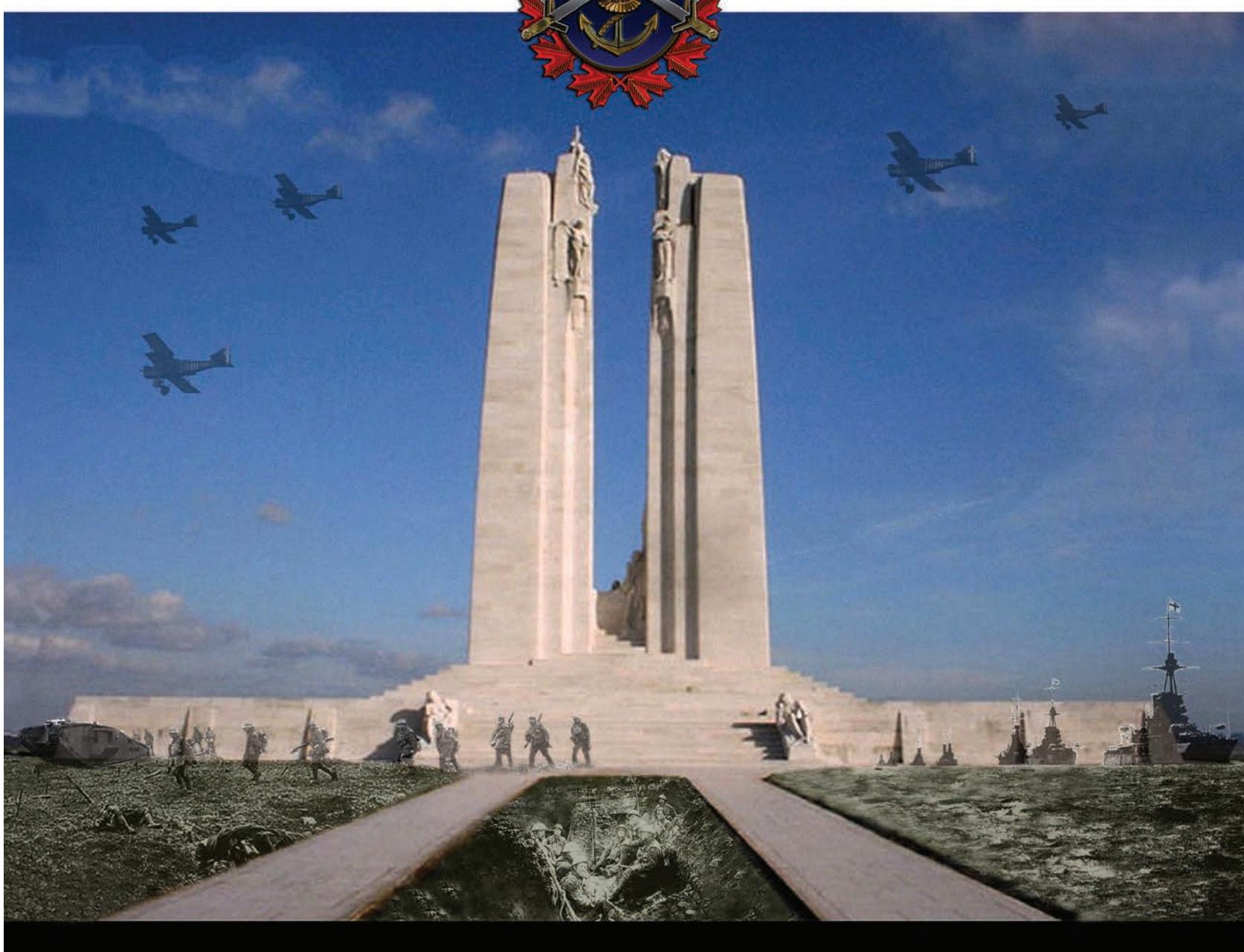


Canada in World Wars

Canada's 150th Anniversary

Vimy Ridge 100th Anniversary



Veterans Day Magazine

2016-2017



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THE CITY OF WINDSOR
OFFICE OF THE MAYOR



DREW DILKENS, DBA
MAYOR

November 2016

“It is not enough to say we must not wage war. It is necessary to love peace and sacrifice for it.” - Martin Luther King

It is an honour for me to write this letter for the Veterans Day Magazine as your Mayor.

One of the greatest privileges I have as Mayor is being asked to participate in events, activities, services and initiatives connected to our local veterans - to the men and women of our armed forces... those who continue to work towards peace today, and those we have lost along the way.

Every November, for Remembrance Day, we make time to gather together to remember and honour those among us who have demonstrated bravery, valour and integrity to give us the gift of freedom. Without their sacrifices, without their pain, the world as we know it would be a much different place. We owe them, now and always, a debt of gratitude.

As the quote above says, “It is not enough to say we must not wage war. It is necessary to love peace and sacrifice for it.” Our local veterans and organizations work tirelessly all year long to ensure the sacrifices made are never forgotten, and to support those still sacrificing for us today. As overwhelming as it is, we must remember the men and women - fathers, mothers, sons, daughters, siblings, neighbours, school mates, work mates, friends - who gave of themselves to protect what is good and right in the world. We must also thank those among us who continue today to risk everything so that we may remain free.

The City of Windsor honours the memory of those who have served in the name of freedom with memorials along our waterfront and throughout our city parks. These physical reminders compel people to stop and reflect on those who paved the way to the freedom and security we feel today. We are our stories, and these memorials tell us so much about who we are, where we have been, how far we have come, and how much further we have yet to go.

It is my hope that through the continued efforts of our veterans and organizations, and through innovative and immersive projects like the “200 Veterans With 200 Students” initiative, we will all be moved to emulate and live by the values of honour, courage, and sacrifice shown by the men and women of our armed forces; there can be no better way to honour them and all they gave up for us.

With my deepest gratitude for your service to your community and to your country,

Drew Dilkens

Guest Of Honour



**Rear-Admiral
Scott Bishop, OMM, CD**



– Biography

Rear Admiral Scott Bishop was appointed Commander of the Canadian Forces Intelligence Command and Chief of Defence in June of 2016.

Originally from Vancouver, British-Columbia, Rear Admiral Bishop embarked on a naval career by first joining the Naval Reserve at HMCS DISCOVERY in 1983. Two years later, he transferred to the Regular Force and, after completing his initial training, joined HMCS RESTIGOUCHE as a bridge watch-keeping officer.

Early on, Rear Admiral Bishop specialized in navigation, successfully completing both the Destroyer Navigation Officer course and the Maritime Advanced Navigation Officer Course. He served as the Senior Instructor at the Naval Officer Training Center, and as the Navigating Officer in HMC Ships CHIGNECTO, MIRAMICHI, QU'APPELLE, and PROVIDER. While in PROVIDER, he participated in the OPERATION FORWARD ACTION to enforce UN Sanctions against Haiti.

In 1995, Rear Admiral Bishop attended a yearlong warfare course for future Operation Room Officers, after which he was promoted to the rank of Lieutenant-Commander and posted to HMCS VANCOUVER as the ship's Combat Officer. In 1998, he was assigned similar duties at Sea Training Pacific.

In 2000, he was appointed Executive Officer in HMCS



ATHABASKAN. After being promoted to the rank of Commander in 2003 and completing a tour of duty in National Defence Headquarters, he was selected to command the frigate, HMCS HALIFAX in 2005. HALIFAX deployed with NATO's Standing Naval Maritime Group One and participated in OPERATION ACTIVE ENDEAVOUR, NATO's maritime contribution to the campaign against terrorism.

In 2011, he deployed on OPERATION UNIFIED PROTECTOR as the Chief of Current Operations in the Combined Joint Task Force Headquarters to enforce NATO's no-fly-zone and embargo against Libya.

His most recent command appointments have been Commander Maritime Operations Group Five, Commander Canadian Fleet Pacific, and Commander Canadian Fleet Atlantic.

Over his career, Rear Admiral Bishop has worked in many staff appointments, including: member of the Chief of Defence Staff's capability action teams; Director of Transformation and Strategic Planning for the Chief of Force Development; Special Advisor to the Chief of Defence Staff; Director of Operations with the Strategic Joint Staff and, more recently, Director General International Security Policy.

Rear Admiral Bishop holds a Master's Degree in Business Administration and is a graduate of the US Navy's War College. He was appointed an Officer of Order of Military Merit in 2011.

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Robert Kelly, Mayor Drew Dilkens, Dann Bouzide, John Nayduk CD, Doug Hedge, Tony Mancinone, Matt Pritchard, Nick Marucio



Premier of Ontario - Première ministre de l'Ontario

November 2016

A PERSONAL MESSAGE FROM THE PREMIER

On behalf of the Government of Ontario, I am honoured to extend warm greetings to everyone reading *Canada in World Wars* — the 2016–17 Veterans Day Magazine.

I want to thank the Windsor Historical Society - Veterans Memories Project for its dedication to recognizing the service and sacrifice of Canada's veterans. By publishing this magazine, which commemorates the 100th anniversary of the Battle of Vimy Ridge, as well as Canada's 150th anniversary, you provide us with an opportunity to remember, and express our deep gratitude to, those who gave their lives for freedom.

I want to take this opportunity to commend our servicemen and women — of yesterday, today and tomorrow — for continuing to protect our values and keep us safe through their dedication, courage and sacrifice.

Please accept my thanks and congratulations on the publication of this important and meaningful resource.

Kathleen Wynne
Premier



Windsor Historical Society ~ Veterans Memories Project

200 VETERANS wth 200 STUDENTS

MISSION STATEMENT

Our goal is to educate today's youth to help them understand the sacrifices made by our Veterans so that future generations may continue to enjoy the freedoms we enjoy today.

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Windsor's Forgotten War: The U.S Civil War and How it Shaped Our History. By Matthew J. Pritchard

The United States of America's Civil War was a conflict that lasted from 1861 to 1865, that would eventually lead to abolishment of slavery in the U.S. South. It is estimated that 35,000 to 55,000 subjects of British North America (Canadians) served with the Northern Army. Historians argue that only a few hundred Canadians served for the South. Being situated on the border, Essex County was one of the first major safe stops for Runaway slaves, escaping from the Southern plantations. What is often overlooked is how the U.S. Civil War shaped the early industries of the Windsor region, as it helped grow the empire of Hiram Walker, the local grain farming industry, and later left an industrialized Walkerville that was the perfect place for Henry Ford to bring the Auto Industry into Canada.

Windsor Ontario has been greatly affected by a wide array of wars and conflicts that have transpired over the last 200 years. Essex County was a hotbed of activity during the War of 1812, including Rivard Canard being the place of the first conflict, U.S. General Hull landing at what is now the Hiram Walker offices, and British Troops using the Francois Baby homestead (now part of Museum Windsor) to capture Fort Detroit. Windsor citizens volunteered in great numbers to enlist during the World Wars and the city's industrial might helped keep the Allied war machine armed and supplied during the world's darkest hours. In modern times Windsor has produced Peacekeepers, Cold War warriors and heroes who served in Afghanistan. But we tend to overlook the one war that helped to shape Windsor's local industry since 1861.

A common misconception made by historians is when the United States Congress passed the Volstead Act in 1920, making the sale and production of alcohol illegal in the United States, it made way for the birth of the popularity of Windsor's local distillery industry. After America stopped liquor production, areas such as Walkerville made a lot of money selling alcohol to bootleggers and rum runners who smuggled the now illegal contraband into the United States. This kept the town of Walkerville afloat and financially stable throughout most of the 1920s and later on throughout the Great Depression. The town was doing so well it did not want to join the other border cities to form the City of Windsor in 1935 when the province of Ontario forced amalgamation. Walkerville had money in the bank, while the towns of Riverside, Windsor, Sandwich and Ford City were financially strapped because of the effects of the Great Depression. But by the time the Volstead Act was passed in 1920, Walkerville, and Canadian Club founder Hiram Walker, had already been dead for over twenty years (1899).

Born on July 4, 1816 in East Douglas, Massachusetts, Hiram Walker moved to Detroit in 1838 to find employment as a grocery store clerk. After arriving in Detroit, Walker worked in various dry good stores as a clerk and he briefly opened his own store which failed. After a few years in the leather and tanning industry he returned to the grocery business in 1846. At that time he began to distill his own vinegar, which quickly blossomed into a prosperous business in the Detroit area. During this time Walker was also heavily involved in the grain industry and, since 1849, distilled his own brand of alcohol.

Walker sold his vinegar business by the late 1850s and with the nearly \$40,000 he had saved purchased more land in Detroit and a large piece of land across the Detroit River which would eventually become Walkerville. Due to cheap Canadian land, Southern Ontario's prime wheat growing soil and a law preventing him from distilling liquor in Detroit, Walker saw Canada as a way

to establish a more stable distillery empire. In 1855 a law passed by the Michigan State legislature limited the sale of liquor to druggists for medicinal purposes meant that Walker could no longer distill or sell whisky in Detroit. His first batch of Canadian whisky was distilled in Sandwich East (Walkerville) in 1858 and his business took off from there.

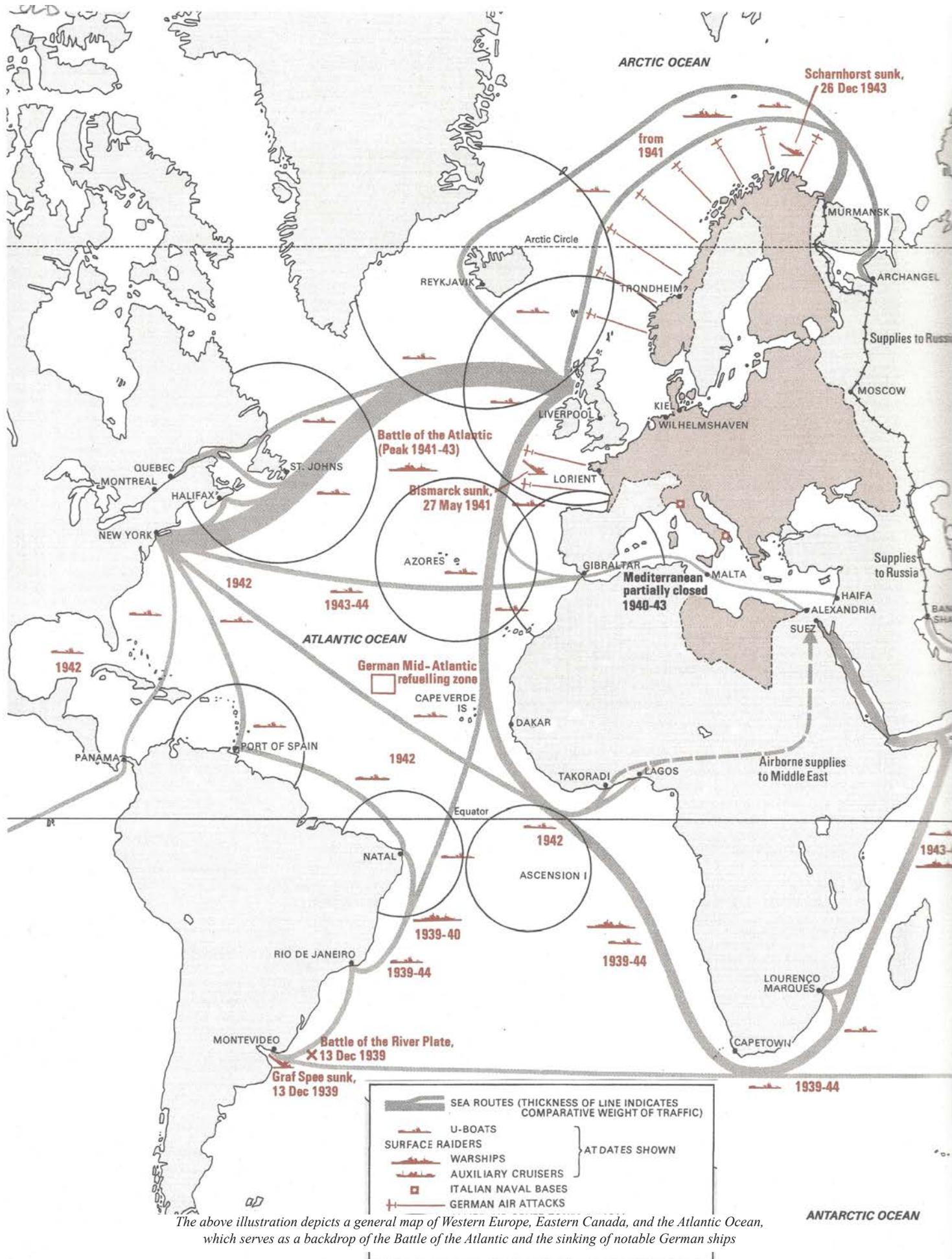
Walkerville grew fast, as Walker built a town hall, post office, fire hall, railroad, multiple farming industries, homes for his workers, churches and he even paved the streets at his wife Mary's request. Walker was able to build his company town at such a fast pace, because he was selling his whisky to soldiers of the U.S. Civil War. Because both the U.S. Southern Confederacy and the U.S. Northern Union industries were focused on winning the war, there was a great need for alcohol to be supplied to the soldiers. Walker



took advantage of this and soon both Walker's whisky and flour were being sold to both the North and to the South. Each year during the war, Walkerville grew in order to meet the demands of the thirsty soldiers. If it was not for the great demand, Walkerville would not have grown as quickly or become the heart of the Canadian Whisky Empire. Hiram Walker continued to expand the South Western Ontario grain farming industry and built his railroad to haul crops back to his production facilities. The Civil War quickly industrialized the town Walkerville, which made it the perfect place to play birth to Canadian Automotive Industry.

Businessman Gordon McGregor (the town of McGregor is named after his father William) made a deal with industrialist Henry Ford to import part of his newly formed Ford Motor Company's production into Canada. Hiram Walker provided financial support for the building of the Milne-Walker Wagons shop, which was located on Drouillard Road. Already in charge of the renamed Walker Wagon Works since 1902, McGregor was also looking for a way to bring his company into the new "horseless carriage" era. The end result of the discussions held between Ford and McGregor was the creation of the Ford Motor Company of Canada in 1904. McGregor would build Ford automobiles on the Canadian side of the Detroit River, in turn lowering the duty charges that Ford would have to pay throughout the British Commonwealth. This allowed Ford to become the first of the "Big Three" automakers to break into the Canadian market and was the first step into turning Windsor Ontario into Canada's automotive capital.

The U.S. Civil War ended, leaving a long lasting impact on the economy and industry of Windsor Ontario. It was a catalyst in the growth and industrialization of Walkerville. It gave Hiram Walker the capital to increase local grain production and to construct industrial shops like the Walkerville Wagon Factory. Industrialists such as Henry Ford were attracted to Walkerville's commercial buildings and paved roads. This put Walkerville and later the City of Windsor at the forefront of industrial expansion, all thanks to the town that was built by selling whisky and grain during the U.S. Civil War.



The above illustration depicts a general map of Western Europe, Eastern Canada, and the Atlantic Ocean, which serves as a backdrop of the Battle of the Atlantic and the sinking of notable German ships



Battle of the Atlantic and Coastal Defense

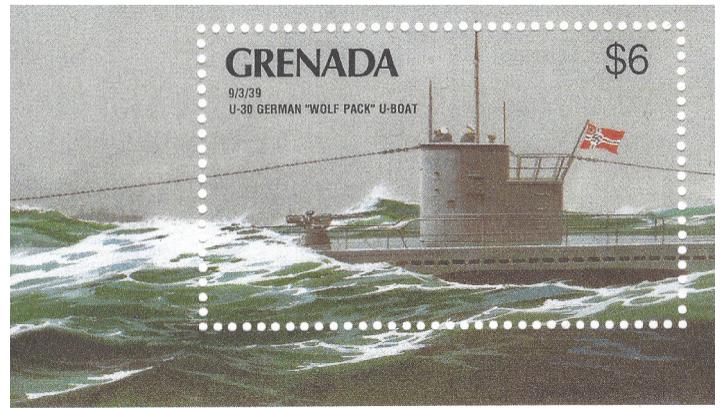
(Introduction — 1935 to August 1939)

by Tony Mancinone

When the Treaty of Versailles was signed after World War I, Germany was blamed for having caused the great conflict. The Treaty imposed steep reparation payments on Germany to Allied countries, especially France. From 1921 to 1923, the German economy collapsed as a result of hyperinflation and a high unemployment rate. Amid Germany's downfall, the Nazi Party (National Socialist German Workers' Party—NSDAP), led by Adolph Hitler, took power and made significant changes. In 1933, Hitler began rebuilding the national army — especially in underground factories in Czechoslovakia, operated mainly by German people.

In 1935, Hitler sent his army into the Saar Valley (a river running through northeastern France and western Germany). As part of reparation payments, France had taken the Valley. By 1938, Germany's strength caused political instability in Austria. In that same year, Germany incorporated Austria into its country. Hitler then influenced Slovakia to withdraw from a union with Czechoslovakia and become a fascist state. Later, he took over parts of Czechoslovakia (a forced takeover of the whole country happened in 1939) and occupied the Free State of Danzig as well as Memel, which had become part of Lithuania.

Despite these actions, Hitler had made peace treaties with most European States. On September 1, 1939, that changed. Germany invaded Western Poland (and by secret agreement, the Soviet Union invaded eastern Poland). France, England and their Allies immediately declared war on Germany and World War II began. Hitler's plan was to occupy non-Allied countries of Europe and starve England of supplies and force her to join Germany.



U-boats refer to military submarines used by the Germans in means of commerce raiding and naval warfare

The Battle of the Atlantic was the longest, most extensive fight of WWII. It took place across the Atlantic Ocean, Arctic Ocean, northern parts of the Soviet Union, North Sea, Baltic Sea, Mediterranean Sea, West Coast of southern Africa, and Canadian waters (including the Gulf of St. Lawrence and the St. Lawrence River). The circles on the maps indicate the area in the North Atlantic covered by aircraft in the first few years of WWII. Areas that were not covered were called the “Atlantic Gap” or the “Black Pit”.

The Call to Arms

(September 3, 1939 to May 1940)

Combatants in the Battle of the Atlantic did not waste time getting started. Two days after Germany invaded Poland, German U-boat U-30 torpedoed RMS Athenia, a passenger liner that had left Glasgow, Scotland, on its way to Montreal. U-30's captain alleged that the Athenia was an armed merchant ship, but instead his attack killed 118 innocent civilians (including four Canadians).

Germany concentrated on the use of U-boats (submarines), battleships and other warships. The Germans made six failed attempts to develop operable aircraft carriers; three battlecruisers were also planned but never completed. Early in WWII, U-boats preferred to make surface attacks but were vulnerable when they charged their batteries on the surface. While under attack, it took them just 30 seconds to dive below the waves.

Canada quickly supported Britain and declared war on September 10. At the outbreak of WWII, however, the Royal Canadian Navy (RCN) had only six River-class destroyers (HMCS Fraser, Ottawa, Restigouche, Saguenay, St. Laurent and Skeena), five minesweepers and two small training vessels. RCN bases were in Halifax and Victoria with a total of 145 officers and 1,674 men. On September 16, the port of Halifax sent its first convoy of 18 merchant ships to deliver supplies to Britain. Cruisers HMS Berwick and York, Canadian destroyers HMCS St. Laurent and Saguenay, and aircraft transported the first convoy as far as possible. The main aircraft used in convoy escort and coastal defense were the Consolidated PBY Catalina and the Lockheed A-29 Hudson. For the first few years of the

war, U-boats waited for merchant ships to approach Britain before attempting to sink them. The United States and the rest of the Americas were neutral, so U-boats did not venture near their coast for fear of triggering them to enter the war on the side of the Allies.

On September 27, aircraft carrier Her Majesty's Ship (HMS) Courageous was sunk by U-29 and 518 people died. Two and a half weeks later, U-47 sunk the battleship HMS Royal Oak, which killed 833 of 1,234-person crew.

On the positive side, British warships from the Falkland Islands engaged the German "pocket battleship" Graf Spee at the Battle of the River Plate on December 13, 1939. The damaged Spee sought repairs in Uruguay, but was refused and its captain had to intentionally sink the ship to avoid being captured.

The U.S. decided to support Britain and France, so it transferred 50 used destroyers in exchange for the use of eight air and naval bases — including those in Newfoundland, a colony of Britain at that time. The Canadian Navy then consisted of six Canadian destroyers, seven British destroyers, 21 corvette warships and a submarine. By the end of 1939, there had been 14 convoys with 410 ships and only three ships were lost. The early part of 1940 was also relatively safe for the Allies because many U-boats in the Baltic Sea were frozen in for the winter and then were needed for the invasion throughout Western Europe.

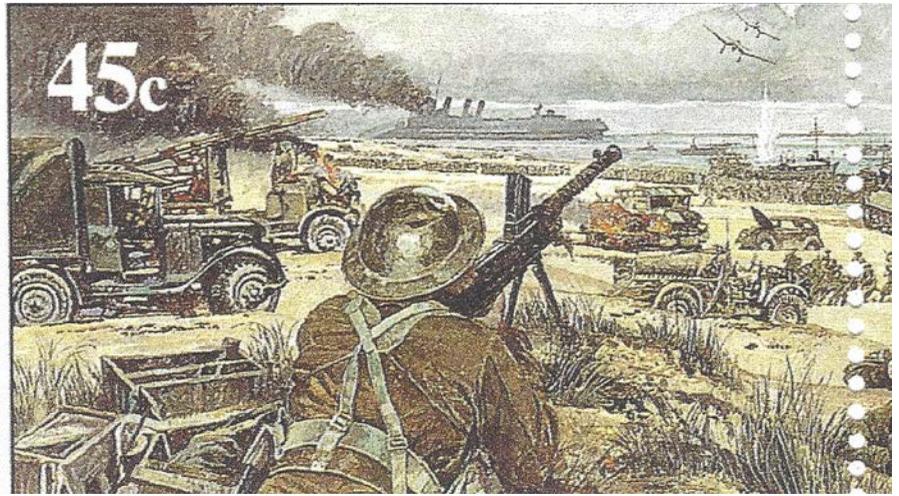
A Canadian merchant ship of 10,000 tonnes deadweight could carry enough food to feed 225,000 people for a week. Cargo also included clothing, fuel and war materials (guns, ammunition, uniforms, etc.). The British war effort required 1,000,000 tons of supplies per week. At the beginning of the war, Canada's merchant navy had only 38 ocean going merchant ships that averaged 6,000 tonnes with 1,450 sailors. British demands were so high that the RCN was forced to use 133 lake freighters for transport.

The War Intensifies

(April 1940 to March 1941)

The Nazis invaded Denmark on April 9, 1940, and then followed by in-

WORLD WAR II
Deliverance at Dunkirk 1940



A stamp rendition of the Evacuation of Dunkirk, where many soldiers mounted tanks and heavy artillery on Dunkirk to counteract German aerial bombardments

vading Norway, the Netherlands, Luxembourg and Belgium. Their assault eventually cornered the Allies on the beaches of Dunkirk, France. Six Canadian ships helped move 338,000 Allied troops off the beaches of Dunkirk from May 27 to June 4, but Canada lost the HMCS Fraser warship during the evacuation. Despite all who were saved, the Germans took more than a million prisoners. Squadron 242 of Canadian pilots served with the Royal Air Force, flying Hawker Hurricanes. The Squadron took part in the Battle of France led by British officer Douglas Bader.

British troops had gone to Narvik, Norway, anticipating that the Nazis would land there to protect their Baltic Sea route. Land and naval battles occurred until the evacuation of Narvik took place from June 4-8. The Battle of Britain followed on July 10 but was mostly an air war with ships involved only in rescuing downed pilots. Canadians took part in this battle and lost more than 20 of the 87 pilots.

Beginning in September 1940, the Germans changed their strategy from independent attacks to coordinated attacks in 'wolf packs'. The Germans had deciphered the British Merchant Marine Code Book and the U-boats enjoyed what they called "Happy Time," when more than 270 Allied ships were sunk. At that time, U-boats were sinking 227,000 tonnes of shipping each month. In addition, land-based bombers such as the Focke-Wulf 200 Kondor sank 330,000 tonnes of shipping in early 1941. The

200 Kondor was a four-engine, five-man maritime patrol airplane with a speed of 224 miles (360 kilometres) per hour and a cruising range of 2,212 miles (3,560 kilometres). It was armed with one cannon, four machine guns and bombs. Thirty-two Italian submarines supported the U-boats and sank 109 ships.

In May 1941, the British captured U-110 with an intact Enigma coding machine. That allowed them to intercept radio communications and anticipate upcoming attacks. Britain expanded its ports by building one in St. John's, Newfoundland. The new Newfoundland Escort Force, commanded by Commodore Leonard Warren Murray, serviced the ships that travelled from Halifax to Iceland and on their return. The ASDIC (Anti-Submarine Detection Investigation Committee), a form of sonar that could detect submarines only when submerged, was replaced by the new HF/DF, (High Frequency/Direction Finding) radar permitting the Allies to detect the 'wolf packs' on the surface by their radio communications.

Continued Restricted Submarine Warfare

(April 1941 to December 1941)

Under the Destroyers for Bases program, the United States Army Air Force (USAAF) built both a deep-water port and an airbase near St. Stephenville, Newfoundland that became a supply route to Britain. It gave Britain 50 old destroyers in return, seven of which were transferred to convoy duty by Canada.

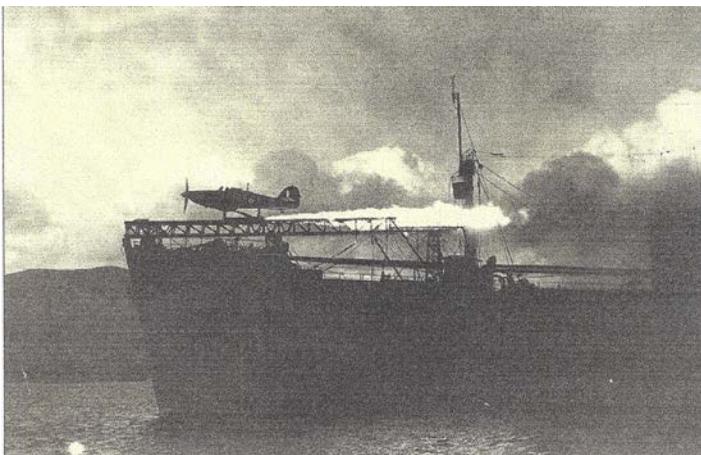
The German super battleship Bismarck and escorts sailed into the North Atlantic in May 1941 to intercept and destroy Allied vessels. Britain sent warships to destroy the enemy convoy. Bismarck sunk the battleship HMS Hood on May 24 and only three members of Hood's 1,418-person crew survived. On May 26, an RAF Catalina spotted the Bismarck and a torpedo bomber damaged its rudder. That allowed Fairey Swordfish bi-planes from the HMS Ark Royal to sink the Bismarck the next day.

U.S. merchant ships sailed with the convoys protected by American warships, even though the U.S. was still neutral at that point. On October 31, 1941, German U-boat U-562 sank the destroyer USS Reuben James. With the Nazi invasion of the Soviet Union in June 1941, the Soviets asked Britain for help. Britain sent supply ships on the Murmansk Run into the Arctic Ocean north of Norway, Sweden and Finland to deliver aid (some of which came from Canada and the U.S.). On December 7, 1941, Japan, an ally of the Nazis, bombed Pearl Harbor and triggered the U.S. to enter the war. It was at that point that the Battle of the Atlantic exploded in size — both in number of convoys and perils.

Unrestricted Submarine Warfare (January 1942 to July 1942)

By 1942, most convoys were accompanied by escort warships. Canada built as many as 120 Flower-class corvette warships that were fast and lightly armed. With the sudden entry of the U.S. into WWII, the Nazis engaged in unrestricted submarine warfare. Previously the Nazis had allowed crews of intercepted ships of a neutral country to evacuate before their ship was torpedoed. U-boats altered their approach and ruthlessly attacked along the West Coast of the U.S., the Caribbean Sea, the Gulf of Mexico and Central/South America. Shipping losses doubled in tonnage, plus the supplies and crews. Wolf packs sank 400 ships for a loss of only seven U-boats in this period. The Treaty of Versailles had outlawed unrestricted warfare, so the Allies had not adequately prepared for it.

The Allies invented a new type of merchant ship that catapulted the Hawker Hurricane (nicknamed "Hurricats") to attack enemy U-boats that were wreaking havoc on convoys. To counter, the Germans introduced a new code system that the Allies could not interpret until October.



Dramatic rocket-sled take-off by an early Sea Hurricane. Launched from a ship without a flight deck, the pilot had to find land or ditch.

On the night of May 11, the war entered Canadian waters. The freighter Nicoya was torpedoed followed by Leto several hours later. By early October, seven U-boats had sunk 19 merchant ships and two escorts in the St. Lawrence. On October 14, the ferry Caribou sank and 136 of the 237 people on board died. These actions forced partial closure of the Gulf and reduced shipments from the Port of Montreal, which cut supply transport from Canada to the Allies by 25 percent.

In June 1942, the British twin-engine bomber Vickers Wellington began patrols using Leigh Lights. These were powerful, 24-inch (610-millimeter) carbon arc searchlights that turned on as the bomber approached an unsuspecting U-boat. The Germans countered by introducing acoustic torpedoes, which found their targets by ships' noise.

The Murmansk Run, in which convoys crossed through the northern parts of the Arctic Ocean to head to ports in the Soviet Union, was dangerous and costly for the Allies. On June 27, Convoy PQ17 left Iceland to bring supplies to Archangel, Russia. Escort warships were fooled into leaving the convoy to engage German naval forces. Meanwhile, U-boats and aircraft attacked the convoy and sank 24 of its 35 merchant ships. In total, the Murmansk Run cost Allies 85 merchant ships and 16 warships, while the Nazis lost four warships and 30 U-boats.

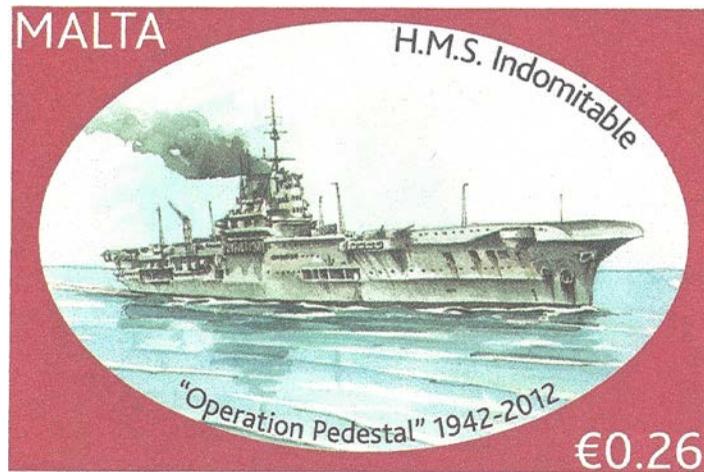
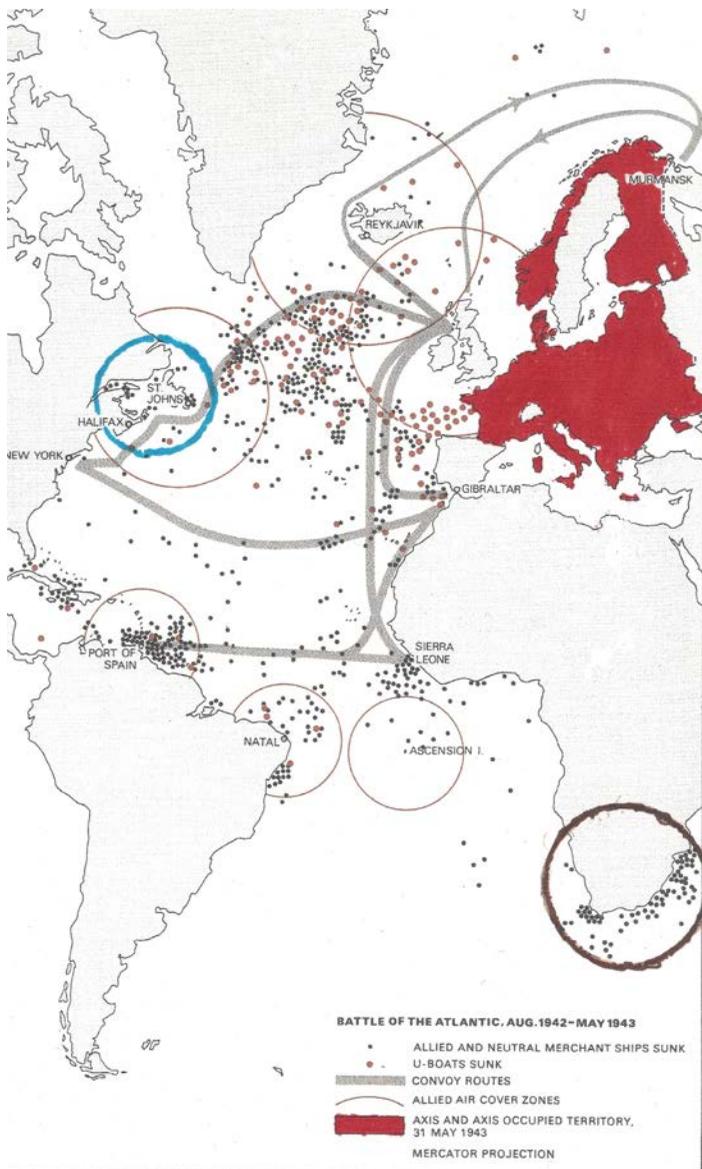
The Women's Royal Naval Service (WRNS, pronounced "Wrens") was established in July 1942 and trained on the HMCS Conestoga in Galt, Ontario. The Royal Canadian Air Force (RCAF) Command East downed U-696 on March 1 using the Lockheed A-29 Hudson. The Grumman TBM Avenger and Lockheed PV-1 Ventura later replaced the Hudson as submarine hunters.

The Allies Begin Offensives (August 1942 to May 1943)

Britain and the U.S. had agreed with the Soviets to begin a new front to relieve pressure by the Axis Powers (countries allied with Germany, most significantly Italy and Japan) on the Soviet Union. The Allies concluded that a direct invasion on German-occupied France was too difficult at the time. Accordingly, they tested the German defenses by the Raid on Dieppe and concluded that the war in North Africa had to be won, followed by Sicily and the Italian Mainland before an invasion of France was feasible.

In the disastrous Raid on Dieppe on August 19, 1942, nearly 5,000 of the 6,100 Allied troops were Canadian, including the 2nd Canadian Infantry Division. But while the RCAF did provide some air cover, there is no indication that the Canadian Navy had a direct role in the Raid (although Canadian sailors may have been part of the Royal Navy). The regiments that took part in the raid were the Essex Scottish, Royal Hamilton Light Infantry, Royal Regiment of Canada, South Saskatchewan, Cameron Highlanders, Calgary Highlanders, Montreal Fusiliers and Royal Highlanders of Canada (Black Watch). The difficulties encountered at Dieppe helped develop new weapons that were later used in Operation Torch and D-Day.

On an escort mission in August 1942, HMCS Sackville damaged at least three U-boats and allowed 39 of 41 merchant



H.M.S. Indomitable, as seen, in transit to Malta under Operation Pedestal

had air superiority through much of 1942, with 285 bombers and 304 fighters.

At the end of this battle, the Allies lost between 350 to 550 troops. A single aircraft carrier, two light cruisers, one destroyer, and nine merchant ships. One aircraft carrier, two light cruisers, three merchant ships, and 34 aircraft were damaged. On the other hand, the Axis lost an estimated 100 troops. Roughly two submarines and 50 aircraft was destroyed, and one heavy cruiser, light cruiser, and submarine were left damaged.

The RAF and Royal Navy depleted the Axis supplies and resources, which led to an Axis loss at the Second Battle of El Alamein on November 4, 1942 and forced it to make a hasty retreat across North Africa pursued by British General Bernard Montgomery's powerful Eighth Army.

The second phase of clearing the Axis from North Africa, called Operation Torch, occurred on November 8 when American and British forces invaded Northwest Africa along with help from the RCAF and RCN. Canada lost HMCS Louisburg and Weyburn in the Mediterranean during the invasion. The British Eighth Army chased Rommel westward, while Torch forces fought eastward and trapped the Axis in Tunisia and forced their surrender in May 1943. The victory propelled the third phase to begin with the invasion of Sicily on July 10 and the Italian Mainland on September 3 to begin the Italian Campaign.

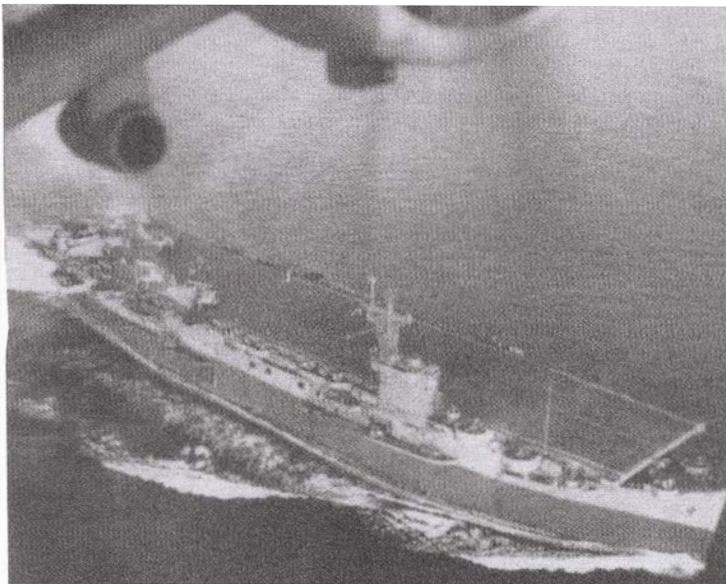
With North Africa under siege beginning in mid-1941, the Suez Canal could not be used and supply ships from India, Australia and British Colonies had to go around the Cape of Good Hope in South Africa. Many ships were lost on the long journey. The trip from India to Britain travelling around South Africa was three months, versus what would have normally been a three-week trip through the Suez Canal.

The Battle of the Atlantic Turns Positive: Allies Gain Supremacy over the U-boats

In 1943, the Allies had significant ups and downs. By the fall of 1942, Germany had more than 300 U-boats available for service. In November of that year, 119 Allied ships were lost. The Allies responded to the heavy losses. By late 1942, they had

ships to reach safety. By the end of WWII, U-boats had sunk 23 merchant ships and three warships in Canadian waters. Later on in the war, the RCAF Coastal Command West began using British multi-role combat aircraft de Havilland Mosquito, which operated from Banff, Alberta.

The Canadian Navy and Canadian pilots such as George "Buzz" Beurling and Robert Wendell "Buck" McNair started flying Supermarine Spitfires Mk V's to help destroy the supplies of General/Field Marshal Erwin Rommel's Afrika Korps (German forces in Africa in the North African Campaign) during the Battle of Malta that began on June 11, 1940. The Spitfires became critical in April 1942 when the Axis seemed poised to win in North Africa. Between August 3-15 of 1942, the objective of Operation Pedestal was to deliver supplies, especially oil, to Malta. The magnitude and importance of the conflict is best shown by the composition of forces on each side. The Allies had four aircraft carriers, two battleships, seven light cruisers and 32 destroyers: all of which are used to escort 14 merchant ships, 74 fighters (and most of them were Supermarine Spitfires Mk V), and 28 torpedo bombers. The Axis had a variety of vessels: three heavy cruisers, three light cruisers, 15 motor torpedo boats, and 11 submarines. Moreover, the Axis



Above: Bogue's war service was in anti-submarine warfare in the Atlantic. Seen here from a patrol aircraft, she is in Measure 22 camouflage. Note how the small island is completely outboard of the flight deck edge, so that it appears deeper from the starboard than it does from port.

altered their warships with the Hedgehog submarine spigot mortar that fired contact-fused bombs ahead of the firing ship while the target was still within the ASDIC beam (radar used to detect submarines). The Squid Gun and Limbo System, both of which were designed to launch multiple depth charges, later replaced these technologies. A new generation of fighters had more power and longer range. As the four-engine bombers came into use for bombing raids in Germany, many of the twin-engine ones were relegated to Coastal Command and anti-submarine duty. In February, the USS Bogue entered service as a sub-hunting escort carrier and others followed.

Despite the new weapons, March 1943 was the peak of nautical warfare for the Axis in the Battle of the Atlantic. The Axis sank 108 ships at a cost of only 12 U-boats. These disastrous losses led to Canadian Rear-Admiral Leonard Warren Murray being assigned complete charge of all trade convoys in the northern route. The turning point in the Battle of the Atlantic was near. In April, 39 ships were lost versus 15 U-boats. In early May, Convoy ONS 5 left Cape Breton Island on its way to Europe. The convoy, including 43 merchantmen and an escort of 16 warships, was attacked by 30 U-boats. Although 13 merchant ships were lost, six U-boats were sunk by the escorts and Allied aircraft. Two weeks later, Convoy SC 130 with 37 merchant ships destroyed five U-boats and took no Allied losses.

In May, the total losses were 34 merchant ships and 41 U-boats. Grand Admiral Karl Dönitz announced in late May, "We have lost the Battle of the Atlantic", and withdrew many of the U-boats for defense in home waters and to bring supplies to German battlefields. This battle changed as newer aircraft with longer range, such as the Consolidated B-24 Liberator, began to escort the convoys and reduce the "Black Pit" area.

From March to May in 1943, American forces freed the Island of Attu, Alaska, that had been occupied by the Japanese as a ruse prior to the invasion of Midway Island in June 1942.

In August 1943, a force including the 1st Special Service Force (which included Canadians) went to relieve Kiska only to find the Japanese had deserted it.

Elsewhere the Siege of Stalingrad ended in late January 1943 and the Soviets began pushing the Axis out of the Soviet Union. The North African Campaign ended in May 1943 and allowed the invasion of Sicily and the Italian Mainland. Meanwhile, the Guadalcanal Campaign began in August 1942 and was successful by February 1943. That started the expansion of Allied Offensives in the Central Pacific.

The Beginning of the End (June 1943 to May 1945)

Grumman F4F Wildcats (American fighter aircraft) from the USS Bogue sank U-217 on June 5 and U-118 off the Canary Islands on June 12. A study of the map indicates that after May 1943, the number of U-boats sunk (red dots) was significantly greater than that of sunken merchant ships and warships (black dots).

The Battles of the North Sea and Arctic Ocean continued. On December 26, 1943, at the Battle of the North Cape, the battleship HMS Duke of York — while protecting ships on the Murmansk Run — sank the lone German battleship Scharnhorst (the Scharnhorst's escort, battleship Gneisenau, was put out of action on February 26, 1942). This battle showed the sparse warships available to the German Navy at that time. Other older battleships that saw little action were sunk later in the war. The U-boats began to be fitted with a submarine snorkel, which allowed them to operate submerged while still taking in air from the surface. Diesel-electric submarines needed air to run their engines, so they carried large batteries for submerged operations. The need to recharge the batteries limited the endurance of the submerged submarines and required them to surface regularly for extended periods — leaving them vulnerable to detection and attack.

All of the Canadian forces participated on D-Day, which was the Allied invasion of Normandy, France. HMCS Athabaskan, Regina, Alberni and Trentonian were lost in 1944 during Operation Neptune and cross-channel escort duty following D-Day.

On June 24, 1944, on sea patrol near the Faroe Islands in the North Atlantic, Lieutenant David Hornell's aircraft was at-



HMS Duke of York, one of the Royal Navy ships, was involved in the sinking of the Scharnhorst during WWII

tacked and badly damaged by the German U-boat U-1225. Nevertheless, Hornell and his crew succeeded in sinking the submarine. He then managed to bring his burning aircraft down on the heavy swell. There was only one serviceable dinghy, which could not hold all the crew, so they took turns in the cold water. By the time the survivors were rescued 21 hours later, Hornell was blinded and weak from exposure to cold. He died shortly after being picked up. He became the first Canadian airman to receive a Victoria Cross in WWII.

Avro Lancaster bombers sank the German battleship *Tirpitz*, sister of the *Bismarck*, on November 12 with the use of 12,000-pound (5,400 kilogram) bombs at its dock in Norway. It had previously been attacked many times.

November brought the start of the Japanese “Fu-Go Weapon” (balloon fire bomb) offensive against Canada and the U.S. with balloons carried by jet stream. Between November 1944 and April 1945, Japan launched more than 9,300 fire balloons. About 300 were found or observed in North America and they killed six people while causing a small amount of damage.

But the Battle of the Atlantic was not over in 1943 other than the few items mentioned above. In March of 1945 the German navy had 463 U-boats on patrol, compared to 37 in 1939. They continued to sink many Allied ships. In fact, a stealthy snorkel U-boat sank the minesweeper HMCS *Esquimalt* just off the entrance to Halifax Harbour on April 16, 1945. The last Allied ships lost were the merchant ship *Avondale Park* and the minesweeper NYMS 382, both torpedoed on May 7, 1945, just one day before the war ended.

Battle of the Atlantic and Coastal Defense

(Summary and Conclusion—All Allies)

The Battle of the Atlantic was the longest running battle of World War II. It lasted from September 3, 1939 to the victory in Europe on May 8-9, 1945. The Battle was at its height from mid-1940 to the end of 1943, peaking from March to May of 1943. After mid-1943, the superior technology, newer ships and more powerful airplanes devastated U-boats, sinking 681 of the roughly 1,100 vessels produced. In total, more than 780 U-boats were sunk. The casualty rate among the 40,000 German Navy personnel was 70 percent. The Germans intentionally sank 200 of their own U-boats and surrendered another 174 U-boats at the end of the war.

Total losses to the Allies were 36,200 sailors, 36,000 merchant seamen, 3,500 merchant ships and 175 warships. Of the losses, 57 percent were in the North Atlantic and another 16 percent were in either the United Kingdom waters, the North Sea or the Baltic Sea.

By the end of the Battle of the Atlantic, the RCN was the primary navy in the northwest sector of the Atlantic Ocean. Under the command of Rear Admiral Leonard Warren Murray, the RCN was responsible for the safe escort of innumerable convoys and the destruction of many U-boats. The Northwest Atlantic Theatre was the only theatre not under command of either a Brit or an American during the entire war.

Murray later wrote of the Battle of the Atlantic: “The toll in human life was mounting steadily... Seamen whose vessels were hit hard had only a 50% chance of survival. Death by explosion or fire or scalding steam or by drowning in the malevolent grey waters as a ship was sucked under. Hardest of all, floundering men from fatally hit vessels frequently had to be left behind so as not to make sitting ducks of the ships still under way...stricken vessels limped back to port, their open wounds slicking the sea with oil”.

Battle of the Atlantic and Coastal Defense

(Summary and Conclusion — Canada)

The RCN expanded substantially during and after WWII. Its larger vessels were transferred or purchased from the U.S. and British navies (many through the Destroyers for Bases Agreement), while its smaller vessels such as corvettes and frigates were constructed in Canada. By the end of the conflict, Canada had the third-largest Allied navy in the world, (behind the United States and the United Kingdom) with 100,000 men, 6,500 women and 471 warships, despite having only two ships larger than destroyers: the light cruisers HMCS *Uganda* and HMCS *Ontario*.

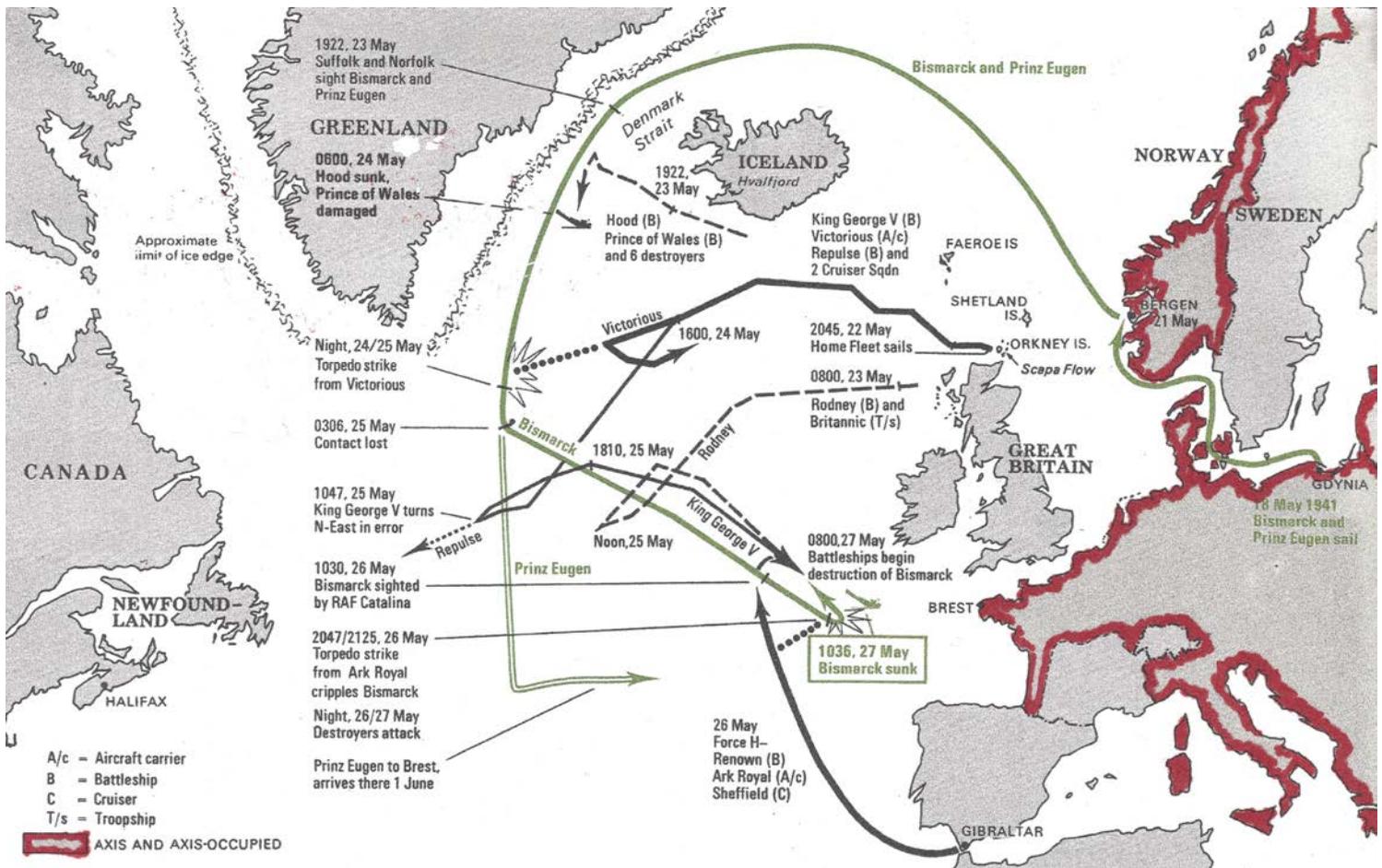
At the end of the Battle of the Atlantic, Canadian ships (either alone or in conjunction with other ships and planes) sank a total of 27 U-boats and either sank or captured 42 Axis surface ships. But the real victory was not so much in the statistics of battle, as in the successful completion of 25,343 merchant ship crossings. They carried more than 180 million tons of cargo and a significant proportion of the Canadian and U.S. soldiers for the eventual victory in Europe and their return home.

In addition to losses mentioned previously, eight ships were sunk protecting Canadian coastal waters: *Bras d'Or*, *Chedabucto*, *Clayoquot* and *Esquimalt* (minesweepers), *Otter* and *Raccoon* (armed yachts), and *Charlottetown* and *Shawinigan* (corvettes). Nine other ships were lost on the Atlantic as part of the escort duty: *Margaree*, *Levis*, *Windflower*, *Spikenard*, *Ottawa*, *St. Croix*, *Valleyfield*, *Guysborough* (on loan to the RCN from the RN), and *Skeena*.

At the end of 1944, some RCN ships were deployed with the British Pacific Fleet, joining the many Canadian personnel already serving with the Royal Navy and the US Army Air Force in the Pacific War.

Canadian personnel losses were 1,600 merchant seamen, 2,000 members of the Canadian Navy and 752 members of the Royal Canadian Air Force who died in maritime operations. The Canadian merchant fleet lost 72 ships during the war. It has been estimated that 88 percent of the casualties suffered by Canadian merchant seaman had occurred by the end of 1942.

Much is written of the exploits of the armies and some is written about the air forces in WWII, but very little is said of the sacrifice of the navy to take troops and war materiel to the battlefields without which the armies would quickly have been defeated. Others that do not get much credit are the men and women of many companies that built more than 400 merchant ships, 281 escort ships (destroyers, corvettes and frigates), 206 minesweepers, 254 tugs and 3,302 landing craft; the farmers



Colored lines indicate the movement of the ships: the green pathway represents the German ships *Bismarck* and *Prinz Eugen*, whereas the black represents some of the Royal Navy ships, such as the *HMS Hood*, *Prince of Wales*, and *King George V*.

that produced the food and other industries that produced all the materials needed for the war effort.

The Sinking of the *Bismarck* (May 27, 1941)

Bismarck and her sister ship *Tirpitz* were the largest battleships ever built by Germany, and two of the largest built by any European power. The *Bismarck* displaced 41,700 tons by itself and 50,300 tons fully loaded. It had a maximum speed of 30.01 knots (55.58 kilometres, or 34.53 miles) per hour on speed trials. The ship had a cruising range of 8,870 nautical miles (16,430 kilometres or 10,210 miles). The *Bismarck* was equipped with three “FuMO 23” search radar sets and carried four Arado Ar 196 flying boats to be launched by catapult. It had anti-aircraft guns of varying lengths: eight of 38-centimetre, twelve of 15-cm, sixteen of 10.5-cm and twelve of 2-cm.

The Japanese battleships *Yamato* and *Musashi* were the largest WWII battleships at 71,660 tons and 74,000 tons, respectively. The British *HMS Hood* displaced 47,430 tons and the USS *Iowa* displaced 45,000 tons while the later built USS *Missouri* displaced 40,820.

The *Bismarck* conducted only one offensive operation, in May of 1941, codenamed *Rheinübung*. The ship, along with the heavy cruiser *Prinz Eugen*, was to break into the North Atlantic and raid ships from North America taking supplies to Britain. At this time, German warships and U-boats did not venture near the coast of North America but only raided ships at

sea. On board the *Bismarck* were 80 prized sailors to take captured ships and supplies to German-held territory.

The First and Fatal Raid Begins

On August 24, 1940, the *Bismarck* was commissioned. After many trials, the ship loaded supplies from May 14-18, 1941, and departed May 19 with Captain Otto Ernst Lindemann and Admiral Günther Lütjens, Flottenchef (Fleet Chief) of the *Kriegsmarine*.

The two ships were detected several times off Scandinavia by the Swedish Navy, Air Force and a Supermarine Spitfire, all of which reported to the British. German aerial reconnaissance confirmed that one aircraft carrier, three battleships, and four cruisers remained at anchor in the main British naval base at Scapa Flow, which confirmed to Lütjens that the British appeared to be unaware of his operation. The following morning, radio-intercept officers on board *Prinz Eugen* picked up a signal ordering British reconnaissance aircraft to search for two battleships and three destroyers northbound off the Norwegian coast heading toward Bergen. Upon receiving this information, Admiral John Tovey ordered the battlecruiser *HMS Hood*, the newly commissioned battleship *HMS Prince of Wales*, and six destroyers to reinforce the pair of cruisers (*HMS Suffolk* and *HMS Norfolk*) patrolling the Denmark Strait. The rest of the Home Fleet was placed on high alert in Scapa Flow. Eighteen bombers were dispatched to attack the raiders, but weather over the fjord (a narrow inlet with steep sides or cliffs)



had worsened and they were unable to find the German warships.

By 4:00 a.m. on May 23, Lütjens ordered Bismarck and Prinz Eugen to increase speed to 27 knots (50 km/h or 31 mph) to make the dash through the Denmark Strait (located between Greenland and Iceland). Upon entering the Strait, both ships activated their FuMO radar detection equipment sets. The pair had reached a point north of Iceland. The ships were forced to zigzag to avoid drift ice. At 7:22 p.m., hydrophone and radar operators aboard the German warships detected the cruiser HMS Suffolk at a range of approximately 12,500 metres. Prinz Eugen's radio-intercept team decrypted the radio signals being sent by Suffolk and learned that their location had been reported.

At 8:30 p.m., the heavy cruiser HMS Norfolk joined Suffolk, but approached the German raiders too closely. Lütjens ordered his ships to engage the British cruiser; the Bismarck fired five salvos, three of which straddled Norfolk and rained shell splinters on her decks. The cruiser laid a smoke screen and fled into a fog bank, ending the brief engagement. The violent shock from the 38-cm guns firing disabled the Bismarck's FuMO 23 radar set. This prompted Lütjens to order Prinz Eugen to take station ahead so she could use her functioning radar to scout for the formation. At around 10:00 p.m., Lütjens ordered the Bismarck to make a 180-degree turn in

an effort to surprise the two heavy cruisers shadowing him. Although the Bismarck was visually obscured in a rainstorm, Suffolk's radar quickly detected the manoeuvre, allowing the cruiser to evade. British radar had a range of 35,000 metres. The cruisers remained on station throughout the night, continually relaying the location and bearing of the German ships.

The Battle of the Denmark Strait (Saturday, May 24)

At 5:45 a.m., German lookouts spotted smoke on the horizon. This turned out to be from Hood and Prince of Wales, under the command of Vice Admiral Lancelot Holland. Lütjens ordered his ships' crews to battle stations. By 5:52 a.m., the range had fallen to 26,000 metres and Hood opened fire, followed by Prince of Wales a minute later. Hood engaged Prinz Eugen, which the British thought to be Bismarck, while Prince of Wales fired on Bismarck. Adalbert Schneider, the first gunnery officer aboard the Bismarck, twice requested permission to return fire, but Lütjens hesitated. Lindemann intervened, muttering, "I will not let my ship be shot out from under my ass."

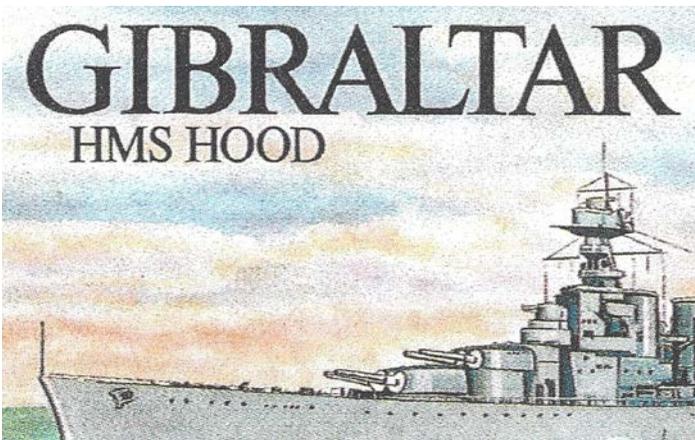
He demanded permission to fire from Lütjens, who relented, and at 5:55 a.m. ordered his ships to engage the British (the Prince of Wales went to the Far East where it was sunk, in late 1941,

near Singapore).

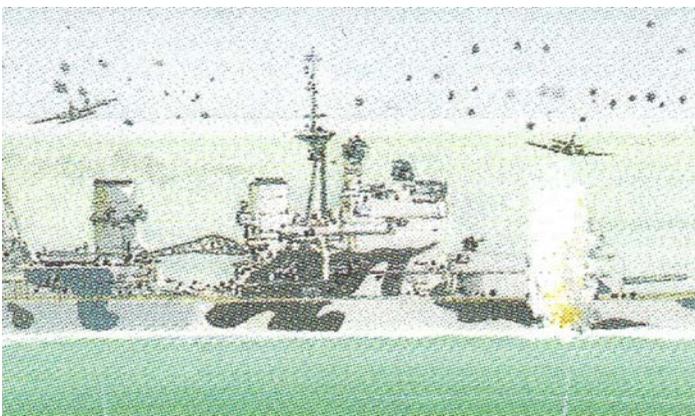
The British ships approached the German ships head on, which permitted them to use only their forward guns. On the other hand, Bismarck and Prinz Eugen were able to fire broadsides. Several minutes after opening fire, Holland ordered a 20-degree turn to port, which would allow his ships to also engage with their rear gun turrets. Both German ships concentrated their fire on Hood. After firing three four-gun salvos, Schneider had found the range to Hood; he immediately ordered rapid-fire salvos from Bismarck's eight 38-cm guns. He also ordered the ship's 15-cm secondary guns to engage Prince of Wales. Holland then ordered a second 20-degree turn to port, to bring his ships on a parallel course with Bismarck and Prinz Eugen. Lütjens ordered Prinz Eugen to shift fire and target Prince of Wales, to keep both of his opponents under fire. Within a few minutes, Prinz Eugen scored a pair of hits on the battleship that started a small fire.

At 6:00 a.m., Hood was completing the second turn to port when Bismarck's fifth salvo hit. Two of the shells landed short, striking the water close to the ship, but at least one of the 38-cm armour-piercing shells struck Hood and penetrated her thin deck armour. The shell reached Hood's rear ammunition magazine and detonated 112 tons of cordite propellant (a smokeless gunpowder). The massive explosion broke the back of the ship between the main mast and the rear funnel; the forward section continued to move forward briefly before the in-rushing water caused the bow to rise into the air at a steep angle. The stern also rose as water rushed into the ripped-open compartments. Schneider exclaimed, "He is sinking!" over the loudspeakers. In only eight minutes of firing, Hood had disappeared, along with 1,415 men, and only three survivors remained.

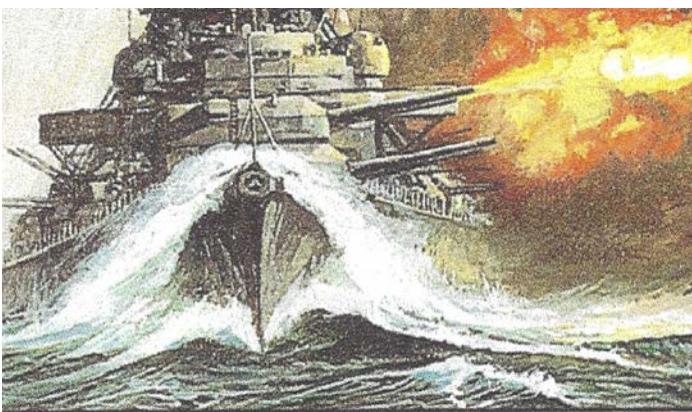
The Bismarck then shifted fire to Prince of Wales. The British battleship scored a hit on Bismarck with her sixth salvo, but the German ship found her mark with her first salvo. One of the shells struck the bridge on Prince of Wales, though it did not explode and in-



Royal Navy ship HMS Hood, an admiral-class battlecruiser



Royal Navy ship Prince of Wales, a King George V-class battleship, has sunk



Kriegsmarine battleship Bismarck, a Bismarck-class battleship

stead exited the other side, killing everyone in the ship's command centre, except for two officers including Captain John Leach, the ship's commanding officer. The two German ships continued firing on Prince of Wales, inflicting serious damage. Despite technical faults in the main battery, Prince of Wales scored three hits on Bismarck in the engagement and inflicted minor damage. One shell damaged the floatplane catapult, and another caused some flooding and a boiler shutdown. The third hit caused oil leaks. At 6:13 a.m., Leach gave the order to retreat. Only two of his ship's 10 14-in (360 mm) guns were still firing, and his ship had sustained significant damage. Prince of Wales made a 160-degree turn, laid a smokescreen, and fled the scene. Though Lindemann strongly advocated chasing and destroying Prince of Wales, Lütjens obeyed operational orders to

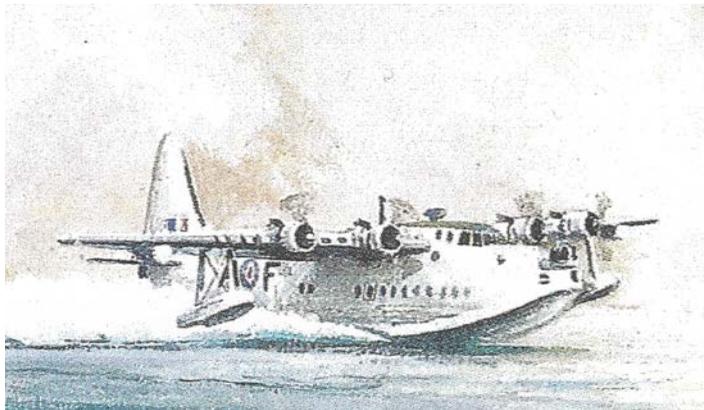
shun any avoidable engagement with enemy forces that were not protecting a convoy.

Chasing the Bismarck

At 8:01 a.m. on May 24, Lütjens transmitted a damage report and his intentions back to headquarters, which were to detach Prinz Eugen for commerce raiding and to travel to Saint-Nazaire to repair the Bismarck. At about 11:00 a.m., a British Short Sunderland flying boat reported an oil slick to Suffolk and Norfolk, which had been joined by the damaged Prince of Wales. Rear Admiral Frederic Wake-Walker, the commander of the two cruisers, ordered Prince of Wales to remain behind his ships and begin repairs. The Royal Navy ordered all warships in the area to join the pursuit of Bismarck and Prinz Eugen. In all, six battleships and battlecruisers, two aircraft carriers, 13 cruisers, and 21 destroyers were committed to the chase. The Prinz Eugen was successfully detached at 6:14 p.m. and headed for Brest (On May 27, 1945, Prinz Eugen and the light cruiser Nürnberg were the only major German naval vessels to survive the war. Prinz Eugen was awarded as a war prize to the United States. It was sunk in the Bikini Atoll nuclear test in 1946). The Bismarck turned around to face Wake-Walker's formation, forcing Suffolk to turn away at high speed. The Prince of Wales, after repairing her guns, fired 12 salvos at the Bismarck, which responded with nine salvos that did not hit. The Bismarck then resumed her course for Brest/Saint Nazaire with the British in pursuit. If the Bismarck could not be slowed, the British would be unable to prevent the faster German ship from reaching Saint-Nazaire.

Shortly before 4:00 p.m. on May 24, Tovey detached the aircraft carrier Victorious and four light cruisers to shape a course that would position her to launch her torpedo bombers. At 10:00 p.m., Victorious launched the strike, which comprised six Fairey Fulmar fighters and nine Fairey Swordfish torpedo bombers led by Lt. Commander Eugene Esmonde (who received a Distinguished Service Order, and a Victoria Cross in a later action). None of the attacking aircraft were shot down. The Bismarck evaded eight torpedoes, but the ninth struck amidships on the main armoured belt. The ship suffered more serious damage from manoeuvres to evade the torpedoes: rapid shifts in speed and course loosened collision mats, which increased the flooding from the forward shell hole and eventually forced the abandonment of the port number 2 boiler room. This loss of a second boiler, combined with fuel losses and increasing bow trim, forced the ship to slow enough for the British ships to keep pace.

At 3:00 a.m. on May 25, Lütjens ordered an increase to maximum speed, which at that point was 28 knots (52 km/h; 32 mph). He then ordered the ship to circle away to the west and then north. This manoeuvre coincided with the period during which his ship was out of radar range; the Bismarck successfully broke radar contact and circled back behind her pursuers. The Royal Navy search became frantic, as many of the British ships were low on fuel. Unaware that he had shaken off Wake-Walker, Lütjens sent long radio messages to Naval



Short Sunderland Bis, a British flying boat, gliding above the water



FAIREY SWORDFISH



Fairey Swordfish, a torpedo bomber biplane, on the front



HMS Ark Royal in 1939, with Swordfish of 820 Naval Air Squadron passing overhead

Group West headquarters in Paris seeking air and U-boat coverage as he neared Brest. The signals were intercepted by the British, from which bearings were again determined. They were wrongly plotted on board King George V, leading Tovey to believe the Bismarck was heading back to Germany through the Iceland-Faeroe gap, which kept his fleet on the wrong course for seven hours. By the time the mistake had been discovered, the Bismarck had put a sizeable gap between her and the British ships and headed for Brest.

A squadron of Coastal Command PBY Catalinas based in Northern Ireland joined the search, covering areas where Bis-

marck might be headed in her attempt to reach occupied France. At 10:30 a.m. on May 26, a Catalina piloted by Ensign Leonard B. Smith of the US Navy located her, some 690 nautical miles (1,280 km or 790 miles) northwest of Brest. At that speed, she would have been close enough to reach the protection of U-boats and the Luftwaffe in less than a day. Most British forces were not close enough to stop her.

The Royal Navy sent the aircraft carrier Ark Royal with Force H from Gibraltar, under the command of Admiral James Somerville. He ordered an attack as soon as the Swordfish returned from looking for the Bismarck and became rearmed with torpedoes. He detached the cruiser Sheffield to shadow the Bismarck, though Ark Royal's aviators were not informed of this. As a result, the Swordfish, armed with torpedoes equipped with new magnetic detonators, accidentally attacked Sheffield. The magnetic detonators failed to work properly, however, and Sheffield emerged unscathed.

Upon returning to Ark Royal, the Swordfish loaded torpedoes equipped with contact detonators. The second attack comprised 15 aircraft and was launched at 7:10 p.m.. At 8:47 p.m., the torpedo bombers began their attack descent through the clouds. The Bismarck began to turn violently as her anti-aircraft batteries engaged the bombers. One torpedo hit amidships. The second torpedo — fired by pilot John Moffat — struck the Bismarck in her stern on the port side, near the port rudder shaft. The coupling on the port rudder assembly was badly damaged and the rudder could not be disengaged, locked in a 12-degree turn to port.

The Sinking of the Bismarck

With the port rudder jammed, the Bismarck began steaming in a large circle, unable to escape from Tovey's forces. Though fuel shortages had reduced the number of ships available to the British, the battleships King George V and Rodney were still available, along with the heavy cruisers Dorsetshire and Norfolk. Lütjens signalled headquarters at 9:40 p.m. on May 26: "Ship non-manoeuverable. We will fight to the last shell. Long live the Führer."

As darkness fell, the Bismarck briefly fired on Sheffield, though the cruiser quickly fled. Sheffield lost contact in the low visibility and Captain Philip Vian's group of five destroyers was ordered to keep contact with the Bismarck. Throughout the night and into the morning, Vian's destroyers (including the Polish ORP Piorun) harried Bismarck, illuminating her with star shells and firing dozens of torpedoes, none of which hit.

After daybreak on May 27, King George V led the attack. Rodney followed off her port quarter; Tovey intended to steam directly at the Bismarck until he was about 8 nautical miles (15 km or 9.2 mi) away. At that point, he would turn south to put his ships parallel to his target. At 8:43 a.m., lookouts on King George V spotted her, some 2.3 km away. Four minutes later, Rodney's two forward turrets, comprising six 16-in (406 mm) guns, opened fire. Then King George V's 14-in (356 mm) guns began firing. The Bismarck returned fire at 8:50 a.m. with her forward guns. With her second salvo, the Bismarck straddled



ORP Piorun (originally HMS Nerissa), a destroyer battleship that once belonged to the Royal Navy, but was later transferred to the Polish Navy



King George V confronts with the German battleship Bismarck



Royal Navy ship HMS Rodney, a Nelson-class battleship

Rodney. Thereafter, Bismarck's gunnery became increasingly difficult as the ship moved erratically in the heavy seas. Unable to steer, Schneider could not set a predictable course.

As the range fell, the British ships' secondary batteries joined the battle. Norfolk and Dorsetshire closed and began firing with their 8-in. (203 mm) guns. At 9:02 a.m., a 16-in. shell from Rodney struck the Bismarck's forward superstructure. According to survivors, this salvo probably killed Lindemann, Schneider, Lütjens and the rest of the bridge staff. In the rear control station, Lieutenant von Müllenheim-Rechberg took over firing control for the rear turrets. He managed to fire three salvos before a shell destroyed the gun director, disabling his equipment. He gave the order for the guns to fire independently, but by 9:31 a.m., all four main battery turrets had been put out of action. One of the Bismarck's shells exploded 20

feet off Rodney's bow and damaged her starboard torpedo tube — the closest Bismarck came to a direct hit on her opponents in this action.

The four British ships fired more than 2,800 shells at the Bismarck, and scored more than 400 hits, but were unable to sink the enemy ship by gunfire. At around 10:20 a.m., running low on fuel, Tovey ordered the cruiser Dorsetshire to sink the Bismarck with torpedoes and sent his battleships back to port. Dorsetshire fired a pair of torpedoes into Bismarck's starboard side, one of which hit. Dorsetshire then moved around to her port side and fired another torpedo, which also hit. By the time these torpedo attacks took place, the ship was already listing so badly that the deck was partly awash. The ship more likely sank from the 10 demolition charges that were detonated in the turbine room to scuttle the ship. Around 10:35 a.m., Bismarck capsized to port and slowly sank by the stern, disappearing from the surface at 10:40 a.m.

The Dorsetshire and the destroyer Maori moved in and lowered ropes to pull the survivors aboard. At 11:40 a.m., Dorsetshire's captain ordered to abandon the rescue effort after lookouts spotted what they thought was a U-boat. Dorsetshire had rescued 85 men and Maori had picked up 25 by the time they left the scene. A German trawler rescued another two, before the U-boat reached the survivors and found three men. Out of a crew of over 2,200 men, only 114 survived.

What Went Wrong with the German Plan?

The ship was scheduled to return to port of Kiel on January 24, 1941, but a merchant vessel had been sunk in the Kiel Canal and prevented use of the waterway. Severe weather hampered efforts to remove the wreck, and the Bismarck was not able to reach Kiel until March (meaning it had lost five valuable weeks).

While waiting to reach Kiel, the Bismarck hosted Captain Anders Forshell, the Swedish naval ambassador assistant, to Berlin. Forshell returned to Sweden (who remained neutral during the War) with a detailed description of the ship, which was subsequently leaked to Britain by pro-British elements in the Swedish Navy. The information provided the Royal Navy with its first full description of the vessel, although it lacked important facts, including top speed, radius of action and displacement.

Work on Tirpitz was completed later than anticipated, and she was not commissioned until February 25. The ship was not ready for combat until later in the year. To further complicate the situation, Gneisenau was torpedoed in Brest and damaged further by bombs when in dry dock. Scharnhorst required a boiler overhaul following Operation Berlin (another raid on convoys). The workers discovered during the overhaul that the boilers were in worse condition than expected. She was unavailable for the planned dispatch. Attacks by British bombers on supply depots in Kiel delayed repairs to the heavy cruisers Admiral Scheer and Admiral Hipper. At a final meeting with Admiral Erich Raeder in Paris on April 26, Lütjens was encouraged by his commander-in-chief to proceed and he eventually decided that an operation should begin as soon as possible to

prevent the enemy gaining any respite. But only the heavy cruiser Prinz Eugen was available and 18 supply ships and some U-boats were positioned along the route.

The Germans were not aware that British radar had a range of 35,000 meters (38,000 yards). The oil spill allowed the Catalina to find the Bismarck and report its location. The message to headquarters to provide U-boats and aircraft on its return to France enabled Brits to re-establish contact with the Bismarck after they had lost it.

The Bismarck did not replenish her fuel stores in Norway, as her operational orders did not require her to do so. Because of the many course changes before and during battles and during her escape, the Bismarck was forced to slow her speed in order to gain range to make it to Brest or St. Nazaire. That enabled the slower British ships to reach her.

Between 5 a.m. and 6 a.m., the Bismarck's crew attempted to launch one of the Arado 196 float planes to carry away the ship's war diary, footage of the engagement with Hood, and other important documents. The third shell hit from Prince of Wales had damaged the steam line on the aircraft catapult, rendering it inoperative. Since it was not possible to launch the aircraft, it had become a fire hazard, and thus, it was pushed overboard.

The Bismarck was not sufficiently tested. Her radar broke down from firing the frontal guns and the ship became erratic when firing its anti-aircraft guns.

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We wish to acknowledge and thank the main sources for the Battle of the Atlantic and Sinking of the Bismarck, who provided the many maps, pictures and illustrations to make the story easier to read.

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Back in September, on the first day of school, Martha Cothren, a social studies school teacher at Robinson High School, did something not to be forgotten. On the first day of school, with the permission of the school superintendent, the principal and the building supervisor, she removed all the desks from her classroom.

When the first period kids entered the room they discovered that there were no desks. 'Ms. Cothren, where're our desks?' She replied, 'You can't have a desk until you tell me how you earn the right to sit at a desk. They thought, 'Well, maybe it's our grades.' 'No,' she said. 'Maybe it's our behaviour.' She told them, 'No, it's not even your behaviour.'

And so, they came and went, the first period, second period, third period. Still no desks in the classroom. By early afternoon television news crews had started gathering in Ms. Cothren's classroom to report about

this crazy teacher who had taken all the desks out of her room. The final period of the day came and as the puzzled students found seats on the floor of the deskless classroom, Martha Cothren said, 'Throughout the day no one has been able to tell me just what he/she has done to earn the right to sit at the desks that are ordinarily found in this classroom. Now I am going to tell you.'

At this point, Martha Cothren went over to the door of her classroom and opened it.

Twenty-seven (27) War Veterans, all in uniforms, walked into that classroom, each one carrying a school desk. The Vets began placing the school desks in rows, and then they would walk over and stand alongside the wall... By the time the last soldier had set the final desk in place those kids started to understand, perhaps for the first time in their lives, just how the right to sit at those desks had been earned..

Martha said, 'You didn't earn the right to sit at these desks. These heroes did it for you. They placed the desks here for you. Now, it's up to you to sit in them. It is your responsibility to learn, to be good students, to be good citizens. They paid the price so that you could have the freedom to get an education. Don't ever forget it.'



The Windsor Star Letter To Editor November 21, 2016

**200 Students
200 Veterans**

From the collective will of all attendees on November 11th to embrace:

"LEST WE FORGET"
the group of Veterans, students and educators left the energetic event wonderfully empowered to also include.....

"LEST WE LEARN"

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they saw,
they heard
and they learned.**

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Larry Costello CD, Director
Veterans Communications
and the entire Veterans
Memories Project Crew

Volunteers Who Stage Veterans Events Should Not Be Forgotten Either

By Alan Halberstadt

The last thing they look for is credit, but I would like to thank all of the volunteers who have contributed to the many tributes and liaisons organized over the years in the name of our precious veterans. We can start with Mike Beale and Wayne Hillman, who spearhead the annual Remembrance Day ceremonies at the City Hall Square Cenotaph on Nov. 11, which seem to get bigger and better every year.



Then there are the foot soldiers and sponsors who piece together this 56-page Veterans Day Magazine, which is overseen by the Windsor Historical Society Veterans Memories Project. Founder and long-time heavy lifter Dann Bouzide is the President, Matt Pritchard and John Nayduk are vice presidents, with assistance from a core group of 20 or so directors and members who pull in hundreds of other volunteers.

The society's big event for the 15 years since its founding, by high octane veteran Larry Costello and Bouzide, has been the Veterans Appreciation Day (VAD) Luncheon, which for the last 13 years has been hosted by the Serbian Centre after the annual Nov. 11 Cenotaph activities. This year's luncheon has been ultra ambitious – with a plan to pull together 200 veterans to impart war stories and answer questions from 200 Grade 10 high school history students from 22 high schools in Windsor-Essex County.

The students have been chosen by their teachers to attend the luncheon

based on written essays from each class describing what Remembrance Day means to them. The vets and teenagers will be expected to mingle during the luncheon, with the students subsequently entering an essay-writing contest on their experiences rubbing elbows with the vets. Approximately 200 of the young historians will be judged on the poignancy of their 400-600 word essays with approximately 20 winning a three-day, two-night trip to Ottawa in December to visit the Parliament Buildings and the Canadian War Museum.

The excursion will be covered by proceeds from the luncheon and magazine advertising. Price of a ticket to the luncheon is \$15 with vets admitted free. The Serbian Centre banquet room is expected to be filled to its 640-person capacity with MPP Percy Hatfield acting as master of ceremonies as usual.

The over-riding goal of the Windsor Historical Society - Veterans Memories Project is to preserve our veterans' memories as their numbers inexorably deplete. There are no survivors remaining from World War 1 (1914-18) with only a handful of 90-plus vets still alive in our region who served in World War 11 (1939-45).

Today's numbers are buoyed by younger veterans who served in Korea, Bosnia, Afghanistan and as peacekeepers with the Royal Canadian Regiment. Without the efforts of the society, the ultimate sacrifices and valour of our wartime heroes would be forgotten by future generations. "We are now preserving memories and passing them down to younger generations," says Bouzide.

One significant Memory Project was the production of a CD in 2012 in which a group of veterans ranging from WW11 to Afghanistan recount their personal experiences in the hope that their stories can touch Canada's next generations.

The CDs were sold at a luncheon at the Optimist Community Centre on Ypres Ave. as part of the dedication of the WW1 memorial at the front gates of Memorial Park in April 2014.

A Ward 4 City Councillor at that time, I had the honour of attending the event and contributing ward funds to defray the costs of the luncheon. The origi-

nal monument dating back to 1925 when Memorial Park was christened, was repaired and restored for \$80,000 in 2008. Shrouded behind the front gates, it was vandalized in 2012.

That desecration triggered the initiative to build a new monument, funded by the city and Veterans Affairs Canada. It was placed in front of the park gate, where passersby can easily observe the granite memorial, naming 837 men and women from the Windsor area who died in WW1.

It is my privilege to live in South Walkerville, where 12 streets are named after people and places from the First World War – Ypres, Byng, Turner, St. Julien, Somme, Alsace, Lorraine, Verdun, Amiens, Arras, Vimy and Lens. These streets sprung up as part a South Walkerville subdivision approved by the city in 1920.

In 2005, Doug Diet, a captain with Windsor Fire Services, came to City Council with an idea to attach a poppy to the 12 street signs to reinforce the idea that Remembrance Day can be every day. Naturally Council agreed. There are several memorials along our riverfront commemorating other wars, notably WW2, where an unfathomable 46,988 Canadians perished, and the Korean War, which ended in 1953 and claimed 516 Canadians in what has been called the Forgotten War. There is also a monument to the Vietnam War, which was not supported by our federal government, but drew several volunteer Canadian soldiers.

The war in Afghanistan between 2001 and 2011 saw 158 Canadians lose their lives, including Corporal Andrew Grenon of Windsor.

It would be comforting to think that there will be no more wars, but history tells us otherwise. In the meantime, it is critical that we educate our students on the heroics of the men and women who fought for our democracy and freedom.

For those 200 or more students who attend the Veterans Appreciation Day Luncheon, our hope is that it will be unforgettable. And that they pass their treasured memories along to their peers and eventually to their own children and grandchildren.

Celebrated two weeks after the vernal equinox, Qingming Festival, which is also called Tomb Sweeping Day, is one of the few traditional Chinese holidays that follows the solar calendar--typically falling on April 4, 5, or 6. Its Chinese name "Qing Ming" literally means "Clear and Bright," hinting at its importance as a celebration of Spring. After the festival, the temperature will rise and rainfall increases. It is the high time for spring plowing and sowing. Similar to the spring festivals of other cultures, Qingming Festival celebrates the rebirth of nature, while marking the beginning of the planting season and other outdoor activities. But the



Qingming Festival is not only a seasonal point to guide farm work; it is more a festival of commemoration. The Qingming Festival sees a combination of sadness and happiness. This is the most important day of sacrifice. Both the Han and ethnic minority groups at this time offer sacrifices to their ancestors and sweep the tombs of them.

Also, they will not cook on this day, and only cold food is served. The Hanshi (Cold Food) Festival was usually one day before the Qingming Festival. As our ancestors often extended the day to the Qingming, they were later combined.

After the foundation of new China in 1949, the government wants everyone to remember our national heroes and encourage people to go to cemeteries. Qingming Festival is not only a day to memory our ancestors but also martyrs. Most of the schools will take students to cemeteries and tell them about the traditions of Qingming Festival and tell them the heroes' stories; teachers want the young generation to remember the history of China, the fight, and sacrifice of our national heroes that gave us the peaceful and bright life.

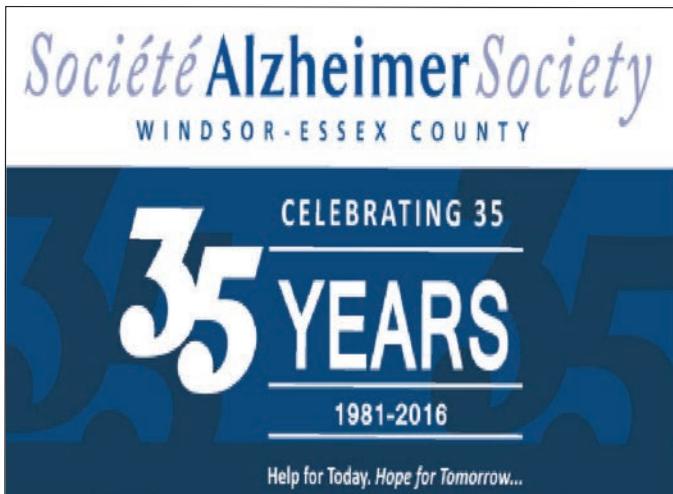
The day before going to the cemetery, teachers will give each student a white paper flower, in ancient China, people will wear white clothes when somebody died and attend a funeral. White kindly represent death and sadness in China. We will go to the cemetery in the morning; the school will prepare a big wreath, and at the beginning, there will be a ceremony, our headmaster will give a speech about this activity and later the guide of the cemetery will tell us about the cemetery, its history, and heroes here. After that, we can go around and read the heroes stories on the grave-stones, and we put our flowers in front of the grave. Sometimes we

also help to clean the tombs, do some weeding and so on. When we back to school, teachers usually ask us to write stories about the day's activity, what we have learned or understand, and how we feel about our heroes and history. By holding this activity every year to every primary student, we can keep the memory of our history and our heroes. Besides, there are always heroes' stories in our textbook; they are national heroes that had a profound influence on history. However, sometimes they are too far to understand for students. We all know their stories, but we don't feel it. When we go to the local cemetery, we know stories which are closed to us. We can feel that, and when we back home, we talk about our experience with our parents, grandparents, they may tell us more about the situation in a hard time and some local heroes who help people out of trouble.

I believe through going to the cemetery can help us to remember heroes' stories, but I think it will be better if we can meet them and talk to them. Face to face talking is always the best way to know a person and his stories. I hope one day students can learn heroes' stories from heroes instead of teachers or guides and always know our heroes after they died.



Yalan Zhang



The Legacy-Filled Magic of Fingal, Ontario

By: Barry Horrobin – proud son of WWII RCAF Veteran George Herbert Horrobin, Wireless Operator: Lancaster Bomber



Most have never even heard of the small town in southwestern Ontario known as Fingal. Until a few years ago, I hadn't either. Subconsciously in the back of my mind, I knew it existed because I can recall my late father George Horrobin telling me that it was just outside Fingal, on an air force training base, where he took much of his training for his service in WWII. But consciously, I knew nothing of it. Nothing that is until a few short years ago when I stumbled upon it, almost by accident, while on my way to a training course myself at the nearby Ontario Police College. Like other Canadian soldiers who enlisted with the Royal Canadian Air Force (RCAF), this somewhat isolated plot of land just outside Fingal is where the realities of war preparation literally "took flight" for budding Canadian soldiers eager to serve their country.

As I drove through this small town, I was jarred into a flashback of one of my Dad's stories when I saw one of those blue and white signs that announce all towns in Ontario....FINGAL. Was this in fact the same Fingal my Dad had spoken of? I inquired in a local variety store about where I might find the old air force training base....if it still existed. Along with some quick directions, I was advised the site was now forever preserved as a conservation area but that tiny remnants of the old base still remained for the inquisitive to discover.

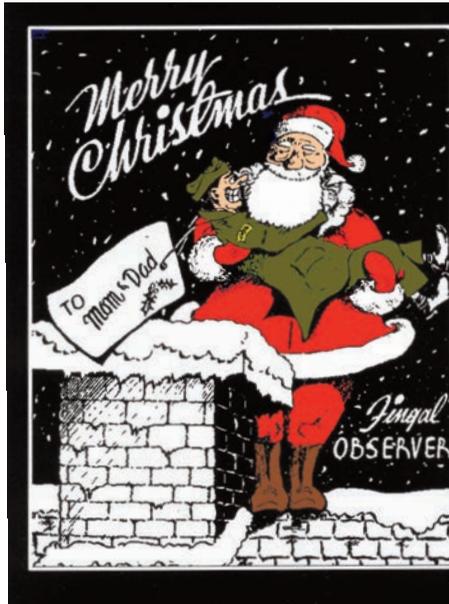
I had regrettably very little time to explore on that early Fall day, other than to drive up, get out of my car and walk a short distance into the area of the former RCAF training base...long enough however to feel every hair on the back of my neck stand at attention like my father no doubt did on these very lands back in 1943; perhaps as he stood still for his daily inspection by commanding officers.

I eagerly returned a month later with my wife Cheryl and a couple of our friends to conduct a more thorough "ground truthing" of the site. Time would not be my enemy this time around in

order that I could complete my pilgrimage to the place my Dad trained as a wireless operator for duty in the RCAF's heralded Lancaster Bomber. Amid the naturalized plant life that now dominates the site, there were still a few small broken remnants of the old air strip where planes took off and landed, plus a commemorative plaque with a photo showing what the site looked like back during WWII. I quickly sunk into a mental rewind of time to when my Dad was there, wondering what it must have been like and what he could have been thinking...like, at the end of the training curriculum when he would have to go at it for real. I do know he employed his gifted talents as a cartoonist to help occupy the time; talents he showcased in the local newspaper the "Fingal Observer".

As I concluded my lengthy tour of exploration of this wondrous place from my Dad's past, the time I had spent there actually seemed to go by in the blinking of an eye. I felt magically connected to the place, acknowledging fully that it holds an integral part of the vastly complex legacy puzzle I have assembled over my lifetime that knits me back here via my Dad. It reminded me of one burning question I had asked him about his training experience: "Dad, what did you do all day for all those weeks in training to become a Lancaster wireless operator?" His reply...."I spent 80% of my time learning my chosen craft, plus 10% each to learn the basics of taking off and landing, and operating the rear gun".

When I inquired why he trained to take off and land plus use the gun, he calmly replied that "if your pilot gets shot, someone has to be able to take off and land or else your whole crew will perish and if your gunner gets killed, someone has to step in and defend your aircraft or you will not make it back alive." Wise words from a man who sharpened his skills just outside a quiet little town in southwestern Ontario to serve our great country.



This newspaper cover was drawn by RCAF Veteran **George Horrobin**

for the **Fingal, Ont. Observer Newspaper** in Dec. 1944

"The Best Christmas Present - each parent's son be brought home safely for Christmas by Santa Claus"

Never Forget

There's no simple way to describe my experience working for the Windsor Historical Society – Veterans Memories Project. It's a small operation, with only three or four people typically in the office each day, but they work to make big things happen.

For us, it was often hard to see the big picture. I considered myself the realist of the office — I looked for reasons why certain things couldn't be done or at least what difficulties we would surely face. I spent too much time thinking of WHS – VMP as a machine and I was worried that the machine wasn't running efficiently.



I know the goal of our charity, to preserve the memories of Veterans and share them with future generations, is noble. But I didn't really feel it until I spent time with Veterans firsthand. They are the ones who make the work of WHS – VMP real. They are the ones who make the operation run.

When Bob Kelly and Larry Costello reminisce about friends they've lost through the years, I know it's real. When Jeff Gravel and John Nayduk talk about the shortcomings of PTSD treatment in Canada and how more needs to be done, I know it's real.

I've learned that the machine is actually not a machine, but rather a human network. Veterans are people, not empty dress uniforms with medals. They have stories to tell and life lessons to share. I'm proud to have spent my past two summers as part of WHS – VMP, which focuses on letting Veterans do just that!

The work is never done. Sadly, World War II Veterans are passing by the day. But the number of Veterans, the number of stories and the number of life lessons is growing, not shrinking. Do something, anything to help honour our Veterans. Simply shaking a Veteran's hand and asking, "How are you?" or expressing thanks is a great start.

I've learned a lot in two summers about Canadian war history and our Veterans (I'm not an expert, though!). But now that I depart, I face the same challenge as everyone reading this.

Never Forget.

by Jordan Horrobin



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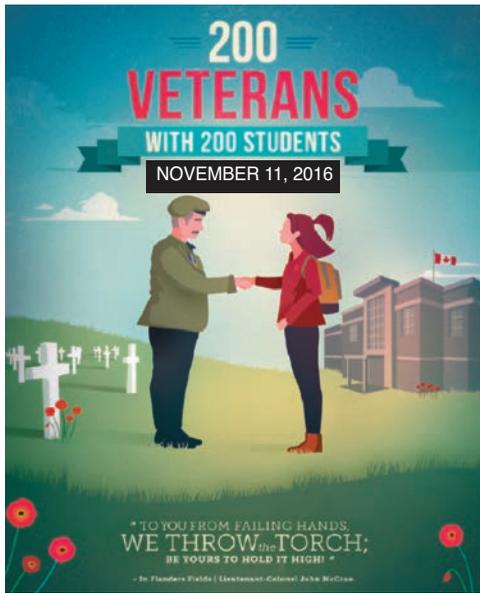
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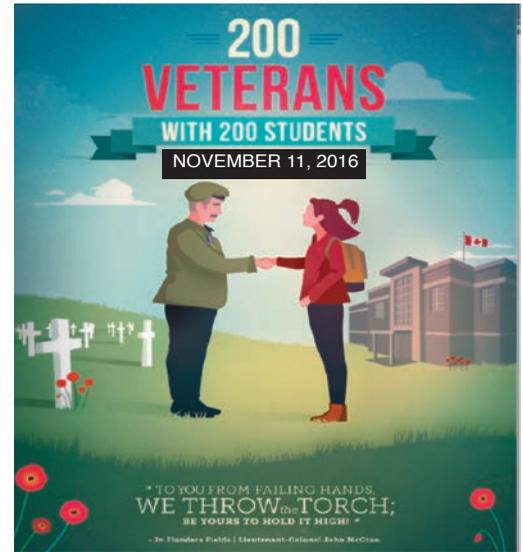


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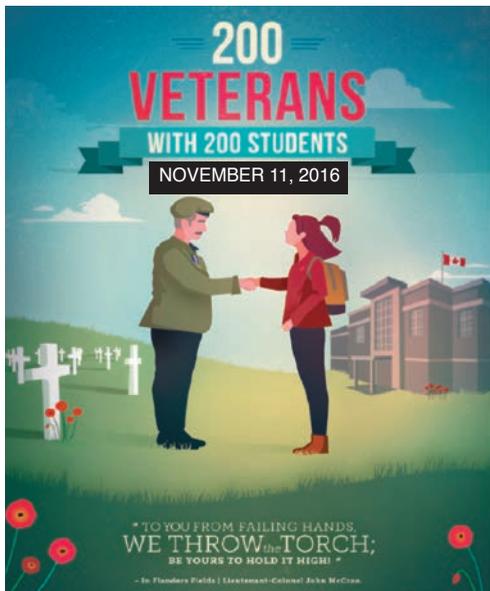
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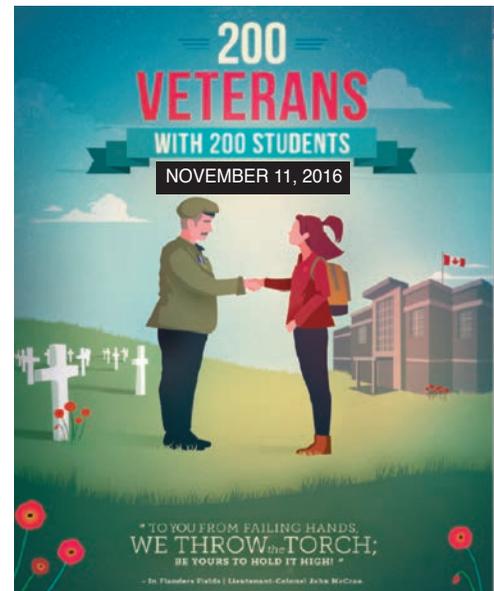


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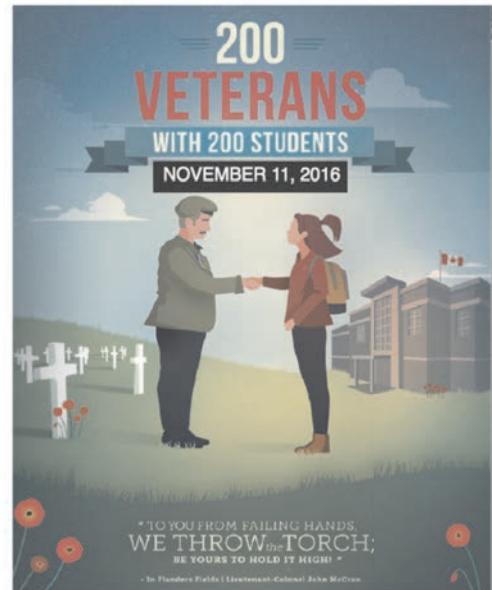
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From left to right Dann Bouzide, Admiral Scott Bishop, Dann Bouzide, Barry Horrobin, Patrick Kelly, Bob Kelly, John Nayduk, Dann Bouzide Jr, Eva Bouzide, Carrie Bouzide-Unger, Elizabeth Unger, Jason Unger



Honour Guard including 90 Year Old Veterans

Patty Hopper's Walkerville Collegiate Choir



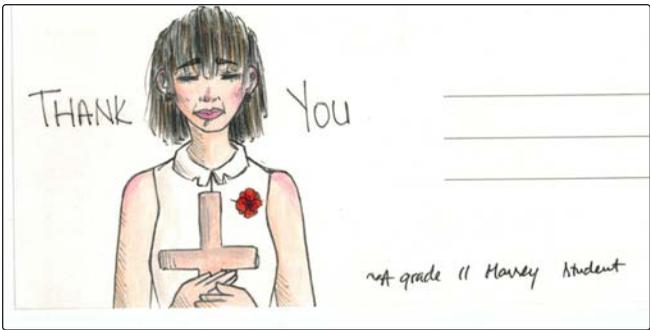
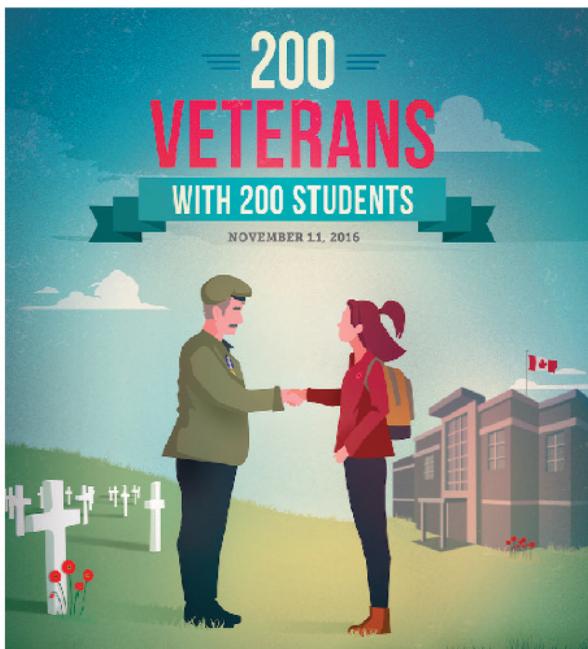


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Quotes From The Students

I came to Canada six months ago with lots of hopes and desires. I had nobody in Canada just one good friend Simar. I have only one target in my life to achieve plenty so that my parents can be proud of me. I experienced plenty of difficulties understanding the work culture but after sometime I became the part of it. In my university we have one "Volunteer internship Program" and I wanted to be part of it. I applied for it and got selected in that. I have great interest towards and marketing and business so I applied to the VIP as Marketing assistant in "WINDSOR HISTORICAL SOCIETY". Now comes the real change in me. I met with a group to whom I can call mentors, bosses, guardians. Larry, Dann, Matt, John, Gale were always there to guide and assist me with marketing

My first day at Dann's office I met Matt and John they told me about what WHS did and the plans for the future. They told me to read Magazines and go through the website and some videos so that I can grasp the real motive behind the organization. After working for a week I understand that the whole motive behind the organization is to preserve veterans real life stories during the war and peace time so that they can be used as reference for future generations. WHS organizes annual luncheon for veterans on November 11 Remembrance Day.

This year it was planned in very unique way. Our main focus was to educate youth about the country through the real stories from the veterans. Therefore 200 students with 200 Veterans event was organized so that students can interact with veterans and gather as much knowledge as they can. My work is to plan and promote the event. I started with planning fundraisers and received permission from WalMart and Devonshire Mall to promote our November 11th event. We decided to have wrist bands for all the students which gave us huge response. Organizing this event gave me so much knowledge about ads and promotions which will help me in my future.

My experience working with "Veterans Memories Project" is so overwhelming. It linked me with Canadian history as well as gave me opportunity to talk to real heroes. While working on this project, Dann and I had a very strong connection because we think in a same way

and we can have common views for any condition. He helped in many situations and he teaches me whenever I was wrong.

He treated me like a son and gave me teachings like a true teacher. I love working with him because some kind of positive vibes come around me whenever he is around me. I can call him as true guardian of mine in Canada. Whenever I talk about all this with my parents they feel so proud about it and give me blessings to have more success in life. I owe everything to my parents.

In the end I want to thank Dann and whole Veterans Memories Project team for giving me so much experience and so many beautiful memories which will help me in my future and I want to work for this project so that I can serve more for the veterans and help in educating the youth.

Chirag Madaan, Marketing Assistant,
University of Windsor, Volunteer Internship Program



Chirag Madaan

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WWW.CH2A.CA **P: 519.966.9742 Ext. 26**

Quotes From The Students

The 89 year old woman we were paired up with served in the Navy. She spoke about how when she was unloading laundry she would find fingers and toes mixed in with the clothes.

Your bravery is something that a lot



of people aren't able to possess at such an age. I can only imagine how you must have felt for being in the war so young.

I could finally see that for them, November 11th is a day to tell their stories to the younger generation.

I feel very privileged to not have had to live during a time of war. I have never had to fear whether my brother or father was coming home or not.

You are the reason why we live in such a great peaceful country today.

I was just wondering, how do you get 'selected' as part of the 20 people? I would be interested in going, given the opportunity.

If it wasn't for your service, our



country wouldn't be what it is today.

It must have been hard seeing your friends die in front of you.

Stories that you shared with us were

really heartbreaking. You caught most of our attention, especially mine, with the way you presented the story.

Your bravery is something that a lot of people aren't able to possess at such an age. I can only imagine how you must have felt for being in the war so young.

Your courage and bravery has certainly been noticed and appreciated. I admire and aspire to be like you.

Every single person in that room was wearing a poppy that day. I really enjoyed the event and hope you have great success with expanding the project in the future!



Hearing your stories and feelings about the war and after the war was an amazing insight into the life you sacrificed for me, the rest of Canada, and for generations to come.

I could finally see that for them, November 11th is a day to tell their stories to the younger generation.

We can't express how proud, blessed, and thankful we are.

We don't understand how tough it is, to fight in the war. It was great hearing some of your stories. I hope that, I could hear more stories sometime soon.

I really enjoyed having you with us. You are a really good speaker with lots to share.

It takes courage to go to war and fight for your country. Your voluntary acts are very much appreciated.

We could not imagine what the war



was like. Without you, we would still be at risk so I thank you. Thank you for going through those hardships so that others may live a better life. It must have been hard seeing your friends die in front of you.

I am proud to be writing this letter to you.

I can't express how proud, blessed, and thankful we are.

Thank you for your bravery. Only through your stories I can begin to imagine the horrors.



It amazes me how many brave men freely gave up their time to join the Army.

Keeping Canada great should be all our duties as Canadian citizens.

Because of what you did for our country, I am proud to say I am

Quotes From The Students

Canadian and I thank you for that. Thank you for risking your life somehow for my freedom.

I can only imagine how you must have felt for being in the war so young.

Because of you we are free. We have the opportunity to go to school and learn for free, we get to work and do what we want to do. We don't understand how tough it is, to fight in the war.

It was great hearing some of your stories. I hope that, I could hear more stories sometime soon.

Because of what you did for our country, I am proud to say I am Canadian and I thank you for that. Thank you for risking your life somehow for my freedom.

I'm incredibly thankful for being able to attend such an inspiring event. It truly made a lasting mark in my memories.

I am a student who attended the '200 Veterans with 200

Students' event! Let me start off by saying how amazing this event was. It was so surreal to be in an environment with so many Canadian heroes.



VETERANS MEMORIES PROJECT
 BN: 855583845RR0001
 Established in 2002, the Windsor Historical Society - Veterans Memories Project, is a non-profit charitable organization dedicated to capturing, preserving and sharing veterans stories from across Canada, the United States, Great Britain, and other NATO Countries.

We accomplish our objectives through special awareness, education and identification projects and by bridging with other veterans organizations and museums from across the free world. We publicize and promote veterans stories in our Annual Veterans Day Magazine, our Newsletters, and online on our Historical/Educational and Walls of Honour websites.

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VETERANS HOPE PROJECT

Quotes From The Students



My experience with the veterans was very pleasant. I was stationed with a wonderful woman with captivating stories.

I am proud to be writing this letter to you. Thank you for your bravery. Only through your stories I can begin to imagine the horrors.

I found this to be an interesting experience to meet people who have actually been there, surrounded by war. They fought in France during WWII.

I really enjoyed having you with us. You are a really good speaker with lots to share. I don't know if you



know sir, but you are truly inspirational.

It is truly a blessing that we could sit with Canadian Veterans to have a hands-on experience learning Canadian History rather than sitting in classroom learning it.

I was very pleased with the event, and hope that I can take part in some way in the years to come.

He is just a person who has a story to be told. Talking with this man helped me see the full truth behind the emotion and awful situations soldiers endured while protecting our country.

I am very thankful to the volunteers for hosting the event that gave me and many other students the opportunity to

get a better understanding of how soldiers' lives were affected by harshness of war.

Stories that you shared with us were really heartbreaking. You caught most of our attention, especially mine, with the way you presented the story.



While I was there I sat at a table with a veteran who served as a Canadian Peacekeeper in 1962. He told us stories of his experience as a soldier on the Cypress Islands. Before this I had no idea that there was a Canadian Peacekeeper Force that worked with the United Nations.



Thank you for risking your life for our freedom. Without you, we would still be at risk so I thank you. We could not imagine what the war was like.

This was an amazing opportunity for us students not only from my class but for all 200 students to know the sacrifices the soldiers had to make.

CANADIAN SOLDIERS - Reputation For Being Good Fighters

By John Nayduk

Canadian soldiers have a reputation for being good fighters. This has been proven time after time in any conflict that we have been involved in. From the Great War through to Afghanistan, our military has amassed an enviable record on the battlefield.

We also have another reputation, that of souvenir hunting. For some reason we like to risk life and limb to bring home souvenirs from the conflicts in which we serve. I am certainly no different. After my tour in Namibia in 1989, I came home with a Namibian combat uniform complete with helmet. Many badges from Namibian and South African military units. After my tour in Bosnia, there was a Yugoslavian Army officer's jacket and hat in my barrack box. Afghanistan was a little scarcer for the souvenir hunter as there were no uniformed adversaries, only illusive insurgents without the badges and uniforms of regular armies. Still, I was able to add an Afghan flag and a few other small items to my collection of memories.

Many veterans have badges and bobbles in their boxes of memories. Whether it's a helmet or breast eagle, a belt buckle or flag, these souvenirs mean something to us.

Along with photographs of the places and people that we served with: they help tell our stories of victory over the enemy. Of our personal triumph in the crucible battle and our survival.

I have always been interested in Canadian military history. I guess it started when, as a young boy, my mother showed me the medals that her brother, Harry, had earned during his service in the Second World War and the Memorial Cross that was presented to my Great-Grandmother after the death of my Great Uncle Bill in Sicily.

Over the years I have spent lots of money and time trying to track down a particular badge or uniform only to have my collecting focus change. These days I have concentrated on the militaria from my old Regiment, The Windsor Regiment (RCAC) and its forerunner, the Essex Regiment (Tank). I also collect items relating to the Canadian Armoured Corps. This interest in the Regiment, and more importantly, the people who have served in it, lead to the establishment of the Essex Armoured Soldiers Museum. The aim of the museum is to tell the stories of the men and women who have served Canada in our Regiment.

We were incorporated as a not

for profit museum in 2015. At the present time, we do not have a building where the artifacts are on display. They are in safe storage but



can be seen on our website www.essex-armoured-soldiers-museum.ca and on Face Book.

Most of the items in the collection tell a story. From the mess dress uniform worn by Lt Col James Burnham CD, the only person to serve as Honorary Lieutenant Colonel of the Regiment twice, to the drill cane that belonged to Warrant Officer II Lang Shuker, a Korean War veteran who was a Squadron Sergeant Major and later helped train army cadets. Even the piece of tank track which was used on the Canadian built Grizzly tank.

This piece of track was found and recovered by members of the Regiment while training at CFB Borden, Ontario, once the home of the Canadian Armoured Corps.

These souvenirs of some of the worst times in our lives are also a reminder of the victory over adversary. Everyone has a story, be it great or small. The people who have served in far flung locations in some of the worse situations have stories too and where words cannot express the memories, we have those souvenirs to help us tell the tales.

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Lakeshore Mayor and Members of Council

On November 11th, please take a moment of silence to remember our veterans who served our Country and those that continue to serve. Our freedom to live is a privilege thanks to their heroic efforts.

Thank-you Veterans!

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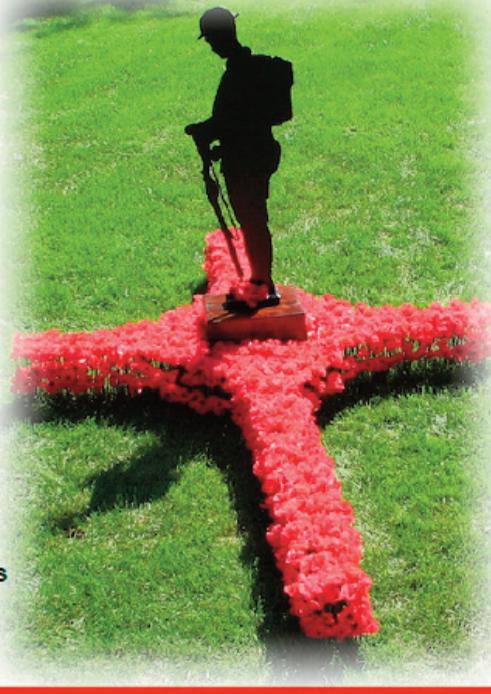
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Councillors: Crystal Meloche, Sue Desjarlais, Michael Akpata, Terry Burns, Jeff Renaud

November 2016

2016 VETERAN'S APPRECIATION DAY

I am proud to be a Canadian.

This time of year evokes an assortment of emotions.

We, as a society, are thankful we live in a free country, but sometimes do not realize what was forfeited to ensure that freedom.

Young lives.....shattered dreams.....broken promises....heroic sacrifices.

Each of the lives lost in these struggles represent the building blocks of our freedom, every one vital to the foundation of our liberty.

We set aside a small part of our year, to honour the brave men and women who fought for our freedoms.

When you encounter a veteran, recognize their contribution, thank them, appreciate them, and never ever forget them.....they will not....must not....be forgotten.

Sincerely,

Kenneth Antaya
Mayor

HEALTHY VIBRANT CARING



The Town of LaSalle



November 11th evokes an assortment of emotions,

We honour the memory of our fallen soldiers and recognize that these were young people sent to a foreign land to fight oppression and defend democracy. They did not entirely know what they were there for, they just knew their country needed them and they answered the call.

Let us not take our freedom for granted. When you encounter a veteran, recognize their contribution, thank them, appreciate them and never ever forget them.



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One Second in the Life of a V-12 Rolls-Royce Merlin Engine

If you could slow time down, and examine just one second of what takes place inside an operating Merlin engine at full power, what would you find?

In that one second, the V-12 Rolls-Royce Merlin engine would have gone through 60 revolutions, with each of the 48 valves slamming open and closed 30 times. The twenty four spark plugs have fired 720 times. Each piston has traveled a total of 60 feet in linear distance at an average speed of 41 miles per hour, with the direction of movement reversing 180 degrees after every 6 inches. Three hundred and sixty power pulses have been transmitted to the crankshaft, making 360 sonic booms as the exhaust gas is expelled from the cylinder with a velocity exceeding the speed of sound.

The water pump impeller has spun 90 revolutions, sending 4 gallons of coolant surging through the engine and radiators. The oil pumps have forced 47 fluid ounces, roughly one-third gallon, of oil through the engine, oil cooler, and oil tank, scavenging heat and lubricating the flailing machinery. The supercharger rotor has completed 348 revolutions, it's rim spinning at the speed of sound, forcing 4.2 pounds or 55 cubic feet of ambient air into the combustion chambers

under 3 atmospheres of boost pressure. Around 9 fluid ounces of high octane aviation fuel, 7843 BTU's worth of energy, has been injected into the carburetor along with 5.3 fluid ounces of methanol water anti-detonant injection fluid.

Perhaps 1/8 fluid ounce of engine oil has been either combusted or blown overboard via the crankcase breather tube. Over 1.65 million foot pounds of work have been done, the equivalent of lifting a station wagon to the top of the Statue of Liberty.

In that one second, the hard-running Merlin has turned the propeller

through 25 complete revolutions, with each of the blade tips having arced through a distance of 884 feet at a rotational velocity of 0.8 Mach. Fifteen fluid ounces of spray bar water has been atomized and spread across the face of the radiator to accelerate the transfer of waste heat from the cooling system to the atmosphere.

In that one second, the aircraft itself has traveled 704 feet, close to 1/8 mile. The pilot's heart has taken 1.5 beats, pumping 5.4 fluid ounces of blood through his body at a peak pressure of 4.7 inches of mercury over ambient pressure. Our pilot happened to inspire during our measured second, inhaling approximately 30 cubic inches (0.5 liter) of oxygen from the on-board system, and 2.4 million, yes million, new red blood cells have been formed in the pilot's bone marrow.

In just one second, an amazing sequence of events have taken place.

Don't blink!

by Bud Kosikowsky

310 Assumption air cadet squadron, 1952-1957. received private pilots licence in 1956 through the air cadet flying scholarship program. RCAF, 1957-1962. Electronics Technician, Radar Ground. member of Airforce club of Windsor, & Airforce Association of Canada for 25 years. Presently member of the Canadian Historical Aircraft Association.





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Here's to our loyal soldiers past and present — we will never forget your contribution to freedom in Canada and a more peaceful society.



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DRIVING TODAY FOR A BETTER TOMORROW



"Arbeit macht frei" translates to "work sets you free" from German. This gate leads to the former Auschwitz I concentration camp in Auschwitz-Bierkenau

Compassion to Action

By: Stephen Fields

When Canadian Prime Minister Justin Trudeau toured the death camps at Auschwitz-Bierkenau in July, he was, like so many before him, moved to tears by the undeniable evidence of one of the worst atrocities known to humanity.

Like Trudeau, I too had the opportunity to visit Poland and tour the former army barracks that were converted into a concentration camp during the Nazi occupation of Europe. And like Trudeau, I strode the grounds of that massive human slaughterhouse alongside a man who also miraculously managed to make it out alive.

Max Eisen was just 15-years-old when he was selected as a slave labourer at Auschwitz-Bierkenau, the site where about 1.1 million European Jews were methodically murdered by the Nazis. In the spring of 1944, his family was seized at their Hungarian home, loaded on to cattle cars and shipped off to the concentration camp.

Walking through that camp, and listening to the stories Max shared about the 14 months he spent there, may have been one of the most meaningful days of my life.

My trip to Poland in the fall of 2015 was sponsored in part by the Friends of Simon Wiesenthal Centre for Holocaust Studies in Toronto. A former architect, Wiesenthal also survived the concentration camps and rather than practice his profession after Europe was liberated by the Allies, he devoted his life to tracking down Nazi war criminals. His work led to the successful capture and conviction of hundreds of these monsters. The FSWC is devoted to preserving the memory of Wiesenthal and the Holocaust while promoting peace, understanding, and social justice.

Now converted into a museum to preserve the grim memories of the Holocaust – or the Shoah, as it's known in Hebrew – Auschwitz-Bierkenau is a sprawling and horrific reminder of what happens when good people fail to stand up to segregation, oppression, and hate.

Statistics are meaningful, but they are numbers and often fail to capture the real human stories behind them. The museum at Auschwitz-Bierkenau brings to life the stories of people like Max Eisen and millions of others like him. More than anecdotes, they are factual evidence.



Max Eisen (left) and Stephen Fields (right)



Former army barracks of the concentration camp in Auschwitz

The Book of Names is a massive list of all the people who were murdered there. Behind glass walls are piles of the possessions the victims brought with them when they were transported there from cities and villages all across Europe. Pots and pans. Suitcases and baskets. Toys. Shoes. There's even one section that encases all the hair that was shaved off of these people when they were detained in the camps and sent to the gas chambers. Like Justin Trudeau, my composure failed, and I was overcome with emotion by bearing witness to the magnitude of what really happened there.

Ultimately, it is our emotional responses to these memorials that should serve as a guidepost in determining how we respond when similar instances of stigmatization rear their ugly heads. And those instances are legion.

We live in a world that's far different from occupied Europe, but sadly, little has changed in terms of our insistence to categorize certain groups of people as 'Others.' Instead of celebrating our similarities, we demonize our differences.

Around the world, lunatics are murdering innocent people, driven by a completely distorted and fundamentalist view of religious texts, rather than a thoughtful and contextual interpretation of them. Politicians speak of building walls rather than bridges. Skin colour and race continues to divide us, while anti-Semitism remains constant. We view certain groups with guarded indifference, rather than trying to get to know and understand them. While the circumstances may be different, many nations turn their backs on those trying to escape strife, tyranny, and oppression, much in the same way they turned their backs on Jews trying to escape Nazi-occupied Europe.

Is this the world for which our veterans fought and died? To not promote peace, tolerance, and acceptance is a disservice to those who paid the ultimate sacrifice, who died in the battlefields of Europe believing they were fighting for a more just world, one defined by freedom, compassion, and understanding.

If there's a lesson to learn from the Holocaust, and one which can be applied today in terms of how we confront the violence that continues to plague us, it may be found in what our Prime Minister wrote in the guest book at Auschwitz-Birkenau before he left.

"Tolerance is never sufficient," Trudeau said. "Humanity must learn to love our differences."

Stephen Fields is a former journalist and the Communications Coordinator at the Windsor-Essex Catholic District School Board. Along with several colleagues from the board, he took part in the Compassion to Action Mission to Austria, Poland, and Israel in October of 2015.

Editor's note: Max Eisen recently authored a book called *By Chance Alone*, published by Harper Collins Canada. He was scheduled to speak in October at the Windsor-Essex Catholic District School Board's Together in Faith Day.





Every issue of Biz X magazine remembers the achievements and sacrifices of Windsor/Essex war veterans with our special column, "The Way It Was" by Andrea Grimes.



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THE WAY IT WAS
"My Boy Willie"
 By Andrea Grimes




The year was 1936. Depression lingered on in Canada and unemployment forced thousands of families to search for work across the province — across the nation. The Canadian Broadcasting Corporation replaced the Canadian Radio Broadcasting Commission. Gas was 10 cents a gallon. The deadliest heat wave ever recorded took place in Ontario, July 5 to 17, 1936.

The first Safety Patrol in Canada was established in Windsor at St. Alphonsus School and a memorial service for King George V was held at the Windsor Armouries January 28, 1936.

With Hitler's destructive might rapidly spreading across Europe, Germany, Italy and the Empire of Japan formed an alliance, which would give rise to World War II. Cities all across Canada were gearing up for the inevitable; slowly becoming aware of what was taking place over there!

In December 1936, the Essex Regiment (Tank) was formed in Windsor as Canada's newest Armoured Regiment.

Training exercises took place at the St. Luke Road Barracks and at the Windsor Armouries where our young lads from the farms and factories from across Windsor and Essex County "joined up" for freedom — they served for honour.

History has shown that military music contributed a great deal to the morale of soldiers, provided a much-needed reprieve from the realities of the time, and, assisted in the "esprit de corps" of a Regiment. Balanced instrumentation allows a military band to perform a variety of music, but marches will always be part of a band's repertoire for ceremonial occasions.

For many years, the public enjoyed seeing the units on parade; anxiously waiting as the Essex Scottish Pipes and Drums and the Bugle Band heralded the arrival of their respective Regiments, proudly marching through the streets of downtown Windsor.

The Essex Regiment (Tank) Bugle Band was formed in 1938. It consisted of dedicated musicians recognized for their passion for music and performance. Private Thomas Brown, who had served for 12 years with the Essex Fusiliers, was transferred to the Essex Regiment (Tank) and appointed Bandmaster. As musicians also needed to work to support their families, they were not always readily available for rehearsals. According to an article published in *The Windsor Daily Star* August 20, 1938, "the Bandmaster was so adamant that a particular musician be available that Brown contacted the lad's mother to make arrangements to get him to Windsor as he was urgently needed for the Tattoo. The mother was so impressed with the Band Sergeant's request, that she took her son's place in the tobacco field in Delhi so that he was free to play in Windsor."

Understandably, with the onset of WWII, the Bugle Band was "stood down." However, in 1946-7, it was reinstated. The Band functioned very well and had the honour of performing for H.R.H. Princess Elizabeth and H.R.H. Prince Philip, the Duke of Edinburgh during their royal visit to Windsor on October 15, 1951.

Continuous demands for the Band to perform non-military functions brought it notable acclaim and numerous awards. However, this situation became second to its official military duties and the Band was dismissed, severing all connections to the Unit.

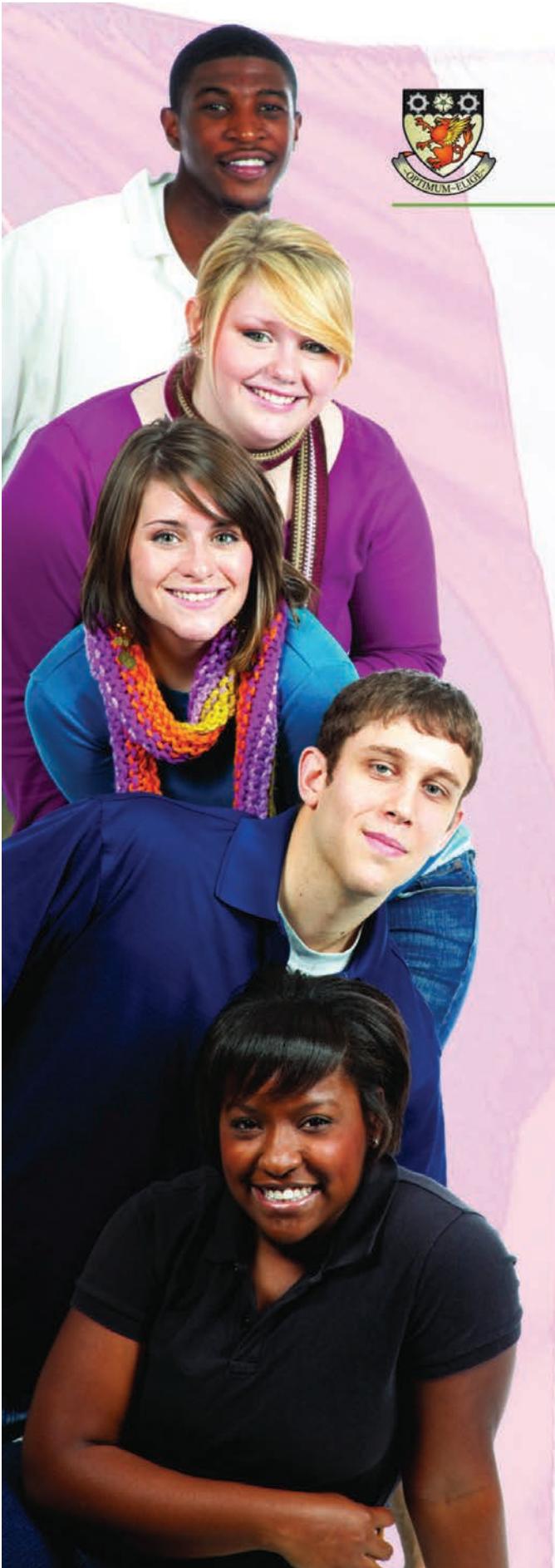
On February 1, 1953, the Band re-joined the Essex Regiment (Tank) under the name of the Windsor Regiment Band and continued as was the HMCS Hunter Band in 1970. The Windsor Regiment Band (RCEME) was disbanded. With the reorganization of the Canadian Militia, these musicians formed another band that was re-named the Windsor District Military Band.

After further reorganization in 1991, the Band became the Windsor Military Band. In September 1997, the Band became a sub-unit of the 31 Canadian Brigade Group HQ (London, Ontario).

In 2006, the Band was re-instated into the Windsor Regiment (RCAC) as the Windsor Regiment Band (read their history on the website: WRband.ca). Under the direction of Captain Beth Dykeman (Director of Music), the Band has earned the reputation for giving outstanding military and civilian performances... on all fronts!

As The Windsor Regiment (RCAC) celebrates its 80th anniversary in 2016, its Regimental quick march, "My Boy Willie" will be performed by the band at various official ceremonies.

Once again, our communities will be introduced to the history and tradition of military music, in honour and in memory of our soldiers from all theatres of conflict and peacekeeping missions who served (and continue to serve) with duty and valour here at home and abroad. 🇨🇦



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