



the Ensign

Volume 26, Number 1

Winter 2016-17



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



Our Cover

Canadian Patrol Frigate HMCS *Toronto* leaving Halifax in 2004. Commissioned in 1993, she is the fourth ship in the Halifax-class (FFH-333). While her hull number is not visible, the signal flags CGAD clearly identify her. She is the second *Toronto*, the first being a River-class frigate which served from 1943-1945 and later as a Prestonian-class frigate from 1953-1956. Interestingly, the first *Toronto* was not scrapped until 1978, after over 20 years in the Royal Norwegian Navy.

From the Editor

Scott Hausberg



Volunteering can be a slippery slope! In September, Bill Wilson called representatives from NMAS, CNVA, NOAC, *Tecumseh* and the cadet and Navy League corps together to discuss the concept that would quickly become Navy Days. Part of the concept was to identify artifacts which did not fit within the NMA mandate and offer them up for sale to the Calgary naval community. I suggested that we do a combination garage sale and silent auction and was instantly in charge of such a thing. With help from Greg McKenzie, Dave Eng and Bob Orthlieb, hundreds of items were identified, repaired, priced and moved from the Annex to the NMA. Some energetic Navy League cadets helped with setup and Dave Eng, Rod Little and my lovely

wife Susan manned the garage sale tables. With some help from Eric Kahler, the silent auction was managed. Amazingly we sold everything in the silent auction – lanterns, ship’s wheels, shells, Japanese, German, American and British ship models, Nazi dishes, chaffing pans and lots of books, crests, cap tallies, and models at the garage sale. Overall, we raised over \$5,000. Following Navy Days, I engaged with Halls Auctions to sell an additional \$1,400 of items.

After a month on Navy Days, I was asked if I could help with the effort to build offices for Valour Canada. Working with Mike Potter, Mike Gervais and Eric Kahler, we removed all the artifacts from the Annex storeroom, re-built all shelving in the new, smaller storeroom space, and moved everything back in. Lots of work but I have already a slew of garage sale items near the doorway ready for next year’s Navy Days.

All that makes editing *The Ensign* seem easy.

President’s report



Ken Sivertsen

I hope everyone had a Merry Christmas and will have a happy and prosperous New Year.

Our AGM was held on Saturday, November 26, 2016.

There were 21 in attendance which was a small increase over the persons in attendance last year. We nevertheless did accomplish things of importance to the Society including the review of the financial statements and the election of directors.

As you are aware the Naval Museum of Alberta has had a full time Project Manager (Mr. Brad Froggatt) since July 2015 albeit on a term basis. Brad briefed the members at the AGM of his experience in the last year and outlined some changes he would like to make over the next while.

Cdr Rob McLeod, the new chairperson of the Naval Museum and CO of HMCS *Tecumseh* briefed the members on the current status with regard to obtaining a full time manager and a temporary assistant. These two positions will be federal public servants and staffing will take place hopefully by the end of March 2017.

For your information, the following persons stood up for the task and were elected to the Society’s Board of Directors for 2017:

Ken Sivertsen	President	403-281-8640	kensivertsen@nucleus.com
Eric Kahler	Vice President	587-969-7747	erickahler1@icloud.com
Lorne Hanson	Treasurer	403-241-0394	lhanson@bhh.ab.ca
Nancy Olmstead	Secretary	403-240-1967	albertaseaweed@live.ca
Johanne Aylett	Director	403-245-4517	jaylett@telusplanet.net
Bill Buchanan	Director	403-274-7535	cutknife@telus.net
Scott Hanwell	Director	403-515-5832	rshanwell@gmail.com
Scott Hausberg	Director	403- 441-6756	scott.hausberg@outlook.com
Bill Kane	Director	403-249-8815	-
Anita Von	Director	403-637-2110	anitavonl@hotmail.com
Glenn Wilkinson	Director	403-242-6291	glennwilkinson@gmail.com

Mike Potter chose not to run for the Board this year and instead concentrate on his activities in both the Annex and the work required in the Museum itself.

This year we added to the D-Day section with the addition of more Coastal Command artifacts and the naming of that portion of the Museum after Doc Seaman (i.e. the Doc Seaman Theatre) who was one of the larger benefactors of the Museum. At the request of the Seaman family the dedication for the naming of the display was a very low key affair and only the family and members of the Board and our watchkeepers were invited.

Valour Canada, one of our tenants in the Annex, will be moving from the mezzanine to an office being built for them on the main floor of the Annex in the southwest corner by Mike Potter and his crew of volunteers (mainly Mike Gervais, Scott Hausberg, Eric Kahler and David Eng).

Project Manager's report

Brad Froggatt



The Naval Museum has entered the New Year, which is shaping up to be another year of progress and development. Many new exciting acquisitions continue to arrive "at the door" which help us to better interpret the history of the Royal Canadian Navy. In the coming months, some of these new arrivals will be highlighted in the new acquisitions case and will eventually be incorporated into our permanent exhibits.

2017 will be an exciting year with many changes at the Naval Museum. I would like to thank the NMAS and all of the

volunteers, watchkeepers, and staff for making 2016 such a memorable year. January will see the installation of the virtual reality submarine interactive exhibit. 2017 will also see some changes to our Hall of Honour with the addition of a section dedicated to the founders of the Museum.

100th Anniversary of the Battle of Vimy Ridge

By Brad Froggatt

The Military Museums is in the process of developing an exhibit to commemorate the 100th anniversary of the battle of Vimy Ridge. The Naval Museum of Alberta is taking part by highlighting the lives of two Canadians who, although not on the ground at Vimy, played a crucial part in the actions leading up to and in support of the battle, and in support of the victory in the First World War. Both people to be highlighted served with the British Royal Naval Air Service, which is where we make our Canadian and naval connections.

Flt. Sub-Lieut. Joseph Stewart Temple Fall DSC (3) AFC, the son of a farmer from Hillbank, BC, tried to enlist in the army but was rejected for service due to a childhood head injury. On 23 August 1915, he was accepted as a candidate for the Royal Naval Air Service. When Canadian authorities abandoned support for a flying school in Canada, Fall left Canada on 12 November 1915 to be trained in England.

By late 1916, he was flying the Sopwith Pup in combat with 3 Naval Squadron. He was the only Canadian ace to receive the Distinguished Service Cross three times for combat in the air. Fall remained in the Royal Air Force until 1945 when he

retired as a Group Captain. His DSC citation is as follows:

On the morning of the 11th April, 1917, while escorting our bombing machines, he brought down three hostile aircraft. The first he attacked and brought down completely out of control. He was then attacked by three hostile scouts who forced him down to within about two hundred feet of the ground. By skilful piloting he manoeuvred his machine close behind one of them, which was driven down and wrecked. Shortly afterwards this Officer was again attacked by a hostile scout, which he eventually brought down a short time before recrossing the lines. He then landed at one of the aerodromes, his machine having been riddled with bullets from the hostile machines, and also by rifle fire from the ground.

Supplement to the London Gazette,
23 May 1917 (30088/5053)

His DSC first bar citation is as follows:

In recognition of the conspicuous courage displayed by him in attacking enemy aircraft in superior numbers on many occasions. On the 15th October, 1917, he attacked an enemy machine from in front at very close range, at times within twenty-five yards. He then turned sharply and attacked from behind, sending the enemy machine down spinning on its back and emitting great volumes of black smoke.

Supplement to the London Gazette,
19 December 1917 (30437/13318)

His DSC second bar citation is as follows:

In recognition of his services on 1 and 13 November 1917, when he had successful engagements with three enemy machines. He has always shown great courage and gallantry in the face of the enemy, and maintained a high record of achievement, having destroyed many enemy machines.

Supplement to the London Gazette,
19 December 1917 (30437/13319)

Redford Henry Mulock CBE DSO (2) was born in Peterborough, Ontario, and raised in Winnipeg, Manitoba, son of W.R. Mulock KC and Mrs. Mulock. He was a science gradu-

ate of McGill University, Montreal. At home his acquaintances called him "Red" Mulock.

After he arrived overseas in the UK with the Canadian Field Artillery in the Canadian Expeditionary Force he held the rank of "Lieutenant" and was called "Canada" Mulock. In January 1915, he transferred to the Royal Naval Air Service (RNAS). In March 1915, he became the first Canadian in the RNAS to receive a pilot's licence.

On July 8th, 1915, he joined No. 1 Naval Wing, equipped with single engine, two-seater Nieuports and began flying such various missions as fighter patrols, bombing sorties and photographic reconnaissance flights. During this posting he earned the reputation of being the first Canadian to attack a submarine and the first to spot for artillery at night, using parachute flares.

On January 24, 1916, he shot down his first enemy aircraft and two days later shot down another. In March he was credited with probably destroying three more enemy planes. Also in March he was named as a flight commander in C Squadron.

In June, 1916, he was awarded his first Distinguished Service Order (DSO). His citation reads as follows:

This officer has been constantly employed at Dunkirk since July 1915, and has displayed indefatigable zeal and energy. He has on several occasions engaged hostile airplanes and attacked seaplanes and attacked submarines, and has carried attacks on enemy air stations, and made long distance reconnaissances.

In the winter of 1916-17, Mulock took over as Commanding Officer of the newly formed No. 3 Naval Squadron. Prior to September 1917, when he left the squadron to take charge of rebuilding the RNAS depot at St. Pol, No. 3 Squadron claimed 80 successful combats, flying their Sopwith Pup aircraft.

In March of 1918, Mulock was posted to Dunkirk Headquarters. On April 1, 1918, the Royal Flying Corps was merged with the RNAS to become the newly formed Royal Air Force (RAF). In that same month, Mulock was awarded his second DSO for distinguished service during his posting at Dunkirk Headquarters.

In June 1918, the RAF No. 82 Bomber Wing was formed with Mulock as the CO. Its mission was to bomb targets in Belgium and northwest Germany.

In May 1919, he was demobilized from the RAF after being



The Sopwith Pup.

the only Canadian to be named as a Commander, Order of the British Empire (CBE) in recognition of his wartime services. He had been twice "Mentioned in Despatches". Also the Government of France named him a Chevalier of the Legion of Honour.

After the end of WW 1, based in Montreal, Mulock was an outstanding pioneer in the Canadian aviation business. In the spring of 1929, he assumed control over International Airways and Canadian Airways. His group was shortly enlarged by the acquisition of Fairchild Airways, based at Grand Mère, Québec, which became Inter-Provincial Airways. Later, Transcontinental Airways, which operated air mail service along the north shore of the St. Lawrence River, was added to the group.

Prior to and during WW 2, Mulock served in the Reserve RCAF and became an Honorary Air Commodore member of the Honorary Advisory Air Council. He died in Montreal in January 1961.

From the workshop

Mike Potter



Over the past two months myself, Scott Hausberg and Mike Gervais have been busy building a new office for Valour Canada. In addition, this has allowed us to focus on how we might better store our artefacts. I want to thank Mike for his help on framing and drywall, and if he thinks he is going to get away from other projects he has another thing to think about. Scott has been working his butt off cleaning up the

artefact room, moving and relocating all the shelving and putting everything back in an orderly fashion. Now we just have to ensure that this valuable collection is managed properly. This room will have a double locking door from which to enter. All items being removed from and replaced into this location will now have to be registered and catalogued. Only NMAS volunteers will be allowed access to this area.

The office is at the south end of the NMAS Annex and on the ground floor. We have included two windows and a door to the outside for ventilation and obvious natural light. To make this office more pleasing to the eye and ears, we have created a 6 ft wide hall that now separates the workshop from our collection of artefacts and the new office. The door to the new office is located at the south end of this hall. Scott and I have talked about putting some of our artwork on this wall for all to see, rather than sitting wrapped up and on the floor of the upper walkway.



The Annex, view from Valour Canada offices northwards to new artefact storage area. Framing for new hallway on left.

Once this project is completed both Mike's will return to finish the Nelson display with ratlines and rope ladders. Bruce Connolly has returned to work in the shop and is now working on refurbishing and restoring a model of HMS Nabob to a more accurate 1/108 scale and more detailed, to meet museum standards. I have received several pictures of two upcoming models that are being donated to the museum: HMCS Edmonton (see below) and HMCS Calgary in her current configuration.



The Annual General Meeting



The Annual General Meeting of the Naval Museum of Alberta Society was held at The Military Museums on Saturday, November 26th at 1030. Attendance was high at twenty-one members. The Calgary Naval Veterans Association hosted all attendees to lunch at The Corvette Club following the meeting.

George Bittman, MSM

George Bittman was a Leading Victualing Storesmen in the RCN and a stalwart member of Calgary's naval community and a long-time volunteer with the NMA. He was solely responsible for the six month, six day a week restoration (while awaiting heart surgery) of the 3"50 gun mounting now on display. Recently, George was posthumously awarded the Meritorious Service Medal (Civil Division). The formal citation reads as follows:

Past chair of the Calgary Poppy Fund George Bittman and philanthropist Murray McCann brought the Memorial Drive Cross Project to fruition. Thanks to their dedication, a cross with the name of each soldier killed in action from southern Alberta is erected every year in Calgary from November 1 to 12, to remind Canadians of the sacrifices made by members of the Canadian Armed Forces.

Navy Days



LEFT – Navy Days attendees listen to Naval Reserve Band concert.



RIGHT – Navy Days attendees peruse items for sale.



LEFT – Navy Days attendees listen to formal presentations. CNVA President Art Jorgenson is in the foreground preparing for Splice the Mainbrace rum issue.

Protecteur's Anchor Arrives



On October 26, the starboard anchor from HMCS *Protecteur* was delivered to the Naval Museum of Alberta. The 9 tonne, 12 foot long anchor will be refurbished and put on display in 2017. If you look closely at the anchor you will see that it was manufactured in Spain by Vicinay Cadenas. More information can be found at the following link:

<http://calgaryherald.com/news/local-news/massive-navy-artifact-drops-anchor-in-calgary>

‘Japanese sink ship off west coast’

The following was provided by Gordon Macivor. The full story can be read at <http://www.historylink.org/File/7166>

On Sunday, June 7, 1942, the American merchant vessel SS *Coast Trader* was torpedoed and sunk by the Japanese submarine I-26, 35 miles southwest of Cape Flattery

near the Straits of Juan de Fuca. Fifty-six survivors from the 3,286-ton freighter are eventually rescued by the fishing vessel *Virginia I* and the Canadian corvette HMCS *Edmunston* (K-106). The SS *Coast Trader* is the first American vessel the Imperial Japanese Navy sinks off the coast of Washington State during World War II.

Dave does Puerto Rico

By Greg McKenzie

Editor’s Note: *Dave Eng served in the RCN for 42 years, retiring in 2001 as a CPO2. He now volunteers a good deal of his time at the museum annex and was the 2016 Volunteer of the Year. Greg McKenzie has put into words some interesting stories from Dave’s career.*

Dave remembers a time when it was common for the Canadian destroyer squadrons to put into Roosevelt Roads (commonly referred to as Roosey (pronounced Rosy) Roads) in the port city of Ceiba, Puerto Rico. As significant ship’s maintenance was undertaken at Roosey Roads, it was common for members of the Fleet Maintenance Group (FMG was based in Halifax within HMCS *Cape Scott*) to be flown in from Halifax to assist. This was usually a good gig and the mild climate enjoyed by all.

Dave was posted to FMG in the early 1970s and flew to Roosey Roads a number of times. Dave remembers one visit to Roosey Roads in particular though. This was in about 1971 or 1972. The Vietnam War had not been kind to American troops. Dave learned that Roosey Roads was one of several international US bases used to rehabilitate soldiers who were

too shattered to send home to families and the US media. By then, the war was becoming very unpopular at home and among many within a conscript military too. It would end for the US with its departure from Vietnam in 1973. Supposedly the soldiers were to rehabilitate first then go back to the US. During this time too, there were still huge racial tensions. Even in the military, there were serious issues with blacks and whites not getting along or blacks feeling that they were being treated differently and unfairly.

During Dave’s port visit a race riot broke out on the base.

About 60 Canadians were up on the hill looking down into the base area as blacks and whites squared off in a huge melee. The Canadians had a good view and were mostly cheering on the blacks (note Dave says ‘mostly’, apparently we weren’t perfect either!). Down below, military police waded in with batons, side arms, rifles and dogs. Soon too, other MPs came up the hill with weapons and dogs and drove the Canadians back into their barracks to keep them from being drawn into the fray.

Roosevelt Roads Naval Station closed in 2004. Ed.

Room of Honour

The Naval Museum of Alberta's Room of Honour highlights the naval service of a number of prominent Calgarians. *The Ensign* will feature some of the Room of Honour narratives over several issues.

This issue features **Commander William H. Willson, DSC, MID, CD.**

Commander Willson joined the Royal Canadian Sea Cadet Corps *Undaunted* in 1932 reaching the rank of sub-lieutenant before joining the Royal Canadian Navy as a cadet in 1936. In the following years, he served in five heavy cruisers of the Royal Navy before returning to the RCN at the beginning of the war in the rank of lieutenant. He commanded the destroyer HMCS *Niagara* in 1943 and HMCS *Kootenay* in 1944 (during the period this ship participated in the destruction of three U-boats in the English Channel and Bay of Biscay).

Following the war, he served in various shore

appointments and in command of the destroyers HMCS *Ottawa* and *Kootenay*, and the destroyer *Crusader* during the Korean War. His last sea-going appointment was in command of the minesweeper HMCS *Chaleur* and as Commander First Minesweeping Squadron. He retired after 30 years service in 1965.

Decorations: Distinguished Service Cross (for destroying U678 on 18/19 August 1944) and Mentioned in Despatches.

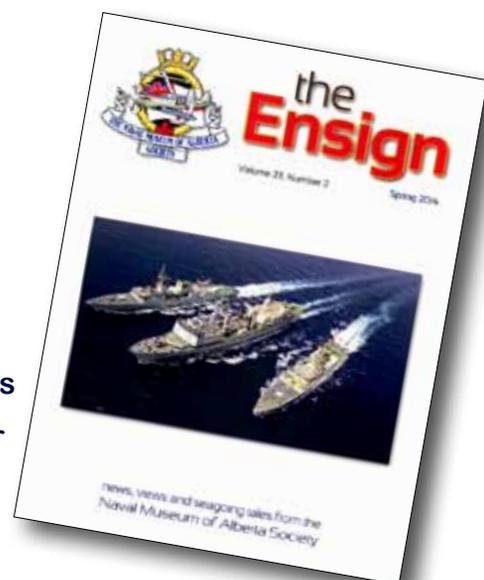
Awards: 1939-1945 Star
North Atlantic Star – France Germany Bar
Canadian Volunteer Service Medal & Clasp
1939-1945 War Medal (MID)
United Nations Service Medal (Korea)
Canadian Volunteer Service Medal (Korea)
Canadian Forces Decoration

DID YOU KNOW?

... that back issues of 'The Ensign' are available on the NMAS website?

The 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). The site is located at...

<http://navalmuseumofalbertasociety.wildapricot.org>



PLEASE COMPLETE, CLIP AND MAIL THIS FORM TO THE ADDRESS SHOWN BELOW...

PLEASE RENEW OR PURCHASE A MEMBERSHIP IN THE NAVAL MUSEUM OF ALBERTA SOCIETY FOR THE YEAR 2017

YES, please renew/accept my Naval Museum of Alberta Society membership for 2017. A cheque for \$20.00 payable to the Society is enclosed to cover my membership for one year and my information is included below (kindly 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 while 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 \$20.00.

**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, AB 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 will promise not to send the Press Gang to your door!

2017 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. Kindly do your part ... help us grow in 2017!

• 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 scott.hausberg@outlook.com

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LEGAL STUFF ~ **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 (and now due for 2017). 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 not-for-profit organization.



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The Naval Museum of Alberta

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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
NMAS 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

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