a target for the Captain of U-952, and the submarine was able to sneak in at relatively close range, sinking Polyanthus. Itchen, forced to call off rescue operations, returned the next morning, picking up 81 of St. Croix's crew and one from Polyanthus.

The following day, Itchen herself was torpedoed by U-666 with only three men rescued; two of Itchen's crew and one from St. Croix's.

Is the story of Convoy ON 202/ONS 18 typical of Atlantic crossings? No, it is not. Many convoys made crossings without ever sighting the enemy. There are cases where escorts plying the North Atlantic over the five years of war never witnessed the carnage that could have befallen them, and that is the key; could have. Young men sailed day after day, month after month, year after year where the threat of death was constant, always willing, always ready – Ready, Aye, Ready.



Ship model image courtesy of Ryan Cameron

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# The actual last corvette lost in the Battle of the Atlantic

**Ryan Melanson**  
Trident Staff

When naval historian and author Roger Litwiller began researching for his first book to highlight Royal Canadian Navy ships named after communities along Ontario's Bay of Quinte, he found that most accounts, especially about the Battle of the Atlantic, had little mention of HMCS Trentonian.

Descriptions were limited to the usual points: it was built with a longer fo'c'sle than other flower-class Corvettes, it was involved in D-Day operations, and it was torpedoed and sunk on Feb. 22, 1945 off of Falmouth, England, with six sailors lost.

"That's about it. Most books basically have three paragraphs on Trentonian," Litwiller said.

So his first book *Warships of the Bay of Quinte* in 2011, focused a bit on Trentonian, along with HMC Ships Belleville, Hallowell, and Napanee, and the two Minesweepers named Quinte. After it was published, he returned to researching Trentonian, uncovering more stories, letters and artifacts. It became the subject of his second book, *White Ensign Flying*, published in 2014.

One of the key hooks for publishing the book, he said, was the ship's status as the last Corvette to be lost in action during the Battle of the Atlantic.

HMS Bluebell, sunk on Feb. 17, 1945, just days earlier, had sometimes been identified as the last British corvette to be lost.

"But Trentonian was the last of any country. This is the largest class of warship ever built, and one of the few classes that was used by both sides," he said, referencing German use of captured French corvettes during the war. "That makes this an internationally significant story, which is something I was able to pick up on and pitch towards the publisher. This isn't just local history."

Along with the story of the sinking, other highlights include Trentonian's role on D-Day, described in letters from the Commanding Officer to the namesake town, as well as the multiple friendly fire incidents the ship was involved in through its time in service. His well-researched facts and timelines are accompanied by a number of anecdotes and personal photos gathered from visits and interviews with veterans who sailed in the ship.

For more information on Litwiller's research, books and photo collections, visit [www.rogerlitwiller.com](http://www.rogerlitwiller.com).

*Litwiller is a former Naval Reservist and Sea Cadet CIC who also works as a paramedic in Eastern Ontario, and said his upcoming retirement will allow time to focus on his next naval research projects.*

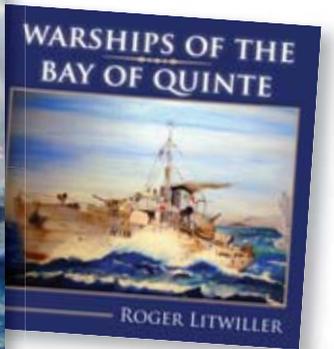
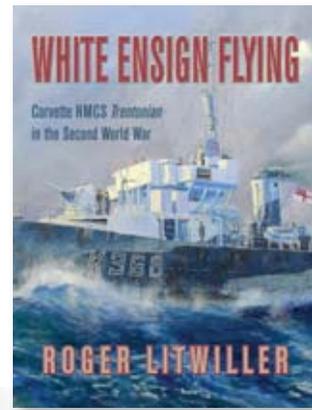


Image courtesy of Roger Litwiller

HMCS Trentonian at Milford Haven, freshly painted in the Admiralty Disruptive paint scheme in July 1944.

## BATTLE - OF THE - ATLANTIC

### 10 QUICK FACTS on The Battle of the Atlantic



HMCS Guysborough

1. The Battle of the Atlantic began west of Ireland on September 3, 1939, with the sinking of the SS Athenia by a German submarine. The Montréal-bound passenger ship had 1,400 passengers and crew members on board; 118 were killed (including four Canadians).
2. German submarines (known as U-boats) were the main threat to the merchant marine and the Allied navies. U-boats were often away from their home port for three months or longer, and they carried torpedoes and also laid mines. Their impact on shipping was devastating. In June 1941 alone, more than 500,000 tons of cargo was lost to U-boats.
3. The first trans-Atlantic convoy of the war sailed from Halifax to the United Kingdom on September 16, 1939, escorted by British cruisers and two Canadian destroyers, HMCS St. Laurent and HMCS Saguenay.
4. A typical convoy of 40 ships might have been 10 columns wide with four ships in each column. It would have been headed by a flagship carrying the convoy commodore and, ideally, escorted by warships patrolling its outer flanks. Ammunition ships and tankers, with their highly volatile fuel, were on the inside.
5. While the convoy routes of the North Atlantic and the Murmansk Run to northern Russia lost the most ships and crews, there were no safe havens anywhere at sea for merchant navies, whether in the coastal waters of North America, the North or South Atlantic, the Mediterranean, the Caribbean, the Indian Ocean or the Pacific.
6. The Royal Canadian Navy began the war with 13 vessels and 3,500 sailors, and ended it as one of the largest navies in the world with 373 ships and more than 110,000 sailors (all volunteers), which included the 6,500 women serving in the Women's Royal Canadian Naval Services. Aircraft from Royal Canadian Air Force Eastern Air Command, Royal Canadian Air Force crews in Royal Air Force Coastal Command and ships from the Royal Canadian Navy helped sink 50 U-boats.
7. The Victoria Cross was posthumously awarded to Flight Lieutenant David Hornell, who came across a surfaced U-boat north of the Shetland Islands in June 1944. Although his aircraft was burning and shaking violently after being hit by anti-aircraft fire, Hornell managed to destroy the enemy submarine and land his damaged aircraft on the water. The plane soon sank, but all eight crew members managed to cling to one dinghy until they were rescued 21 hours later. Two crew members, including David Hornell, died of exposure.
8. The merchant marine suffered tremendous losses in ships and crews. By the end of the war, as many as 72 Canadian merchant ships would be lost to enemy action—torpedoed, bombed, mined or shelled. Storms at sea, operational accidents and structural shortcomings also took their toll. The Merchant Navy Book of Remembrance lists the names of the approximately 1,600 Canadian merchant mariners who died at sea during the war, including eight women.
9. Some 2,000 sailors of the Royal Canadian Navy were killed during the war, the vast majority of them in the Battle of the Atlantic zone. Another 752 aircrew members of the Royal Canadian Air Force also died in this theatre of operations.
10. The Battle of the Atlantic lasted the duration of the Second World War in Europe, which officially ended on May 8, 1945 (known as V-E Day).

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# Royal Canadian Air Force contribution to the Second World War oceanic battle



Sergeant L.J. Irving, a wireless operator onboard a Sunderland flying boat from the RCAF's 423 Squadron, part of Coastal Command, hands a message to his skipper during an anti-submarine patrol.

**Joanna Calder**  
RCAF PAO

The Battle of the Atlantic, which continued throughout the Second World War, was the longest and largest campaign of the war. Canadian men and women, serving in the Royal Canadian Navy, Royal Canadian Air Force and the Merchant Navy, bore a heavy burden in this struggle for control of the shipping lanes on the North Atlantic Ocean.

Britain desperately needed supplies, particularly from North America. Germany, however, was determined to sink incoming shipping with their stealthy U-Boats (submarines). So feared was this undersea menace that the Allied war leaders at the 1943 Casablanca Conference declared the elimination of the U-Boat threat as its number one priority.

The Royal Air Force's Coastal Command, which included seven Royal Canadian Air Force squadrons, fought against the enemy's U-Boats, merchant ships and warships. Coastal Command aircraft escorted convoys sailing from North America to Britain, and searched the seas from Iceland to Gibraltar. Coastal Command crews destroyed more than one-quarter of all German U-Boats "killed" during the war: 212 out of 800.

RCAF squadrons in Coastal Command and in Canada accounted for 19 U-Boats, while RCAF crews serving in Royal Air Force squadrons were involved in many more "kills" in the North Atlantic.

The tide began to turn against the German submarine wolf packs in 1943, in part due to the introduction of American-made Consolidated B-24 Liberator bomber. The aircraft,

used by Coastal Command as a long-range patrol aircraft, helped close the "Atlantic Gap", the part of the ocean where U-Boats had prowled unmo- lested because they were out of range of aerial attack.

Technological advances such as sonar helped Allied ships and aircraft target U-Boats that had previously operated safely under cover of dark- ness. Losses to German U-Boats con- tinued, however, right up until the end of the war.

The cost of winning the Battle of the Atlantic was high. Most of the 2,000 members of the Royal Canadian Navy who died during the war lost their lives in the Battle of the Atlantic. More than 750 members of the RCAF died in maritime opera- tions as a result of enemy action and flying accidents in the unforgiving environment.

## Meet Flight Lieutenant David Hornell

**A HERO OF THE BATTLE OF THE ATLANTIC**

Flight Lieutenant David Hornell flew with the Royal Air Force's Coastal Command, stalking German U-Boats during the Battle of the Atlantic.

His heroism earned him the Victoria Cross. He was the first member of the RCAF to be awarded the Victoria Cross and one of only two RCAF members to earn this highest decoration for valour during the Second World.

Flight Lieutenant Hornell, who was born in Ontario in 1910, was the aircraft captain of a PBY-5A Canso amphibious aircraft with the RCAF's 162 Squadron, temporarily attached to Coastal Command and conduct- ing anti-submarine warfare in the North Atlantic.

On June 24, 1944, he was on a patrol out of Iceland; his wireless gun- ner – Flight Sergeant Sydney Cole – spotted a sub in the distance and Flight Lieutenant Hornell turned to attack it. But the U-Boat had already seen the aircraft and the sub commander returned heavy and accurate anti-aircraft fire.

Just as he gained speed to attack the submarine, one of Flight Lieutenant Hornell's guns jammed and two shells hit his aircraft starting a fire inside the plane and knocking out one engine. Despite the chaos, he still managed to drop his depth charges and send the U-Boat to the bottom of the ocean.

After the Canso crash-landed into the rough and icy sea, only one of the two inflatable dinghies were serviceable. It was too small for everyone, so crew members took turns sitting inside or partially immersed in the water while clinging to the dinghy's sides. Two of the crewmen died dur- ing their 21-hour ordeal. By the time the remaining crew were rescued, Flight Lieutenant Hornell was blind and completely exhausted; he died shortly after being picked up. He is buried in Lerwick Cemetery, located in Scotland's Shetland Islands.

Flight Lieutenant David Hornell's Victoria Cross was announced in the London Gazette on July 28, 1944. He was inducted into Canada's Aviation Hall of Fame in 1974.



*With files from articles by David Krayden, published in On Windswept Heights, and from the Veterans Affairs Canada website.*



**"VC Attack", by Graham Wragg, illustrates Flight Lieutenant David Hornell's valiant attack on a U-Boat during the Battle of the Atlantic.**

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*Remembering those  
who perished in*

## HMCS ESQUIMALT

*at the Esquimalt Memorial Park Cenotaph April 16*



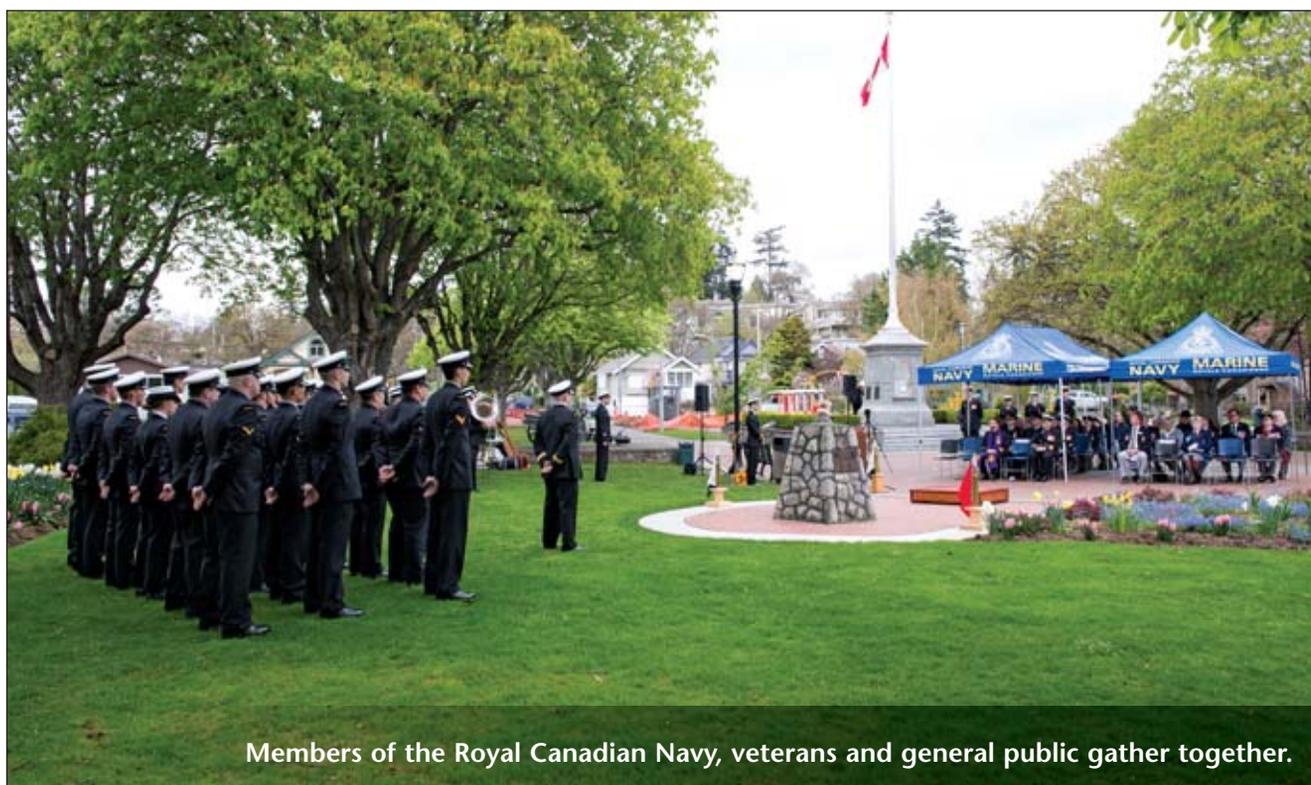
Photos by Leading Seaman Sisi Xu, MARPAC Imaging Services



Currently serving sailors participated in the memorial service.



Wreaths and flowers lay in front of the monument at Memorial Park.



Members of the Royal Canadian Navy, veterans and general public gather together.



Captain (Navy) Jason Boyd, Base Commander delivers his remarks at the service.



HMCS Skeena

## Ask a Battle of Atlantic Survivor

*Commander (Retired) Peter Godwin Chance, 98, answered some questions from today's sailors about his service, and survival, on the Atlantic Ocean during the Battle of the Atlantic.*

### A SAILOR'S LIFE

During the Second World War, Commander (Retired) Peter Godwin Chance served in a variety of Canadian warships including HMCS Skeena, HMCS Sealiff, and HMCS Gatineau.

After the war, he would see combat again as part of Canada's support of UN operations in the Korean War. From April 1951 to July 1952 he served aboard tribal-class destroyer HMCS Cayuga, overseeing navigation and air direction during bombardments along the coastline.

In 1986, he was awarded the Admiral's Medal and then in 2002 the Queen's Golden Jubilee Medal; in 2014 he received the French Legion of Honour Medal at the rank of Knight and was also awarded a Minister of Veterans Affairs Commendation.

Today, Chance delights at the opportunity to share his vivid descriptions about his experiences at sea. His autobiography entitled, *A Sailor's Life 1920 to 2001*, was published by SeaWaves Books in 2011.

# Q&A

with Peter Chance

**Peter Mallett**  
Staff Writer

**CPO2 Joe Dagenais, Chief Boatswain Mate HMCS Regina**

**Q:** Sir, first of all thank-you for your service, and all that you and your shipmates did for Canada. My question is which of the over 40 missions that you participated in was the most memorable?

**A:** Operation Neptune because of the magnitude and scope, and it helped settle the course of the war.

**LS Robert Thrun, Marine Systems Engineering Division HMCS Regina**

**Q:** What were your initial reasons for enlisting in the service? Also did your personal experiences throughout the course of the war change your view point of the services or strengthen the beliefs that you already held and caused you to enlist?

**A:** I enlisted because my next-door neighbour in Ottawa was a Sub-Lieutenant at the local reserve division known as The Ottawa Half Company. It was 100-people strong and we did our drills in Kresge's Department Store. Also, on my street another next door neighbour was in the reserves and across the street from him a man by the name of Commander (Retired) Edson Sherwood had served in the First World War. He had moved on to become comptroller at Government House and he was also the CO of our [reserve] division, so it seemed like a natural thing to do.

After serving in the reserves my beliefs were certainly strengthened, so when I got the opportunity at the end of 1939 to serve in the current regular force I said yes and I was then sent over to the Naval College in Dartmouth, England.

**MCpl Victoria Rogers, Meteorological Technician HMCS Regina**

**Q:** Did you get to work with many females during the time you served? If so, how was it for the males to accept having females serving with them?

**A:** No, I never worked with any females during the Battle of the Atlantic.

**CPO2 Scott Baker, Chief Engineer HMCS Regina**

**Q:** What was the top speed of war ships back then? How many men were in each mess for sleeping? How many days could the ship go without fuelling?

**A:** 31 knots; 20 men in each mess, and we could go as long as two weeks before we had to refuel.

**PO2 Ka Lun Au, Financial Services Administrator HMCS Regina**

**Q:** How often were you paid and were there any special allowances, bonuses, and what type of wages did a sailor make in those days?

**A:** An officer received a salary of \$2 per day and non-commissioned members \$1.25 – we thought it was a good deal because we had a roof and all our meals provided. We also received a \$1 allowance for our mess.

**Lt(N) Danielle Chagnon, Information Warfare Officer HMCS Regina**

**Q:** During the war, what was the best way for sailors to distract themselves at sea? Were there any dull transits/exercises

where skylarks were common (before WWII)? If so, what were the best/funniest things you witnessed during your time serving in the RCN? Who would you say you looked up to the most during your time in the navy? Why was this person a role model for you?

**A:** A skylark is a fun game – but we didn't have too much time for those type of things at sea. When we got on shore there were restaurants to go out to and theatre. We were in a three-watch system, four hours on eight hours off – mostly we slept. In the ships we were on watch and when you came off you were tired – you ate your meals and slept and, in the meantime, you might read or write letters home.

**LS Brian Higgin, Marine Systems Engineer HMCS Regina**

**Q:** Aside from home port, what was your most memorable port visit?

**A:** There were two memorable port visits for me – the most memorable was Plymouth because that is where I married my wife Margaret (Parker) Chance, but also I met her during another port visit. Me and two other sailors travelled not too far outside of Londonderry to a place called Port Rush and visited a restaurant called the Trocadero. There were three women sitting across the room from us and the shyest member of our trio took a note over to them and asked if they could come and have supper. The note asked if they were the girlfriends of soldiers; if not would they dine with us. In their note to us they replied: No we are not army R's we are English Wrens. And yes we are hungry and so they came over to us. My future wife Peggy sat down next to me and I took one look at her and said to myself I'm going to marry her. Six weeks later we were married in Plymouth and stayed together until Peggy died in 1996.

**LS Jeremy Howick, Naval Communicator HMCS Regina**

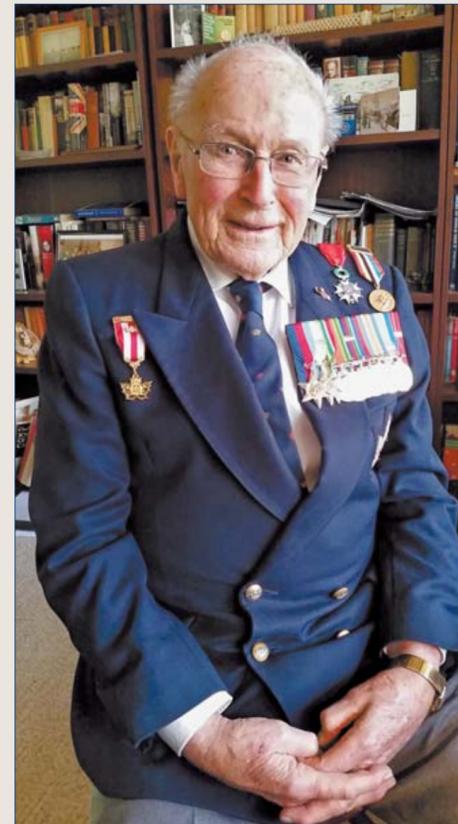
**Q:** I was wondering what the crews did when they had a few moments to relax. When I first got into the navy, we played cards and board games a lot, now everyone seems to be glued to a television set or their computers or phones. Did you guys have a good sense of camaraderie and morale below decks? Also what was the food like on board?

**A:** I think the ship's company got along very well. As an officer and navigator I was very seldom with anybody except the captain. The food all came from the same galley – there was no Cordon Bleu or beef tenderloin – it was good edible food – we were all taken care of very well and it certainly helped our spirits and morale.

**LCdr Brian Henwood, Executive Officer**

**Q:** What was the Executive Officer like on your ship? How about the Coxswain and the Captain?

**A:** It was me; I was the executive officer. We had a Coxswain named Greco who was a great guy. Most of the people I served with came from all walks of life and had different jobs to do before the war and all seemed to have a great sense of humour. We weren't roaring around on board in a 'laugh-o-rama' but even despite the circumstances it wasn't dead serious either. We all had a good sense of humour even though being at sea during the Battle of the Atlantic was serious business.



**LS Godard, Nav Comm, CISN Op HMCS Calgary**

**Q:** When on patrol, did you find any U-Boats? If so, what were your actions towards them?

**A:** Sinking German U-boats was an important job for us to do. It certainly was a case of us or them, but when we prevailed, we got the crew out and saved them because we weren't angry with these guys. On the large scale of things, it was in fact the sea that was our real enemy. We did what we could to rescue the enemies after sinking U-boats. I still remember being put in charge of a Kriegsmarine first lieutenant and tried to speak to him in German. I was quite astonished when he interrupted my attempt to speak German and said, "Excuse me sir, I would prefer if you spoke to me in English." I was quite disappointed because I thought it was my golden opportunity to show off my 'Deutsch'.

When we landed with our prisoners near Clydebank [Scotland] and they were being lined up to be taken to P.O.W. camps I remember them giving us three cheers. There was a great deal of humanity considering the circumstances.

**AB Killam, NCI Op, C4I Tracker HMCS Calgary**

**Q:** What was your experience like on the HMCS Seaclyffe and HMCS Gatineau after what you went through on the HMCS Skeena?

**A:** On HMCS Gatineau (H61) I was First Lieutenant. We did ferrying and brought troops back from the theatre of war to Canada. We opened and emptied the nest decks and put in hooks for hammocks and we brought 400 people back each time. If I remember correctly it was the German U-Boat UH77 that we assisted in sinking while we were in Sea Cliff.

**OS Devine, Mar Tech, Roundsman HMCS Calgary**

**Q:** The Battle of the Atlantic was won in the spring of 1943. The reason for this was due to large technological advancements. What major advancements did you see?

**A:** Improved sonar and weaponry towards the end of the war was very important. The Hedgehog was one of the newer pieces of technology; it was an anti-submarine

# Survivor

BATTLE OF THE ATLANTIC

## PETER CHANCE



forward throwing weapon. You would get the ship as close as you could to your contact and then when you fired it it formed a ring of bombs and that was quite effective. The Squid came along after the Hedgehog and was really something else. It had a 45-gallon drum with three barrelled mortar on the quarterdeck. When you fired that thing, you could use your sonar to get the depths of the submarine. The Squid went over the deck of the ship and using your sonar you found the target by bringing it to the surface and destroying it.

**MS Bork, Mar Tech, EOOW HMCS Calgary**

**Q:** What were the living conditions like on board?

**A:** Most of the ship's company slept on hammocks underneath the bridge and fo'c'sle. When I first started my career, I once slept in a hammock over a fuel tank. When I became the navigation officer, I got my own cabin. It wasn't much, about eight feet long and about seven feet wide – it had a bunk and a chest of drawers. It was adequate, but it certainly wasn't luxurious.

**LS Roger, WEng Tech, Radar Maintainer HMCS Calgary**

**Q:** What is your favorite or most memorable experience during your service?

**A:** One of the most exciting nights was with two other ships, one was a ship called Albrighton. We were sent 10 miles off the coast of Brest, France. The name of the game was to make the German's feel we were German naval vessels and we crept up the coast. It was well after midnight when we turned to port and flax ships came out of Brest Harbor with submarines on either side – there were three of them. As they approached, we were in position. Eventually they were 1,000 yards away and we opened up and blew them out of the water. It was either us or them. It was an assault and we prevailed; it was good and stopped the U-Boats getting into the channel and was probably the most decisive thing we ever did.

**LS Vokey, WEng Tech, Jr. Weapons Engineering Tech HMCS Calgary**

**Q:** What was the biggest challenge you faced while battling the storm for four days onboard HMCS Skeena near Reykjavik?

**A:** Staying alive, it was really all about survival. I can still remember how the storm was getting worse and worse with 50-foot waves. The senior officer declared we are heading into port. But I went to my captain and delicately explained to him that we can only operate one anchor at a time, and we had only one cable holder. After his insistence, I told him "I will have to ask you to relieve me of my duties as navigator, unless you order me." He did, and I had no choice, the senior officer had ordered us in.

The captain could have said to the senior officer I would like to remain at sea, but he didn't. So, we went in closer to shore and he said "see if you can find the best place for us to anchor." At 800 yards from the beach in any direction I put the pick down. We veered 5.5 shackles of cable in 12 fathoms of water. As the storm raged, she held. The next thing we faced were the fierce snow squalls. The ground clutter on our radar was so bad that you couldn't make anything out at close distance.

Then the ship began drag. As we went, the snowsqualls came up again driven by strong hurricane-force winds. We hit a point on the coastline doing about eight knots and the ship was instantly wrecked. Then a wave came up over the top of the ship and she cracked. With a cracked hull we had oil seeping up and all over the deck of the ship, and it combined with the snow to make treacherous footing. Because of the cracked hull we had to shut off the boilers and we were in pitch black. It was a very scary situation.

An order came from the bridge that said, "prepare to abandon ship", which was taken as "abandon ship". The waves took the first rescue boat and placed it on a high shore/high bluff and 15 of them didn't make it. The rest of us survived, the storm went through, and the next morning we were rescued and taken ashore.

**OS Ferland, Sup Tech, Storesman HMCS Calgary**

**Q:** Can you describe your feeling when you were able to land after the ship was thrown by the storm off the coast of Reykjavik?

**A:** We felt we were being saved and we were. A landing craft pilot named Einar Sigurdson and a team of rescuers from Iceland rescued us and took us to the Royal Navy ships stores. We were fed and drank some rum and put into some warm blankets. We were lucky to survive.

# Royal Canadian Navy strengthens interoperability with French Navy Carrier Strike Group

**Lt(N) Linda Coleman**  
HMCS Regina Public Affairs Officer

Last Tuesday, *HMCS Regina* conducted a cooperative deployment with French Task Force (TF) 473, a Carrier Strike Group with nuclear-powered French Navy aircraft carrier Charles de Gaulle as its centerpiece.

The cooperation took place in the Arabian Sea with the goal of enhancing interoperability and improving communications.

The day started with an Air Defence Exercise (ADEX), which saw French Navy Rafale M Fighter jets take off from Charles de Gaulles aircraft carrier to conduct maneuvers over Regina.

As the jets flew over the warship as low as 200 feet, Regina's operations room was buzzing with activity. The aim was to exercise Above Water Warfare capabilities by practicing detect to engage, warnings, self defence against unknown strike / fighter bomber aircraft, and air to surface missiles.

"The ADEX was a lot of fun for our Above Water Warfare team to track and locate French fighter jets," said Lt(N) Adam Ness, Regina's Above Water Warfare Officer. "The opportunity to work with an aircraft carrier and its fighter jets doesn't come around very often, so it was a unique opportunity for us to exercise these skills. Happy to say that we rose to the challenge resulting in a successful exercise."

The afternoon saw TF 473's NH90 Helicopter conduct deck evolutions with *Regina*, including hoisting, slinging, and landings. For *Regina's* embarked Cyclone helicopter detachment, it was an opportunity to conduct joint training.

"The deck evolutions went very well with the French Navy. It's great professional development for us to work with other countries, see how they operate and perform these procedures, which is a bit different from ours," said Captain Ryan Clarke of 443 Maritime Helicopter Squadron.

Concurrently, Naval Replenishment Unit (NRU) Asterix conducted a Replenishment at Sea (RAS) with French Ship (FS) Latouche-Tréville and FS Provence, demonstrating Asterix's abilities to support our partners and allies.

The day concluded with *Regina* conducting close quarter sailing with the Charles de Gaulle aircraft carrier as the Rafale M Fighter jets exercised landings and take-offs.

"This was a unique opportunity for a Maritime Forces Pacific-based warship to operate with a French Task Force and other NATO warships," said Commander Jake French, Commanding Officer of *Regina*. "I'm very proud of my ship's company for successfully integrating into a multinational task group, highlighting the operational effects of cooperative deployments."

In the vicinity of *Regina* were U.S. Navy ship USS McFaul, Danish warship HDMS Niels Juel, and Royal Australian Navy's HMAS Ballarat. The warships were all operating off the coast of Oman in the Arabian Sea with the Task Force 473.

*Regina* is currently deployed on Operation Artemis, the Canadian Armed Forces' ongoing contribution to counter-terrorism and maritime security operations in the Middle Eastern and East African waters.



Members of the French Navy NH90 helicopter detachment from Task Force 473 meet with members of HMCS Regina's Cyclone helicopter detachment on the ship's flight deck.

Photo by Cpl Stuart Evans



HMCS Regina conducts a cooperative deployment with French Navy aircraft carrier Charles de Gaulle during Operation Artemis.

Photo by French Navy

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Photos by Captain Annie Morin

An officer from *HMCS Yellowknife* deploys an Argo float in the Pacific Ocean.

# Yellowknife's interdepartmental cooperation in the name of science

**Capt Annie Morin**  
Public Affairs Officerzzz  
Operation Caribbe

Recently, *HMCS Yellowknife* was asked by the Department of Fisheries and Oceans (DFO) to water deploy an Argo float as part of a broad-scale global array of temperature/salinity floats.

This piece of equipment provides continuous monitoring of temperature, salinity, and the velocity of the upper ocean.

To gather the information, the Argo floats go through a cycle of approximately 10 days. The float first descends at a depth of approximately 1,000 meters and drifts for eight to 10 days. At that point, it descends further to about 2,000 meters before ascending to the surface over a period of approximately six hours where it will spend some time at the surface of the water to transmit its data. While submerged, the float collects water column information and data. The cycle is then repeated to gather and transmit new data.

"*HMCS Yellowknife* was presented with the opportunity to contribute to the gathering of oceanographic data and gladly accepted the offer," said Lieutenant Commander Donald Thompson-Greiff, the ship's commanding officer. "By supporting the Department of Fisheries and Oceans with the deployment of an Argo float off Latin America, we are able

help the collection of a range of data valuable for research."

Debuted in 2000, the program activates about 800 floats each year which contributes to a greater understanding of the oceans. The data gathered by the floats is released near real-time to the Argo Global Data Centres located in Brest, France, and Monterey, California. Overall, the global network includes some 4,000 Argo floats around the world with over 30 participating nations in the program.

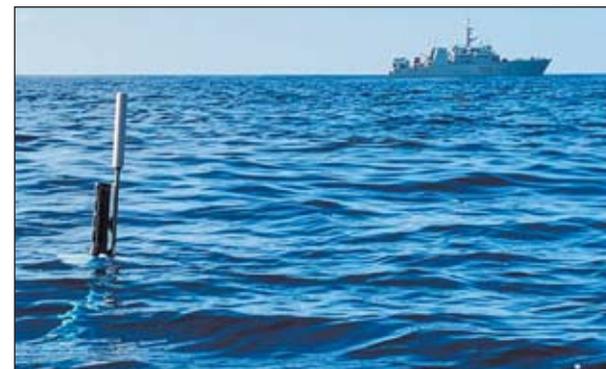
Lieutenant (N) Josée Belcourt, Maritime Forces Pacific Formation Oceanographer, was the liaison between DFO and the Royal Canadian Navy to facilitate deployment of the floats. She explains that the data gathered "provides valuable scientific information to monitor ocean variability, including [for example] rising sea levels, arctic sea ice, and the changing state of the upper ocean."

"As the information is made publically available near real-time on the internet, the data can be used for educational purposes such as for classroom curriculum, scientist outreach workshops, and online tools for the general public. From an operational point of view, oceanographic centers around the world routinely validate

and improve global and regional analyses of ocean properties using the Argo data stream, which is valuable information for the operations of the Royal Canadian Navy."

The Institute of Ocean Sciences at DFO in Sidney, B.C., provided the float, which was embarked on *Yellowknife* before its departure on Operation Caribbe.

Crewed by 45 members, including members of the United States Coast Guard, *HMCS Yellowknife* is currently deployed with *HMCS Whitehorse* on Operation Caribbe, Canada's contribution to Operation Martillo, a U.S. Joint Interagency Task Force South (JIATF-S) operation responsible for conducting interagency and international detection and monitoring operations and facilitating the interdiction of illicit trafficking.

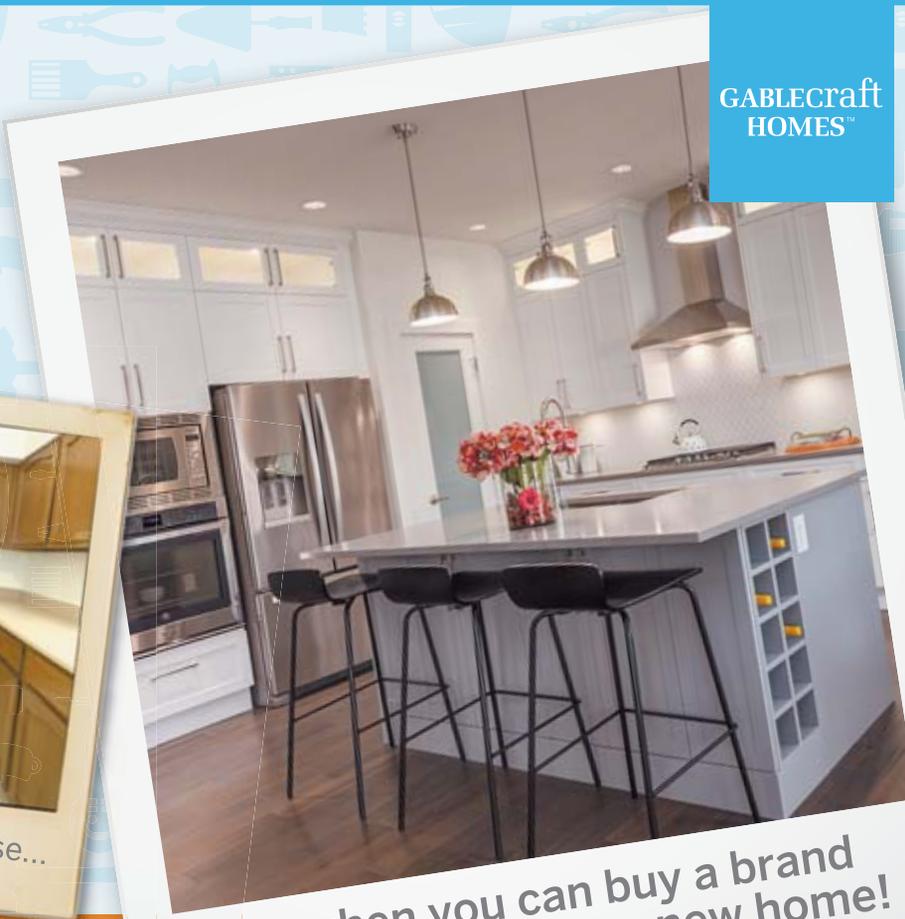


An Argo float newly released by *HMCS Yellowknife* ship's company drifts in the Pacific Ocean.

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# Seeking out spirits at the Naval Museum of Halifax

**Ryan Melanson**  
Trident Newspaper

Jim Northrup says he's heard a lot of strange stories about the Naval Museum of Halifax over the years.

A retired submariner and volunteer at the museum, Northrup recalled a story from a commissionaire who saw a woman in the building after hours, only to have her disappear when he spoke to her. He also remembered contractors replacing the windows of the 200-year-old building, who talked about feeling the presence of people standing behind or beside them while they worked.

"There's all kinds of stories like that. I've felt it too. I had a friend who called this building the creepiest place he ever worked in," Northrup said.

Those types of stories were what led Lost Soul Spiritual Services, a local group that specializes in spiritual and paranormal house cleansing, to the museum on March 25 for a special visit and to investigate.

While the group normally works with people who are troubled by feelings of spirits or paranormal activity in their homes, CFB Halifax agreed to have the group in for an investigation into the creepy tales that have circulated for years.

Heather Rann, a self-described medium and one of the founders of the group, said she's done similar work in the past at the Halifax Citadel and Fortress of Louisbourg, but the Naval Museum marked the biggest project with her current teammates and new gear, including a Structured Light Sensor camera system, like the type often used to seek out paranormal activity on TV.

"This is one of our bigger and more exciting investigations," she said.

Rann and her colleagues got a tour of the building, learned a bit of the history, including the involvement in the Halifax Explosion, and then split up to begin a night of thorough examination.

The bulk of the search took place late in the evening, when the darkness and quiet could aid their efforts, and Rann said she greatly appreciated museum staff staying through the night to allow them all the time they needed. They also had a few curious visitors stop by, including Northrup, who shared a few of his stories with the group, and Base Commander, Capt(N) David Mazur.

Afterward, the group said they encountered a number of "entities" and collected different pieces of evidence. They plan to return to the museum in the coming weeks to present their findings and takeaways from the visit.



Retired submariner Jim Northrup spoke to members of the Lost Soul group about the history of the Naval Museum and some of his own experiences in the building.



Photos by Ryan Melanson, Trident Staff

Lost Souls member Amanda Dyke gathers evidence in the museum's attic.



The Lost Souls Spiritual Services group was invited to the Naval Museum of Halifax on March 25 to perform a spiritual and paranormal investigation.

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For additional information, visit <http://winnipeg.mil.ca/cms/en/a3/a3sar/per-sandtrg/sartechs.aspx> or attend the May 2 briefing on base, see below.

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## Flight Engineer

The Flight Engineer occupation is currently seeking motivated men and women to join its ranks. For eligible candidates from the Aviation (AVN) and Avionics (AVS) Technician trades, this is an excellent opportunity to expand your role and responsibilities into air operations, building upon your existing technical skills.

As a Flight Engineer, you will have an active role in air operations as an essential member of the flight crew and as a respected advisor to the aircraft commander regarding aircraft technical and maintenance issues. This occupation is ideal for candidates who are interested in both the For more information about this occupation, including an opportunity to become a Flight Engineer, please visit the 1 Canadian Air Division Flight Engineer website. You can also contact Flight Engineer Sergeant Greg Bullivant, with 450 Tactical Helicopter Squadron, or your local Personnel Selection Officer. operational and technical domains of military aviation or attend the May 2 briefing on base, see below.

## May 2 Briefing

Sessions will be held in the BPSO classroom, N30, 3rd deck, room 315.

2 May - CFB Esquimalt 0900-1200 and 1700 to 2000:

0900-1200: Flight Engineer

1000-1100: AES OP

1100-1200: SAR Tech

1700-1800: Flight Engineer

1800-1900: AES OP

1900-2000: SAR Tech



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# HMCS Vancouver Awards, Certificates and Promotions

Commander Jonathan Kouwenberg, Commanding Officer of HMCS Vancouver, presented awards, certificates and promotions during the hands fall-in at CFB Esquimalt.

Photos by LS Mike Goluboff, MARPAC Imaging Services



PO2 Louis Beudet receives his Certificate of Aerobic Excellence – White Seal.



PO2 Nicolas Ferraro receives his Certificate of Competency Weapons Engineering Technician Pre-Instructional package.



LS Michael Maclean receives his Machinery Watchkeeping Certificate.



AB Victor Duchnik receives his Maritime Forces Pacific Bravo Zulu Certificate of Achievement.



MS Ryan Williams receives his Maritime Forces Pacific Bravo Zulu Certificate of Achievement.



Lt(N) Jeffery Brooker receives his Maritime Forces Pacific Bravo Zulu Certificate of Achievement.



SLt Jimmy Bernard receives his Special Service Medal with Expedition Bar.



LS Shane Gascon receives his Canadian Forces' Decoration.



MS Layton Theriault receives his Canadian Forces' Decoration.



PO2 Graham Williams receives his Canadian Forces' Decoration.



PO2 Christopher Holmes receives his Canadian Forces' Decoration.



PO2 Nicolas Ferraro receives his Canadian Forces' Decoration.



AB Simon McLary is promoted to his current rank.



AB Anton Parker is promoted to his current rank.



AB Joshua Evans is promoted to his current rank.



LS Erin Barry is promoted to her current rank.



LS Thomas Sweet is promoted to his current rank.



LS Hubert Desbiens is promoted to his current rank.



MS Jeff Hamar is promoted to his current rank.



MS Chris James is promoted to his current rank.



# HMCS Vancouver Awards, Certificates and Promotions

Commander Jonathan Kouwenberg, Commanding Officer of HMCS Vancouver, presented awards, certificates and promotions during the hands fall-in at CFB Esquimalt.

Photos by LS Mike Goluboff, MARPAC Imaging Services



MS James Lyall is promoted to his current rank.



MS Kowmien Sellathurai is promoted to his current rank.



PO1 Joseph Rempel is promoted to his current rank.



MS Layton Theriault receives his Coxswain's Coin by CPO1 Steve West, Coxswain of HMCS Vancouver.



CPO2 Jason Bode is awarded Coxswain's Coin by CPO1 Steve West, Coxswain of HMCS Vancouver.



PO2 Ken Jenkins is awarded Commanding Officer's Coin.



Sgt Amanda Pond is awarded the Commanding Officer's Coin.



## Fleet Maintenance Facility Cape Breton Awards



Jim Gadsby was presented a Bravo Zulu certificate by (then) Commanding Officer Capt(N) Ed Hooper.



Carlo Legg was presented a Bravo Zulu certificate by (then) Commanding Officer Capt(N) Ed Hooper.



Kailyn Dheensaw was presented a Bravo Zulu certificate by (then) Commanding Officer Capt(N) Ed Hooper.



Michelle Arnaud receives an Employee of the month certificate by Cdr Amit Bagga, FMF Commanding Officer.

## Naval Fleet School Pacific Change of Command



LCdr Danny O'Regan, the incoming Commanding Officer, signs the change of command certificates with Capt(N) Martin Drews, Commanding Officer of Naval Pacific Training Group, and outgoing Commanding Officer Cdr Julian Elbourne.

## Canadian Fleet Pacific Headquarters



Pte Veerman is promoted to Pte (trained) by Lt(N) Hudson.



## Naval Pacific Training Group Promotions and Medals



Lt(N) Sarah Valentine is promoted to her current rank by Cdr Alain Sauve, Commander Naval Training Development Center – Pacific, and her husband Constable Kris Valentine of the Westshore RCMP.



PO1 Robert Low receives his Canadian Forces' Decoration Second Clasp from Cdr Alain Sauve, Commander Naval Training Development Center – Pacific. PO1 Low is in his 34th year of service to the Canadian Armed Forces.



Lt(N) Si Tian is promoted to his current rank by Cdr Alain Sauve, Commander Naval Training Development Center – Pacific, and LCdr Adrian Deutekom. MSE Division Commander.



MS Helpard receives his graduation certificate for his RQ-NESOP-PO2 qualification from LCdr O'Regan.



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**40TH ANNIVERSARY OF 268 RCSCC BRAS D'OR**  
will take place on the weekend of May 24 to 26 in Quispamsis/ Rothesay, NB. The events will be a Meet and Greet on Friday May 24 at Branch 58 Legion, Annual Cadet Review and Dinner, Saturday May 25, BBQ at Meehan Cove Beach, Sun May 26. For more information email eisanb@nb.sympatcio.ca or call Brian at 506 849-4146.

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