

Operation NEPTUNE: The Silent Partner Delivers the Goods

Jean Morin

In the mind of the general public, including the millions of tourists visiting France every year, the landing of D-Day is mostly linked to the beaches and dunes of the coast of Normandy. Many evidences of the World War II amphibious operation remain there to be seen, as well as the well-kept graves of the brave soldiers who stayed. But the naval aspects of the landing are no longer there, and the Channel holds the story close to its chest. For justice to be made, however, the naval part of the operation has to be recognized in all its full importance. Operation NEPTUNE, the naval portion of OVERLORD, was in fact the major part of the "Longest Day". The development of the enormous and multifarious plans for the eventual key operations of the war, on 6 June, 1944, all have their fascinating stories, but none are bigger than that of the giant naval armada.

The original idea to create a combined staff for a major operation in Europe started at the Casablanca Conference, on 17-24 January, 1943, immediately after the successful landing of allied forces on the coast of Northern Africa (Operation TORCH). It was decided there that a Chief of Staff of Supreme Allied Command (COSSAC) would be named before March, and that his staff would start planning for a multinational operation to invade Europe. COSSAC was launched for good at a conference codenamed RATTLE held at Largs, Scotland, on board HMS Warren, on 28 June 1943. At that occasion, the Commander of British Combined Operations, Admiral Mountbatten, handed over the preliminary planning of OVERLORD to the Combined Staff under United States Lieutenant General Frederick Morgan (COSSAC).

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This photograph taken from the vantage point of a LCI(L) illustrates quite well the congestion of landing craft and the smoke screen covering the amphibious operation on the NAN WHITE beach. LCI(L) 252 from the 2nd Canadian LCI(L) Flotilla was commanded by Lieutenant (Temp) R.E. StJ. Wakefield.
CT-299 DND CFJIC Photograph

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en Français*

President's Remarks

Dear reader, after a brutal winter, welcome to nicer weather!

As I write, we are reaching the end of fiscal year 2018/19 and I think it's fair to say that we have had a reasonably successful run. We produced a magnificent event honouring the 100th anniversary of the end of WW1 hostilities, we successfully discharged our commitments under the contribution agreement with the CWM, we have renewed our memorandum of understanding and we have a healthy bank balance putting us on a solid footing for supporting the CWM needs over the coming year.

In this May edition you will be treated to special extended coverage honouring OPERATION NEPTUNE, the amphibious portion of OPERATION OVERLORD, the allied landings in Normandy, June 1944. This edition will also recognize Mr. Fred Turnbull, author of "The Invasion Diaries" and recipient of France's "Légion d'honneur", who, as a 19 year old RCN Landing Craft Assault (LCA) bowman/gunner dropped the ramp on Juno Beach.

On the governance and business front, we have completed our work to refine the BOD committee structure and are now moving into the implementation phase. Over the coming year we will be transitioning with a gradual introduction of the committees. Considerable effort has been expended to ensure that the supporting terms-of-reference have not only the necessary rigour but also sufficient flexibility to accommodate the refinements which will certainly be needed as we move forward. As you can imagine, a key consideration will be the selection of the committee chairs and membership; here a fundamental principle is that all BOD members be assigned to at least one committee. In any case, we continue to advance confident that the improvements introduced will materially strengthen our ability to support the CWM in a fully sustainable manner.

With respect to operations, the contribution agreement setting out the particulars of support to the CWM for fiscal 2018/19 has been fulfilled by both parties. This approach worked well and will be continued in the current year. As I write we are in the process of consultation to determine those projects where our support will be needed. It would be premature to speculate to any extent but it is likely that we will continue to support Supply Line Two and there are interesting options emerging involving youth and education support. In crafting the agreement we are mindful of the FCWM strategic objectives among which supporting CWM programs and building constituency are vital.

By the time you read these remarks, our preparations for the June AGM will be nearing completion. In addition to being a forum for connecting directly with the general membership the AGM affords an opportunity for renewal of our commitment to support the CWM. From a governance and business operations perspective we are well equipped; however, I remind readers once again that a strong financial resource base is fundamental to this support so I urge you to enrich your annual contributions if possible.

Yours aye

Robert Hamilton



It is at that conference that NEPTUNE, the naval aspect of the invasion, was officially started, with the proviso that Combined Operations would be included in the naval plan so as to produce the final landing portion of the crossing. Operation FORTITUDE was also launched at that occasion to create a diversion to convince the German Intelligence, from the very start of its planning, that the landing would take place in Pas-de-Calais, although Normandy was the real target. COSSAC staff was known to be the preliminary planning agency until the definitive commander of OVERLORD was appointed, but RATTLE marked the christening of D-DAY, and from this point, the land, air, naval and special forces of all countries to be included in the operation were involved in the planning.

British Admiral Sir Charles Little, from Portsmouth, was initially charged with the naval plan for the ferrying of the army from the many ports of departure to the points of contact with land, and for the landing on the beaches. He was replaced in February 1944 by Admiral Sir Bertram H. Ramsay, when COSSAC disappeared under the command of newly-minted SHAEF (Supreme Headquarters Allied Expeditionary Force) under General Dwight Eisenhower.

From this point, Eisenhower directed the commanding generals of all forces to be involved in D-Day, but Admiral Ramsay had a special status among these commanders. He had to present the fundamental plan on which other plans would be built. The definitive plan for NEPTUNE (perhaps a too obvious codeword) was presented in February 1944 and never varied substantially from there. General Montgomery's army could then deal with the space available for the landing forces to travel by ship and craft to Normandy. Many new special landing craft were developed in the succeeding months, but they did not considerably alter the initial principle submitted by Ramsay.

The NEPTUNE portion of D-Day ended up consisting of 7,000 vessels of all types and sizes, hidden in all manner of ports along the British coasts so as to be ready for 'Y Day', June 1st (codename HALCYON). Troop transports formed an important portion of the armada, but hundreds of vessels and craft had secondary tasks to foil, protect, direct, and support the landing troops of five divisions to their respective beaches: OMAHA, UTAH, SWORD, JUNO and GOLD. More than one thousand warships (1,213) took part, and 195,700 sailors. One hundred and five Canadian ships and craft with some 8,000 Canadian sailors were involved. They had to not be suspected of common action for June 5th, 6th or 7th, with the embarkation of assaulting troops taking place between June 1st to 4th.

The whole operation was crowned with an incredible success. Despite the fact that D-Day had to be delayed from June 5th to June 6th due to bad weather, the landing was not expected by the Germans, neither on the day, nor at the place where it was conducted. The ultim-

ate success of the landing came with the confirmation that German General von Rundstedt, the Commander-in-Chief of German forces in France, was so convinced that the landing was to be made in the Pas-de-Calais that he retained his strategic armoured counter-attack force around Paris for the main part of the landing, which he expected to come later and to the east, — at the narrow Pas-de-Calais! The naval operation was larger than his imagination could conceive, delivering 133,000 men and 4,000 tons of material on the first day. In the following days, it fed the beachhead with men and supplies like a conveyor belt.

Although Caen was taken only weeks later than originally expected in the Allied plans, the support to the enlarging landed armies ensured that they could take Paris before the end of August.

The naval aspect of this epic battle is a pure example, for centuries to come, of a silent partner delivering the goods to the extreme of what could possibly be hoped for.

D-Day

Tom Wood – Naval Artist

"D-Day" resonates with action as Canadian Landing Craft Infantry (Large) (LCI(L)) along with Royal Navy Tank Landing Craft make their 'run in' towards the Normandy NAN-WHITE beachhead on D-Day. Tom Wood captured this key moment during Operation NEPTUNE while serving as a RCN naval artist and the March 2000 edition of Legion magazine best summed up Tom Wood's life and the inspiration behind this painting.

Born in Ottawa in 1913, Wood was mostly a self-taught artist who enlisted in the Royal Canadian Naval Volunteer Reserve in May 1943. During his time as an official war artist, Wood painted in Newfoundland, England and on Canadian corvettes and frigates on the North Atlantic. He became a lieutenant in May 1944 and later moved to Southampton on the south coast of England where he painted scenes leading up to the Normandy invasion.

On D-Day, Wood crossed the English Channel in a British landing craft that successfully landed Canadian troops on a Normandy beach three hours after the first wave of invaders had gone ashore. "The craft was pitching around too roughly to permit any sketching, so I stood up and took pictures with a borrowed camera, and made careful notes on colours and other details, and did my sketches and paintings later. Snipers were firing at us, but their aim was poor; only one man in our whole flotilla was wounded." Wood returned to England that day, but headed back to Normandy two days later in the same

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landing craft. That was the day he witnessed a tragic event. "Ten British soldiers trying to wade ashore were swept off their feet by the swell and toppled face down into the water. Their heavy packs were buoyant and kept them floating, but with their faces just under the water. Nobody could help them. They all drowned, one after the other, while I stood helplessly watching."

After the war Wood continued his creative work as chief artistic director of the Canadian government exhibition at Expo 67. He later became chief of design and display at the now non-existent National Museum of Canada in Ottawa. The Canadian War Museum has 90 of his works and six of his sketchbooks.

Wood died in October 1997 after a full and creative life. He left a prolific record above and below the decks of the RCN.

The Canadian Armed Forces History and Heritage website reported that, "Even though Wood was surrounded by the dead and dying, he resisted yielding to his "emotional forces." Instead, his D-Day 1944 (CWM 19710261-4857) portrayal of jaunty landing craft bedecked with pennants blowing in a brisk breeze and rushing toward shore, belies the devastation and human

cost of the day. Save for faint flashes from distant German shore batteries, the painting could be of a regatta with boats racing across the finish line."

LCI(L) 276 is at the centre of the action and part of the 10-craft 2nd Canadian Flotilla (ex RN 262nd) and was commanded by LT. Andrew A. Wedd, D.S.C., RCNVR (Temp.) who transported men from the 9th Canadian Infantry Brigade's Highland Light Infantry regiment (Hamilton, Ontario) direct from Portsmouth to their beachhead off Bernières-sur-Mer. 276 was laid down in 1943 at Jersey Shipbuilding Company, Barber, New Jersey and prior to Normandy had served in the Mediterranean with the RN. She was with the RCN for only a short time from September 1943 until August 1944 when she was returned to the RN who had received her as Lend-Lease war materiel from the United States. Like many similar craft, she was scrapped by the U.S. State Department in 1948.

A more detailed account of Tom Wood can be found in an article published by Laura Brandon in Canadian Military History Magazine, Volume 7 Issue 2, Spring 1998 and is located on WLU Scholars Commons at <http://scholars.wlu.ca/cmh/vol7/iss2/6>.



D-Day by Tom Wood, Canadian War Museum 19710261-4857

HMCS Cornwallis

By Gerry Cann

Situated on the southern shore of the Annapolis Basin in Nova Scotia, between the towns of Digby and Annapolis Royal, lies the village of Deep Brook in the middle of which is a military base, originally HMCS (Her Majesty's Canadian Ship) Cornwallis. In naval terms it was a stone frigate, a land-based ship. It was, the largest of a succession of military installations which occupied that general area for almost four hundred years.

HMCS Cornwallis originated in Halifax as a new-entry training base. Early in the SWW the unfolding Battle of the Atlantic and the rapid expansion of the Royal Canadian Navy (RCN) rendered it too small to do its job. Then too, with dozens of new ships coming off the ways, the space occupied was urgently required by HMCS Dockyard for a larger fitting out and repair facility. The Department of National Defence (DND) recommended the establishment of a new station capable of accommodating large numbers of trainees. Shelburne, with its excellent harbour and direct access to the Atlantic Ocean was originally recommended for that location. From a purely naval viewpoint, that was the most suitable place for such an establishment, but for economic and perhaps political reasons a property located in the village of Deep Brook on the Annapolis basin was chosen. It was a better choice than Shelburne in the long run, being closer to transportation arteries necessary to feed in material and men.

A ceiling cost of fifteen million dollars was approved, and in early 1943 the first buildings were ready for occupancy. HMCS Cornwallis with its complement of 2,539 instructors and trainees was officially transferred there from Halifax in April.

HMCS Cornwallis became the largest naval training base in the British Commonwealth. Expanding rapidly,

the wartime strength seldom fell below 11,000 personnel. So well organized was it, that, as one draft of hurriedly trained sailors left to join their ships, a like number of recruits would arrive on the same train. Length of training for new entry sailors varied from six to eight weeks and included instruction of a general military nature with a strong naval emphasis added. Then they were off to sea, the requirement for men being so urgent. During the early part of the SWW it was not unusual for a newly commissioned ship to put to sea with as few as four to six experienced sailors in the crew, the remainder being recent graduates from Cornwallis. Canada began the war with a very small navy, six years later at the end of hostilities it was the world's third largest.

When the SWW ended there was a rapid demobilization and the closure of many bases took place across Canada, with HMCS Cornwallis selected as one of the surplus bases marked for destruction. In February 1946 was turned over to War Assets for disposal, but with an emerging cold war, the possibility of another hot one was very real. It was evident that the navy might still require the base, so it was reclaimed from War Assets and re-commissioned to its former status in May 1949.

Immediately following re-commissioning 148 recruits arrived for a five-month course (note the war-time training period). Further drafts, each numbering 74 men, followed at bi-weekly intervals until the Korean War brought even greater mobilization and a quickening training pace. Where original plans would have 800 men training at any one time, the spring of 1951 saw that figure doubled. In October The Women's Royal Canadian Naval Service (WRCNS) was re-mobilized and twenty-five newly recruited WRENS arrived. They became the first of many women to serve full time in Canada's post-war navy. About 100 regular force women went through an eight-week training course each year. During the summers their numbers were augmented

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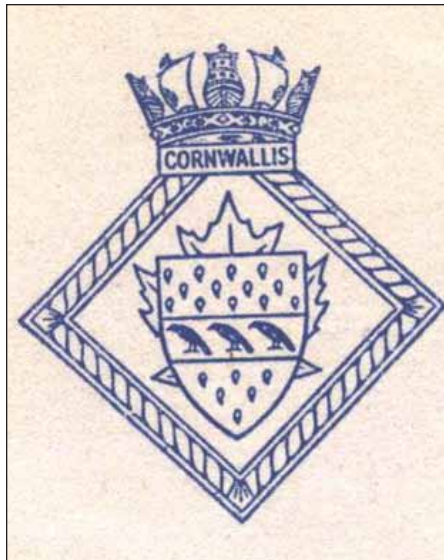


HMCS Cornwallis - Divisions - Summer 1951

by reserves. Cadet Officers from the University Naval Training Divisions, numbering between 300 and 400 men trained there as well each summer.

Original naval planning was that HMCS Cornwallis would exist primarily as a training facility for new entry seamen, but February 1968 saw the unification of Canada's military. This controversial plan dictated that Canada would no longer have a separate Navy, Army and Air Force, but simply one Canadian Armed Forces with three elements - Sea, Land and Air, all wearing the same uniform. No longer a purely naval training facility; HMCS Cornwallis became Canadian Forces Base (CFB) Cornwallis, and the base became the Canadian Forces Recruit School for English-speaking recruits of both sexes in the three elements of this revised military. French speaking recruits trained at CFB St Jean, Quebec.

In 1994 political cutbacks dictated the closure of CFB Cornwallis. The last new entry training course graduated on August 18 of that year, and final closure took place in May, 1995.



The foresight of a progressive few local citizens prevented total destruction of the buildings and now more than thirty business organizations occupy them. Where military men and women once marched, Cornwallis is now an industrial park. The former permanent married quarters on the hill to the south now form one of the larger rural communities in Annapolis County. Cornwallis Park now employs more personnel than when it was a military base. It was recognized as a model of innovative development, by an international gathering at The Annapolis Basin Conference Centre in the summer of 2003.

In 1994 Cornwallis Park became the training facility for international courses in peacekeeping under the direction of The Pearson Peacekeeping Centre. One would sometimes find more than thirty nations represented in one course until the organization was moved to Ottawa in 2011.

Echoes of the former military presence remain in that historic place. During the summer months upwards of a thousand sea cadets still train there.

April Marks Anniversary for War Poet's Sonnet

By Cecile Suchal

Shakespeare is not the only poet who mastered the sonnet. Rupert Brooke, the young poet of World War I vintage, was guaranteed immortality with 14 lines that came to signify duty, bravery and nostalgia during and after the Great War.

This year marks the 105th anniversary of his sonnet "Soldier", written in 1914, which put his name among military and romantic poets, and in military history books. War gave him eternal youth.

His early poetry was published in the English weekly Westminster Gazette. The paper sent him as its travel writer to North America and places beyond in 1913-1914 when he was in his twenties. He easily adapted his poetic skills to the art of writing travelogues. What emerged is his connection to Canada. Travelling west from Quebec City and

Montreal, he stayed in the national capital region for one week. He visited the Parliament Buildings, the Central Experimental Farm and lumber mills in the Ottawa Valley.



Sub-Lt Rupert Brooke

He crossed the Outaouais and visited Meech Lake in the Gatineau hills. Then continuing westward, he stopped in Toronto, Niagara Falls, and the provincial capitals of Regina, Edmonton and Victoria. From British Columbia, he extended his trips to include the United States – Seattle, San Francisco, Honolulu, and onward to Australia, New Zealand and South Pacific islands.

Brooke had volunteered for active service in August 1914 at the outbreak of the Great War. He sailed to the eastern Mediterranean as part of the British Expeditionary Force; in 1915 he served as a Sub-Lt in the newly created Royal Naval Division. This gave him the opportunity to record the emotions, the suffering, the losses, the comradeship and pride of fighting for King and country ... not knowing that his short time of ser-

vice would give him a place in history for his words and not for his fighting the good fight. After his experiences of war, he composed five sonnets which, at the time, were lauded for their patriotism, but, in later years, were derided for their sentimentalism by some detractors.

Brooke died of blood poisoning at the age of 28 en route to Gallipoli. He was buried on the Greek island of Skyros. Shakespeare's birthday is traditionally celebrated on April 23, 1564; Brooke died April 23, 1916.

Originally published in Monarchist League Newsletter (Ottawa Br) 2012 and revised Feb 2019



Grave of Rupert Brooke on the Greek island of Skyros.

Notice

32nd Annual General Meeting

Friends of the Canadian War Museum

Barney Danson Theatre, Canadian War Museum

Thursday, June 13, 2019 1900 hours

- 1900 Registration and a meet and greet with light refreshments
 1930 Business Meeting will consist inter alia of:
- Approval of the Minutes of the 31st AGM
 - Recognition of the Silver Friends for 2019
 - Volunteer of the Year Award Presentation
 - The President's Report
 - The Financial Report
 - Appointment of Accountant
 - Election of Directors
 - Update from Director General CWM
 - Other Business

Other Business, Nominations to fill vacancies on the Board of Directors should be sent to the Secretary by mail at 1 Vimy Place, Ottawa, ON K1A 0M8, or by email to sec@friends-amis.org.

Friends Forum

Thursday, June 13, 2019 1530 hours

The solemn ramp ceremonies for Canada's 159 fallen from Afghanistan were very emotional public events and became a hallmark of that conflict. Prior to the 1970s, Canadian service personnel and even their dependants, who were killed or died overseas, were not repatriated home. Dr Andrew Burch will discuss the research he is doing on where the 516 Canadians listed in the Korean War Book are now buried.

- 1530 Presentation in Atelier "C" and "D"
 1630 Refreshments

Cost

Donation to FCWM at door by cash or cheque. Receipts will be issued.

If you wish to attend, please telephone the Friends Office at 819.776.8618 or email at fcwm-amcg@friends-amis.org
 Parking is available at the Museum, charges apply.

Editors Comments

Whether to visit a location where a relative served during the war or to commemorate the fallen, for most Canadian tourists the Normandy beachhead is a must-see location on any trip to France and forms part of what I call the Vimy-Dieppe-Normandy trilogy. I first visited Normandy in 1972 when Dad was stationed in Lahr and we ventured out on a week-long battlefield camping tour which along with stops at Verdun and Bastogne, included the trilogy. It was twelve years later in 1984 when as a young Engineer Corporal stationed in Ottawa I went over on my own to commemorate the 40th Anniversary of the invasion. This time I traveled with the Military Vehicle Conservation Group (MVCG) and was dressed in a wartime uniform representing the Cameron Highlanders of Ottawa (M.G.) who were one of the 3rd Canadian Infantry Division's assault battalions. One of the highlights of this trip was when BBC Breakfast Television, who was broadcasting live from the Arrowmanches Mulberry

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Harbour site on 6 June, put a request out to the MVCG asking for several British and Canadian re-enactors to form the backdrop for Vera Lynn who would be singing some of her iconic wartime songs. Being Canadian, I was one of those selected and was fortunate to get an autograph and snap a photograph of her after the performance.

I have been to Normandy several times since then and even managed to visit the beaches with my Dad and son Charles in 2006. All along the beaches are markers to the various army units which stormed ashore on that fateful day but unfortunately there is little to remind the casual observer that a vast naval armada was behind history's largest amphibious invasion. To that end we at the Friends thought that it would be fitting on this 75th anniversary of D-Day, Operation OVERLORD, to focus on Operation NEPTUNE, the cross-channel naval portion of the invasion.

For this edition I would like to thank Jean Morin, Jim Muckle, Cecile Suchal and the returning Gerry Cann who have kindly supplied me with some fascinating articles. I would also like to once again thank the staff of the Canadian War



***Vera Lynn signing autographs following her performance at Arrowmanches, France.
W.E. Storey Photograph***

Museum's Military History Research Centre who have graciously handled my requests and have provided The Torch with unique material from their collection.

I would at this time like to bring to your attention the Friends website.

Starting in May and running until August, the banner photographs will be unique Operation NEPTUNE images which have been specially selected from the Canadian War Museum' and Library and Archives Canada collections. Also starting in May will be two new additions to the site; the first will be entitled "What Our Members Are Up To" and will cover some of the activities our membership do when not volunteering at the CWM. The second will contain additional content which we have decided to call "Aliquem certiorum facere" but due to page number restrictions could not get printed in the hard-copy Torch so we have made it available for you on the website. Thanks to Michael Lambert for providing us with the appropriate Latin title for this new feature.

I am also pleased to say that we have been getting some feedback on past editions and you will see that in this issue we have printed Allan Bacon's reply to a reader's question concerning his article on the Salvation Army. If you have any questions, comments or would like to write an article for The Torch, then please feel free to contact me at: edstorey@hotmail.com.

In Memoriam Donations

Mr. William Abbott, in memory of Mr. Russel Morey

Mr. Stanley Britton, in memory of F/O Cyril Branston Cohen, 401 Tactical Fighter Squadron, KIA June 3, 1944

Brunette Family Fund, in memory of LCol AKJ (Alf) Rasmussen

Mr. Stewart Elder, in memory of Maj John Courtney

Mr. Gordon Foster, in memory of Major John Courtney, RCME

Mr. Gerald Gallagher, in memory of Ms. Dorothy Malott, Wife of Maj Richard K. Malott, CD, RCAF, former Curator of Collections

Dr. Jack Granatstein, in memory of Dr. Walter Prendergast

Cmdre Robert Hamilton (Ret'd), in memory of Mr. Godfrey Hamilton

Ms. Maureen Leaver, in memory of P/O Harry Leaver, RCAF, Belgium 1943 and Capt Gerry Leaver, First Survey Regiment

Ms. Sylvia McPhee, in memory of Cpl John McNeill, 11th Bn., Royal Scots. Died Friday, 12 October 1917, Age v20. Buried in Poelcapelle British Cemetery, Belgium

Ms. Joy Morrow, in memory of FL John Friedlander

Ms. Lori Parent, in memory of Mr. Robert Parent

Mr. Edward Terry, in memory of Capt Edward L. Terry, RCAPC, who died in Hong Kong in 1942



LCA Bowman Fred Turnbull

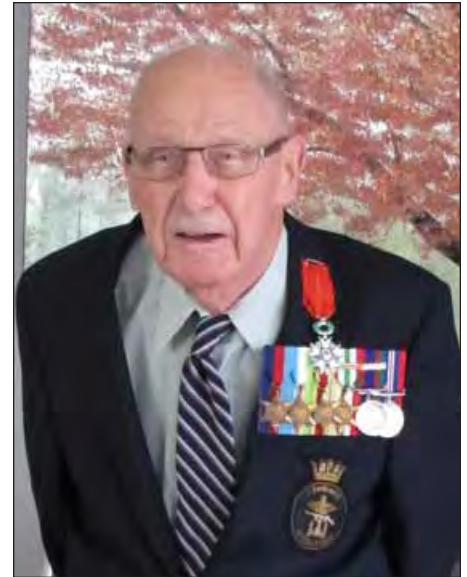
Jim Muckle

When Germany invaded Poland on 1 September, 1939, Fred Turnbull was 14 years old and growing up in north-end Montreal. By the time he'd finished high school, joined the Navy, finished basic and initial seamanship training, became interested in the amphibious landings at Dieppe, and volunteered in October to train in Combined Operations with the Royal Navy in the United Kingdom, he was 17½.

And so Fred became a bowman—part of a soon-to-be highly trained 4-man crew that operated a 41-foot landing craft assault (LCA) designed to carry 35 fully-equipped

troops. It was the work of the LCA crew, and their various cousins (LCM -Mechanized, LCS-Support, LCI-Infantry, LCT-Tank) to move troops and their equipment and supplies between the ships (often 8-11 km (5-7 miles) offshore) and beaches. Their day and night training in Scotland and England, later including live shells and explosives, helped them to prepare for all weather conditions, various beach types, and countless potential emergencies. Commando (Combined Operations) training for physical fitness was a bonus - lots of climbing, crawling and jumping!

In January 1943 (now almost 18), Fred and a dozen other train-



Fred Turnbull following the presentation of the Legion of Honour in 2017.

ees joined the 61st Canadian LCA flotilla, and he became the bowman on LCA 357 with an experienced coxswain, sternman and stoker. They were soon among the 50 members of the 61st onboard the LSI(L) (Landing Ship Infantry (Large)) HMT Strathnaver a converted P&O passenger steamship, along with some 4,000 British troops. Their convoy, and several others, left British ports for the Middle East, by way of the Cape of Good Hope, and on to the Mediterranean. With lots of training and painting and some swimming along the way, they became part of the combined air and sea landings of Operation Husky, involving 160,000 troops, 3,000 ships and 4,000 aircraft. This invasion of Sicily began on 10 July 1943; its success was a major turning point for the Allies.

Back in Liverpool, England by 24 July, the following few months saw some leave in the UK, anti-aircraft training and other short courses, 40 days leave in Canada, and being drafted to Victoria. The consolidation of Canadian troops, previously mixed in with British forces, brought Fred to the newly created 529th LCA

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Members of Le Regiment de la Chaudière pass directly under Fred Turnbull's LCA (1151) as they load onboard HMCS Prince David at Southampton docks on 2 June, 1944. PMR93-416 CFJIC Photograph

flotilla (commanded by Lieutenant J.C. Davie, RCNVR) and its new home - the heavily converted HMCS Prince David (formerly a Canadian National Steamship liner), now an LSI(Medium) F89 (Commander T.D. Kelly, RCN Reserve) ready to take on eight 20-ton landing craft. Setting sail on 22 December from Victoria, another long sail, this time via the Panama Canal, brought the newly formed Unit and the Prince David to New York City to pick up 400 American troops, and on to Glasgow, Scotland in early February 1944. Fred was assigned to LCA 1151 (commanded by Lieutenant D.F. Graham RCNVR) as the bowman. Much training and growing anticipation later, the Prince David was in Southampton on Friday, 2 June taking on troops from 8th Canadian Infantry Brigade's Le Regiment de la Chaudière and personnel from other support units.

Bad weather delayed the invasion by a day, and on 5 June 1944, they were briefed on their roles in Operation Neptune, the naval component of Operation Overlord—the invasion of Normandy. By midnight on 5 June, Assault Group J2, including the Prince David (code named J36), was underway. As dawn broke on D-Day, 6 June, LCA 1151 and others were about 11 km (7½ miles) offshore, facing the town of Bernières-sur-Mer which was designated as the NAN WHITE sector of JUNO Beach. Within five minutes of reaching the beach and delivering their troops, and while their crews survived, four of the five LCAs had been destroyed. LCA 1151 also delivered its troops, but did not make it far off the beach before being heavily damaged. Fred and his fellow crew members, as well as shipmates from the other destroyed LCAs, scrambled onto a nearby LCT, which immediately hit a mine. They quickly moved on to another nearby LCT. In the coming weeks through to mid-July, the Prince David would make three more trips across to France,

landing more and more troops on the Normandy beaches.

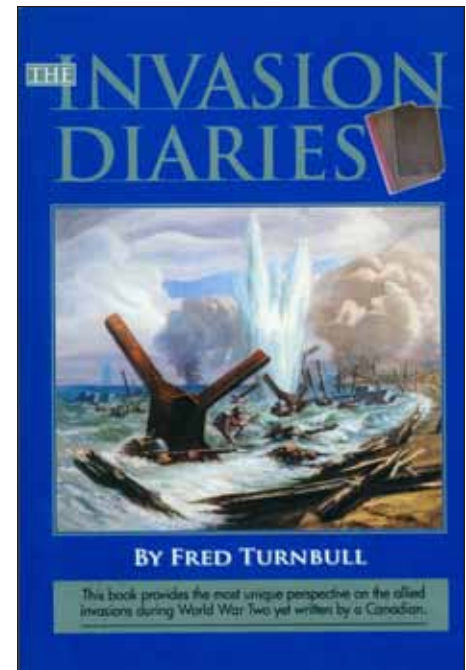
What did Fred remember most about D-Day? The noise! The noise of the battleships, the landing craft, the torpedo boats, the big guns, the personal weapons, the mines, the snipers, the aircraft, and the bombs... many of those who survived suffered significant hearing loss.

Post-Normandy, the Prince David, with new LCAs on board, continued to be home to Fred's four-man crew as they took over LCA 1391. In August 1944, the crew went on to participate in Operation Dragoon (the invasion of southern France). The liberation of Greece and its civil war soon followed—September to January 1945 with LCA 1391 being replaced in October by LCA 1432.

It is particularly noteworthy that, in heavy combat environments where surviving a single major operation was considered a "success," Fred Turnbull's many front-line experiences took him through four major operations.

After yet another "cruise" out of the Mediterranean, through the Panama Canal, and back to Victoria, Fred reached Montreal on 25 March 1945 and began 56 days leave. By the end of May, he was again in Halifax, waiting for his next assignment — thinking it would likely be Japan. However, the war was over in August. In October, at the age of 20, Fred was discharged at HMCS Peregrine, Halifax - taking a lifetime of experiences with him on the train back to Montreal, well prepared to begin his next chapter!

With support from Veterans Affairs, Fred Turnbull enrolled in History and Economics at McGill and married Grace Noakes during his third year. Together, they raised their two children, Elizabeth and Robert, and enjoyed their five grandchildren, and later five great-grandchildren. Grace passed in 2013. Fred did well in the Trust business and today lives in Bedford, Nova Scotia, with his partner



Zondra Hubley - not far from where he undertook some of his early training, in some ways, not that long ago.

Fred's 2007 book, "The Invasion Diaries", is a gripping account of experiences that helped to make it possible for many of us and our families to enjoy our lives and this country today. In 2017, at the age of 92, Fred Turnbull was presented with the Legion of Honour, France's highest medal, for his WWII service in the D-Day invasion. He accepted it on behalf of those who could not be there that day.

The Invasion Diaries, ISBN 978-0-9784037-0-6, Veterans Publications, 114 pages, Fourth printing 2011. Cover cost is \$14.95, the purchase cost is \$20.00 which includes cost of mailing. Copies can be purchased by contacting William Gard at (902) 865-6976 or e-mail wgard@eastlink.ca. [Cdr (Ret'd) Bill Gard is a former CO of Sackville and a good friend of Fred's] All proceeds from the sale of the book go to the Canadian Naval Memorial Trust to support preserving HMCS Sackville as she was in 1944. Sackville is the only remaining example of 269 SWW Allied corvettes.

The Gouzenko Affair

On Thursday, March 21st the Events Committee of the Friends of the Canadian War Museum put on an excellent "Friends Forum" with guest speaker Andrew Kavchak. Andrew is a retired civil servant who holds a law degree from Osgoode Hall Law School and an M.A. in political science from Carleton University. He is an amateur historian who spent over four years lobbying for the recognition of the Gouzenko Affair as an event of national historic significance which led to the unveiling of federal and municipal plaques in Dundonald Park, Ottawa in 2003 and 2004. He is the author of "Remembering Gouzenko - The Struggle to Honour a Cold War Hero" (Mackenzie Institute, 2004).

His presentation was on The Gouzenko Affair - The Start of the Cold War. Three days after the Japanese surrendered and formally ended WWII, Igor Gouzenko, a cipher clerk working in military intelligence, walked out of the Soviet Embassy in Ottawa with over 100 documents. Gouzenko exposed a Soviet spy network that had penetrated the Canadian government and the Manhattan Project. The repercussions were significant, and just as the world thought that peace was at hand, a new "Cold War"



came to dominate international relations. This presentation discussed this first significant international incident of the Cold War, the drama of Gouzenko's attempt to warn the West, the reaction of the Canadian government and our closest allies, the Royal Commission of Inquiry, the spy trials, and the efforts to commemorate Gouzenko with two historic plaques in Ottawa.

For the complete Presentation visit the FCWM Facebook page (Videos).



What Our Members Are Up To

I would like to take this opportunity to introduce this new column to our Torch readers so that the Friends can let you know some of the many things that our members do when they are not volunteering at the CWM. To this end I would like to draw your attention to the Friends website under the Publications tab.

Don Allan has been commissioned by the CWM to

build a 1:35 scale model of the Great Eastern Ramp which was a specialized conversion of a Churchill tank with a large inclined ramp. This ramp was designed in 1945 and fully extended formed a roadway that allowed other vehicles to drive over walls up to 3.6 metres high. Great Eastern Ramps were never used on a large scale and the Canadian Army acquired two of these vehicles after the war.

A Quilt of Valour for Jarrott Holtzhauer

The Friends of the Canadian War Museum are pleased to publish this news release from the NATO Veterans Organization of Canada. Colonel (ret'd) Jarrott W. Holtzhauer and his family met in mid-March with Nancy Arbogast and Mark Paine who presented him with a Quilt of Valour. A graduate of Royal Roads and Royal Military College, Col Holtzhauer enjoyed a 35 year career in the Royal Canadian Army Service Corps. He served two tours in Germany, the first in Soest and the second in

Lahr as the Commanding Officer of 4 Service Battalion. He also served on a one year tour as an Observer with the United Nations Military Observer Group in India and Pakistan (UNMOGIP) in Kashmir, India. Col Holtzhauer has been very active since his retirement as a volunteer; most notably he is a past President of the Friends of the Canadian War Museum, and Director at Large of the NATO Veterans Organization of Canada. Thank you for your service... from a grateful nation.

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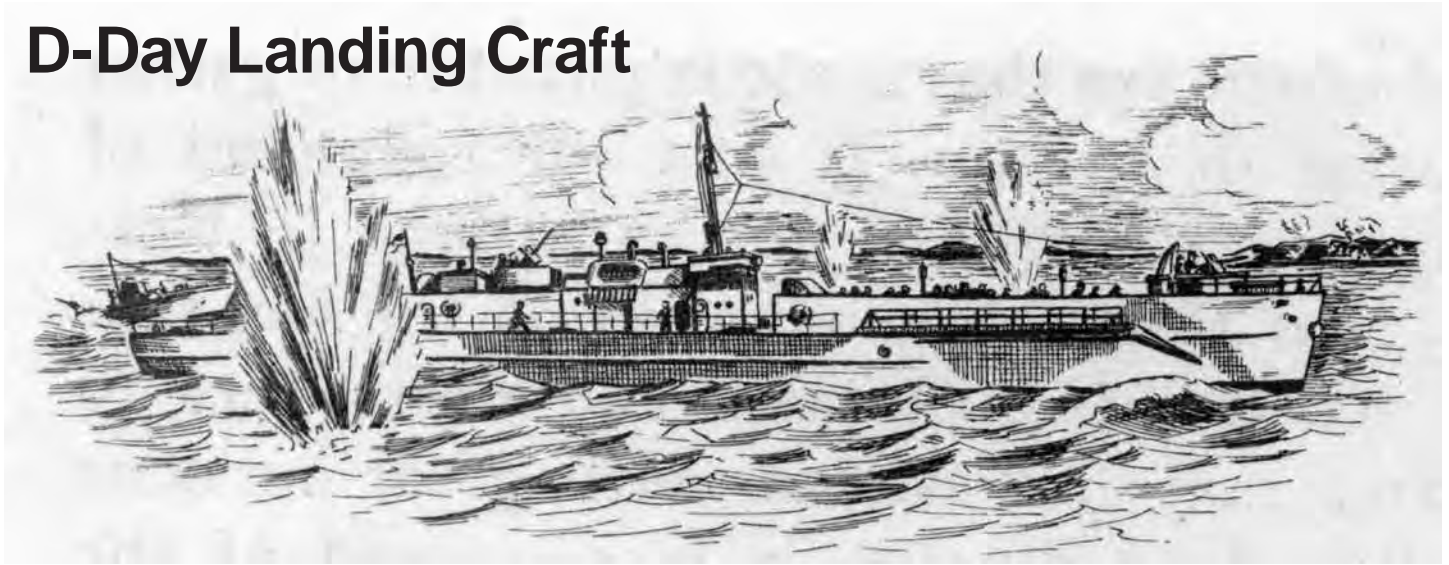
Robert Hamilton presents the President's Coin to Michael Dawson. Bruno André, the second recipient of the Coin, looks on. The two were the best Volunteer Researchers for the commemorative program, "The First World War Day-by-Day."

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D-Day Landing Craft



Ed Storey

One hundred and five Canadian ships and craft with some 8,000 Canadian sailors participated in Operation NEPTUNE, the naval portion of Operation OVERLORD which involved over one thousand ships and 195,000 sailors. Much of this vast Allied armada was made up of landing craft to ferry the assault force to the Normandy beachhead, so for this amphibious invasion the RCN provided two Landing Ships, 16 Landing Craft Assault and 30 Landing Craft Infantry (Large).

HMCS Prince David (F.89) and Prince Henry (F.70) had both been British Columbia passenger liners designed for operation within inland waterways. To fill a combined operations role, they were converted from their auxiliary cruiser status at Vancouver Burrard Dry Dock into Landing Ship Infantry (Medium) (LSI(M)). This meant that both ships received more modern armament, radar, and were expanded to carry 450 troops; added to this were eight huge high davits installed to carry an



*LSI(M) HMCS Prince David with her full complement of landing craft mounted in the davits.
PMR93-415 FJIC Photograph*

equal number of 15 ton landing craft. Each LSI had a displacement of 6,800 tons and a complement of 200 which included the 50-man landing craft flotilla crew. The concept behind the LSI was that it could transport military forces and their equipment over open water to the invasion area when the landing craft would then be loaded and lowered into the water for the 'run-in' and assault of the enemy held beach. Both Prince ships were designated as Medium LSIs and as such had been strengthened and made sea-worthy for world-wide use. They were fast ships but their capacity was proportionally small, especially when compared to a LSI(Large) which could carry 1500 troops. When the newly modified HMCS Prince David sailed to Europe in January 1944, it made its way from Vancouver via the Panama Canal to New York City where it picked up 400 US soldiers for delivery to the United Kingdom. The other two LSI(M)s were the Princess Beatrix and the Queen Emma, both of Netherlands registry, but the Allied fleet had a number

of other Small and Large LSIs as well as several in the LSI(Hand-hoisting) (LSI(H)) class.

In December 1943, each Canadian LSI(M) received its own LCA flotilla, with HMCS Prince Henry being assigned the 528th LCA Flotilla and HMCS Prince David the 529th. It was at Cowes Harbour, Isle of Wight in April 1944 where the flotillas were assigned their LCAs and at that time the landing craft were adorned with names and maple leaves.

Between 1940 and 1944 over 2000 Landing Craft Assault (LCA) were manufactured in the United Kingdom to a pre-war Thornycroft design and were constructed primarily of wood. However the bow and forward coxswains position were protected with 20mm armour and there was a mount for a light machine gun. The craft, depending on production variant weighed between 10 and 15 tons and could carry 800 lbs or 35 troops who disembarked over a bow ramp. As is stated in its name, the LCA was a flat bottomed landing craft that was designed to convey

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These fully laden RCN 529th Flotilla LCAs are making their way through the open water. Just visible in the middle is LCA 1151. Library and Archives DSCN0809

approximately a platoon of assault troops to the invasion beach. During the Normandy Invasion, the LSIs were situated approximately 12 kms from the beach with the LCAs ferrying troops forward and if possible casualties or POWs back to other ships in the fleet. During Operation Neptune, the seaborne portion of Operation Overlord, HMCS Prince David, transporting Le Regiment de la Chaudière to Nan White Sector which faced the town of Bernières-sur-Mer, lost all but one of 529th LCA Flotilla's craft; Prince Henry fared better losing only half of 528th LCA Flotilla delivering the Canadian Scottish Regiment (reserve regiment for the 7th Canadian Infantry Brigade) to Mike-Red Sector near Courseille. The other assault regiments of the 3rd Canadian Infantry Division were transported across the English Channel in other LSIs, for example the Regina Rifle Regiment embarked on three LSI(L)s, one of which was the Llangibby Castle, and several Landing Craft Tank for their trip to Normandy. On June 7, the Canadian LSIs returned to Cowes Harbour to replenish LCA losses with new craft.

The Landing Craft Infantry (Large) (LCI(L)) was a



Each LCI(L) was unofficially christened with a name by the crew and these three crewman from the RCN 1st Flotilla LCI(L) 298 (commanded by Lt (Temp) J.S. Monteath, RCNVR) proudly stand under 'Miss Canada'. Canadian War Museum 20020039-001_p31.4

completely different class of landing craft with over 1000 being built in 10 U.S. shipyards. They were manufactured of steel and could not be fabricated in the UK as their shipbuilding capacity was already fully extended. With a complement of 24 and a displacement between 230 and 380 tons, LCI(L)s made the passage across the Atlantic unescorted and were surprisingly quite seaworthy. LCI(L)s could transport 200 troops and were armed with four single 20mm Oerlikon guns, which were considered light by United States Navy standards but more than adequate by the Royal Navy. The Royal Canadian Navy took charge of 30 heavily used LCI(L) that had been provided by the RN and USN in December 1943 and January 1944 for the planned invasion of northern France. Of these 30 LCI(L)s, six were retained by the RN but crewed by the RCN, in February and April the 30 LCI(L) were formed into three flotillas, the 1st Canadian (ex-RN 260th) and 2nd Canadian (ex-RN 262nd) with Force "J" at Southampton, and the 3rd Canadian (ex-RN 264th) with Force "G" at Weymouth.

The LCI(L)s had seen hard service in the Mediterranean landings from Sicily onwards. The crews that had handled them in the Mediterranean had had little or no experience of major landing craft and there had not been time to give all of the engine room personnel the necessary training in diesel engines nor in the use of variable pitch propellers. The wear and tear sustained in Mediterranean was compounded by a lack of parts which were hard to get and the repair tool kits, even harder. Some parts and tools were left behind when the LCI(L)'s left the Mediterranean so when they reached the United Kingdom in the autumn of 1943, the craft were in a shocking condition. Repair yards were already hard pressed with the workload of servicing landing craft by the hundreds, with tools in short supply, and such vital items as tachometers and temperature gauges scarcely obtainable. The RCN Flotilla maintenance parties accomplished wonders. Working through the winter and spring, to an unknown deadline, no effort was spared to clean up and re-equip the LCI(L)'s, and get their engines running well again. Preparing the LCI(L)s and crews for the Operation NEPTUNE was very taxing and the RN maintenance facilities had to work round-the-clock in order to get all manner of craft seaworthy. This meant that some ships and crews had very little time for training with LCI(L) 299 (3rd RCN Flotilla) not leaving the dockyard until 1 June, resulting in LCI(L) 299 missing all of the May exercises. She might even have missed the assault had not the whole crew pitched in whole heartedly to finish the job. Other craft, like LCI(L) 250 (2nd RCN Flotilla), were passed from yard to yard before the job was properly done. There was no question of discrimination against Canadian LCI(L)'s as it was just as difficult for RN craft to get tools, spares and repairs.

As part of Force "J", the 1st and 2nd RCN Flotillas loaded their troops of the 9th Canadian Infantry Brigade (3rd Canadian Division floating reserve) at Southampton and sailed directly across the English Channel to the beachhead. None of Canada's LCI(L)s are recorded as having been destroyed on D-Day.

Following NEPTUNE the LSI(M)s, LCI(L)s and LCAs continued to be used by the RCN. The 1st, 2nd and 3rd LCI(L) Flotillas operated until late 1944, when they were disbanded; the LCI(L)s were returned to the RN and their crews were sent to other ships. The LSI(M)s and accompanying LCA's were employed up until the end of hostilities with Prince Henry's LCA's being returned to the RN. The 258th and 259th LCA Flotillas were disbanded in 1945 although HMCS Prince David returned to Canada with

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The crew of a RCN 529th Flotilla LCA receive a briefing from an army Staff Officer. Library and Archives PH-170

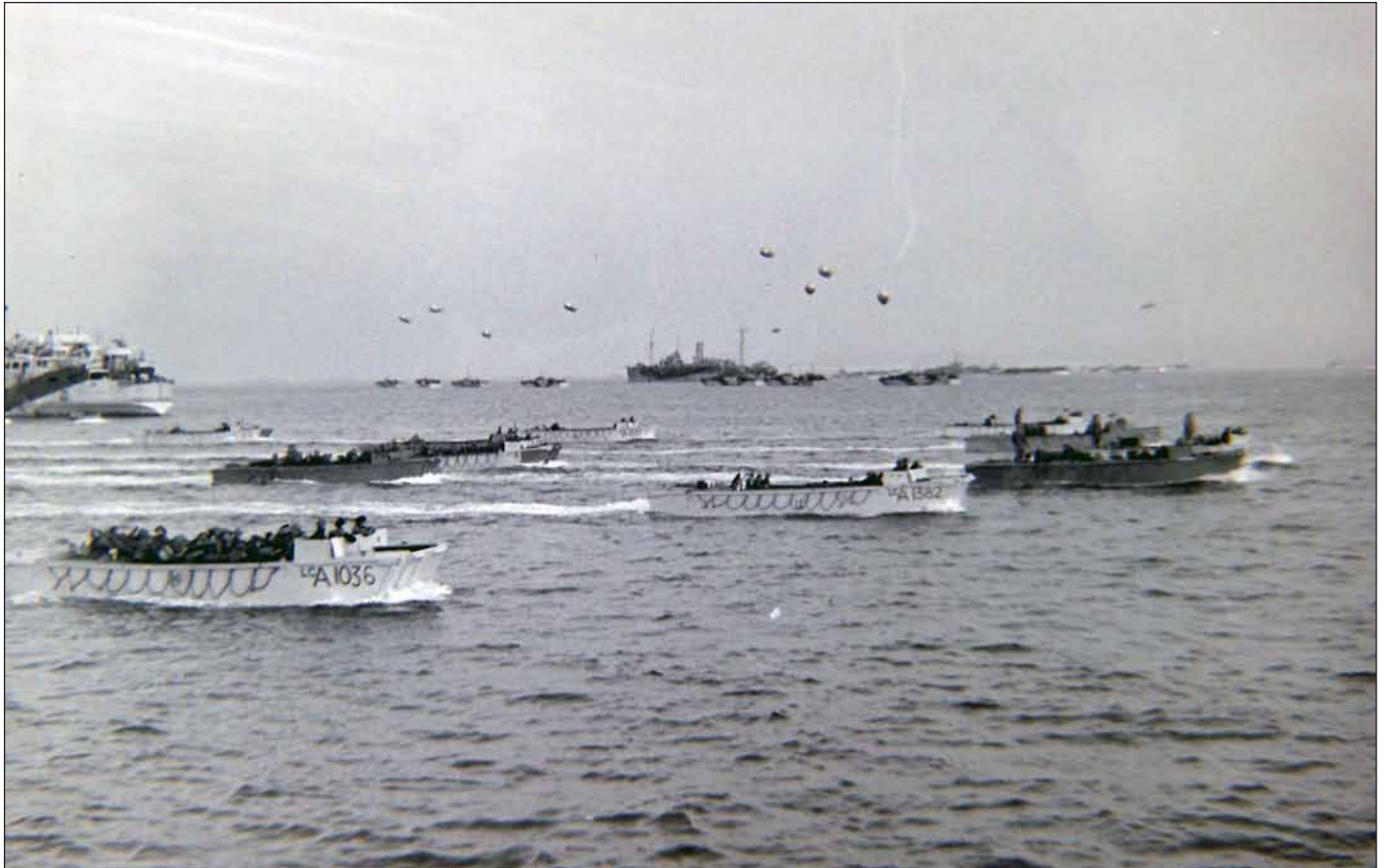


RCN 3rd Flotilla LCI(L) 270 (commanded by Lt (Temp) A.C. Clark, RCNVR) is photographed plying its way towards the Normandy beachhead. CT-296 DND CFJIC Photograph

her compliment of LCAs. Prince Henry was paid off in 1945 and Prince David in 1946, with both returning to commercial use as the Charlton Monarch and the Empire Parkstone.

Sadly there are no examples of these specialized landing craft that the RCN employed during the Second World War, as the Charlton Monarch was broken up in 1951 and the Empire Parkstone in 1962. The LCAs were either scrapped or sold off as surplus after the Second World War. Some hulls now survive as houseboats in the United Kingdom

and the one D-Day survivor that was on outdoor display in Arrowmanches, Normandy was unceremoniously hauled away in the mid-1990s. The LCI(L)s suffered a similar fate, many being scrapped in the years immediately after the war while a select few served on with the US and other Allied navies until the 1960s when they too were broken up. Two ships of this type may still survive in the United States as floating museums.



RCN 529th Flotilla LCAs practice forming up prior to making their run-in to the beachhead.

e communitions Response to letter to *The Torch*

The Friends received an e-mail from John Clay asking for more information pertaining to the Salvation Army article by Allan Bacon which we printed in the February edition. In particular he wanted to know more about the initial official refusal by the Canadian military when the Salvation Army proposed a Red Shield Club for the Brigade in Germany in 1951. This is what Allan had to say:

During World War II there had been four Canadian officially recognized service agencies, namely The Salvation Army, the Y.M.C.A., the Knights of Columbus and the Royal Canadian Legion, all operating under the overall direction of the (government) Director of Auxiliary Services. The initial request by The Salvation Army to open a Canadian Red Shield

Club was denied by the Defence Department, in 1951 and later, on the grounds that if permission were to be given to The Salvation Army, then the other three officially recognized service agencies would have to be treated equally. Moreover, the Defence Department argued that a brigade of only 6,000 military personnel did not warrant the expense.

The “Friends Only” 2019 Adopt-A-Book Campaign

After a successful 2018 campaign, Friends are again sponsoring the Adopt-a-Book campaign for 2019.

The titles the MHRC Library wishes to acquire are listed below. Interested Friends are invited to indicate on the form below the title they wish to sponsor, together with a second and third choice. The form should then be forwarded to the Friends office with a cheque.

Alternatively, sponsors may leave the title selection to the Library if their first, second and third choices have

already been adopted. They may also simply leave the selection of the title to the Library in the first instance.

The Library will then acquire the books and inscribe the name of the sponsor on a bookplate in each volume.

It is requested that Friends be cognizant of the desire of other Friends to adopt titles, and thus to restrict their initial adoption to no more than one or two titles. If all titles are not taken up, then the remaining titles to be adopted will be published in the next edition of *The Torch*.

#	Title	Author	Price
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2)	I Lived a Dream: My Canadian Heroes (memoir Cold War, Cyprus, Bosnia, Macedonia)	D.A. Salik	\$25.00
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8)	Night Flight to Norway	R.H.B. Boulton	\$75.00
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23)	Another Kind of War: The Nature and History of Terrorism	John A. Lynn II	\$50.00
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47)	Medal Yearbook 2019	Token Publishing	\$40.00

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