



the Ensign

Volume 23, Number 3

Summer 2014



news, views and seagoing tales from the
Naval Museum of Alberta Society

RCN Photo



OUR COVER

HMCS *Saskatchewan* (2nd). DDE of the Mackenzie class, commissioned Feb. 16th, 1963, paid off March 29th, 1994. Scuttled as a diving reef off Nanaimo on June 14th, 1997. *Saskatchewan* has the distinction of having served her entire life with the Pacific Fleet.

From the Editor

Scott Hausberg



I realized recently that *The Ensign* rarely features photos from inside our incredible museum. So, recently, I headed down to the museum and took some photos



The 3"50 gun of HMCS *Saskatchewan* on display in the Naval Museum of Alberta.

While there I noticed that the radar dome on the 3"50 gun now had a nice colour crest of HMCS *Saskatchewan* affixed to it. Bruce Connolly advised the crest had been added only a few months ago.

As I served in *Saskatchewan* as supply officer from 1988 to 1991, I was suitably impressed and decided the old girl should be on the front cover of the next *Ensign*.

President's Report



Ken Sivertsen

I know this is starting to sound like a broken record but it must be said: we held another meeting of the Naval Museum of Alberta board but we still haven't been able to accomplish a great deal. (*The NMA Board is separate from the NMA board, chaired by the CO of Tecumseh and concerned with the day-to-day operations of the museum. Ed.*) Our biggest concern at this time is finding a position within the Navy that can be transferred to Calgary and correctly classified so that we can staff appropriately. Once again I have to comment that having the Commander of the Royal Canadian Navy authorize staffing of the Naval Museum of Alberta doesn't have much effect on the RCN. The Commander authorized the staffing in June 2013, but we aren't getting any further ahead.

Notwithstanding, we are still active with displays and other events. The video prepared for us by Shaw Communications with the assistance of Dr. John Ferris of the University of Calgary Centre for Military & Strategic Studies outlining the usage of the Enigma machine, is now in the museum and working satisfactorily. Dr. Ferris provided the scripts for each segment and is the narrator of each of the videos. If you haven't seen it yet, it is in a cabinet just beside the Enigma machine and contains ten separate segments to outline the machine and its importance to the war effort in World War II. Each segment is about two minutes long and can be watched separately from the other or watched one after the other to get the com-

plete story. A worthwhile stop when visiting the Museum.

June 6th, 2014 marked the 70th anniversary of the landing on the beaches of Normandy in World War II (Operation Neptune) to start the Battle of Normandy (Operation Overlord). To commemorate the event the board authorized the production of a series of short videos to be shown in a display near the Juno Beach diorama in the museum. These videos will, when finalized, outline the seven activities of the RCN undertaken during Operation Neptune. On June 6th we held a short ceremony (*See 'D-Day Exhibit' on p. 7*) to commemorate the event and show the videos that had been completed up to that time. The videos are being prepared by Lamplight Productions Inc. of Calgary and will be finalized by November 11th, 2014. Valour Canada is assisting in the production of the videos and is providing valuable assistance in ensuring their

historical accuracy. There were about 80 to 100 people who attended the debut of the first videos including Ms. Joan Crockatt, Member of Parliament for Calgary Centre, Casey Bohn of the United States Consulate General's office in Calgary, and most importantly, the five surviving members of Calgary's naval community who were in the English Channel. These were HCapt(N) Bill Wilson, Ian Christie, Ezra Fox, Gord Rowan and Gord Tottenor.

So what is happening now? Well, the Mk. 48 torpedo has arrived and will be placed in the museum at some point after Stampede. We also have a number of targets by Meggitt Training Systems Canada that will be unveiled on July 8th. NMAS is also participating in the annual BBQ (*See ad on p. 5*) of the Royal Alberta United Services Institute, the Calgary Naval Veterans Association and the Calgary Naval Officers Association. That's it for now. Smooth sailing...

Operations Report

Here are some of the highlights as to what is happening in the museum. Thanks go to Bill Wilson for the majority of this content.

- 3"70 gun model has been put on display. Still more decks to be added.
- Operation Neptune 70th anniversary function

with new videos.

- Enigma videos introduced.
- The Mk. 48 torpedo has arrived and will be unveiled at some point in August or September.
- Meggitt targets received and will be revealed on July 8th.
- The Shield anti-missile mounting now has signage and photographs of rockets in flight.
- The model of the [*former USN*] four-stacker destroyer, HMCS *St. Croix*, is now on display along



TOP: Meggitt Vindicator II UAV-T in foreground and TDK39A1 gunnery target in background.



BOTTOM: Meggitt Hammerhead radio-controlled boat.

RIGHT: Mike Potter's 3"70 gun model now on display. More decks will eventually be added to the model.



with a brief history of her success in sinking a U-boat as well as her tragic loss with only a single survivor, Bill Fisher of Turner Valley, Alberta.

- Finally, we are exceptionally sorry to lose yet

another museum stanchion in the move of Gary Hanson from Calgary to Pincher Creek. Gary was an outstanding volunteer who made a great many contributions in a wide variety of ways.



In Memoriam...

Thomas Grenville Glover

April 4th, 1931 - Hamilton, Ontario

May 1st, 2014 - Calgary, Alberta

NMAS regrets the passing of its Chairman, Tom Glover. Tom was a long time and generous volunteer within Calgary's naval community. He will be dearly missed. Below is an extract from his obituary.

Tom Glover, beloved husband of Mari-lynn Oschipok Glover of Calgary, passed away on Thursday, May 1st, 2014 at the age of 83 years. Tom retired from Ferranti-Packard Limited after thirty-five years, where he was Sales Manager for Western Canada, then later for the Eastern United States.

He was certainly devoted to the passions of his life. Tom supported the Heart and Stroke Foundation, Cancer Society and the Diabetic Association. He was committed to the Calgary Naval Veterans Association as Director, Vice-President, Executive Vice-President and President for the past two and one-half years.

Tom served as Chairman of the Board

for the Naval Museum of Alberta Society. He also served on the executive of the Royal Canadian Legion, Branch 285 and the Poppy Campaign with the Navy League and Sea Cadets. He stated many times that he was privileged to have worked with many great people from the 285 Legion, the Naval Museum of Alberta, the Calgary Naval Veterans Association (Corvette Club) and the five Sea and Navy League Cadet Corps including RCSCC Calgary (where he was known affectionately as the 'Grandfather' of the Corps), NLCC John A. Hamilton, RCSCC Undaunted, NLCC Captain Jackson and RCSCC Victoria. In 2005 Tom received the Alberta Centennial Medal in recognition of his outstanding service to the people and Province of Alberta.

SUMMER BBQ



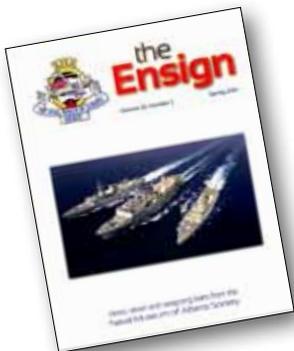
The annual *Tecumseh*, NOA, RAUSI BBQ will again be held on the grounds of HMCS *Tecumseh* on Saturday, August 9th. We are changing the time this year and will be starting at 1200 with food being served at 1300. The Pipes & Drums Band from the Rocky Mountain Army Cadet Camp will again entertain. Cost is \$10.00 if you pre-purchase your tickets, \$15 if you buy at the door. Tickets can be obtained from Johanne Aylette at 403-245-4517 or email at jaylett@telusplanet.net

CASINO VOLUNTEER CALL!

Every 18 months or so, NMAS is allocated casino dates which they must staff. The casino opportunity is a major source of funding for the Society. The NMAS Casino dates for this year are Tuesday, August 19th and Wednesday, August 20th. The venue has been changed and this year we are at **Cowboys Casino**. The address is 421 - 12th Avenue SE (right beside the Stampede grounds). **We can still use count room staff and chip runners**. Please call Johanne at 403-245-4517 or email at jaylett@telusplanet.net if you can volunteer your time for this very worthy cause.



Past *Ensigns* now available on new NMAS website!



The new NMAS website has many great features but surely the best is the ability to view past issues of *The Ensign*. Read them over and over again in magnificent colour (for those who have only seen the black and white versions). You'll find the new site at ...

<http://navalmuseumofalbertasociety.wildapricot.org>

HMS *Implacable* & Canadian POWs



Gordon MacIvor forwarded an article from the May 2014 edition of *Ship's Monthly*. The article featured HMS *Implacable* and the lead photo shows the carrier passing under Vancouver's Lions Gate Bridge. The caption refers to: "returning French Canadian and English POWs after VJ-Day."

A little research seems to validate the return of the POWs via *Implacable*. Clearly the photo (see above) is of the Lions Gate Bridge with *Implacable* leaving harbour. Vancouver Archives dates this photo as 1942, but they are clearly wrong, as *Implacable* was only launched on December 10th, 1942. As well, note that there are no aircraft visible. *War-*

ship World (May 2003) mentions that *Implacable*'s aircraft were left in Australia so that the hangars could be converted into mess decks for the former POWs.

The following text was found in the worldnavalships.com forum and is said to originate with *Warship World*:

On the morning of 12th October 1945, Implacable entered Canadian waters and steamed slowly up harbour towards her Vancouver berth. The troops were not allowed on the flight deck this time, but those with access to a scuttle were able to see huge crowds packed on every available vantage point as Implacable passed under the Lion's

[sic] Gate Bridge. On the dockside more enormous crowds awaited and on a raised stage five pretty young girls sang songs and blew kisses!

A number of sources mention that *Implacable* carried over 2,000 American, British and Canadian POWs home from Manila. The Americans were disembarked in San Francisco and all others in Vancouver. Trains were used to move the POWs onward.

Only the caption in *Ship's Monthly* mentions that the POWs were French Canadian. If true, this would mean that they were veterans of the Royal Rifles of Canada who, along with the Winnipeg Grenadiers, fought in Hong Kong in 1941.



As reported in the last *Ensign*, NMAS and Ernest Manning High School Athletics again teamed up to raffle off a pair of *WestJet* tickets. With more time to sell this year, the proceeds were close to double last year's. While the EMHS parents sold the vast majority of the tickets, NMAS board members sold a fair share. BZ to Bill Buchanan as our top salesperson and to the Corvette Club members who accounted for most of his sales.

In total, the raffle will add approximately \$4,500 to NMAS coffers. Also nice is that Glenn Wilkinson (one of our board members) sold the winning ticket.

Naval Museum D-Day Exhibit



On June 6th, the 70th anniversary of D-Day, the Naval Museum unveiled an exhibit featuring a digital display detailing the Royal Canadian Navy's important role at D-Day. Canada contributed 103 vessels of all types and 10,000 sailors to the invasion fleet. An amazing accomplishment considering our Navy boasted a paltry 11 ships in 1939! For D-Day, the RCN supplied fast moving motor torpedo boats, minesweepers to clear the approaches to the beaches, U-boat hunting destroyers and frigates, shore bombardment ships to destroy the beach defences and finally, the small landing craft that carried the soldiers to the beaches. NMAS member HCapt(N) Bill Wilson served as an anti-aircraft gunner aboard HMCS *Ottawa* on June 6th, 1944 and was featured in a number of media reports.



'RCN Submarine Service Centenary'

Interesting slide show ... take a look.

Love the carrier sinkings!

<http://www.youtube.com/watch?v=x6vhqcTYCgo>

'Canadians in Buchenwald'

In looking into the fate of Canadian POWs for the HMS *Implacable* article (see page 6), I came across the fact that twenty-six Canadian airmen were interred in the infamous Nazi Buchenwald Concentration Camp. Check out the following site for more specific information:

<http://www.veterans.gc.ca/eng/remembrance/history/second-world-war/historical-sheets/pow>



The Buchenwald Concentration Camp gate.



'Hammocks to Bunks'

HMCS *St. Laurent*, commissioned October 29th, 1955, was the first of a class of seven destroyer escorts and had the distinction of being the first major warship both designed and built in Canada. According to the website:

<http://readyayeready.com/navy-life/hammocks.htm>

it was also the first RCN ship to have bunks (or racks) for the crew to sleep in, instead of the traditional hammocks.

HMCS *Chebogue* (K 317)

Victim of a Kriegsmarine ‘wonder weapon’

October 4th, 1944 – The River-class frigate HMCS *Chebogue* (K 317) was struck by a new German homing torpedo of the G7es (TV) Zaunkönig type, launched from the Type IXC submarine *U 1227*, commanded by Friedrich Altmeier. Throughout the Battle of the Atlantic, the Royal Canadian Navy was at the forefront of encounters against the enemy, illustrated not least by the RCN’s continual encounters with Nazi Germany’s latest ‘wonder weapons.’

Chebogue was operating as part of convoy ONS 33, a slow route from the UK to North America, hugging the northern edge of the Atlantic. At 2249, the homing torpedo struck *Chebogue*’s stern, destroying her propulsion capability and killing seven sailors. Unable to proceed under her own power, she was taken in tow by HMCS *Chambly* (the first Canadian corvette to sink a U-boat during the war). Escorted by two other vessels, *Chebogue* managed to remain afloat as the group returned to the UK, arriving at Port Talbot in Wales. Declared a total loss, *Chebogue* was broken up in 1948.

The G7es was a forerunner of the modern torpedo. Able to passively ‘home in’ on propeller noises, the torpedo only switched on its active sonar after travelling 400m to reduce the chances of it turning around and attacking the submarine that launched it (this wasn’t

100% foolproof though...). This mode of operation is very similar to today’s torpedoes. Thankfully for the Allies in the Second World War, the G7es had the tendency to

prematurely explode before contacting the target due to the primitive nature of its acoustic systems, reducing the effectiveness of its explosions.

Public Archives Canada PA-134522



TOP:
HMCS *Chebogue*, shortly after her commissioning.

RIGHT & BELOW:
Following the attack by *U 1227*.



Samuel L. Anderson collection



HMCS *Bras d'Or* (FHE-400)

July 19th, 1968: HMCS *Bras d'Or* (FHE-400) was commissioned, the culmination of many years of design and development in hydrofoil technology. *Bras d'Or* was, and probably remains (as far as can be determined by unclassified numbers) the world's fastest naval vessel ever built. In her trials near Halifax harbour, she managed to reach speeds exceeding 63 knots or 117 km/h. Not only was she fast, she was also extraordinarily stable, exhibiting greater stability at 40 knots than a regular ship at 18 knots.

Canada's involvement with hydrofoils goes back a long way, beginning with famed inventor Alexander Graham Bell's experiments on Lake Bras d'Or (hence FHE-400's name), Nova Scotia. There, he and his assistants built the HD-4, a small hydrofoil which set a speed record of 61.6 knots in 1919. After WWII, the RCN began investigating the possible use of hydrofoils for open-ocean, anti-submarine warfare. The result was the first *Bras d'Or* (R-103), later renamed *Baddeck* when FHE-400 was conceived. R-103 did not perform very well, but it did provide valuable lessons in hydrofoil design (chiefly, that the main lifting foil should be at the rear and a smaller one at the bow for steering) than was used in FHE-400.

Though she was an unarmed prototype, FHE-400 *Bras d'Or*'s design proved that it was possible to build a fast and stable ocean-going vessel that would be, in theory, suitable for anti-submarine warfare.

Left unexplored was the question of how any sub-hunting sonar would be able to actually operate at such high speeds—likely the hydrofoil would have had to search for submarines at low speeds, accelerating to 63 knots only when on the final attack run or evading torpedoes.

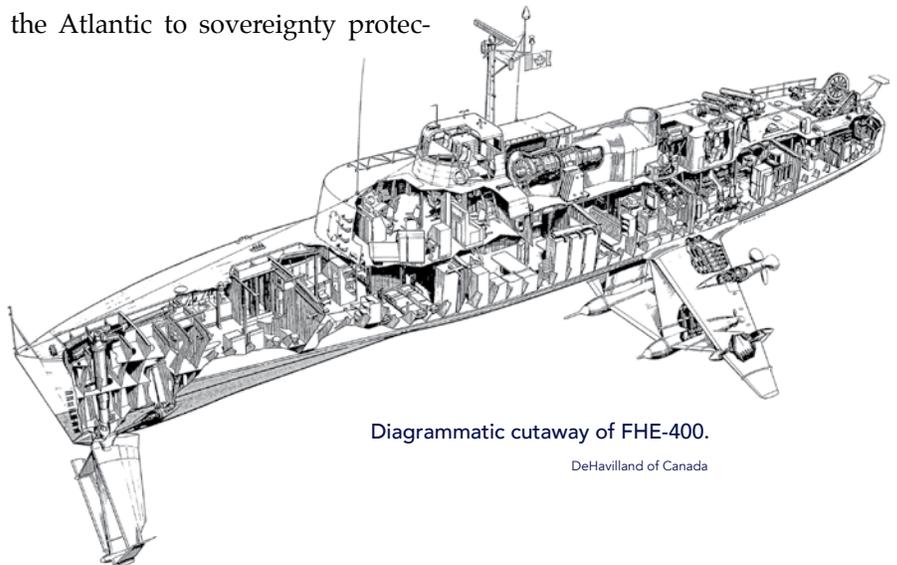
The development of anti-submarine rockets would likely have made the *Bras d'Or*'s descendants (had any been built) obsolete for the anti-submarine role, as such rockets allowed regular surface ships to quickly attack submarines from fairly long ranges. The utility of a fast hull in ASW continues to be a subject of debate today, as can be seen in the US Navy's Littoral Combat Ship program.

Due to a change in defence priorities (from anti-submarine warfare in the Atlantic to sovereignty protec-

tion at home), the hydrofoil project was cancelled in 1971, just two short years after *Bras d'Or* first hit the water. Thankfully, the ship herself was saved from the scrap yard: she remains today on display at the Musée Maritime du Québec (Maritime Museum of Quebec) at L'Islet-sur-Mer, 70 km northeast of Quebec City on the south bank of the St. Lawrence River.



TOP: Undergoing trials. **BOTTOM:** On display today at Musée maritime du Québec, l'Islet-sur-Mer, PQ.



Diagrammatic cutaway of FHE-400.

DeHavilland of Canada



PLEASE RENEW OR PURCHASE A MEMBERSHIP IN THE NAVAL MUSEUM OF ALBERTA SOCIETY

YES, please renew/accept my Naval Museum of Alberta Society membership. A cheque for \$20.00 is enclosed and my information is filled out below (please print):

NAME _____

MAILING ADDRESS _____

TELEPHONE NUMBER _____

EMAIL ADDRESS _____

TOTAL AMOUNT ENCLOSED \$ _____

Please check this box only if you would like to receive *The Ensign* by mail rather than by email (because we do not have a colour copier, these will be in black and white, emailed copies are in full colour PDF format and save the Society both paper and postage).

Please check this box if you would like to make a donation to the Society. A tax receipt will be issued for all donations in excess of \$20.

Please return this form with your cheque payable to NMAS.
Mail to: Naval Museum of Alberta Society, c/o HMCS *Tecumseh*,
1820 - 24th Street SW, Calgary, Alberta T2T 0G6

THANK YOU FOR YOUR SUPPORT!



We always have a pressing need for volunteers to serve as Naval Museum Watchkeepers!

If you would like to enlist in our fine body of Watchkeepers, please contact Bill Buchanan at 403-274-7535 or by email to cutknife@telus.net and we promise not to send the Press Gang to your door!

2014 Membership Drive

The Naval Museum of Alberta Society is actively seeking new members!

Every new member adds to our ability to provide credible support to our museum. Please do your part to help us grow in 2014!

- Membership Application on page 11 •

Content is always

wanted for *The Ensign*

If you have any material you think would be appropriate, please send it to Editor, Scott Hausberg

hausberg@shaw.ca

ISSN 1483-7080

THE ENSIGN is published on a quarterly basis by the Naval Museum of Alberta Society, and is mailed to all who purchase a \$20.00 annual membership in the Society expiring 31 December of each year. Portions of this publication may be copied without permission provided specific copyright is not indicated and full credit is given to both the author(s) and **THE ENSIGN**. The editor is solely responsible for content; any opinions expressed herein are solely those of the author(s) and do not necessarily reflect the opinion or positions of the Department of National Defence, the Naval Museum of Alberta Society and/or the Naval Museum of Alberta. The Naval Museum of Alberta is a fully accredited Canadian Forces museum and the Naval Museum of Alberta Society is a duly registered non-profit organization.



Creative services and layout are provided by

Cascade Creek Publishing®

LCdr (Ret'd) George A. Moore, President
1871 Primrose Crescent, Kamloops, BC V1S 0A5

Phone 250-314-1284 • Fax 250-314-1286 • cascadecreek@shaw.ca

The Naval Museum of Alberta

is located at The Military Museums
4520 Crowchild Trail, SW, Calgary, Alberta T2T 5J4
Telephone 403-974-2807

Admission Prices

Adults \$10.00, Seniors \$5.00, Youth 7-17 \$4.00
Serving personnel (past and present) and their families FREE
NMAAS members FREE • Ample free parking

Hours of operation

Monday to Friday 9:00 am to 5:00 pm
Weekends and holidays 9:30 am to 4:00 pm

The Naval Museum of Alberta Society

1820 - 24th Street, SW, Calgary AB T2T 0G8
Telephone 403-242-0002
Facsimile 403-240-1966
execdir@navalmuseumssociety.ca

The Ensign Editor

Cdr (Ret'd) Scott Hausberg
hausberg@shaw.ca