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O'BRIEN, John Barry, Acting Lieutenant-Commander - Mention in Despatches - RCNVR / HMCS Snowberry - Awarded as per **Canada Gazette** of 10 June 1944 and **London Gazette** of 8 June 1944.

Home: Ottawa, Ontario.

Commanding Officer of **HMCS Snowberry** (Flower Class Corvette - K166) from 22 May 1943 to 14 January 1944.

Commanding Officer of **HMCS Long Branch** (Revised Flower Class Corvette - K487) from 8 October 1944 to 21 February 1945.

O'BRIEN, John Barry, 0-55940,

RCNVR Div Ottawa A/S/Lt(Temp) [18.12.39] RCNVR,

Lt(Temp) [24.10.39]

HMS TRILLIUM (K172) Cof, stand by. (7.9.40-30.10.40)

HMS TRILLIUM (K172) Cof, (31.10.40-14.5.41)

HMCS TRILLIUM (K172) Cof, (15.5.41-?)

HMCS SNOWBERRY (K166) Cof, (10.5.43-21.5.43)

HMCS SNOWBERRY (K166) Cof, CO, (22.5.43-9.11.43)

HMCS SNOWBERRY (K166) Cof, CO, (25.12.43-14.1.44) MID~[10.6.44] A/LCdr,

HMCS LONG BRANCH (K487) Cofm, CO, (8.10.44-21.2.45)

LCdr(Temp) [1.7.45] Demobilized [10.10.45]

"For outstanding cheerfulness and devotion to duty, whilst serving as an Officer in His Majesty's Canadian Corvettes on escort duty in the North Atlantic since September, 1940; Lieutenant O'Brien has at all times displayed the highest degree of initiative, energy and resourcefulness in encounters with the enemy. When promoted to command (**HMCS Snowberry**), his superior qualities of leadership, tact, and unfailing good humour resulted in his having one of the happiest and most efficient ships in the Newfoundland Command."

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O'BRIEN, John Gerald, Acting Chief Engine Room Artificer Third Class (V-48991) - **Mention in Despatches** - RCNVR / HMCS Waskesiu - Awarded as per **Canada Gazette** of 9 September 1944 and **London Gazette** of 4 July 1944. Home: Montreal, Quebec.

O'BRIEN, John Gerald, V-48991, A/CPO/ERA, RCNVR, MID~[9.9.44]

"For good service in the destruction of an enemy submarine. For courage, resolution and skill in **HMCS Waskesiu** in successful operations against U-Boats in the Atlantic."

On 24 February 1944, **HMCS Waskesiu** (River Class Frigate - K330) sank **U-257** in the mid-Atlantic. This action is described in Chapter 33 of "**The Canadian Naval Chronicle 1939-1945**".

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O'CONNELL, Leslie James, Acting Chief Petty Officer (TC) (V-17598)
- **Mention in Despatches** - RCNVR - Awarded as per **Canada Gazette** of
5 January 1946 and **London Gazette** of 1 January 1946.

Home: Brantford, Ontario.

O'CONNELL, Leslie James, V-17598, A/CPO(TC), RCNVR, **MID**~[5.1.46]

"Whilst serving in His Majesty's Canadian Ships at sea for forty-two months, Chief Petty Officer O'Connell has at all times cheerfully and willingly pursued his duties with tenacity, regardless of conditions. A most loyal Chief Petty Officer who has never varied from his willing dependability giving every assistance to his Officers, at the same time giving an excellent example of leadership and cheerfulness to his men."

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O'HAGAN, Denis James Patrick, Lieutenant - George Medal (GM) -
RCNVR / Bomb Disposal - Awarded as per **London Gazette** of 17 June
1941 (no Canada Gazette).

He was born in Liverpool, England and immigrated to Canada at age 16 at the urging of his father who was an accountant with White Star and Cunard Lines.

He joined the **RCNVR** in the 1930's well before the war when he was automatically entitled to be enlisted as an officer due to the anachronism of his membership of the Royal Nova Scotia Yacht Squadron. He became an active reserve member in the 1930's.

When war arrived, he went to England in late 1939 and volunteered for any special duty. This it turned out, was to be mine disposal.

He was the first Canadian naval officer awarded the **George Medal** in WWII and he was also recommended for the George Cross, the award being down graded to the Bar to the George Medal instead, thus making him one of only four persons awarded the GM and Bar in Canada in WWII.

He was asked by the Canadian Government to go on a coast to coast Victory Bond speaking tour raising funds.

After mine disposal he was assigned to the Admiralty Department of Mines and Torpedoes where he undertook the submarine and mine clearances of harbours from Belfast to Alexandria and Tripoli.

He then was assigned to **The SS Ocean Might**, which was rigged to stream anti torpedo netting from booms while underway. This vessel was taken to the US to demonstrate effectiveness and seek commitments from Mr. Stevenson, the UK's agent in the US, for wartime production in quantity. The Yanks were not impressed so a Hollywood movie director was hired and live torpedoes were fired at the vessel without harm and production was ordered.

In 1943 as a result of the Quebec Conference, Canada was assigned its own beach in the proposed invasion of Europe. As a consequence, O'Hagan was selected to form, train and lead Commando W, Canada's first commando unit, which trained in

Scotland under Lord Lovat.

In the order of Battle for Operation Neptune he was listed as **Principal Beach Master for Juno Beach**. His unit was held back for 14 days. When it was deployed is uncertain. (See the note on Commando 'W' below). During the storms which wiped out the mulberry harbors Juno beach was the principle logistics entry for the invasion build up prior to breaking out and encircling the retreating Germans at Falaise. O'Hagan helped build a temporary dock on the beach using railway locomotives as foundations. He salvaged the Seaplane Tender Albatross, which had been converted to a landing support vessel, which had been sunk on Juno beach.

He was then given the opportunity to name a preference for his next posting, and he asked to go to sea to get his watch keeping ticket. He was posted to **HMCS Algonquin** (Debby Piers CO) and he spent the fall of 1944 and the spring of 1945 in attacks off Norway and several runs to Murmansk.

After the war he rejoined a former employer in the timber business, and from there to the department of Fisheries and Oceans and thence to the Department of Supply & Services where he was Assistant Atlantic Regional Director in 1973, the year of his death. While he pursued his peacetime career in the Federal government he remained active in the Naval reserve, becoming **commanding officer** of Canada's senior naval reserve division of **HMCS Scotian** from 1955 to 1958.

His contribution to the Naval reserves and the Sea Cadets (The O'Hagan Trophy) is commemorated in four large display boards on the quarter-deck of HMCS Scotia. Additionally, his cap is enclosed in a glass display case presented by my mother on the occasion of a reception by the Lt. Governor of Nova Scotia marking Scotian's 50th anniversary in 1997 at Government House.

He has three surviving children, James Rea Patrick, a senior partner of William Alexander & Associates a mining and energy project development firm in Halifax, Brian Boru, a mathematics and chemistry professor at Fort Smith, and Patricia Anne (Stout) a school librarian in Sussex, N.B.

Commanding Officer of **HMCS Scotian** (Naval Reserve Unit Halifax) from 1 May 1955 to 31 December 1955.

Promoted Commander on 1 January 1956 and continued in Command of **HMCS Scotian** until 15 April 1958.

O'HAGAN. Denis James Patrick, 0-56170, Lt(Temp) [4.9.39] RCNVR

GM~[17.6.41] Bar to GM~[9.6.42]

HMCS ALGONQUIN (R17) DD, (6.11.44-?)

HMCS NIOBE (D/S) for combined Ops (UK) (23.12.43-?)

A/LCdr(WHA), Resigned [8.6.45]

"He has up-to-date dealt with thirteen unexploded enemy mines and has shown consistent high courage."

On the night of 22/23 December 1940, a mine fell very close to the Central Electricity Power Station, Trafford Park, Manchester, and it was necessary that this mine should not be allowed to explode. It was lying with its bomb fuse underneath and a fire was raging some fifty yards away; during the operation which took four days, it was necessary to let fire engines pass close by as a further attack on the night of 23/24 December had started more fires close by. He carefully scraped away the earth from underneath the bomb fuse, only to find that it had been damaged and the spring gag could not be used. He then decided to try and screw in a screw tap into the hydrostatic valve hole and this was successful. He then rolled the mine, so that the bomb fuse was on top only to find that the keep ring was badly bent. With the help of Bevan, he tried to unscrew the ring, and whilst doing so, the fuse clock started and ran off. However, the screw tap prevented the mine from firing. It was now obvious that the mine could not be rendered safe in the normal manner without great risk; so it was decided to sterilize the mine by boiling out the explosives. This was done successfully by the evening of the 26th December, great care being taken not to detonate the mine as the bomb fuse, primer and detonator and the mine primer and detonator were all in position. When the H.E. filling had been emptied, sandbags were put round the mine, the bomb fuze successfully countermined and the main detonator and primer then cleared. The greatest credit is due to O'Hagan and Bevan (Able Seaman William Henry Bevan, RN, who was also awarded the George Medal) for this fine piece of work which prevented severe damage to the power station.

NOTE: The original recommendation was for the George Cross.

O'HAGAN, Denis James Patrick, Acting Lieutenant-Commander - BAR to the George Medal (GM*) - RCNVR / Bomb Disposal - Awarded as per London Gazette of 9 June 1942 (no Canada Gazette).

"For gallantry and undaunted devotion to duty."

In May 1941, the enemy started dropping a new type of mine, known as 'G' type, which had no parachute and which if it did not explode on impact, buried itself deeply in the ground (twenty to thirty feet or more). On 22 May, 1941, Fortt (Temporary Lieutenant Frederick Ronald Bertram FORTT, RNVR, who was awarded the George Medal for this action) and O'Hagan were sent to Nuneaton to deal with one of the first 'G' mines dropped on land and unexpended.

It was already known that it contained a new anti-handling mechanism activated by a photo-electric cell, which would explode when exposed to daylight and it was necessary to remove the unit of the mine containing this device before the mine would be safe to handle. Instruction showed that it was necessary to work in darkness and also that the mine would probably be magnetically alive and sensitive to any magnetic influence.

The Nuneaton Bomb Disposal Squad (Lieutenant R.A. McClune) volunteered to work on the preliminary heavy excavation, up to the point of locating the mine. The mine was found at twenty-two feet and Fortt and O'Hagan freed the end from the surrounding sub-soil; then widened the bottom of the shaft sufficiently for the necessary operations to be carried out upon the magnetic unit. The soil being in the form of petrified clay, work could only be carried out with picks and shovels regardless of any effect which the vibrations would have upon the mechanism of the mine -- then very largely and unknown quantity. To add to the difficulties, those parts which had to be removed in the early and most dangerous stages of the operation were very heavy, in practice too heavy for one man alone -- this was why two officers were sent. Working in the dark, they successfully removed the magnetic unit and primer and, after further excavation, the fuze.

Dealing with an unknown mine, courage of a very high order is required. The operation was brought to a successful conclusion. Fortt has been in Land Incident Section for eight months and has dealt with thirty mines. O'Hagan for ten months and has dealt with twenty-three mines.

Medals of Commander Denis James Patrick O'HAGAN, GM and BAR, CD RCN(R) :

George Medal (GVI) and BAR - 1939/34 Star - Atlantic Star - Defence Medal - CVSM and Clasp - 39/45 War Medal - CD.
(would now be entitled to the Arctic Star)

His medals were stolen from his home in 1958/59. They ended up in a collector's collection. The stolen medals were, with the assistance of legal counsel and the RCMP, secured and then purchased by the O'Hagan family and returned happily Commander O'Hagan's wife - Patricia Joyce O'Hagan in 2005.

Commando 'W'

Commander O'Hagan's was named Principal Beach Master, and Commanding Officer of "Commando 'W', Canada's only beach commando unit, and destined for Juno Beach. Commando 'W' was placed in the Order of Battle of Operation Neptune - the sea part of Operation Overlord - the creation of a Western Front in the invasion of Europe.

There is a continuing discrepancy in write-ups as to when Commander O'Hagan and then, all units of Commando 'W' actually arrived on Juno Beach; and when they fully took over responsibility for Juno Beach from the British. What his son understands from conversations with his father is as follows:

Commando 'W', The Canadian Beach Commando unit, was created as a necessary part of the Quebec conference agreement among Britain, the US and Canada in which Canada was to participate in Operation Overlord with its own army division, and land on its own beach and fight under Canadian Command. Part of this commitment to Canada on the part of its Allies, required that Canada develop its own Beach Commando unit to operate and secure the beach area. Since beach control also involved movement and knowledge of the operation of

ships, boats, landing craft, other amphibious vehicles, as well as men, munitions and material, the Royal Canadian Navy was tasked to provide this specialized commando force for Juno Beach.

Commando 'W' was formed in late 1943 and it was sent to the Scottish Highlands where the unit undertook the Royal Marines Commando training course under Lord Lovatt. In addition to soldiering, the unit was trained in the logistical requirements of beach management, and undertook exercises at locations designed to replicate what they were expected to encounter in Normandy.

On D-day all units of Commando 'W' were held back in reserve near Southampton because the British beach commando units had initial overall responsibility to organize all D-Day security and supply movement operations at Juno, Gold and Sword beaches.

By end of D-Day, as we all know, the Canadians had pushed inland and had come closer than any other allied forces in attaining their objectives. Due to the difficulty in securing the other four Allied beaches, the congestion of men and supplies on Juno Beach grew. Allied supply efforts were temporarily focused there while awaiting construction of the artificial harbour at Arromance on nearby Gold Beach.

As concern over congestion at Juno continued to grow, the forward momentum of the landings and establishment of the allied beach head objectives appeared to be stalled. The British continued to focus resupply efforts across Juno beach. They called up Commando 'W' to support the British Beach Commandos who were heavily taxed with the scale of the activity.

Commando 'W' units were landed at Juno roughly coincident with the arrival there on June 18th of Vice Admiral Nelles and Major General Crerar. And this was in accordance with the Quebec Conference agreement that Canada would have its own army, beach, and army command.

For a short while, pressure on Juno eased as the artificial harbour at Gold Beach commenced operations. However in the storm around the third week of June it was almost destroyed and once again Juno became the only beach across which any substantial supplies moved in support of the entire allied beach head.

The Allied landing and supply of men, munitions and material for Operation Overlord is an important yet very much overlooked chapter in the Battle of Normandy. It is one that may be of historic significance to Canada.

Unfortunately, little of any detail has been written about it, and what his son does know anecdotally from his father seems to conflict with some of what has. He does know that at some time the British units passed over sole control of Juno Beach to Canada and Commando 'W'.

I believe that many official records and books touching on the subject may have relied on in complete or possibly inaccurate information.

His son does know that his father wrapped up operations on Juno Beach in late August. By then, the long battle for Caen had been won, the closure of the Gap at Falaise signalled victory in the Battle of Normandy, and the liberation of Paris and the reactivation of the captured port of Cherbourg no longer required operations over allied beaches.

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O'HARA, George Dennis, Acting Leading Telegraphist (V-14328) -

Mention in Despatches - RCNVR / HMCS Prince Rupert - Awarded as per **Canada Gazette** of 20 January 1945 and **London Gazette** of 12 September 1944. Home: Vancouver, British Columbia.
O'HARA. George Dennis, V-14328, A/L/Tel, RCNVR, MID~[20.1.45]

"For courage, resolution and skill in **His Majesty's Ships Bickerton** and **Mull** and **HMCS Prince Rupert** in anti-U-Boat operations."

HMCS Prince Rupert (River Class Frigate - K324), along with USN Destroyers and RAF Squadron 172, assisted in the sinking of **U-575** on 13 March 1944 in the Atlantic as described in Chapter 36 of "**The Canadian Naval Chronicle 1939-1945**".

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O'HARA, Ian Wallace, Ordinary Seaman (V-5908) (Posthumous) - **Mention in Despatches** - RCNVR / HMCS Otter - Awarded as per **London Gazette** of 4 November 1941 (no Canada Gazette).

O'HARA. Ian Wallace, V-5908, (Montreal, PQ) OS, RCNVR
Lost [26.3.41] HMCS OTTER 416/21, p/v. MID~[4.11.41]

"For gallantry and devotion to duty when **HMCS Otter** was lost."

The ship's lifeboat went back to **HMCS Otter** to rescue Lieutenant Mossman. However, the lifeboat was overcrowded and three seamen (including Ordinary Seaman Ian O'HARA, Ordinary Seaman John SLAVIN, and Able Seaman Thomas GUILDFORD) left the lifeboat to take their chances with others clinging to a float to relieve the over-crowding in the life-boat. Ordinary Seaman O'Hara unfortunately drowned.

The sinking of **HMCS Otter** (Armed Yacht) after catching fire off of Halifax on 26 March 1941 with the loss of 19 crew is described in Chapter 6 of "**The Canadian Naval Chronicle 1939-1945**".

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O'LEARY, Charles Murtough, Acting Commander (E) - **Officer - Order of the British Empire (OBE)** - RCNR / Ship Repair at Halifax - Awarded as per **Canada Gazette** of 10 June 1944 and **London Gazette** of 8 June 1944. Home: Halifax, Nova Scotia.

Promoted to Acting Captain(E) in June 1952 while serving as assistant to the Superintendent, HMC Dockyard, Halifax.

O'LEARY, Charles Murtough, 0-56300, A/Lt(E)(Temp) [28.9.39] RCNR
A/Cdr(E)(Temp) [1.7.41] **OBE**~[10.6.44] Cdr(E)(Temp) [1.7.44]
Cdr(E) [1.7.44] RCN, Asst/Superintendent HMC Dockyard Halifax (16.2.47-?)
Acting Captain(E) (30/06/52)

"This Officer has displayed untiring energy and devotion to duty during the past four years in connection with the repair

and maintenance of Allied as well as His Majesty's Canadian Ships at Halifax. His efforts have contributed largely to the successful prosecution of the Battle of the Atlantic."

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OBERSON, Donald Warner, Telegraphist (SO) (V-52614) - **Mention in Despatches** - RCNVR - Awarded as per **Canada Gazette** of 16 June 1945 and **London Gazette** of 14 June 1945.

Home: Vancouver, British Columbia.

OBERSON, Donald Warner, V-52614, Tel(SO), RCNVR, MID~[16.6.44]

"This Rating, while in charge of special equipment, by his zeal and patience, was responsible for aiding in the fixing of positions of several U-Boats."

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ODLING, Gosta William, Stoker First Class (V-41103) - **Mention in Despatches** - RCNVR - Awarded as per **Canada Gazette** of 30 March 1946 and **London Gazette** of 11 December 1945.

Home: Badam, Arnes, Sweden.

ODLING, Gosta William, V-41103, Stk 1/c1, RCNVR, MID~[30.3.46]

"For distinguished service during the war in Germany."

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OLAND, Richard Hibbert, Commander (Died) - **Officer - Order of the British Empire (OBE)** - RCN / Naval Control Halifax - Awarded as per **London Gazette** of 1 July 1941 (no Canada Gazette).

Born on 18 March 1897 in Dartmouth, Nova Scotia.

Entered the Royal Naval College of Canada as Naval Cadet, RCN on 25 January 1913.

Midshipman on 3 August 1915.

Served in **HMS Cumberland** on 12 September 1915.

To **HMS Barham** on 19 October 1916.

Promoted Sub-Lieutenant in 1917 and Lieutenant in 1918.

To HMS Dolphin in 1918 and served on Submarines, **HM R8**, **HM H30** and **HM L22** from 11 February 1919 to 18 August 1922.

To Naden on 1 February 1923.

To HMS Excellent for qualifying 'C' Course on 25 September 1924.

To **HMS Pembroke** on 17 May 1926.

To **HMS Iron Duke** on 10 September 1926.

To HMS Excellent on 30 August 1927.

Promoted Lieutenant-Commander on 1 November 1926.

Appointed to Naval HQ for Gunnery Intelligence Duties on 1 January 1928.

Resigned from Active list of RCN effective 15 February 1930 to take a position as an Insurance Agent.

Appointed as the Naval Control Service Officer responsible for the organizing and sailing of Halifax convoys from 29 August 1939

until he **died in his sleep on 6 September 1941**.
 He had been promoted to **Captain** on 1 July 1941.
 The book "**In All Respects Ready**" describe his short career in WW2.
 His brother, **Captain J. Eric Oland, DSC**, died in November 1939.

OLAND. Richard "Dick" Hibbard, Cdt 1913, 3rd term RNCC
 Mid [2.8.15] RCN, HMS BARHAM BB, 1916, A/S/Lt [2.8.17]
 HMS DOLPHIN (D/S) for S/M training, Lt [1.2.19]
 HMC DOLPHIN (D/S) for HMS/M R 8, 1stLt, (1.4.19-1.9.19)
 HMC VULCAN (D/S) for:
 a. HMS/ M H 30, 1stLt, (1.9.19-18.6.20)
 b. HMS/ M H 51, 1stLt, (18.6.20-8.8.20)
 HMS MAIDSTONE (D/S) for HMS /M H 34 1stLt, (18.8.20-15.9.22)
 HMCS NADEN (1.2.23-?)
 HMS EXCELLENT 1926, LCdr(G) [1.11.26]
 NSHQ, Gunner Officer & DIO, (31.1.27-?)
 retired LCdr, Mobilized 1939, A/Cdr(Temp) 1939,
 COAC/Naval Control Service (29.8.39-?) **OBE**~[1.7.41]

Naval Cadet, RCN	25 January 1913	(Royal Naval College of Canada)
Midshipman, RCN	03 August 1915	(To HMS Cumberland and HMS Barham)
Sub-Lieutenant, RCN	02 August 1917	(To HMS Dolphin)
Lieutenant, RCN	01 November 1918	(HM Submarines R8, H30 and L22)
Lieutenant-Commander, RCN	01 November 1926	(Naval HQ for Gunnery Intelligence Duties)
Resigned RCN	15 February 1930	(Took position as an Insurance Agent)
Commander, RCN	29 August 1939	(Naval Control Service Officer at Halifax)
Captain, RCN	01 July 1941	(Naval Control Service Officer at Halifax)
Died	06 September 1941	(Died while on duty)

"For service as the Naval Control Officer at Halifax
 in organizing convoys bound for the United Kingdom."

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OLIPHANT, William, Acting Leading Stoker (V-13893) - Mention in Despatches - RCNVR - Awarded as per **Canada Gazette** of 8 January 1944 and **London Gazette** of 1 January 1944.

Home: Carbon, Alberta.

OLIPHANT. William, V-13893, A/L/Stk, RCNVR, **MID**~[8.1.44]

"Leading Stoker Oliphant gave his life belt to another rating who was unable to swim thus risking his own life in the face of danger."

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ONESCHUK, William, Leading Sick Berth Attendant (V-34142) - Mention in Despatches - RCNVR / HMCS Regina - Awarded as per **Canada Gazette** of 24 March 1945 and **London Gazette** of 13 March 1945. Home: Windsor, Ontario. Details on LSBA Oneschuk can be found on page 107 - 108 of "**Operation Sick Bay**".

ONESCHUK. William, V-34142, L/SBA, RCNVR, **MID**~[24.3.45]

"For services to the survivors when **HMCS Regina** was lost."

HMCS Regina (Revised Flower Class Corvette - K234) was sunk

by **U-667** off Cornwall on 8 August 1944. The **US Liberty Ship Ezra Weston** had been torpedoed and **HMCS Regina** came to her assistance and was torpedoed herself. This sinking is described in Chapter 48 of "**The Canadian Naval Chronicle 1939-1945**".

LSBA Oneschuk was one of the last survivors plucked from the cold, oily water by a Royal Navy Landing Craft (Tank). He told Dr. Gould that there was a sailor with a severely injured leg lying on the deck. Oneschuk had worked hard to keep the man afloat and in getting him aboard the rescue craft. Oneschuk was given warm, dry clothing plus tea and brandy and then assisted Dr. Gould in treating the injured seamen. He then assisted Dr. Gould in doing an amputation on the sailor he had helped keep alive in the water.

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ORTON, Alfred Thomas, Temporary Acting Petty Officer (4050) - Mention in Despatches - RCN - Awarded as per **Canada Gazette** of 20 January 1945 and **London Gazette** of 14 November 1944.

Home: Galt, Ontario.

ORTON. Alfred Thomas, 4050, A/PO, RCN, MID~[20.1.45]

"For courage and determination in **H.M. Ships Albright, Ashanti, Bellona, Diadem, Mauritius, Onslow, Tartar and Ursa** and **H.M. Canadian Ships Assiniboine, Haida, Iroquois, Qu'Appelle, Restigouche and Skeena**, in a series of successful attacks on enemy escorted convoys off the coast of France."

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OSBORNE, Fred Francis, Lieutenant - Mention in Despatches - RCNR - Awarded as per **Canada Gazette** of 10 June 1944 and **London Gazette** of 8 June 1944. Home: Guysboro, Nova Scotia.

Appointed Temporary Acting Mate, RCNR, on 21 July 1940.

OSBORNE. Fred Francis, 0-56720, Mate(Temp) [21.7.40] RCNR

HMCS ANDREE DUPRE (W03) (4.5.41-20.7.41)

Lt(Temp) [21.7.41] CO, HMCS ANDREE DUPRE (W03) (21.7.41-?)

HMCS ANDREE DUPRE (W03) CO, (12.1.43-?) **MID~[10.6.44]**

HMCS FLEUR DE LIS (J16) p/v, (18.6.45-?)

Lt [21.7.41] RCN(R) HMCS LISTOWEL Ex/v, CO, (10.12.45-?)

LCdr [18.4.46] HMCS CLIFTON (W36) tug, CO, (22.7.46-?)

"This Officer has been in the Halifax Examination Service since 1941, and has always displayed ability and great devotion to duty, keeping his small ship on station in all weather. In many cases, during gales and thick weather, he has been responsible for the safe entry of ships which could not obtain a pilot."

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OSBORNE, Jack Dunlop, Lieutenant - Mention in Despatches - RCNR / HMS Pursuer - Awarded as per **London Gazette** of 14 August 1945 (no Canada Gazette). Home: Toronto, Ontario.
OSBORNE. John (Jack) Dunlop, 0-56730, Lt(Temp) [10.3.40] RCNVR
MID~[14.8.45] A/LCdr(Temp) [1.1.45] Demobilized [3.12.45]

"For distinguished service, efficiency and zeal whilst serving in **HMS Pursuer** in the relief of Greece during the period 1944 - 1945."

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OSBURN, Anthony George, Lieutenant - Mention in Despatches - RCNVR / HMCS Sackville - Awarded as per **Canada Gazette** of 21 November 1942 and **London Gazette** of 18 November 1942.
OSBURN. Anthony George, 0-56750, RCNVR Half Company Vancouver Sup/Reserve [3.3.38] RCNVR A/Lt(Temp) [20.2.40]; Lt(Temp) [20.8.38]
HMCS BADDECK (K147) Cof, (23.6.41-?)
HMCS SACKVILLE (K181) Cof, (6.4.42-?) **MID**~[21.11.42]
HMCS ANTIGONISH (K661) Fr, stand by, (15.6.44-3.7.44)
HMCS ANTIGONISH (K661) Fr, (4.7.44-?)
A/LCdr(Temp) [?] Demobilized [13.8.45]

"This Officer, by his untiring work actively assisted the Commanding Officer in bringing the ship to a high state of fighting efficiency. His prompt action in directing the 4" gun in such a manner as to inflict damage upon any enemy U-Boat contributed substantially to the result of the engagement between **HMCS Sackville** and an enemy U-Boat."

Details on the action in which **HMCS Sackville** (Flower Class Corvette - K181), **HMCS Skeena** and **HMCS Wetaskiwin** sank **U-588** in the mid-Atlantic on 31 July 1942 can be found in Chapter 13 of the book "**The Canadian Naval Chronicle 1939-1945**".

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OUELLETTE, Rodger J., Petty Officer (V-19149) - Mention in Despatches - RCNVR - Awarded as per **Canada Gazette** of 16 June 1945 and **London Gazette** of 14 June 1945. Home: River Canard, Ontario.
OUELLETTE. Rodger J., V-19149, PO, RCNVR, **MID**~[16.6.45]

"This Petty Officer has served at sea for approximately three and a half years and by his exemplary conduct, cheerfulness, efficiency and wholehearted devotion to duty has set an example to those around him in keeping with the highest traditions of the Service."

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OUTHET, Murray McLaren, Lieutenant (O-56880) - Mention in Despatches - RCNVR / HMCS Hespeler - Awarded as per **Canada Gazette** of 24 November 1945 and **London Gazette** of 9 October 1945.

Home: Mount Tremblant, Quebec.

OUTHET. Murray McLaren, 0-56880, S/Lt(Temp) [19.1.42] RCNVR
HMCS ARROWHEAD (K145) Cof, (26.5.42-?) Lt(Temp) [19.1.42]
HMCS HESPELER (K489) Coc, (28.2.44-?) Demobilized [5.11.45]
MID~[24.11.45]

"For keenness and devotion to duty while serving in **H.M. Canadian Ships Hespeler** and **Dunver** in the detection and probable destruction of a U-Boat on 9th September 1944."

The sinking of **U-484** by **HMCS Dunver** (River Class Frigate - K03) and **HMCS Hespeler** in the North Irish Sea on 9 September 1944 is described in chapter 52 of "**The Canadian Naval Chronicle 1939-1945**".

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OWEN, Vivian Wilson, Acting Leading Patrolman (A-6109) - **Commendation** - RCN - Awarded as per **Canada Gazette** of 5 January 1946 and **London Gazette** of 1 January 1946.

Home: Halifax, Nova Scotia.

OWEN. Vivian Wilson, A-6109, A/L/Patrolman, RCNR, **Commendation** ~[5.1.46]

"Leading Patrolman Owen rendered valuable aid at the Bedford Magazine explosion last July. This Rating was on duty over the whole period which lasted for four days. His courage and coolness contributed largely to the efficiency of the temporary organization set up to deal with the situation."

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OWENS, Joseph, Stoker Petty Officer (A-4046) - **Mention in Despatches** - RCNR - Awarded as per **Canada Gazette** of 6 January 1945 and **London Gazette** of 1 January 1945.

Home: Toronto, Ontario.

OWENS. Joseph, A-4046, PO/Stk, RCNR, **MID**~[6.1.45]

"Stoker Petty Officer Owens has displayed unflinching interest in the development of the ship's fighting efficiency. His leadership and constant devotion to duty have been an inspiration to the ship's company."

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OXNER, Albert Vincent, Acting Petty Officer (S) (A-1802) - **British Empire Medal (BEM)** - RCNR / Naval Boarding Service Halifax - Awarded as per **Canada Gazette** of 8 January 1944 and **London Gazette** of 1 January 1944.

Born on 03 December 1907 in Lunenburg, Nova Scotia

Home: Spryfield, Nova Scotia.

He was an Able Seaman in 1940 and a Chief Petty Officer when married in May 1945.

His exploits in WW2 are described in the book **"In All Respects Ready - The Merchant Navy and the Battle of the Atlantic 1940-1945"** by Commander Frederick WATTS, RCN.
OXNER. Albert Vincent, A-1802, A/PO(S), RCNR, **BEM**~[8.1.44]

"This Rating has consistently shown an excellent example of discipline, initiative and tactful leadership as senior Rating of the Naval Boarding Service since its inception in June 1940. He has rendered invaluable service in the training of all personnel and his reliability, diplomacy and unfailing devotion to duty are in keeping with the highest traditions of the Service."

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