

# BATTLE OF THE ATLANTIC

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# LOOKOUT

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The Battle of the Atlantic was the longest battle of the Second World War. Much of the burden of fighting fell to the Royal Canadian Navy which was comprised of only six destroyers and a handful of smaller vessels at the start of the conflict. Today, our sailors continue to proudly represent Canadians at home and on the world stage. Read more on pages 9-13.



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## A MESSAGE FROM THE BASE COMMANDER

**T**ragedically, our country was hit with heart-wrenching news this week as we learned of the murders in Portapique, Wentworth, Debert, Shubenacadie and Enfield. CFB Esquimalt shares a special bond with Nova Scotia as it is home to our sister base CFB Halifax and I have offered my sincere condolences on behalf of our team as our friends and, for many, family on the East Coast process this senseless loss of life. For anyone impacted by this tragedy, please do not be afraid to reach out for help if needed. Remember that the military Chaplains and the EAP Program for civilians are both available 24/7.

Across Canada, the CAF is prepared to support a wide range of tasks as required by local communities in need of assistance. Closer to home, CFB Esquimalt completed our second round of Personnel Readiness Verification (PRV) this week with another 100 members ready to support any Request for Assistance related to COVID-19 or natural disasters, such as floods and fires, that may arise in the coming months. They will be sustained with close and integral logistical support from the dedicated professionals at our Base Logistics and Base Administration Branches. The diversity of support already being provided here at the Base is a reflection of the skill and flexibility that exists within our organization and is something we can all be proud of. Ideally, these members will not be called upon but they are ready if needed along with

all necessary equipment to support their deployment.

Over the last few weeks, a number of CANFORGENS have been promulgated and it's important that all military members stay up-to-date and informed on new direction and policies. To aid in this, the CAF has released a list of Frequently Asked Questions on CANFORGENS issued in relation to COVID-19 ([www.canada.ca/en/department-national-defence/campaigns/covid-19/faq-on-canforgens-issued-in-relation-to-covid-19.html](http://www.canada.ca/en/department-national-defence/campaigns/covid-19/faq-on-canforgens-issued-in-relation-to-covid-19.html)) I encourage you all to review. As always, your chain of command is available to help answer any questions specific to your personal situation. Your continued patience and flexibility as we work to adopt these new directions is appreciated.

Currently, Base and RCN senior leadership are initiating discussions regarding what the new normal will look like in the workplace as restrictions are gradually lifted in the future. The safety of the Defence Team will continue to be paramount as we consider the implementation of additional protective health measures (e.g. floor decals, signage and separators to maintain physical distancing). These measures will be discussed in the coming weeks with labour leadership and consultation will occur through Branch and Base Health and Safety Committees.

The partnerships we make within our local community have always been important to us, but it's in challenging times like these that we truly see the strength and importance of our

neighbours. I am very thankful for the support we have received from local businesses who are extending services to the families of our deployed military members. We are also proud to be supporting local industry and business during what has been a challenging economic time for many. The Base has conducted 95% of procurement orders and services over the last month with local suppliers. As much as we are focused on protecting the Force and preparing to support requests from the Government of Canada, we are also finding ways to support our local community here in Greater Victoria.

As many of you are aware, April is the Month of the Military Child and a chance to celebrate and acknowledge the strength and resilience of all military children. To recognize this important month, the Esquimalt MFRC has launched Operation Dandelion to give military families an opportunity to mark this annual observance virtually. There are few professions outside of the military that demand so much from children and families; if you have children at home, consider taking a moment to remind them of how much their support means to you. Remember that if your family is in need of support during this time, the MFRC continues to provide virtual connections, services and programs to military families. This includes care package drop offs for deployed members, virtual access to social workers and counsellors, and deployment workshops. As always, I am incredibly impressed

by the professionalism and compassion of the MFRC staff and volunteers as they work to adapt their services to a virtual model that supports our current reality.

Speaking of fantastic support, this week organizations around the country are recognizing National Volunteer Week. Normally we would have the opportunity to personally acknowledge the dedication and generosity of our volunteers in person, but since that isn't possible this year, I would like to extend my personal gratitude for the immense contribution volunteers make to our Base community. Whether you dedicate your time to the CFB Esquimalt Naval and Military Museum, a PSP team or club, the MFRC, or a number of other entities that support our Defence Team, your efforts mean so much to all of us – thank you!

As we continue to navigate this uncertain time, I once again urge everyone to pay close attention to their physical and mental health. The Defence Team COVID-19 Mental Health webpage ([www.canada.ca/en/department-national-defence/campaigns/covid-19/mental-health.html](http://www.canada.ca/en/department-national-defence/campaigns/covid-19/mental-health.html)) has a number of resources for those looking to “stay in the green.” You can also take part in some virtual PSP workouts or get outside within your local neighbourhood for a physically distanced walk or run. Keep washing your hands, avoiding unneces-



sary outings, and maintaining a two metre distance from others whenever possible. Stay connected by following our social media pages and check out the *Lookout Newspaper* for all the latest Base stories.

As the Chief of Defence Staff expressed in his latest letter ([www.canada.ca/en/department-national-defence/maple-leaf/defence/2020/04/april-17-letter-from-cds-regarding-covid-19.html](http://www.canada.ca/en/department-national-defence/maple-leaf/defence/2020/04/april-17-letter-from-cds-regarding-covid-19.html)), your discipline and steady focus on the mission at hand – whether from home or on-site – have allowed us to remain healthy and operationally ready to support Canadians during this time of need. We're not through this yet, but I have every confidence in this Defence Team and your ability to overcome the unique challenges this pandemic presents.

Stay healthy. Stay ready to support. Keep crushing the curve!

Yours Aye,  
S. Sader  
Captain (N)  
Commander

**98.5**  
OCEAN

**Robin&AJ**  
Good morning. Good times.



# "Deplorable" ordeal leads to goodwill gesture

**Peter Mallett**  
Staff Writer

Langford's Market on Millstream has come to the aid of house-bound military families having difficulty shopping because of COVID-19 self isolation and physical distancing measures.

The grocery store is offering free delivery service to those living in the Westshore who have a military partner deployed.

The program launched after store co-owner Darryl Hein learned about the "deplorable" harassment of military mom Janene Walker of Sooke. On two separate occasions she was heckled for bringing her two children on shopping trips. Her husband is deployed in *HMCS Whitehorse* and she has no one to watch them.

"In this unfolding public health crisis, there are a small element of people who are quick to mind other people's business and point fingers, and many of them are doing it with misinformation," said Hein.

The store's delivery van began delivering free-of charge orders on April 20 to military families living in Sooke, Langford, View Royal, and Esquimalt. The initiative is one way of letting military members know he and his staff support them.

"It's just the Canadian thing for us to do, to let those who serve know we are all in this together."

**Unwarranted assaults**

The 36-year-old stay-at-home mother faced profanity-laced verbal abuse from customers in a hardware store parking lot and at a grocery store in Langford in March because she had her children with her.

Her husband, LS Joe Walker, has been deployed in *HMCS Whitehorse* since

Feb. 10. This has meant going it alone to manage the children, the home, and stocking up the refrigerator and pantry with kids in tow.

"I shouldn't have to defend myself in public for trying to take care of my family," she said.

Plus, she's done the neighbourly thing and bought groceries for another military family in quarantine because of travelling outside Canada.

She is now determined not to let people bully her in public and act like "the pandemic police."

Walker's husband is one of approximately 650 personnel deployed in eight Royal Canadian Navy ships off the coast of Vancouver Island. They are at the ready to assist with COVID operations or other government needs if called upon.

The couple spoke about the two incidents and it took a toll on the sailor.

"It's always difficult to be away from home for a long period of time, but when she is unhappy and I'm not there to comfort her it makes me feel powerless," said LS Walker.

His mood changed when he learned of the store's "generous offer" to assist his and other military families in the community.

"While my fellow sailors and I are engaged at sea in this time of crisis, it comforts me and makes me proud of my



The Walker family.

community that some local businesses are volunteering to help families who face hardships brought on by this crisis," he said.

In the coming days, LS Walker is expected to return home from deployment as part of a rotation where ships' sailors spend four weeks at sea and then two weeks home under quarantine.

The most anticipated part of returning home, he says, will be reuniting with his wife and two children. His wife will then be able to make trips to the store without her children and the threat of being verbally harassed.

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# matters of OPINION

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## WHAT SAY US

# It's 'All hands on deck' in COVID-19 fight says veteran

**Peter Mallett**  
Staff Writer

A popular Facebook meme - brief, blunt and to the point - effectively shames those not adhering to the physical distancing and isolation protocols.

It reads: "Your grandparents were called to fight in World Wars. You're being called to wash your hands and sit on the couch. Don't [expletive] this up."

Many of those grandparents who helped lead us to victory in the last global crisis are no longer with us, but a handful are still here, and have a thing or two to say about the COVID-19 crisis.

One of them is 99-year-old Peter Chance, a retired Royal Canadian Navy Commander with many a salty tale to tell of his service.

He had been planning to move into an assisted care facility, but the COVID 19 situation put the brakes on that. A social worker makes regular visits to assist him with cleaning, and until recently he received regular visits from friends. Now he is self-isolating and following physical distancing advice to the letter.

"Some people are making terrible mistakes and placing themselves in danger and creating a situation where they might contaminate someone else with the virus," he said. "There are two sides to this coin,

and neither are good sides."

He says there are several parallels to now and the Second World War, especially in how the world responded and the unity that was required for victory.

Chance spent several months in London during the Blitz, the devastating bombing raids by Germany towards the end of the Battle of Britain.

"There were nightly blackouts, food and drink was hard to come by and it was rationed, but despite this crisis people pulled together," he said. "We made jokes, tried to make light of what was really a terrible situation, and did our best to enjoy life and remain happy despite events beyond our control."

He hopes people can do the same thing today. He believes the Brits had it right in their "stiff-upper-lip" approach. He fondly remembers hearing Winston Churchill's "we will never surrender" speech on the radio. That same spirit needs to be adopted by everyone around the world right

now in fighting COVID-19.

"Just like during the Second World War, that was a life-and-death struggle, we didn't know the outcome, if Britain and the Allies would prevail or the Germans would win," said Chance. "This bloody virus is the same because we simply don't know how it will unfold. But we will have to win this one way or another and do whatever it takes. It's all hands on deck right now and everyone has to comply."

**"Your grandparents were called to fight in World Wars. You're being called to wash your hands and sit on the couch. Don't [expletive] this up."**

## April is the Month of the Military Child Campaign

Join the MFRC in celebrating the month of the Military Child! We invite and challenge military children and their families to show us just how awesome you really are - we want you to show it, draw it, colour it, video it, and shout it if you would like! But we want to hear from you!

Here is your mission - "Operation Dandelion".

1. Colour our dandelion colouring page and put in the front window of your house. It can be found here: <https://esquimaltmfrc.com/april-is-the-month-of-the-military-child-campaign>. Take a picture of it in your window and send it to us (via email to [kellyaucoin@emfrc.com](mailto:kellyaucoin@emfrc.com) or via social media on Facebook, Instagram or

Twitter). We want to see how many strong, resilient military kids we have in our community.

2. Create your own art, video, song, you name it. Get creative! Show us what it means to you to be a military kid.

The official flower of the military child is the dandelion. Why? The plant puts down roots almost anywhere, and it's almost impossible to destroy. It's an unpretentious plant, yet good looking.

It's a survivor in a broad range of climates. Military children bloom everywhere the winds carry them. They are hardy and upright. Their roots are strong, cultivated deeply in the culture of the military, planted swiftly and surely. They're ready to fly in the breezes that take them to new adventures, new

lands, and new friends.

Experts say that military children are well-rounded, culturally aware, tolerant, and extremely resilient. Military children have learned from an early age that home is where their hearts are, that a good friend can be found in every corner of the world and in every colour, and that education doesn't only come from school. They live history. They learn that to survive means to adapt, that the door that closes one chapter of their life opens up to a new and exciting adventure full of new friends and new experiences.

We want to hear from our military kids and their families about what this month means to you! We are so proud of you each and every day; you are truly like the dandelion.

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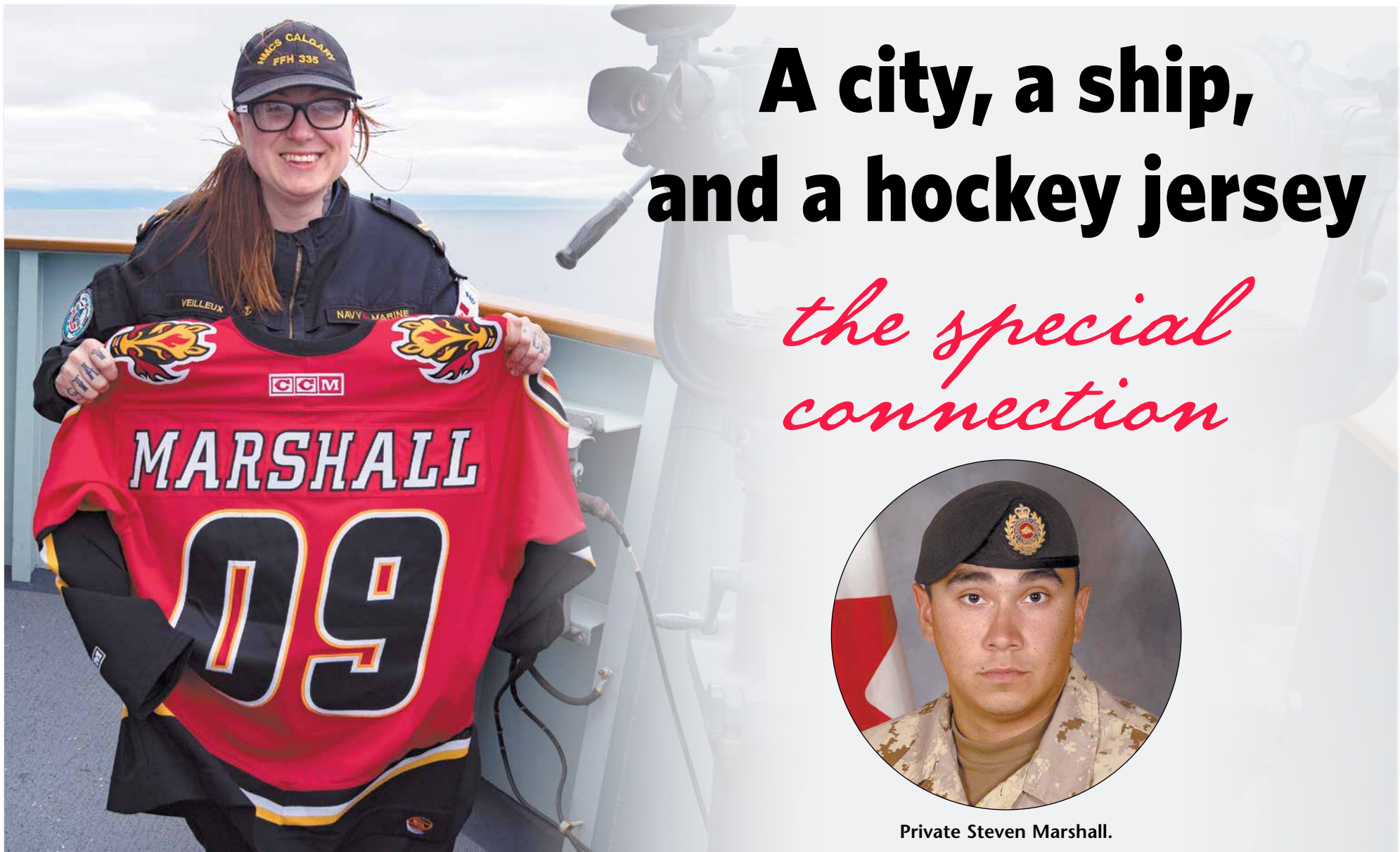
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# A city, a ship, and a hockey jersey

*the special  
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Private Steven Marshall.

**Lt(N) Greg Menzies**  
HMCS Calgary PAO

A hockey jersey can represent many things, and some, like Leading Seaman Cindy Veilleux's jersey, have an amazing story associated with them.

For the last year, she has travelled in *Her Majesty's Canadian Ships* with a Calgary Flames jersey neatly folded in her duffle bag.

The Saint-Georges, Quebec, native came to have a special connection with the City of Calgary after meeting Private Steven Marshall a decade ago when she was a Combat Engineer. The two were on course at Canadian Forces School of Military Engineering in Gagetown, New Brunswick, and became fast friends.

"Steven was born and raised in Calgary and proud to call Calgary home," said LS Veilleux. "When we first met, I knew right away how much he loved the Calgary Flames. Hockey was

his passion and he would play or watch it anywhere, anytime. Hockey was in his soul."

After their Combat Engineer's course, Pte Veilleux (her rank before re-enlisting to the navy) and Pte Marshall were posted to 1 Combat Engineer Regiment, 11 Field Squadron in Edmonton, Alberta, and were deployed to Afghanistan in October 2009.

Only one week into their deployment, Private Marshall was killed by an improvised explosive device while on foot patrol south east of Kandahar City.

The loss was devastating news and Pte Veilleux knew she had to finish the deployment knowing her friend had made the ultimate sacrifice.

"When we returned home in May, my section commander organized a get together for Steven's father, Murray Marshall, to meet the soldiers who

had deployed with his son," recalls LS Veilleux. "It was the first time I met Murray and it was very emotional. Ten years later, Murray and Steven's memory are still an important part of my life."

She released from the Canadian Armed Forces in October 2013 and remained in contact with Murray. In October 2016, he asked her to write an article for the Calgary Sun and the Calgary Herald for Veterans Week as a way to honour Steven's memory. The request was an honour, but at the same time she began to reflect on how much she missed the military - the lifestyle and the friendships.

"When I released, I had worked for four years at the Canadian National Railway as a level 2 foreman. I met some really great people but the camaraderie wasn't the same. I missed having a career in the military, all the opportunities available to me, and most importantly

the friendships I had forged when I was a Combat Engineer. I wouldn't have met two amazing people if it wasn't for the military."

In January 2018 she re-enlisted as a supply technician. When she finished her Supply Technician's course at Canadian Forces Logistic Training Centre in Borden, Ontario, she was posted to Canadian Forces Base Esquimalt.

Deciding to drive across Canada to her new posting in June 2019, she took a detour to visit Murray in Calgary.

"Murray and I met for dinner, talked for a few hours, and went to Steven's resting place. Murray brought with him a Calgary Flames Jersey that he had sewn a Support our Troops ribbon and a 1 Combat Engineering Regiment crest on. Murray gave me the one thing that meant so much to him, and asked if I could bring Steven's jersey wherever I travelled so his memory

could be shared. I couldn't have been more honoured, and I fought back a lot of tears."

In Calgary, Murray volunteered his expertise to the Homes for Heroes Veterans Village project that built 15 tiny homes for homeless veterans in city's southeast neighbourhood of Forest Lawn. Each home was named after a fallen soldier from Calgary, and was another way for him to keep his son's memory alive.

When LS Veilleux arrived in Esquimalt, she was posted to *HMC Ships Vancouver* and then *Regina*. Then an

opportunity came that she knew she couldn't refuse - a Supply Technician position on board *HMCS Calgary*.

"Before I met Steven and Murray I never imagined having a deep connection to a city, a ship, and a hockey jersey from somewhere other than my hometown of Saint-Georges, Quebec. Steven's memory is worth sharing and my way of giving back to a father who lost his son in Afghanistan. I believe what I am doing for Steven will always have an amazing impact on Murray, and yes, I have Steven's hockey jersey on board *HMCS Calgary*."

**"Murray asked if I could bring Steven's jersey wherever I travelled so his memory could be shared. I couldn't have been more honoured, and I fought back a lot of tears."**

- Leading Seaman Cindy Veilleux

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## Band member triumphs with virtual marathon time

**Peter Mallett**  
Staff Writer

The postponement of the Boston Marathon did not stop PO2 Roy Styffe from completing the gruelling 42.2 kilometre run on his own.

The 56-year-old qualified for the world-famous race after completing his first-ever marathon in 2018, Victoria's Goodlife Fitness Marathon. He planned to tackle the April 20 Boston Marathon, but then came the COVID-19 pandemic, and a change to a virtual marathon.

Last week, he and countless other runners around the world completed their own virtual marathon.

"I decided to run a virtual marathon because I had dedicated six months of my life, running five days a week to prepare for it," says PO2 Styffe, who is a Naden Band member. "Training for a marathon is a very obsessive process, so I needed to have that sense of completion for what I had worked so hard for."

He set off on the Galloping Goose regional trail near Sooke and arrived at his virtual finish line on the Selkirk Trestle Bridge in Victoria with a time of 3:16:10. That time, exclaimed PO2 Styffe, was 12 minutes faster than his first marathon, and went way better than anticipated.

"The hard work in training really paid

off; every time I run it's a humbling experience," said PO2 Styffe. "It is a privilege and makes me realize with every step I take, I am learning and growing and also inspiring other people."

Upon reflection, he thinks he could have shaved another five minutes off his time if it were not for the stop lights and roadway crossings he encountered.

As the marathon wore on, he maintained his focus and physical distance, although there were few people on the regional trail.

"Thankfully, there is a lot of space on that trail allowing everyone using it to maintain a safe distance," said PO2 Styffe.

Members of the Naden Band, including commanding officer Lt(N) Catherine Norris, came out to cheer him on at various points on the course.

"Overall, it was an incredible experience, though also gruelling and extremely difficult," said PO2 Styffe. "Successfully completing a marathon changes you as a person, and, much like basic training in the military, you go through some difficult moments and become stronger because of it."

He also credits his successful run to his wife Cheryl, his daughter Laura, 16, and 23-year-old son Andrew for always encouraging and supporting him in fulfilling his marathon dream over the years.



“

Successfully completing a marathon changes you as a person, and, much like basic training in the military, you go through some difficult moments and become stronger because of it.”

– PO2 Roy Styffe

# SHIPS AT SEA

HMC Ships Calgary, Regina, Brandon, Whitehorse, and Nanaimo, and three Orca-class Patrol Craft Training (PCT) vessels - PCT Cougar, PCT Renard and PCT Wolf - are currently at sea off the coast of Vancouver Island. The ships will remain at sea for the time being, at the ready to respond to government assigned tasks, as required.

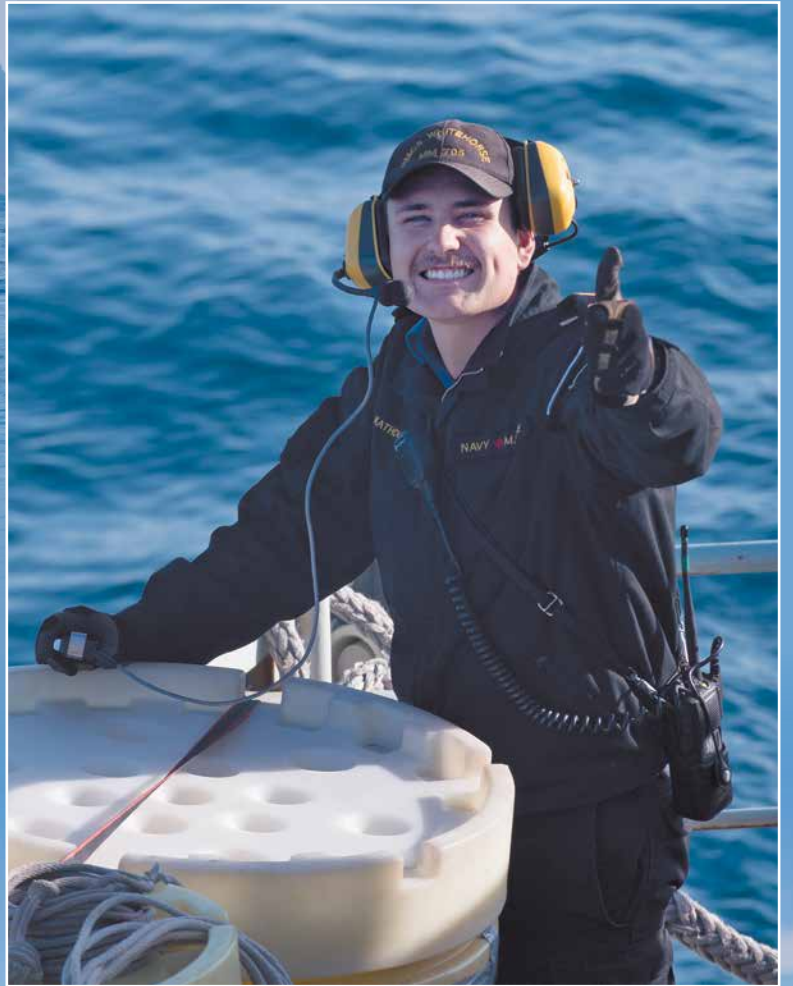


Above: PCT Wolf (front) followed by HMCS Whitehorse, PCT Cougar, HMCS Nanaimo, and HMCS Brandon sail in formation with Task Group 303.1 in the Strait of Georgia April 14.

Photo by Corporal Jay Naples, MARPAC Imaging Services

Right: Master Seaman Alexander Blackburn, a Weapon Engineering Technician, conducts corrective maintenance on the radar system onboard HMCS Whitehorse.

Photo by DND



Leading Seaman Mitchel Kathol, a Boatswain on board HMCS Whitehorse, acts as a communicator for boat operations.

Photo by DND



Commodore Angus Topshee, Commander Canadian Fleet Pacific, salutes HMCS Regina as it sails past HMCS Calgary.

Photo by Corporal Jay Naples, MARPAC Imaging Services



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*A reminder  
of why...*



*That Others  
May Live.*

## Search for overdue aircraft results in decades' old discovery

### Capt Lewis Williams 442 Transport and Rescue Squadron

The date is June 20, 1987. Two seasoned outdoorsmen climb aboard a small single-engine Piper Super Cub on floats. They are heading on a fishing trip to McDougall Lake in the Wells Gray Provincial Park area.

After leaving Eagle Bay, the aircraft was not seen again for 31 years.

Fast forward to September 2018.

Most of 442 Transport and Rescue Squadron were deployed to Kamloops as part of a search to locate an overdue aircraft. The small two-seat plane had been flying a low-level valley route operating under Visual Flight Rules, and, with reports and radar from NORAD, it led the crews to a specific location just west of Blue River.

For a few days they searched the extremely mountainous terrain that was either heavily treed or had steep snow-capped

peaks. The landscape was notoriously challenging when searching for a small, white aircraft.

Crews had been assigned their search areas from the Joint Rescue Coordination Centre (JRCC) in Victoria. The pre-search checks were completed and once on scene all eyes scoured the terrain for a glimpse of anything manmade and out of place.

#### Luck at Kostal Lake

The crew had turned around a ridge near Kostal Lake and noticed a white metallic object in the trees.

They decided to investigate. Given the area, required a hoist insertion of search and rescue technicians.

It was a challenging operation given the high density altitude and tall trees presenting an obstacle for the 200' hoist.

Sgt Morgan Boutilier and MCpl Yannik Daley attached their harnesses to the hoist and were lowered down one by one by flight engineer MCpl David Schulz with Capt

Henrik 'Hank' Schulte-Bisping monitoring the aircraft's performance as to not exceed any limitations.

Once the search and rescue technicians were on the ground, they radioed back that it was an aircraft wreckage, but did not match the aircraft registration they were looking for, nor were there any placards indicating the crash had been reported.

The SAR Techs realized this crash was likely unreported and instinctively grabbed an item - a tackle box - from the crash site to provide to the RCMP.

Once back onboard, the crash was reported to JRCC where the call-sign and precise coordinates were passed along, and the crew continued the search for their missing aircraft.

After an extensive and exhaustive searching in extremely challenging terrain, the search yielded negative results and they were stood down and given direction to return to Comox.

#### Uncovering the answer

Unfortunately, due to the remote location, the RCMP were not able to get in to the site for a year. When they did, they found human remains, and using DNA identification, later confirmed it was the missing outdoorsmen.

The family was sent the tackle box as a memento of their lost loved ones.

They graciously decided to give some of the lures found in the tackle box to the members of 442 Squadron as a thank you.

Similar items hang in the squadron to remind squadron members why they get up in the middle of the night to venture in to dark and stormy weather: *That Others May Live.*

**Above: Lures donated by the family of the missing outdoorsmen to 442 Squadron.**

**Below: The wreckage of the missing plane carrying the two men that crashed 31 years ago.**






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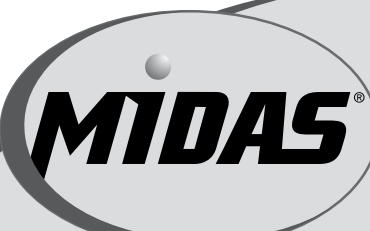
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SPECIAL PULLOUT SECTION

# BATTLE OF THE ATLANTIC

## COMMEMORATING 75 YEARS



**S**hipmates, as you are aware, 2020 is the 75th anniversary of our victory in the Second World War's longest campaign, the Battle of the Atlantic – a national effort against a formidable foe. Ironically, this

anniversary has fallen upon us as we now struggle with a different type of foe and again we need to unite from coast-to-coast-to-coast in our actions to secure a critical victory in the pandemic we face.

It goes without saying that we are in a very uncertain and unprecedented time as we fight to vanquish this new hidden enemy, as our predecessors did against theirs 75 years ago. Beyond a doubt, the fight against COVID-19 is going to have an impact on all of us – indeed it already has significantly impacted our daily routines, both at work and at home.

In this light, I have decided that our year-long celebration of the anniversary will undertake a nation-wide operational pause of all RCN-led

commemoration activities until at least the end of May.

Significantly, this means that the premiere BOA Sunday commemorative events and ceremonies planned for May 3, 2020, including the National Commemoration at the National War Memorial - as well as the events planned in the few days running-up to BOA Sunday - will all be deferred. This decision aligns too, by the way, with the recent announcement by the Naval Association of Canada (NAC) that, following consultation with the RCN, the NAC-led BOA Gala Dinner previously scheduled for Thursday, April 30 at the National War Museum is also deferred. These deferrals align with the unprecedented requirements of our current

national pandemic response efforts and clearly reflect our prioritization of the health and well-being of our veterans, our sailors, our families, and of our communities at large. Further, the unfortunate necessity for deferral reflects the fact that your safety remains an RCN/CAF priority.

Obviously, we'll resume our commemorative events again later this year when the situation permits. Expect to hear more from the RCN in this regard as soon as it becomes possible to predict when we'll resume these important activities.

For now, however, I'd share that it is intended that we'll reset to have all previously planned 75th anniversary BOA commemoration events, ceremonies, and

gala scheduled for a Fall date – perhaps coincident with Niobe Day.

Meanwhile, expect too some guidance and encouragement soon from the RCN as to how we can all individually and safely salute our amazing predecessors – the veterans of the Battle of the Atlantic, as well as the other wars and operations conducted since in which the RCN has repeatedly distinguished itself as a proven warfighting service – come the first Sunday in May.

And, in the interim, Shipmates, please continue to look after yourself, your family, and your shipmates!

**Yours Aye,  
Art McDonald  
Vice-Admiral  
Commander  
Royal Canadian Navy**



This unique Battle of the Atlantic morale patch celebrating the 75th anniversary was created by Victoria Yost, graphic designer for Royal Canadian Navy Public Affairs. She worked closely with DND historians to develop the concept, and the ship silhouette featured is HMCS Haida, the RCN flagship.

The morale patch can be worn by current serving sailors, soldiers, and aviators serving under Royal Canadian Navy command and sailors serving outside Royal Canadian Navy lines. Members of the public will be able to purchase coins and lapel pins with the BOA 75 logo through CANEX.ca starting in early May.



75 YEARS

## BATTLE OF THE ATLANTIC

75 YEARS



## A QUICK HISTORY

## DND

The Battle of the Atlantic was the longest battle of the Second World War and was fought at sea from 1939 to 1945.

Much of the burden of fighting the battle fell to the Royal Canadian Navy (RCN), which, at

the outbreak of the war, was comprised of only six destroyers and a handful of smaller vessels.

Over the course of 2,075 days, Allied naval and air forces fought more than 100 convoy battles and performed as many as 1,000 single ship actions against submarines and

warships of the German and Italian navies. Primary targets for the Germans and Italians were the convoys of merchant ships carrying vital, life-sustaining cargo from North America to Europe.

Canada's navy was instrumental in turning the tide of the war, and by

the conflict's conclusion had grown to become one of the largest in the world.

The RCN destroyed or shared in the destruction of 33 U-boats and 42 enemy surface craft. In turn, it suffered 2,210 fatalities, including nine women, and lost 33 vessels.



Battleship Tirpitz, A503 FM30-50 booklet for identification of ships, published by the Division of Naval Intelligence of the Navy Department of the United States.

**MEN of VALOR**  
They fight for you



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

## DND

"It made my hair stand on end a bit to be stopped in U-boat waters!" a crew member of His Majesty's Canadian Ship (HMCS) Swansea said about the decision of his commanding officer – Commander Clarence King – to rescue survivors from a sinking German U-boat.

It was March 10, 1944, when U-boat 845 first made contact with an Allied convoy in the North Atlantic.

The Battle of the Atlantic, the struggle between the Allied and German forces for control of the Atlantic Ocean, was at its height.

The Allies needed to keep the vital flow of men and supplies going between North America and Europe, where they could be used in the fighting, while the Germans wanted to cut these supply lines. To do this, German U-boats and other warships prowled the Atlantic Ocean sinking Allied transport ships.

But in this case, as U-845 made contact with the convoy, it was picked up by an escort, HMCS St. Laurent, and depth-charged.

When the U-boat surfaced later that night, it was attacked by St. Laurent and

three other escorts of 9th Escort Group: HMCS Swansea, HMCS Owen Sound and His Majesty's Ship (HMS) Forester.

There was some danger of the ships firing into or colliding with each other in the excitement, and it took skill to prevent that from happening.

The combined firepower was too much for the U-boat, and its crew began abandoning the sinking submarine.

King had his boarding party standing by but felt it unwise to risk the lives of his men as the submarine was sinking by the stern. He lay stopped in the water while survivors were rescued, despite the agitation of his crew members who were wary of other possible U-boats in the area.

For King, rescuing survivors took precedence over any possible danger.

At the time, he was 58 years old, on the old side for modern naval warfare.

Born on the outskirts of London, England, in 1886, he went to sea as a cadet at the age of 13. By 25 he had gained his foreign-going steamship Master's certification. After marrying, he moved to Kamloops, B.C., just as the First World War got under way. He settled his family in Winnipeg and returned to England where he joined the Royal Naval Volunteer Reserve as a sub-lieutenant.

In January 1917, King was appointed for duty in a Motor Launch on submarine patrols in the English Channel, before being transferred to Special Service Ship Merops. This small vessel, disguised as a merchant ship and fitted with considerable hidden armament, was designed to attract and attack U-boats.

## DND

The German battleship Tirpitz rode at anchor in a Norwegian fjord, unaware of what was to come.

In a surprise attack on April 3, 1944, a young Canadian naval aviator flying with the Royal Navy (RN) Fleet Air Arm led an audacious low-level dive-bombing raid against Tirpitz.

The attack consisted of 40 Barracuda dive-bombers carrying 730 kg armour-piercing bombs and 40 escorting fighters in two waves, scoring 15 direct hits.

Lieutenant-Commander Roy Sydney Baker-Falkner from Saanich, B.C., and his Naval Air Wing shared 14 dive-bombing hits, crippling the battleship and preventing it from posing a major threat in the forthcoming invasion of Normandy by the allies in June.

LCdr Baker-Falkner was one

of several naval aviators from Canada who distinguished themselves throughout the war as effective combat pilots.

The air strike was a complete success, causing significant damage to Tirpitz's superstructure and inflicting serious casualties.

Baker-Falkner was awarded the Distinguished Service Order on July 25, 1944, "for undaunted courage, skill and determination in carrying out the daring attack" on Tirpitz.

Baker-Falkner came from a military family and was born June 3, 1916, in Nottingham, England, where his father was stationed with the 79th Battalion Canadian Expeditionary Force. The family returned to Canada in early 1918, eventually moving to Saanich, B.C.

In mid-1929, Baker-Falkner applied to join the Royal Canadian Navy in Esquimalt, B.C. Along with other RCN cadets, he was enrolled in officer training at the Royal

Naval College in Dartmouth. In 1934, he was appointed to His Majesty's Ship (HMS) Kent, flagship of the China fleet.

In 1937, he transferred to the RN Fleet Air Arm as one of several Canadian pilots, completing his pilot training with the Royal Air Force (RAF). He earned his pilot's wings in 1938, specializing in torpedo reconnaissance, and was appointed to an operational carrier-based squadron in HMS Glorious in the Mediterranean.

On the outbreak of war in September 1939, his Fairey Swordfish (torpedo bomber and reconnaissance aircraft) squadron was actively involved in the search for the German warship Graf Spee in the Indian Ocean.

Baker-Falkner returned to England in spring 1940, and was seconded to a shore-based squadron where he supported the evacuation of troops from Dunkirk and later participated in the Battle of Britain. He was

one of the few Canadian naval officers to participate in this battle. He then was seconded to RAF Coastal Command, flying the venerable Swordfish biplane in mining missions against the German coastline.

As a result of these actions, he was awarded the Distinguished Service Cross "for outstanding zeal, patience and cheerfulness, and for setting an example of wholehearted devotion to duty, without which the high tradition of the RN could not have been upheld."

Subsequently, he was sent to the RN aircraft testing squadron at RAF Boscombe Down as a test pilot, and proved instrumental in testing naval aircraft prior to their operational use.

Chief amongst these was the dive-bomber Barracuda. Based on his unique skills with the Barracuda, he was given command of 827 Squadron in August 1943, the first RN unit equipped with this advanced dive-bomber.

Baker-Falkner was soon appointed Wing Leader of No. 8 Torpedo Bombing Reconnaissance Naval Air Wing, which consisted mainly of young Australian, British, Canadian and New Zealand Voluntary Reserve aircrews. The Wing joined the carrier HMS Furious in the Orkney Islands off Scotland in February 1944.

Baker-Falkner led the Wing on an air strike against enemy shipping in north Norway, supported by the Home Fleet and three Canadian Tribal class destroyers, His Majesty's Canadian Ships Iroquois, Haida and Athabaskan.

On March 30, 1944, No. 8 Naval Air Wing embarked from Hatston in Scotland to the fleet carriers HMS Furious and Victorious to lead Operation TUNGSTEN, the devastating air attack on Tirpitz.

But Baker-Falkner's Wing was not yet finished with its campaign against Tirpitz, and a sub-

sequent bombing strike proved to be Baker-Falkner's last.

On July 17, 1944, his Wing was ordered to undertake further operations against the battleship from the fleet carriers Formidable, Furious and Indefatigable.

Baker-Falkner led the strike of some 92 aircraft, but German submarines spotted the advancing armada and surprise was lost. With Tirpitz surrounded by a smoke screen, the aircraft were unable to deliver accurate attacks, and so the mission met with limited success.

On July 18, 1944, with the fleet threatened by U-boat wolf packs as part of the Battle of the Atlantic, Baker-Falkner was launched on the first anti-submarine patrol. Flying a Barracuda II aircraft, he was assisted by his observer, Lieutenant G.N. Micklem, and his tactical air gunner, Petty Officer A.H. Kimberley.

A Corsair from 1841 Squadron flown by the



"Were you scared last night?" he asked. When the sailor replied, "Yes sir, I was scared stiff!" King responded, "Me too!"

As a man old enough to be the father of most corvette captains, King was often referred to as "Uncle Clarence". A well-respected and compassionate leader, his crews described him as a courteous gentleman, considerate and calm, and sympathetic to their needs. In battle, however, he was brave and forceful, a consummate seaman and excellent navigator.

After the war, King bought a fruit farm in the Okanagan Valley and settled back into the life of a farmer. He died in 1964.

# Baker-Falkner led audacious ATTACK against German battleship



Roy Baker-Falkner at Royal Naval Air Station in Great Britain, 1943. Photo courtesy of Graham Drucker private collection

## BATTLE OF THE ATLANTIC



*During the Second World War, Olive Bailey worked in a factory that made engines for the Halifax bomber, shown here in a picture she painted.*

# Olive

## THE CODE BREAKER

**Peter Mallett**  
Staff Writer

For decades Olive Bailey, 99, kept secret her work during the Second World War and the pivotal role she played in bringing it to an end.

She was a young woman living through the Blitz – German bombings on London and Wales – studying mathematics at the University of London and working in a factory making engines for Halifax bombers. She even survived a direct hit on her workplace and was dug out from the rubble.

Then in 1942, the British Intelligence assigned her to work at Bletchley Park as a code

breaker. It was a top-secret project in a Victorian mansion 60 kilometres north of London. She was told never to breathe a word to anyone about her work.

The job was to break the German Enigma, a device used to encode strategic messages. Heading the project was legendary mathematician and computer science pioneer Alan Turing.

“He had a lovely sense of humour and we got along very well,” remembers Bailey.

As part of a large team, she worked around-the-clock trying to decipher the more than 84,000 messages intercepted each month sent from German Command to German U-boat commanders to locate and attack allied vessels.

She worked on Turing’s massive computer system, nicknamed Victory, with his invention eventually breaking the Enigma code. She recalls Turing’s invention as an intimidating mass of dials and infinite number of wires hanging down the front of the machine.

Her job was to take the decrypted messages to the office where Turing and the “higher ups and big brains” were located.

She describes him as a person who would talk in bursts and had a desk so cluttered he kept his coffee cup sitting on top of an adjacent radiator.

The contributions of Turing and Bletchley Park employees at the codebreaking factory eventually

worked. The German U-boats’ deadly attacks on allied vessels in the North Atlantic declined, with many of them sunk and crews captured.

The work at Bletchley Park also set the stage for the D-Day landings of 1944. Some historians estimate the breaking of Enigma shortened the duration of the Second World War by two to four years, saving millions of lives.

Bailey married her husband Norman after the war in 1946. He had been working as a medical doctor with the Royal Air Force.

She remained silent about her codebreaking activities even after Britain lifted its restrictions about Bletchley Park in its Official

Secrets Act in the 1970s. She didn’t tell Norman about the project until 2001, when one of her former colleagues mentioned it in front of both of them.

She was awarded the Bletchley Park Medal for Service and more recently the Queen’s Medal in recognition of her Second World War work.

After the war, the Baileys moved to Prince Albert and later Moose Jaw, Sask., where her husband worked as an eye surgeon. Years later, the couple resettled on Vancouver Island and have remained together ever since. The two now live at Veterans Memorial Lodge, one of five care homes in the South Island owned and operated by Broadmead Care.

Battle of the Atlantic Remembered

# Saving Athabaskan

**DND**

**I**T WAS a night they never could have imagined.

What started as a routine patrol off the northern coast of France in His Majesty's Canadian Ship (HMCS) Haida turned into a perilous run back to England in a 25-foot motor cutter.

It was the dead of night on April 29, 1944, and Haida was patrolling with its sister ship HMCS Athabaskan in support of a British mine-laying operation. Athabaskan had just received orders to intercept German warships that had been spotted in the area by coastal radar.

Stoker William Alfred Cummings from Toronto and Leading Seaman William Arthur McClure from Wellington, B.C., were aboard Haida taking care of their usual duties.

Little did they know the next few hours would call on all their strength, stamina, and courage.

As Athabaskan engaged two German naval vessels, it

was struck by a torpedo that started a fire and ignited the four-inch ammunition magazines. This caused a devastating explosion and it began to sink.

Telling Athabaskan "they'd be back for them", Haida's commanding officer Harry DeWolf ordered his ship to drop smoke to cover Athabaskan and continued the chase, driving one enemy destroyer hard on shore and chasing off the other.

It quickly returned to Athabaskan, finding about 100 survivors in the water.

DeWolf ordered all of Haida's boats and floats lowered in an effort to rescue as many of Athabaskan's crew as possible. Heavy scrambling nets were hung over the sides and Haida seamen began to pull exhausted and oil-soaked sailors aboard.

DeWolf knew he could not stay long, but delayed as long as he could to pick up as many survivors as possible.

As the day dawned, he ordered Haida's motor cutter to be dropped unmanned

into the water to allow survivors from Athabaskan to climb into it.

However, just as it was being lowered, Cummings, McClure and Able Seaman Jack Hannam decided to jump in.

They picked up six survivors from Athabaskan and two crew members from their own ship who had fallen from the rescue nets.

Haida quickly departed the area due to the onset of daylight and heightened risk from air and sea attacks, leaving the motor cutter behind.

At one point the cutter's engine stopped on a fouled intake. Applying the remedy known around the world for recalcitrant machinery, Cummings gave the intake a good thump with a wrench, at the same time pressing the starter. Recognizing the touch of a master mechanic, the engine coughed into life, and McClure set a course for England.

Four German minesweepers came into view and McClure watched with a touch of alarm as one



From left: Able Seaman Jack Hannam, Leading Seaman William McClure and Stoker William Cummings arrive safely in Penzance, England, after the exhausting trip across the English Channel.

headed towards his boat. He cranked all speed, but the minesweeper overtook them. Then, for whatever reason, it turned away and the cutter chugged on.

After almost completing the 100-mile journey and just seven miles short of the English coast, the engine failed again. As two fighter jets came in flying low, the men in the cutter fired a flare before realizing they were German Messerschmitts. They roared overhead but continued on without paying any interest to the cutter.

Cummings got the engine started again. They had no medical supplies and began to worry about some of the rescued sailors. There was still a ways to go but they knew Haida would have made their plight known and somebody would be looking for them.

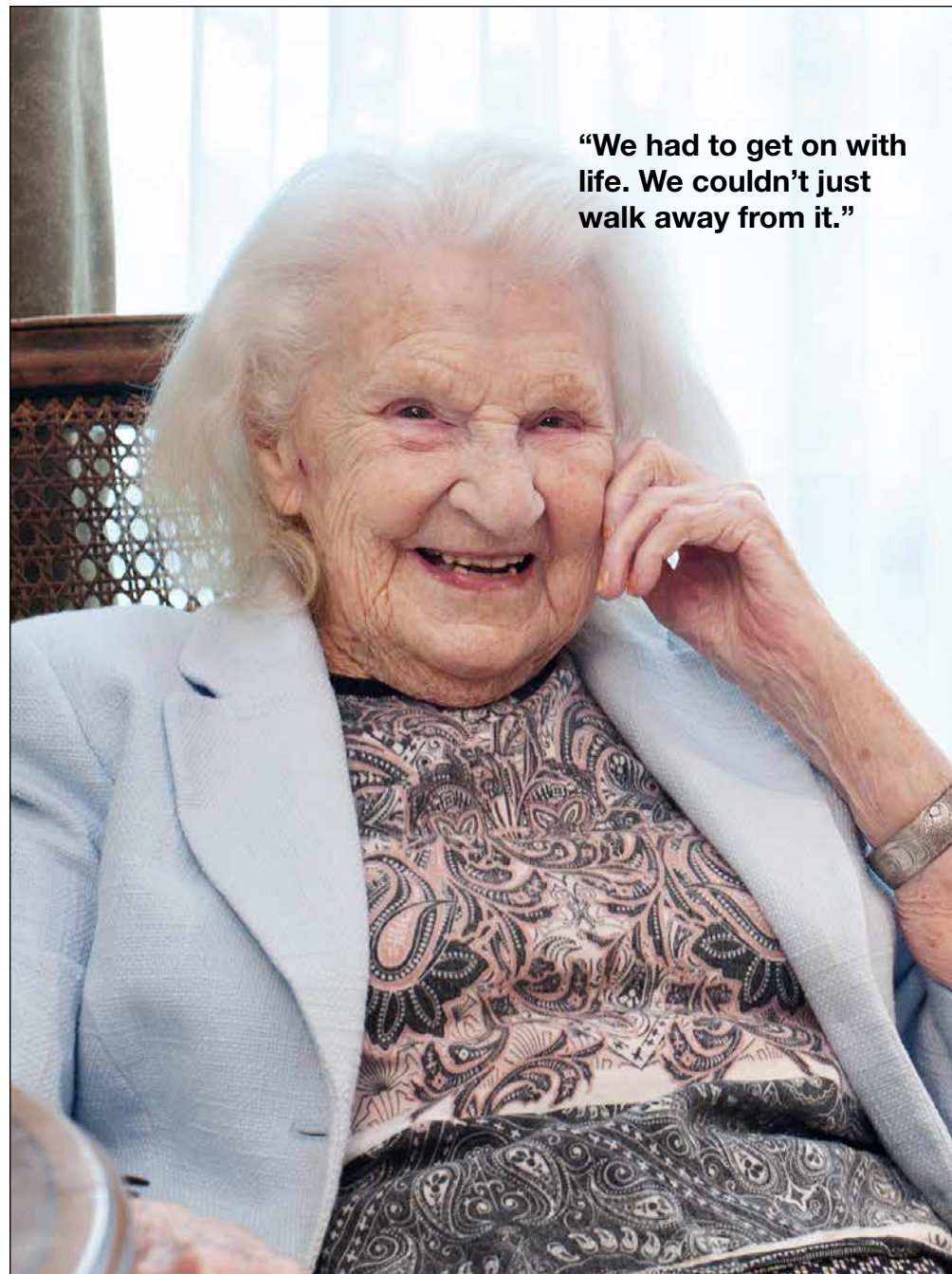
The Royal Air Force eventually spotted them and an air-sea rescue launch brought them safely into Penzance Harbour in Cornwall, England. They were all taken to hospital for overnight observation and all but one of the rescued

sailors left the next day.

Both Cummings and McClure were awarded Mention in Despatches on Sept. 9, 1944, for "courage, resolution and devotion to duty in action with enemy destroyers in rescuing survivors from HMCS Athabaskan."

Overall, Haida was able to rescue 44 of Athabaskan's crew, but 128 men were lost. A further 83 men were taken prisoner by German minesweepers.

For Cummings and McClure, it was a night they would never forget.



**"We had to get on with life. We couldn't just walk away from it."**

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# Book documents life at Canadian Forces Station (CFS) Alert

**Peter Mallett**  
Staff Writer

Author Glenn Carley, 62, can relate to being isolated in one location for an extended period.

Forty years ago, he spent two summers at Canadian Forces Station Alert, working on an environment cleanup team.

The remote signals and intercept station is located on the northwestern tip of Ellesmere Island. In 1978, the site had accumulated its share of rubbish since its establishment in the 1950s; it was the students' job to mitigate the impact military presence had on the environment.

Those two summers influenced his development and decades later he felt compelled to write about it.

Last month he released a non-fiction book documenting his experiences working in a place he describes as "an artefact of Canadiana."

*Good Enough From Here*, published by Rock Mills press, traces the journey of Carley and his all-male civilian workforce, who travelled from Trenton, Ont. to their temporary home in the high Arctic.

"It's really a bird's eye view of military culture during the cold war from a civilian's perspective," says Carley. "I wrote it for everyone who has lived and worked there and were nicknamed The Frozen Chosen."

Isolation only lasted three months for the students, but military members had to endure more than six months of polar climate, complete snow cover for

most of the year, polar nights when the evening lasts for more than 24 hours, and midnight sun where the sun is visible at midnight.

Even during the brighter summer months some students – or tourists as they were nicknamed – couldn't tolerate feeling cut-off from the rest of the world.

"One student worker couldn't hack that isolation. He essentially had a homesick heart and was airlifted to his home in the south for his own wellbeing. He wasn't the only one who sometimes felt that way."

Carley writes of the human experience living in a small, remote community, of their relationship with the landscape and expansive wilderness, and of young men coming of age.

"It's about the relation-

ships among companions, father figures, military culture...a quirky environmental tale of the transformation of an irreverent society of youthful Frozen Chosen into a primitive state of young manhood."

Living in an endless landscape of permafrost and tundra, vacant of colour, had them yearning for natural pigment other than white. Besides the army green parkas and orange Quonset buildings, everything else was in monochrome, says Carley.

"Colour stimulates the mind. We were so starved for it that we went out for hikes, searching the landscape for any kind of colourful wildflower," he said. "We would occasionally see a scattering of tiny yellow flowers or a

patch of purple saxifrage."

Carley oversaw a two-person team assigned with painting and beautifying Alert. They painted all the steel Quonset (hut) buildings a near-fluorescent bright orange.

When he asked his sergeant, who oversaw them, if a hut could use another coat of paint, the response given stuck with him.

"It looks good enough from here," he said to me, and that phrase reminded me of something my father said about tedious tasks required at his work with the military. The idea is to lighten up, that everything you do in life isn't a Renoir masterpiece."

That phrase became the

title of his book.

It has garnered praise from Major (Retired) Scott Munn. He says it hits home as authentic.

"It resonated with my experience at Alert and while visiting other northern radar sites and construction camps," said Munn. "I invite military readers, all those who served at Alert, their families, and all those who have heard about Alert or are interested in one young man's northern adventure to read this book."

*Good Enough From Here* is available through major book retailers and wholesalers across Canada and through Amazon.ca



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# Be fire safe and healthy while in self isolation

The CFB Esquimalt fire department wants to make sure you are keeping fire safe in your home while staying healthy in these trying times. Below are a few things you can do to stay fire safe while in self isolation.



## Test every smoke alarm in your home

Test each of your smoke alarms in your home, monthly. If you have battery powered alarms, those batteries should be replaced every six months.

Clean the outside of your smoke alarm with a vacuum cleaner. Smoke alarms read particulate in the air. Over time, dust can accumulate on the outside of the alarm (we aren't saying you keep a dirty home, it just happens). The dust can prevent the alarm from reading accurately.



## Dust off your fire extinguisher and check the date of manufacture

Usually a two-digit manufacture date can be found on the bottom of the fire extinguisher.

If it is over six years old, the warranty has expired and should be serviced or replaced.

Inspect the extinguisher - ensure the gauge reads full, there is no physical damage on the casing and the pin is still secured.

Turn your extinguisher upside down and gently shake to move around the dry chemical inside. Over time the dry chemical sticks together and should be broken up to be more effective during operation.



## Family activity - Review your family's escape plan

Do you have one and is there anything that should be updated due to the current situation?



## General housekeeping

We totally get it, Amazon boxes are scattered through the house like its Christmas morning. So, it's time to flatten the boxes and keep combustibles to a minimum, especially in areas other hazards such as a barbecue.



## Clean your oven

Your oven has never worked so hard. No eating out means your appliances are probably getting used more often. Keep your oven clean using the recommended procedures and keep and cooking residue from building up in the oven.

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*- Winston S. Churchill*

## The Royal Canadian Mint

Throughout the Battle of the Atlantic (1939-1945), Canada and its rapidly expanding fleet of aircraft and ships were on the frontlines, shepherding vital convoys through waters fraught with danger from above and below. After periods of devastating losses, an Allied offensive in May 1943 dealt a significant blow to the U-boat fleet in the North Atlantic.

On the 75th anniversary of this pivotal year, the fifth coin in the

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- Reflects on the 75th anniversary of a pivotal year, 1943, which

marked a turning point in the deadly struggle to maintain transatlantic shipping during the Second World War.

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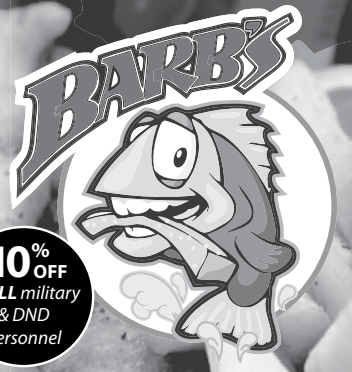
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**WE NEED YOU!**

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Andy Telfer, Executive Director,  
WITS Programs Foundation,  
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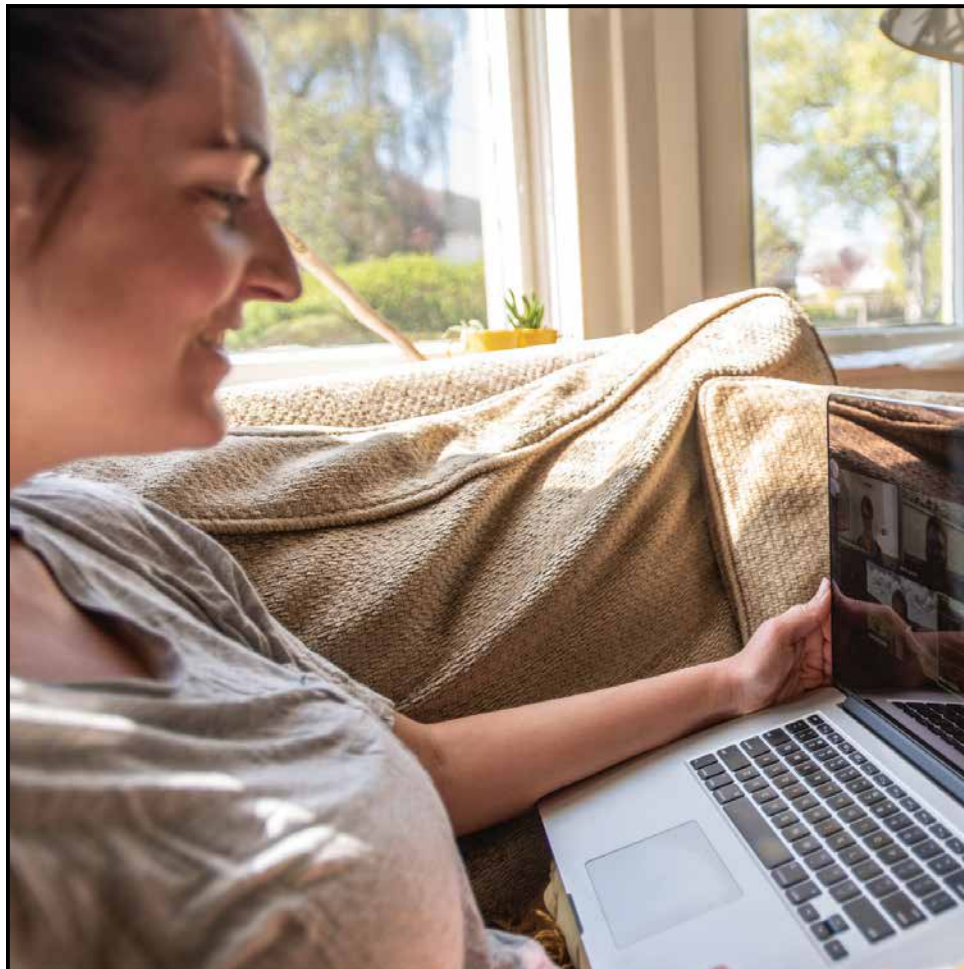
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Bill Riggs

**Christine Gross**  
Royal Canadian Marine Search and Rescue

Bill Riggs has joined the Royal Canadian Marine Search and Rescue headquarters team as Chief Executive Officer following a broad nation-wide search.

Riggs is a retired Canadian Naval Officer with close to 30 years of leadership and operational experience along the Pacific Coast, within the Maritime Forces Pacific Command, and abroad, including a posting as the Commanding Officer of *HMCS Vancouver*.

"Bill brings a proven and impressive track record to the position," said Chris Gouglas, Chairman of the RCMSAR Board of Governors. "Along with being a professional mariner, he is noted for being a seasoned, innovative and strategic leader."

In his role prior to joining Royal Canadian Marine Search and Rescue, he led and managed a workforce of over 800 security professionals located at more than 200 sites with Commissionaires Victoria, the Islands and Yukon, and directly oversaw four of their largest, most high-profile clients.

Riggs' appointment was unanimously approved at a recent meeting of the RCMSAR Board of Governors.

"The role RCMSAR plays in protecting others is so critical in a province with such a long and complex coastline," said Riggs. "I look forward to meeting as many volunteers and stakeholders as possible and working together as we develop the way ahead for the organization."

**About Royal Canadian Marine Search and Rescue**

Royal Canadian Marine Search and Rescue (RCMSAR) is a volunteer-based organization that operates 33 marine rescue stations on the British Columbia coast and in the Interior. From Vancouver's busy harbour to the remote waters of the North Coast, volunteer crews are on call 24 hours a day, 365 days a year, ready to respond to marine emergencies. RCMSAR stations are essential public safety partners in their communities and can respond to calls from federal, provincial, Indigenous and local agencies. Their volunteers conduct, on average, 800 rescue responses every year, comprising approximately 1/3 of all marine emergencies.

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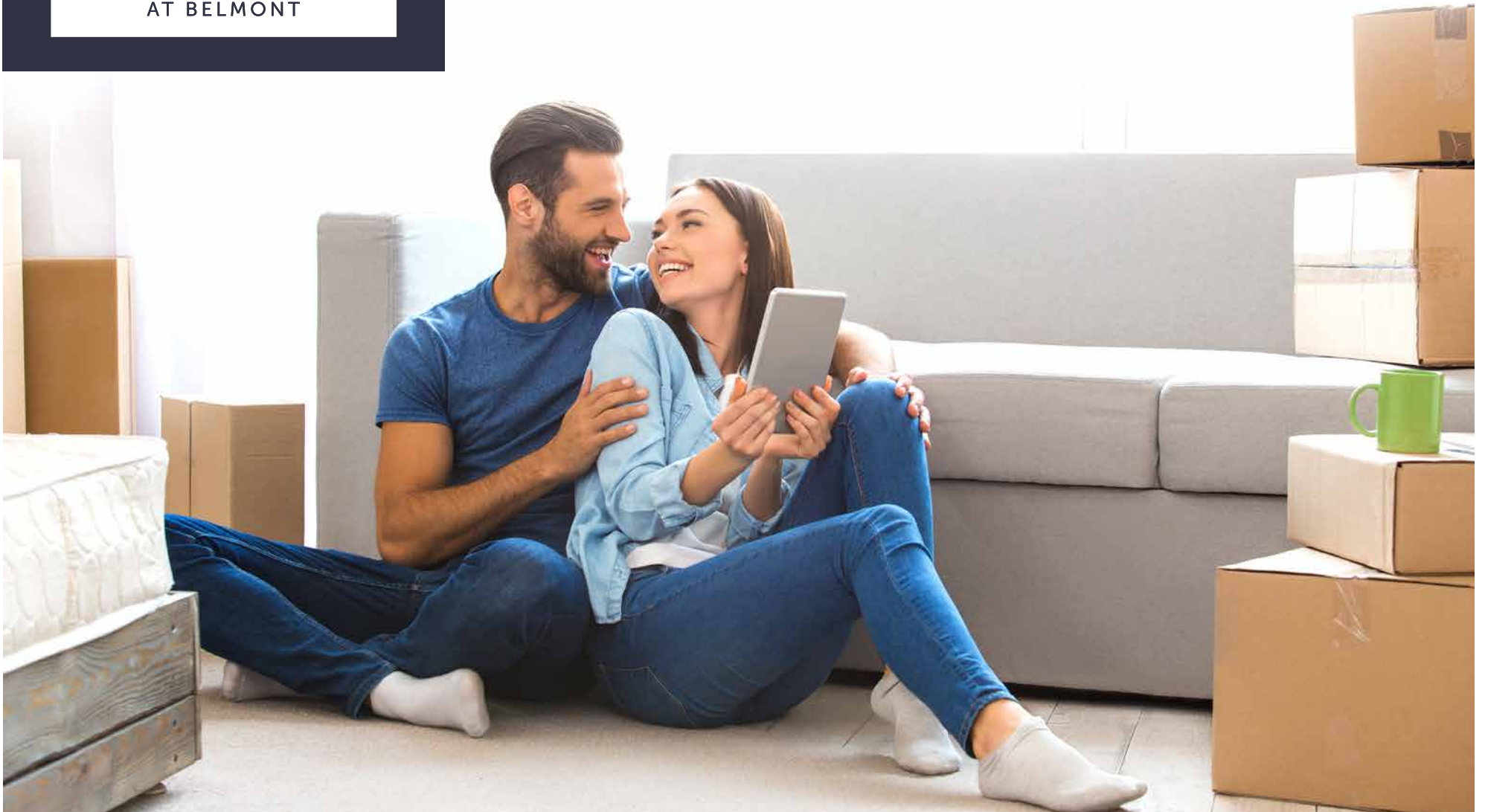
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