

# Royal United Services Institute of New Brunswick

President – Capt Margaret Whittaker CD

Processing - Capt Tom White CD

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February 2017

## President's Message

*I take this opportunity to say “thank you” for your support and encouragement. It has been very important to me, especially as this has been a time of illness and a death in the family. A special thanks to the Board members for their unwavering time and efforts; they are appreciated. I encourage the new board to work hard and make every effort to increase our membership. Thanks to all the members for the privilege of being your President, for placing your trust in me these two years. It has been an honour and a pleasure.*  
Capt (ret'd) Margaret Whittaker.

February 28, 2017, 7PM the NB Historical Society is sponsoring a free illustrated lecture “Why Vimy Ridge Matters: Beyond the Myths” Maj (Ret) Tom McLaughlin chair of the board of the 8<sup>th</sup> Hussars Museum will be the speaker.

## The Ones the War Forgot

As acclaim is once again showered on Lt Gen Julien Byng and his Canadian Corps, a forgotten part of Canada's wartime service is getting new attention: the fate of some 3,300 prisoners of war held in Germany during the First World War.

Though often away from the dangers of front-line trenches, their confinement came with its own privations. Many arrived in the camps after being wounded in the battlefield. Such was the case of Pte. Frank MacDonald, who had a steel splinter removed from his eye after he was captured in 1916. Soon hunger drove him to search through garbage pails in the Dolmen POW camp, where he discovered that the inedible meat in that day's soup had come from a dachshund.

Source: Maclean's magazine October 31, 2016 **Page 1**

## Future Speakers and Events

February 23- The Black Regiment: Ralph Thomas – President of PRUE and Mary Louise McCarthy – President of NB Black History

March 23 – Victoria Cross: Brent Wilson from the Gregg Institute

April 27 – The Saint John Port Authority - President & CEO James Quinn

May - LCol Chris Cotton, CD, Co 4 Engineering Regt, and Major Robert Horton will present Operation REASSURANCE .

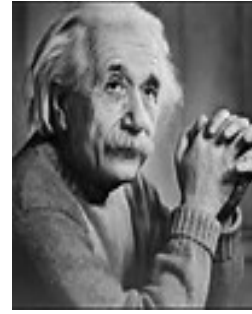


## John Louis Bampton, 1922 – 2017

F/Sgt John Bampton, a veteran of the Royal Air Force, passed away January 20, 2017. He is survived by his wife Renate, three sons and three daughters. John enlisted in the RAF in July 1940. He immigrated to Canada in May 1947.

On February 7, he married Renate and enjoyed almost 41 years of marriage. He spent countless hours celebrating his faith through gospel music; also singing barbershop and directing a ladies barbershop chorus in Sussex. There were four words to best describe John: respected, trustworthy, honest and remarkable.

Three things in life that made up John Three things in life that made up John Louis Bampton was his faith, his family and his music. He was a celebrated veteran, wonderful husband, father, grandfather, a loving brother, uncle, cousin and friend. He will be greatly missed by all of those whose lives he touched



**July 4, 1960** Jane Goodall was 26 years old with no formal college training when she arrived at the Gombe Stream chimpanzee reserve in western Tanzania, sent there by anthropologist Louis Leakey, at a time when it was considered dangerous for a young woman to travel alone in the wild. Goodall's inexperience worked in her favor. Rather than following a strict scientific approach, she gave the chimpanzees names instead of numbers and spent long months following the troops. Eventually, Goodall was accepted as one of them, gaining intimate access to chimpanzee society. She witnessed chimps making and using tools, which had been a human-only characteristic. Goodall lived in Gombe Stream almost 15 years. Today, she continues to use research and analysis she began 56 years ago to advocate for chimpanzee welfare with the Jane Goodall Institute.

Source: Globe and Mail – Monday, July 4, 2016

### Taking the Fifth

US Law The Fifth Amendment protects individuals from being forced to **incriminate themselves**. Incriminating oneself is defined as exposing oneself (or another person) to "an accusation or charge of crime," or as involving oneself (or another person) "in a criminal prosecution or the danger thereof." The *privilege* against compelled self-incrimination is defined as "the constitutional right of a person to refuse to answer questions or otherwise give testimony against himself. ... "To "plead the Fifth" is to refuse to answer any question because "the implications of the question, in the setting in which it is asked" lead a claimant to possess a "reasonable cause to apprehend danger from a direct answer", believing that "a responsive answer to the question or an explanation of why it cannot be answered might be dangerous because injurious disclosure could result." Historically, the legal protection against compelled self-incrimination was directly related to the question of torture for extracting information and confessions. What protection does Canada offer its citizens? It is Article 5 of the.....?

.Answer page 4.

I fear the day that technology  
will surpass our human interaction  
The world will have  
a generation of idiots  
*Albert Einstein*

### Do You Know.....

1. Debris from Malaysia Airlines Flight 370, which disappeared on March 8, 2014, was found. Where?
2. In June of 2015 Greece made economic history by becoming first developed country to do what?
3. In 2015 Canada came under fire for a deal in which it sold military equipment to Saudi Arabia. What type of military equipment?
4. Stephen Harper Caused a stir by referring to Canadians of a certain type during one of the 2015 election debates. What type?
5. Which flag was raised for the first time at the United Nations in New York?
6. The name of the Canadian Army mascot?

Answers on Page 4



Bismark



HMS Hood

### Sinking the Bismark

May 27, 1941 the most powerful warship in Europe disappeared from her anchorage in Bergen, Norway. The British, anxiously watching and waiting, could surmise where the brand new 50,000 tonne battleship was going. On May 27, 1941 *Bismark* was cornered and sunk. No Canadian warships were directly involved in the *Bismark* episode. At that stage of the war, the Royal Canadian Navy lacked the fleet-class destroyers and cruisers needed for such perilous work. But Canadians were involved in almost every facet of the destruction of the *Bismark*, from intelligence gathering and air strikes to surface gunnery actions. Several of them were killed in action. Midshipmen were young officer candidates-typically in their late teens-who had joined the professional RCN and were undergoing naval training in gunrooms of the fleet.

Three RCN Midis were on Hood: T.N.K. Beard, F.F.L. Jones and S.J.B. Norman. Richard H. Leir was the lone Canadian Mid in the battleship's gunroom. Sub-Lieutenant Stuart E. Paddon, Royal Canadian Navy Volunteer Reserve, was also aboard *Prince of Wales* as ship's radar officer. By early morning on May 24, *Hood* and *Prince of Wales* were in the southern end of Denmark Strait when Padden got three blips at 24,000 metres on *Prince of Wales* main search radar. Padden, locked away in a steel room, followed the action on his set. Leir has a better view, spotting from the periscope of *Prince of Wales* a turret. "First their two sets of battleships, then the handsome rakish hulls of the German ships with their ripple, of gun flashes," appeared before the first guns in his turret fired, Leir later wrote.

The Germans made short work of the action on May 24<sup>th</sup>, sinking *Hood* with their third salvo. Leir knew something was amiss when his vision was suddenly obscured by an orange reflection" followed by "tumbling, burning debris and a great falling tripod". One of the *Bismark's* 15 15 inch shells penetrated *Hood's* armour, detonating her aft armour and destroying her in a shattering explosion. The great ship vanished in a maelstrom taking his young friends Beard, Jones and Norman with her. All but three of her 1,418-man crew perished.

Meanwhile, Paddon watched more German shells coming in on his Type 281 radar set. One struck the bridge of *Prince of Wales*. It failed to explode, but the concussion and splinters of its killed everyone but the ship's captain, including some Paddon's crew. The Germans spent the rest of the day dodging attacks. On several occasions, *Bismark* turned to fire on her pursers, exchanging fire again with *Prince of Wales* at around 4 p.m. Torpedo-equipped planes from HMS *Victorious* also attacked. None of these actions inflicted damage. However, the need to manoeuvre at high speed stripped away the work of the damage-control parties on the hole in *Bismark's* forecandle, and forced water under extreme pressure to pour water into boiler room number 3, which had to be abandoned. She was now down to a manageable speed of 20 knots.

Before dawn on May 26, two RAF Catalinas took off from Lough Erne, Northern Ireland, to search an area that *Bismark* would likely steam through. Aboard one of them was 19-year-old RCAF navigator Sergeant Gaynor Williams. At 10:30 a.m. On May 26, one of those Catalinas spotted the *Bismark* kilometres 1,280 west of Brest, France. The first attack by *Ark Royal's* Swordfish, inadvertently targeted *Sheffield*, which escaped unscathed. At 8:30 p.m., the second attack was successful, but in a fortuitous way. Two torpedoes hit *Bismark*. One struck amidships, causing minor damage and flooding. The other struck near the port side rudder while *Bismark* was maneuvering, and all attempts to release the rudder from its 12 degrees of turn failed. As *Bismark* turned gently in the choppy North Atlantic, the British brought up the big guns: *Rodney* and *King George V*. At 8:47 a.m. On May 27, *Rodney* opened fire with 16-inch shells at range of some 23 kilometres, followed minutes later by the 14-inch guns of *King George V*. Return fire was adversely affected by her inability to manoeuvre, but that soon became irrelevant. Shortly after 9 a. m., a shell from *Rodney* struck *Bismark's* forward superstructure, killing her command staff and hundreds of men, wrecking her bridge and disabling her forward guns. Still her secondary armament continued to fire and so *Rodney* closed to 2,700 metres, so close that *Rodney* was able to hit *Bismark* with torpedoes. At 10:20, *Rodney* was called off and the cruiser HMS *Dorsetshire* went in to finish *Bismark* with torpedoes. By then, she was already on her way down, flooded by her own crew. More than 2,100 of her crew perished. By 10:40, the brief but dramatic career of the *Bismark* was over, and a handful of Canadians had played their own modest roles in her historic demise.

One of Our Own



**C**aptain W. F. Bruce Holder,

**CD** plays the trumpet. He has played with local and visiting bands. Bruce joined the New Brunswick Symphony in 1951, in fact that as a young man he never wanted to play symphonic music at all.

I was almost tricked into it, laughs Holder as he recounts his first symphonic appearance at the pops concert at the Saint John High School.

“I had no interest in symphonic music at all. I just wanted to play swing and dance music at that age. I was 18 for Pete's sake, and here I was thrown in with all those older folk and their music”.

“But it wasn't hard to do - I was used to playing in dance bands and a lot of the guys that played with me at those were playing in the symphony I felt at home.

Captain Holder's musical gifts have been shared with students at a number of local high schools in their annual presentations of Broadway musicals.

“I think I have done over 60,” he says, “I guess have played all the major musicals over the years.

Asked which was the most difficult, he admits that even the smallest part can be difficult. It's important to practise for every occasion. All had difficult parts, there was always something you had to work at. I practice. every day at 4 p.m. As a rule. For any gig, you are supposed to know the piece when you arrive for the rehearsal and at that point you're just working it out with the other musicians.

”Bruce enlisted in the 3 Field Artillery Regiment (the Loyal Company) Band January 8, 1951 serving until September 27, 1987 but continued as a volunteer until October 19, 2016.

His day job was in the accounting department of Ocean Steel and Construction.

Source: mostly from an interview with David Gross featured in the Telegraph-Journal. The date is not available

**O**ver the past 30 years, human caused climate change has nearly doubled the amount of forest area lost to wildfires in the western United States, a new study has found. The result puts hard numbers to a growing hazard that experts say both Canada and the United States must prepare for as western forests across North America grow warmer and drier and increasingly spawn wildfires that cannot be contained. Climate change is playing a substantial role in the variability of fire activity.....and we expect that to continue into the future. The question is how are people going to respond to that,” said John Tautologous, a climatologist at the University of Idaho and lead author of the study published Monday in the Proceedings of the National Academy of Science. In 2014, a team of US researchers showed that for every one degree Celsius of climate warming, the number of lightning strikes that can ignite wildfires increases by about 12 percent.

Answer to:

**Canadian Version of the “Taking The Fifth”**

Globe and Mail – Tuesday, October 11, 2016 “ Where with respect to any question a witness objects to answer on the ground that his answer may tend to incriminate him, or may tend to establish his liability to a civil proceeding at the instance of the Crown or of any person, and if but for this Act, or the Act of any provincial legislature, the witness would therefore have been excused from answering the question, then although the witness is by reason of this Act or the provincial Act compelled to answer, the answer so given shall not be used or admissible in evidence against him in any criminal trial or other criminal proceeding against him thereafter taking place, other than a prosecution for perjury in the giving of that evidence or for the giving of contradictory evidence.

- R.S., 1985, c. C-5, s. 5; 1997, c. 18, s. 116”

source **Canada Evidence Act R.S.C., 1985, c. C-5**

An Act respecting witnesses and evidence

**Answers to Do You Know**

1. Reunion Island
2. Default on a loan
3. Light armored vehicles
4. “Old stock”
5. The Palestine flag Juno the Bear

Sources: 1 to 5 Globe and Mail, Quiz 2015, Friday

January 1, 2016; 6. The Maple Leaf October 2016 insert

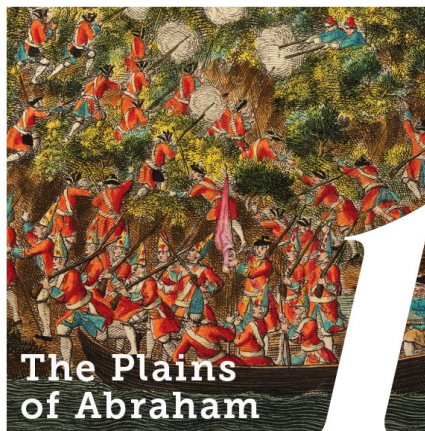
## FIVE BATTLES THAT SHAPED CANADA

**WAS CANADA TO BE A FRENCH OR BRITISH COLONY?** The Seven Years War (1756-63) decided that question, and the key battle was fought at Quebec on Sept. 13, 1759. That engagement pitted General James Wolfe and his British regulars against the Marquis de Montcalm and his larger but mixed force of regulars, First Nations warriors and militia. The preliminaries to the decisive engagement had been lengthy; the battle on the Plains was to be very brief.

James Wolfe, born in 1727, had been an army officer since 1741 with service on the Continent, in Scotland, and in the taking of Louisbourg in 1758 where, as a brigadier, he distinguished himself. To Wolfe's surprise, he received command of the land forces for the expedition against Quebec on Jan. 12, 1759, and was promoted to major-general. His command encompassed some 10 battalions of infantry, in all some 8,500 capable regulars. The expedition had the support of 49 ships, including 22 men-of-war with 50 or more guns. On his arrival off Quebec on June 27, Wolfe's initial plan was to land east of Quebec on the north shore of the St. Lawrence, but Montcalm had anticipated this tactic and fortified the shore. The British commander, confident that if he could force Montcalm to stand and fight he would win, thus found himself forced to revise his planning. If he could not force the French to fight, winter would force Wolfe to retreat to Louisbourg until the late spring of 1760.

What to do? Wolfe kept changing his plan, his ill-health compounding matters. He emplaced cannon opposite Quebec and shelled the town; he launched an attack just west of the Montmorency River on July 31 and suffered heavy losses; and he ordered the burning of settlements east and west of Quebec. Finally, unable to decide on his course, he wrote to his three brigadiers and asked them to "consider the best method of attacking the Enemy." Wolfe's subordinates suggested that the army direct operations above the town on the north shore of the great river. Sitting astride Montcalm's lines of communication to Montreal and the interior of New France, they said, "the French General must fight us on our own Terms...." Wolfe agreed, and on Sept. 8 or 9, he reconnoitered down river and decided to attempt a landing at Anse au Foulon where a track led up the cliffs. The rest is history. At 4 a.m. on Sept. 13, several companies of light infantry scaled the cliff and drove off the small French force at the site. By morning, Wolfe's regulars were drawn up in line on the Plains of Abraham, and Montcalm, who might have awaited reinforcements coming from the west, instead decided to fight. He came out from Quebec, formed his columns, and launched his men at the British lines at 10 a.m. Wolfe let the French come to within 40 yards, and two heavy volleys destroyed them. In the 15-minute battle, Montcalm was severely wounded and carried back to Quebec where he died. Wolfe, hit three times, died on the Plains. The remainder of the French force soon headed west, moving around the British. The town of Quebec surrendered on Sept. 18.

The conquest of New France was not yet complete. The Royal Navy had to leave the St. Lawrence soon after the victory, and the British garrison, ravaged by scurvy, struggled to survive. In late April 1760, the French attacked and won a substantial battle at Sainte-Foy, just west of Quebec, but the British withdrew within the walls of the town. Overall success now depended on the arrival of supply vessels—if French, New France might well survive; if British, the colony was doomed. In mid-May, the Royal Navy arrived, and the conquest was effectively complete. Montreal capitulated in September, and the Treaty of Paris in 1763 gave New France to Great Britain. The French fact remained in Canada, but the colony's future now was in London's hands. Wolfe had not been a great commander, but he had won the decisive battle, his outnumbered regular soldiers defeating the mixed French force. The fate of empires, the destiny of Canada, had depended on a track up the cliffs at what is now known as Wolfe's Cove. Source: Legion Magazine archives.



Those three The future of British North America was decided on the Plains of Abraham in 1759 and confirmed during the War of 1812 in which the Canadas barely survived American invasion. Two great world wars demonstrated that Canada would exert itself to the maximum to defeat the expansionist aims of Kaisers and Axis dictators. And the war in Afghanistan saw Canada deploy its men and women into action to battle extremist Islamists who could—and did—threaten the democracies. Canada was no great power, but its servicemen and servicewomen over the last century have played major roles in war in concert with their allies. source: Legion archives Page 5

# The Battle of Vimy Ridge

## 9-12 April 1917

By Tim Cook

Many historians and writers consider the **Canadian victory at Vimy** a defining moment for Canada, when the country emerged from under the shadow of Britain and felt capable of greatness. Canadian troops also earned a reputation as formidable, effective troops because of the stunning success. But it was a victory at a terrible cost, with more than 10,000 killed and wounded.

The Canadian Corps was ordered to seize **Vimy Ridge** in April 1917. Situated in northern France, the heavily-fortified seven-kilometre ridge held a commanding view over the Allied lines. The Canadians would be assaulting over an open graveyard since previous French attacks had failed with over 100,000 casualties.

To capture this difficult position, the Canadians would carefully plan and rehearse their attack. To provide greater flexibility and firepower in battle, the infantry were given specialist roles as machine-gunners, rifle-men and grenade-throwers. These same soldiers underwent weeks of training behind the lines using models to represent the battlefield, and [new maps](#) crafted from [aerial photographs](#) to guide their way. To bring men forward safely for the assault, engineers dug deep tunnels from the rear to the front. Despite this training and preparation, the key to victory would be a devastating artillery barrage that would not only isolate enemy trenches, but provide a moving wall of high explosives and shrapnel to force the Germans to stay in their deep dugouts and away from their machine-guns. "Chaps, you shall go over exactly like a railroad train, on time, or you shall be annihilated," warned Canadian Corps commander Sir Julian Byng. **"In those few minutes I witnessed the birth of a nation."**

BGen A.E. Ross



In the week leading up to the battle, Canadian and British artillery pounded the enemy positions on the ridge, killing and tormenting defenders. New artillery tactics allowed the gunners to first target, then destroy enemy positions. A nearly limitless supply of artillery shells and the new 106 fuse, which allowed shells to explode on contact, as opposed to burying themselves in ground, facilitated the destruction of hardened defences and barbed wire. The Canadian infantry would be well supported when it went into battle with over 1,000 artillery pieces laying down withering, supportive fire. Attacking together for the first time, the four Canadian divisions stormed the ridge at 5:30am on 9 April 1917. More than 15,000 Canadian infantry overran the Germans all along the

front. Incredible bravery and discipline allowed the infantry to continue moving forward under heavy fire, even when their officers were killed. There were countless acts of sacrifice, as Canadians single-handedly charged machine-gun nests or forced the surrender of Germans in protective dugouts. Hill 145, the highest and most important feature of the Ridge, and where the [Vimy monument](#) now stands, was captured in a frontal bayonet charge against machine-gun positions. Three more days of costly battle final victory. The Canadian operation was an important success, delivered even if the larger



British and French offensive, of which it had been a part, had failed. But it was victory at a heavy cost: 3,598 Canadians were killed and another 7,000 wounded. The capture of Vimy was more than just an important battlefield victory. For the first time all four Canadian divisions attacked together: men from all regions of Canada were present at the battle. Brigadier-General A.E. Ross declared after the war, "in those few minutes I witnessed the birth of a nation." Vimy became a symbol for the sacrifice of the young Dominion. In 1922, the French government ceded to Canada in perpetuity Vimy Ridge, and the land surrounding it. The gleaming white marble and haunting sculptures, of the Vimy Memorial unveiled in 1936, stand as a terrible and poignant reminder of the 11,285 Canadian soldiers killed [in France](#) who have no known graves. Source: Canadian War Museum

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**Thought du jour**  
**“Do not think what you want**  
**to think until you know what**  
**you ought to know.**  
**John Crow**

“The Bravest of all holders of the Victoria Cross”-  
Admiral Sir Roger Keyes, Royal Navy Commander of the Dover Patrol



“The Bravest of all holders of the Victoria Cross”-  
Admiral Sir Roger Keyes, Royal Navy Commander of the Dover Patrol

The Canadian army didn't want him. Our navy turned him down. Bum eyesight, they said. But that didn't stop him – rejected in his native land where he joined the Royal Naval Volunteer Reserve (RNVR), and with that service he took part in the most daring naval raid of the Great War to become the only Canadian sailor to win the Victoria Cross in that conflict.

In World War I, the Royal Navy (RN) was made up of mighty battle-wagons designed to slug it out with the enemy's surface fleet. Two cases in point: at Dogger Bank in 1915 and Jutland a year later it had traded blows with the German Imperial Fleet, and though bloodied and bruised remained unbowed. As a result, the Germans were unable to loosen the grip of the British naval blockade. On the other hand, the RN failed to arrest the German U-boat, although it provided convoy escorts to protect merchant shipping across the Atlantic. By April of 1918, the British Admiralty recognized that the only way to destroy the menace was to attack it at its source. Under a heavy smokescreen, Royal Marines were to be put ashore to occupy the pier and create as much damage and confusion as possible to enable the obsolete ships to manoeuvre into position and have the charges set. Also, the crews had to get to awaiting rescue motor launches. The main deterrent at Ostend were batteries on two piers on either side of source. The plan was to render the Bruges base useless by blocking the entrance to the canals with obsolete British cruisers filled with cement and charged with mines to sink them.. At Zeebrugge, a fearsome battery of guns protecting the area had first to be overcome. A breakwater one and one-half miles long and eighty feet wide extended out to sea covered by 229 guns ranging from 15-inch naval guns to 31/2 -inch cannon recognized that the only way to destroy the menace was to attack it at its as well as innumerable machine guns.

Under a heavy smokescreen they were to put ashore to occupy the pier and create as much damage and confusion as possible to enable the obsolete ships to maneuver into position and have the charges set. Also, the crews had to to awaiting rescue motor launches. The main deterrent at Ostend were batteries on two piers on either side of the canal and it was there - not the heavily fortified Zeebrugge- – that the navy was in trouble. The operation was launched on the night of April 23, although it did not quite come off as planned. At Zeebrugge, a southeast wind blew the smokescreen out to sea exposing the raiders to relentless fire from the defenders on the breakwater. Casualties were heavy. In the face of intense enemy fire, demolition parties scrambled ashore to begin their work of destruction.

At the outset of the operation, Admiral Sir Roger Keyes, commander of the Dover Patrol, had called for 1,600 volunteers (who were told they would probably never be coming back). Rowland Bourque was one of the first of them. As commander of the thirty-seven-ton, eighty foot long motor launch *ML276*, his job would be to take the crew off the block ship once it had been sunk. But because of his restricted eyesight (he wore glasses) he was not accepted. However, he was able to convince his superiors that he could serve in a stand-by capacity. Of the two cruisers designated as blockships, one had to turn back due to engine trouble. That left *Vindictive*. While following *Vindictive* which had played an instrumental part at *Zeebrugge*, as the sole means of bottling up the Ostend canal. Again, partial success. In spite of the thick fog, the captain managed to steer his ship into the harbour mouth. But as he began to manoeuvre the vessel to a position where it would lie across the channel, a shell landed on the bridge, killing him..His 1st lieutenant immediately took over and tried to swing the stern, but it was too late. The cruiser ran aground. He had no choice but to order abandon ship.

While following the *Vindictive* into the channel, the captain of the rescue launch *ML254*, his second-in-command and a sailor aboard. had been wounded. *ML254's* skipper retained consciousness long enough to back his launch away, then sank exhausted from his wounds. *Vindictive's* Number One assumed command. As he steered the vessel out of the harbour, he passed Bourque's *ML276* on the way in to check that everyone from the *Vindictive* had managed the crew to abandon ship. had been wounded. They nevertheless were able to pull alongside and take off forty of the crew, Then, as the launch drew away, the charges set in *Vindictive* blew up and the ship settled on the bottom. Lying at an angle across the canal, it only partially obstructed traffic, but it was considered good enough. *ML254's* skipper regained consciousness long enough to back his launch away, then sank. Bourque's *ML276* on the way in to check that everyone from the *Vindictive had managed* to get away. Bourque cruised around under heavy fire from the piers on either side of the canal for about ten minutes and was just leaving when he heard cries of help from the water. Returning after a prolonged search he found an officer and two sailors clinging desperately to an upturned lifeboat. All three were badly wounded. Despite the relentless fire from the piers being poured into his motor launch, Bourque managed to pick up all three and make for the open sea under reduced power. In the process of the rescue, *ML276* was hit by a 6-inch shell which killed two of her crew.

In its stilted way, the citation to Bourque's Victoria Cross summed up “This episode displayed daring and skill of the very to get away. Bourque cruised around under heavy fire from piers on either side of the canal for about ten minutes and was just leaving when he cries of help from the water. Returning after a prolonged search he found an officer and two sailors clinging desperately to an upturned lifeboat. All three were badly wounded. Despite the relentless fire from the piers being poured highest order.” The French government also conferred upon him the the Chevalier of the Legion of Honour. source: True Canadian Victoria Cross Heroes.

Thanks to Bill Dashwood



