

# Starshell

A little light on what's going on!

A publication for the Naval Association of Canada • Fall 2018, No. 84

## WHAT A YEAR!

NAC Branches share their successes and challenges from 2018  
p. 17-36



A large, modern grey combat ship is shown from a side-on perspective, moving across a body of water. The ship has a complex superstructure with various antennas and sensors. The background shows a hazy coastline with mountains under a blue sky with some clouds. The ship is leaving a white wake behind it.

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# Starshell

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## From the Editor

Carmel Ecker



## NAC branches are buzzing with activity

In October, I sent out an email to all the branch presidents asking for updates on their challenges and accomplishments in 2018. I hoped, upon reading about each other's activities, that everyone would be inspired or offer unique solutions to problems. When the articles started rolling in, it was truly a joy to learn what the various branches are doing at the local level—providing scholarships to cadets, organizing reunions, developing community partnerships, working creatively to increase membership, and more!

Of course, to accomplish this, the branches must be filled with dedicated volunteers, some of whom are being recognized in these pages. And I know there are many more who do countless hours of work because they believe in this organization and other organizations they belong to. I'm sure we could fill an entire issue recognizing all the amazing volunteers who provide the steam necessary for the NAC to continue.

You will notice that a few of our regular items, such as book reviews and Adm Welland's memoirs, are missing this time around. There were so many branch submissions that I wasn't able to fit everything in. In fact, even some of the branch news had to be postponed to the next issue. I promise these regular items will return.

To me, it is a wonderful thing to have so much going on at the local level. I hope to make the branch updates a regular item in *Starshell*. This would serve two functions: 1) to provide an information outlet for branches that do not have a newsletter, and 2) to keep all branches informed of what their counterparts across the country are doing.

Though the branch updates take up the majority of this issue, we do have some other interesting news for you this issue: the much-anticipated Sea King retirement, an opinion piece by Richard Archer on change, a report from the UNTD reunion, a tribute to VAdm Harry DeWolf by Bill Clearihue and a reminder from Anne Miller to preserve your memories for future generations.

I wish you all a Merry Christmas and an auspicious start to the new year.

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ON THE COVER: HMCS Ville De Quebec and Turkish Naval Ship Orucreis (far side) conduct a refuel at sea with Spanish Naval Ship Cantabria, in the Mediterranean Sea during Operation Reassurance in November. Photo by: MCpl Andre Maillet, MARPAC Imaging Services. Overlay: Map of Canada with NAC Branches marked.

## What a year! Branch News

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A large, modern grey warship, identified as a Type 26 frigate, is shown from a side-on perspective, moving across the ocean. The ship has a complex superstructure with various radar masts and antennas. The sea is dark blue with white wake behind the ship. The sky is a mix of light blue and orange, suggesting a sunset or sunrise. In the top left corner, there is a solid orange vertical bar.

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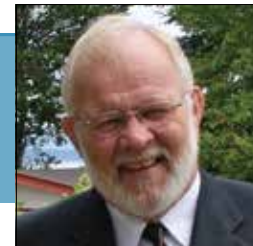
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# From the Bridge

Bill Conconi, National President



## NAC has new tools and value to offer

Fellow members, the festive season is upon us. This is a time to celebrate, a time to be thankful and a time to renew.

Our fiscal year end is in a few days and I encourage you all, if you have not already done so, to renew your membership. I also encourage you to reach out, as outlined in last month's *Starshell*, to potential new members and welcome them aboard. I believe we have a lot to offer to those interested in learning more about and supporting our Navy.

National benefits include *Starshell*, NAC News and the website, which now includes reports from the newly created Naval Affairs Program. While you may say, "but those are accessible to anyone!" the reality is that they cannot exist without funding from membership dues. If you see non-members taking advantage of these benefits, you may wish to encourage them to join and support our efforts.

Perhaps the most important benefits you experience are at the branch level where you have the opportunity to be

part of an active community. Branches host social programs and special events on a regular basis and I encourage you to get out and engage with your local NAC community if you don't already do so.

Ian Parker, our Naval Affairs Director, in last month's edition, stated that we are "...a centre of excellence in naval and maritime knowledge in Canada." Indeed we are. If you have not already done so, I invite you to go to our website and check out the articles produced to date as well the excellent bibliographies that have been developed. I am sure you will agree with me we have a valuable resource. A few days ago, I went online in the Bibliographies and got lost for an hour—what a wealth of information!

The number one reason people cite for choosing to affiliate with an organization like ours is the opportunity to access timely, valued and excellent information. The fact that we are gathering this all together in one place creates further value. It is now up to us to get this

information out there. Your board has taken this on as a task. I invite you all to join us in being ambassadors for the navy and the NAC. We now have tools at our disposal that did not exist before. Thanks and a sincere appreciation to all involved.

As a side note, you will observe in this issue some highlights from some of our branches. This is something we are looking to include on a regular basis to help us all stay in touch with what we are doing and to share in some of our successes. Consider putting in an article or story in an upcoming edition. We have a lot to be proud of.

Finally, as we go about our business of enjoying the holiday, participating in special events and meeting new people, take some time to thank all those who support us and have our back.

Merry Christmas and a happy holiday season to all.

Yours Aye,  
Bill Conconi

Join us!

All memberships include a subscription to our quarterly magazine, *Starshell* (yep, you'll get this snazzy magazine delivered four times a year electronically!).



### The Naval Association of Canada:

- Actively supports the Royal Canadian Navy.
- Educates. We do not lobby.
- Produces position papers, not opinion papers. Members are encouraged to state opinions, but NAC does not.
- Educates all politicians of all parties for they will certainly change and naval ships are around for many political cycles.
- Welcome all who are interested in ensuring Canada has a capable and effective Navy for all three oceans.
- Has local Branches in many major cities across Canada with local activities, social and otherwise.

Visit [www.navalassoc.ca](http://www.navalassoc.ca) for information on your local Branch and its website.



# NAC ENDOWMENT FUND DONATION

Money raised through the NAC Endowment Fund allows our association to meet its mandate of increasing the awareness of Canada as a maritime nation and bringing attention to the critical role our Navy plays in the protection and development of our maritime interests.

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## If this is all we have to worry about...

As we enter the holiday season rush, I hope everyone can pause for a moment and reflect on this past year for a minute or two and have a laugh. What follows is not a navy story but...

A few days ago I was on an Ottawa city bus and musing with a neighbour about the impact on our lives of the pending introduction of Ottawa's new light rail service. While billed as a more efficient way to improve traffic flow downtown and provide a fast way to travel, both of us observed that we must now transfer to the train enroute downtown vice enjoying a direct ride to the city centre by bus. I said to my mate, "I can hardly wait until a cold February morning and see how convenient it is to stand out in the cold longer!"

After listening to my somewhat negative observations, my mate commented, "David, remember you can't stop progress." It reminded me of a young major who worked for me during the days of General Rick Hillier's Big Honkin Ship. She used to say on a bad office day, "Sir, stuff's getting better, stuff's getting better every day!"

My bus mate and I parted ways with a hearty laugh saying, "If this is all we have to worry about, then life is good!"

So how does this relate to NAC? For me, this has been a rather exciting year as well as one that has not necessarily gone as expected. We have stood up and are running the naval affairs program. While this took a little longer than some folks expected, we are excited and believe this is a worthwhile endeavour for our organization. The early results are encouraging, and several like-minded organizations have taken note of our efforts and given us positive feedback. NAC News contin-

ues to be recognized as a great service to our members and others. I am also actively working to update our website, noting that in some cases this has been a challenge and not so easy to do in a timely and efficient manner. All to say, progress is being made and not without a lot of effort by folks who volunteer their time. In some cases, they are essentially working a full-time job for free.

Mailchimp has provided us with a media tool to allow us to more easily communicate with the membership. Like all these tools, the challenge is to make sure what we pass on is timely, of value, and of interest to you the member while not flooding you with unnecessary information. My intent is to continue to work on this. If you have recommendations, please let me know.

The biggest disappointment for me has been our decision, based on finances and other resource limitations, to go with an electronic-only version of *Starshell*. We are not the only organization facing this challenge. That said, this decision really does offer some practical and real opportunities to increase the way NAC supports local branches with their media outreach. The editor, Carmel Ecker, and I will be exploring these aspects, working with our branches, and implementing some changes in the coming months. Finally, if you (yes you, the individual member) know of someone who cannot access the electronic version, let me know. I am compiling a list of these individuals so we can ensure they get a print copy in some form.

### Membership

As the president noted in his address, this is a challenge and one that all members are responsible for. From a national

perspective, we now have members across the country who do not have a local branch they can affiliate with. Over the next few months the national website will be updated to allow these individuals to join NAC through the national portal and have the opportunity to join a branch as well. We are also exploring the best way to better manage our various membership lists and some of the options may be useful for smaller branches as well.

### Starshell

At the most recent NAC Board of Directors meeting it was decided that National would form an editorial board. Over the next year you can expect to see *Starshell* evolve to become a publication that balances three core pillars: the past, the present and the future. All of this will reflect our mission, including our naval affairs activity. In addition, efforts will be made to include more regular input from branches. As I well know, there is a lot of material at the branch level that may be of interest to our national membership so the intent is to make folks more aware of it.

**Seeking writers** – Yes this is a repeat from our last edition, but...did you know it has been over 10 years since the RCN's MCDVs were first tasked to conduct counter-drug operations as part of Op Caribe, in the Caribbean and off the western coasts of Central America? If you know of someone who could write short article and summarize these operations for *Starshell* please let me or our editor Carmel Ecker know.

### "Double-up"

Why not play a more active role in your branch? Think about assisting your current branch appointees to understudy their roles. Over the past 18



months or so a couple of branch treasurers have moved on or passed away without an understudy or back-up. Not only do you help your branch cover off various duties and avoid some potential major administrative headaches, but you also learn more about NAC and have the opportunity to influence how our program runs in the future.

### NAC Website

As I've mentioned before, we are looking to freshen our site up a bit, update it more often, add a means to order regalia (perhaps even online payment so you no longer have to write a cheque!), apply to join NAC and a local branch, and be able to more easily "see" what events are being held in other branches. If you have suggestions or see something that needs to be updated, let me know.

### NOABC 100th Anniversary/NAC Special Meeting

Vancouver, Oct. 3-6, 2019 – In honour

of NOABC's 100th anniversary, NAC National will also be holding a special meeting during this event. The NOABC organizing committee is hard at work developing what should be an exciting program so mark your calendars and watch for the details coming soon.

### Endowment Fund and other NAC related donations

Consider a donation to our Endowment Fund (EF) or other NAC branch-sponsored fund and boost your charitable donation tax deduction for the year. Information on these funds, along with appropriate donation forms can be found on the national or local branch website. In addition, why not identify a worthy cause in your local area or nationally that might benefit from a grant from the Endowment Fund? Make sure your local branch president or representative is made aware of the need and submit the application or assist the applicant with it.

### Honours and awards

If you know of someone who is deserving, why not nominate the member for recognition? This does not have to be for a NAC medallion. It could be for a certificate of appreciation. Recognizing someone's contribution to the organization shows our appreciation for their time and effort. As I said earlier, as volunteers, some folks are essentially working part or full-time in support of NAC without pay.

Finally, I encourage all to reflect on this past year and look for the positive. Hopefully all of you share some time with family and friends over the holidays. I certainly look forward to working with you in 2019 and serving as your executive director for another year!

Merry Christmas and Happy New Year!

David Soule,  
Executive Director

## Letter to the Editor

Re: "Sailing to Chinnampo to rescue the Army" [RAdm Welland's memoirs] in last issue of *Starshell*.

I found the latest chapter of RAdm Welland's memoirs to be of particular interest to me and the Dziadyk family.

At the beginning of the article, Welland mentions that occasionally he would send landing parties ashore.

My father, Leading Seaman Bill Dziadyk, was a member of these landing parties, which were deployed near Chinnampo.

The book *Indelible Memories* by Bob Orrick includes some of my dad's recollections of those actions. The book also includes some photos that he took during the Chinnampo operation. Bob Orrick's book is still available online.

The *Starshell* article also includes some details of the families of both *Athabaskan's* captain and her coxswain. Welland received a message that this wife Stephanie gave birth to a daughter to go with their three sons.



CPO Charles Stroud received a message that his seven-year-old daughter was badly burned in an accident. Welland immediately returned him to Esquimalt to be with his family.

My dad was *Athabaskan's* baker. The July 6, 1950 edition of Victoria Daily Times included "Tender Family Scenes As Destroyer Flotilla Leaves Esquimalt Base". This short article included photos of the baker, the captain and the coxswain bidding farewell to their families.

In the first photo, I am the one in the

middle. Both I and Christopher Welland were christened aboard *Athabaskan* a few days before she departed. For these services, Chaplain Thomas Jackson required that a boat be launched to obtain cleaner sea water away from the moored ships in Esquimalt harbour. Our names were engraved on *Athabaskan's* bell.

The photo of CPO Stroud's family does not include a daughter. It is more likely that it was his son Bruce, who would have been about six years old at the time of the incident referred to in Welland's memoirs.



## The unintended consequences of change

Recently, I've been involved in a discussion about the future of the Naval Association of Canada and changes that "need to be made". Changes are said to be needed for membership, for example, if the association is to keep a critical mass to support its endeavours. Another proposed change involves the newsletter that I edit, Ottawa's *Soundings*. The idea is to rationalize the association's national magazine, *Starshell*, along with the various branch newsletters. The newsletters, including *Soundings*, would be subsumed into *Starshell*. While the national magazine's content would continue more-or-less as before, a branch's contribution would be reduced to one or two pages of local interest, mostly branch administration. Additionally, *Starshell* would be primarily distributed electronically.

I get it. The aim would be to give *Starshell* more gravitas at much less cost and with fewer necessary volunteers amongst branches. The cost savings would be put toward the association's efforts with respect to naval affairs in support of a strong RCN, among other initiatives, or perhaps

the branch and national dues could be reduced in the expectation of better member recruitment. And a side effect could be to morph NAC into more of a national organization, rather than today's loose collection of branches.

So it certainly wouldn't be change for change's sake, but I offer some caution. In my full career in the RCN, I witnessed a lot of change—some good, some not so good (unification and uniforms, anyone?). Seeing change underway, and the results, made me realize that those first coming up with the changes and then implementing them usually hadn't taken into account the possibility of unintended consequences, which, in themselves, generally made things worse. In fact, some underlying principles seemed to be at play.

I first crafted these ideas on the principles of change some years ago and had them published in a military trade journal. I also presented them at conferences, and even when I was at the Royal Navy's staff college at Greenwich.

So what are the principles?

**Principle #1: When faced with a situation, people tend to perceive only those aspects that are detrimental; they do not normally perceive the aspects of the situation that are beneficial.**

This principle, of course, reflects human nature. It explains why, when you are in heavy traffic, the other lane always seems to move faster, or when you are at the supermarket you always seem to be in the slower checkout line. It also goes to explain phenomena in the wider world. It seems to be infecting our friends in the United States, for example. Closer to home, at the time of confederation the people and leaders of Québec saw the economic disadvantages of separation, and not the sovereignty benefits, and moved to join with the other provinces. In the 1990s, Québec nationalists perceived only the disadvantages of remaining within Canada, and not the many other benefits of direct participation in the Canada experiment. Lately, fortunately, the thinking is moving back the other way. As I say, it's human nature.

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**Principle #2: Because of unintended consequences, making a change to improve just one aspect of a complex situation will, in due course, usually make that aspect worse.**

We see this principle in play all around us. One example: building or widening a major highway to handle existing traffic simply encourages more people to live further out, to acquire more than one car and to avoid public transit, and traffic congestion becomes worse. When I spoke to the RN staff college I gave the example of giving staff training to naval officers in order for them to be able to better handle the deluge of paper (in those days). I made the point that upon graduation, now these officers would be able to generate much more paper traffic

and the deluge could only get worse. And today, has the advent of paperless communications and administration reduced the workload?

**Principle #3: Since making a change to improve only one aspect of a situation causes perceived detrimental effects elsewhere in the situation, in due course someone comes along to make a further change to fix that new detriment. After a while, this repeated process means that the situation comes full circle and, eventually, it is back the way it started.**

If the Québec nationalists had their way, this would be the case, but normally this principle comes into play over the longer term after a number of iterations. It goes to explain why much human endeavour and ideas seem to

be cyclic. Liberal democracy is a political system that fixed the excesses of the aristocracy and despots, but lately, at least outside Canada, due to the perceived shortcomings (but not the benefits) of democracy the pendulum appears to swinging back the other way.

**Principle #4: When faced with a choice between transformation and their existing culture, people will usually vote for maintaining the status quo.**

When he addressed the change of command ceremony upon his departure from Chief of the Navy, VAdm McFadden famously exclaimed, "Culture eats transformation for breakfast!" Resistance to change is another aspect of human nature.

As I'm writing this, the Brexit débâcle is ongoing in the UK. The Brexit history is a clear case of the four principles at work. At the beginning, even Principle #4 came into play when the majority of Brits voted to block the transformation towards European identity and rules, and maintain their entrenched British cultures. Even so, now that the new detriments and unintended consequences of independence are becoming apparent, let's see how the pendulum swings and if another referendum is in the cards.

Okay, but how do these principles apply to the NAC's sincere efforts to improve its situation? In the first place, we are dealing with human nature, which we aren't about to easily bend to our will. That's fine, that's why we elect leaders—to convince us that certain changes are good for us and for our institutions. Part of the convincing, however, must be to acknowledge these principles of change, especially with respect to the identification and counteracting of unintended consequences.

Thus, when considering the implementation of a change, leaders must take into account the whole of a situation of many parts, not just look at that one

part needing to be fixed. Instead, what is needed is an approach that addresses a number of the parts of a situation at the same time, so that unintended consequences can be foreseen and headed off.

As an example, consider a situation in two parts: on one hand NAC's desire to provide the naval community, including the RCN, with a credible and recognized think tank, and on the other hand the NAC's desire to increase its membership and consequently its income. If the think tank idea becomes the main aim of NAC, then what unintended consequences would changes to this one aspect have on camaraderie and therefore on membership? Alternately, if membership becomes the main aim of NAC and is the one aspect changed, then what unintended consequences would changes to this aspect have on the development of the think tank?

This is a simplistic example, but the core conclusion is that both aspects need to be changed simultaneously and in complementary collaboration. In a real world situation, of course, usually more than just two aspects are to be addressed, and the more the less merry. They exacerbate the complication and increase the need for inter-aspect consideration.

Within any hierarchy, most leaders have a group that works on detecting and fixing perceived problems within the current situation. Let us call this the Blue Team. In my view, what is needed before changes are made to a situation is for a separate Red Team to be established. This second group would look at the proposed changes of the Blue Team, work on detecting the possibility of unintended consequences, and make recommendations as to what to do about heading those consequences off before they happen.

Finally, if you are interested in the historic effects of deleterious unintended consequences, have a read of Ronald Wright's "A Short History of Progress", derived from Wright's CBC Radio Massey Lecture on the subject, and published in 2004 by the House of Anansi Press. On the other hand, a much more optimistic view can be found in Stephen Pinker's "Enlightenment Now: The Case for Reason, Science, Humanism, and Progress", published in 2018 by Viking.

So what is the bottom line to the principles? When making a change, always think things through to identify possible unintended consequences. In other words, be careful what you wish for.



L to R: Andrew McCarthy (Tour Guide) Mitzi White, Bob White, Sandy Harrison, Ron Harrison, Mary McIlwaine, Bob McIlwaine.

# The 75th Anniversary Reunion of the UNTD

By Bob White, LCdr, RCNR (Ret'd)

The 75th Reunion of the University Naval Training Division (UNTD) began on Sept. 19 with a delegates Meet and Greet at the Crow's Nest Officers' Club. The following morning a guided tour of St. John's and surroundings was arranged. This was followed by an excellent luncheon at the Signal Hill Campus of Memorial University where we were addressed by President Gary Kachanowski, who spoke of the long association between Memorial University and the UNTD.

In the afternoon many of us opted for the tour of the Memorial University Marine Institute where we were introduced to the bridge simulator featuring a World War II convoy in which one of the escorts was Flower-Class Corvette *HMCS Snowberry*, which was built for the Royal Navy but spent most of the war serving for Canada. Those less enthused by simulators had the option of a visit to The Rooms – The Provincial Art Gallery, Museum and Archives.

A quick turnaround had us back on

the buses and onto Government House where we were hosted by Her Honour Judy Foote, Lieutenant Governor of Newfoundland and Labrador. Back at the Delta Hotel, dinner entertainment featured the Upsilon Singers including Bob Jenkins and a rousing chorus of the UNTD song led by Peter Chipman.

Two tours were offered during the day on Sept. 11. The first was to the Conception Bay towns of Port de Grave, Brigus, Cupids and Carbonear with lunch at the Stone Jug Restaurant in Carbonear. The second was a Bay Bulls boat tour where we were introduced to the many marvels of the Atlantic Puffin, which was described as a flying submarine.

In the evening we attended a Naval Mess Dinner at HMCS Cabot. This dinner, chaired by Roger Elmes, was a great success and was enjoyed by all in attendance. HMCS Cabot did an outstanding job of organizing this event. Our speaker was none other than that expat Newfoundlander Gwynne Dyer who reminded us that we were very lucky to

be Canadian.

The next day, we visited the Signal Hill Interpretation Centre and the Johnson Geo Centre. This was followed by lunch at CFS St. John's. On the conclusion of lunch, those interested attended the UNTD Association General Meeting where we were assured that the UNTD Association of Canada was alive and well, but another reunion in five years might be pushing the demographics.

To conclude the reunion, Bob Jenkins organized a 1960s dinner at the Crow's Nest to recognize that the largest single year attending the 2018 reunion joined in 1960.

For the great many of us who had never visited Newfoundland, Brooke Campbell and Bob Jenkins along with McCarthy's Party designed a customized 9-Day Tour of Eastern Newfoundland, running from Sept. 13 to 21, 2018. This provided an excellent snapshot of a portion of Newfoundland's geography and considerable insight into the history and culture of the province.



# A toast to the University Naval Training Division

*Following is the transcript of Ed Williams' (U-1097) toast to the UNTD, delivered on Sept. 11 during the Mess Dinner at HMCS Cabot.*

It is my pleasure to propose a toast to the UNTD, the University Naval Training Division and not, as once proposed, the Canadian University Naval Training Service. This venerable organization began 75 years ago in June 1943 with the objective "to provide an entry opportunity for students of all faculties at major universities to become commissioned officers in the Royal Canadian Navy Volunteer Reserve (RCNVR)."

The person most responsible for the establishment of the UNTD was Capt Jack Baker of the Ontario Agricultural College, Guelph. He was succeeded in 1946 by Cdr Herbert Little, who was responsible for developing much of the subsequent training manuals—Cdr Little died in 2004 at the age of 97.

There is a great deal of UNTD history in Robert Williamson's "UNTIDY Tales".

The UNTD program was terminated in 1968 as a result of the so-called unification of the Canadian Armed Forces. During its 25 years of active service, the UNTD enrolled over 9,000 cadets who collectively made an enormous contribution in all fields and in every part of this great nation. UNTDs did go on to serve in the RCN. But just as importantly, others went on to serve as Federal Members of Parliament, as members and employees of provincial legislatures, as municipal leaders, as lawyers, doctors, engineers, authors and academics in many fields of study, to name a few.

I note that this province is different from the rest in that the UNTD program was established here not 75 years ago but 69 years ago, in 1949 when Canada joined Newfoundland. The first act of the new provincial legislature was to establish the Memorial University of Newfoundland. With the establishment of the Naval



Foreground: UNTD Cadets Bob Nixon and Bob White in the HMCS La Hulioise 8 mess in 1962.

Reserve Unit HMCS Cabot at the same time, all of the ingredients were in place to establish the Memorial University UNTD affiliated with HMCS Cabot.

I have the distinction of being the last Commanding Officer of Memorial University UNTD. I have determined that from 1949 to 1968 about 190 UNTD Cadets were enrolled from this province. While it is dangerous to single out some of these, I mention Dr. Arthur May, William (Bill) Rompkey and his brother Ron, and Gwynne Dyer—our chauffeur to the Pioneer Drive Inn on Portugal Cove Road, where we would order a plate of french fries and six tooth-picks.

The termination of the UNTD program in 1968 was not one of the best decisions made by the federal bureaucracy. I realize that it was replaced by the ROUTP program, but the UNTDs were a special group. I was in Ottawa at a conference in the mid-eighties and none other than former Defense Minister Paul Hellyer sat next to me. I could not resist engaging him about force unification and the elimination of the UNTD and, if nothing else, I

got the satisfaction of giving him my two cents worth.

I enrolled as a UNTD Cadet in 1960 at the age of 16, training in HMCS Cabot until May 1961 when we left St. John's for HMCS Cornwallis in the Annapolis Valley of Nova Scotia. We flew to Halifax—my first flight—and then got on a train—another first—to Cornwallis where we arrived after dark, kit bag in tow. My first year Term Lieutenant was John "Dutchie" Holland, who was to guide our first year, Iroquois Division. Dutchie rode us hard, but we did end up being selected as the best first year division on the coast. Memories include the assault course, Raven Haven, rifle training, Digby (for several reasons), escorting one of the 10 Apple Blossom Queens at the Annapolis Royal Apple Blossom Festival—Annapolis Polly, who picked up hitchhiking cadets in her 1949 Plymouth sedan.

Our first cruise on *HMCS Lanark* in the summer of 1961 was to Quebec City, not considered the most desirable location, since there was a southern

*Continued on page 12*



Continued from page 11

cruise to the Caribbean that generated some envy. Memories include fog in the Magdalen Islands, lobsters in the Magdalen Islands, fog in the Magdalen Islands and old Quebec City.

The summer of 1962 brought us back to Cornwallis as members of Gatineau Division and with a cruise in *HMCS Swansea* to England and Ireland. A Russian spy vessel crammed with electronics shadowed us across the Atlantic. Our only response was to paint a garbage receptacle black and attach it to the main mast in the hope that the Russians would spend much time trying to figure out our newly deployed surveillance equipment.

Some of us went up to London from Portsmouth and spent all our money. We were also the first Canadian warships to enter Dublin since 1935. There is a photo of two cadets walking down McConnel Street in Dublin arm and arm with two Irish colleens (taken by a street photographer). Unfortunately, this photo did not make the cover of that year's *White Twist*.

My third year was spent aboard *HMCS Buckingham* on the east coast, completing the Naval Knowledge Course. This actu-



Bob McIlwaine, Cdr RCNR (Ret'd); Bob White, LCdr RCNR (Ret'd); Brian Cook, Cdr RCNR (Ret'd).

ally was quite an interesting experience. I spent most of my time as the assistant navigation officer (with my own cabin), although I was not commissioned. That came when I was appointed as an Acting Sub-Lieutenant on Sept. 1, 1963.

*Buckingham* took us to Bermuda, Fort Lauderdale and south to Antigua. The only beverage consumed on that trip was beer. The Cuban Missile Crisis resulted in us being—with the US Navy—part of an east coast blockade. Interesting summer

and a nice jaunt down south. We also did a mine sweeping exercise in Shelbourne, NS. I was transferred to an RN submarine, which submerged for a day. I also jack stayed from *Buckingham* to *Bonaventure* and swam in the ocean halfway between Bermuda and the Florida coast.

There is so much more that I could relate and I am sure that every cadet has his own story to tell, but I have tried to give some feel for the UNTD experience, especially for our partners.

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# FAREWELL TO THE KING

By Peter Mallett, Lookout Newspaper  
*Reprinted with permission*

Heartfelt tributes flowed freely during the official Sea King helicopter retirement parade Dec. 1, when the military and DND community bade farewell to the longest serving aircraft in the Royal Canadian Air Force (RCAF).

Inside the hangar at 443 Maritime Helicopter Squadron at Patricia Bay, north of Victoria, B.C., more than 500 people gathered to witness the historic send-off.

"To our magnificent Sea King, though you were an inanimate object, you were a living presence in the lives of so many of us in the navy and air force; we will certainly miss you," said Lieutenant-General Al Meinzing, Commander of

the RCAF, to the crowd. "I see all of the people here today that have worked on the Sea King, many of whom spent 20, 30 or more years around the aircraft. It really was the catalyst for the mission, and for the friendships and bonds we established within the air force and with our navy teammates."

When Rear-Admiral Art McDonald, Deputy Commander of the RCN, stepped to the podium, he also noted the partnership between the two environments that was forged by the aircraft and its role with navy warships. The former Commander of Maritime Forces Pacific said that over the years, from the Cold War era to present-day operations, the Sea King served an integral part in naval deployments.

"Today is the day we retire a stalwart workhorse and celebrate how it provided the foundation for continued naval-aviation success in a navy-air force industry partnership," said RAdm McDonald. "The Sea King was more than just a helicopter. Since its introduction in the 1960s, it fundamentally changed the nature of naval operations worldwide."

When the Sea King was procured in 1963 its intended use was for naval anti-submarine warfare. But as the flight hours mounted, it proved its versatility and reliability for countless other tasks and missions. Those included anti-surface warfare, maritime engagement and narcotics interdiction operations, counter-terrorism and anti-piracy, humanitarian assistance,

*Continued on page 14*



Photo credit: Leading Seaman Laurance Clarke

*Continued from page 13*

search and rescue, and domestic disaster relief operations.

At the conclusion of the parade everyone stepped outside the hangar's giant bay doors to watch the ceremonial fly-past of three CH-124 Sea Kings. Under grey skies and a light drizzle, many of those in attendance grabbed their cell phones and pointed their devices skywards as the helicopters made two passes above the hangar before returning to the tarmac.

The last of the Sea Kings performed one final flight over the skies of Victoria in an exercise with other RCAF aircraft on Dec. 17. It will remain on standby as the clock winds down to New Year's Eve, when the newest generation of RCAF helicopters, the CH-148 Cyclone, becomes the main ship-borne maritime helicopter.

LGen Meinzinger said approximately 10 Sea Kings will find their way into museums or be used for monuments, while the remainder will be disposed of under normal disposal plans for Crown assets.

When the military's longest-serving helicopter officially retires at the end of this month, it will conclude 55 years of service, and approximately 550,000 hours of flying time, which is the equivalent to the shortest distance between the earth and Mars or 7,200 trips around the globe.



Above: Rear-Admiral Art McDonald, Deputy Commander Royal Canadian Navy, addresses the parade contingent and guests at the Sea King Retirement Parade.

Below: Lieutenant-General Al Meinzinger, Commander Royal Canadian Air Force, reviews the Sea King Retirement Parade contingent.





# Former pilot bids farewell to the Sea King

Peter Mallett, Lookout Newspaper

*Reprinted with permission*

When the Royal Canadian Air Force's remaining Sea King helicopters were phased out Dec. 1, it was akin to losing a close friend for retired Air Force pilot Major (Retired) Paul O'Reilly.

That's because he spent much of his 34-year career in the Canadian Armed Forces flying the Cold War era, Sikorsky-built twin engine amphibious helicopter on and off the decks of Canadian warships.

"You can't help but get a little bit misty eyed," says 71-year-old O'Reilly. "For any pilot who flies an aircraft, you grow attached to it as the years roll by and you would forever recognize it instantly."

Today, O'Reilly spends two days of his week volunteering at the CFB Esquimalt Naval and Military Museum. He is a military history buff and founding member of the Vimy Flight group, which, in 2017 took First World War replica planes to the 100th Anniversary ceremony at Vimy.

His love of history, and also living some of it, gives him an interesting perspective on the Sea King.

In 1987, he was a pilot on board *HMCS Huron* as it sailed through the Panama Canal from 12 Wing Shearwater heading to Esquimalt Harbour with two Sea Kings onboard. They were the first two helicopters to arrive for naval operations on the West Coast.

"I'm surprised they [Sea Kings] are still here," he said in an interview before the helicopters were retired. "When I came out to the West Coast with the first Sea Kings, the whole idea was these aircraft would last three or four years and a new, more modern helicopter would show up and we would move to that."

A hasty replacement for them in Canada did not happen, and so the decades went by.

"One of the reasons why they lasted so long was because with constant technological upgrades over the years they could still do the job. Why would you change and get a new aircraft when the one you are using does everything the navy wanted it to do?"

*Continued on page 16*





The Sea King's compact design, combined with a fold-up rotor and tail, enabled it to fit neatly in the hangar of a warship after landing on the deck, and its amphibious hull enabled it to conduct water landings in an emergency.

"They got the job done because they handled well. The flight deck on most ships was about 48 by 78 feet wide, so the biggest challenge with the Sea King, as with other helicopters of their size, was landing it as the ship bobbed up and down in the water, especially in stormy seas. Your timing had to be perfect so the ship's company could hook the helicopter in with its Beartrap system."

The haul-down mechanism was developed in Canada. It uses a line and probe lowered from the helicopter to the deck and then attached to the ship.

"The Royal Canadian Navy was at the forefront of learning how to put a big helicopter on a small ship, and these helicopters were much more capable than smaller ones because they could travel longer, carry more supplies, and had a more sophisticated suite of detection equipment."

But their usefulness has gradually been eclipsed by new helicopters with modern technology. The British military said farewell to their remaining Sea Kings in 2016, and the U.S. military replaced them 12 years ago.

This year marks the replacement of the Sea Kings with CH 148 Cyclones, which are being phased in to service.



Major (Ret'd) Paul O'Reilly after his final flight in the Sea King on June 6, 2002.

As the future generation of aviators prepare to take to the cockpits of the new Cyclone, O'Reilly's advice is "expect the unexpected", as with any new technology.

"The main trouble of switching to another aircraft is that a pilot truly doesn't know what it is capable or incapable of," he says. "But I have a feeling this one may also stand the test of time, so I advise today's pilots to look at their grandchildren because they may be flying it too."





# What a year!

## Branch updates for 2018

**Calgary**

**Edmonton**

**Winnipeg**

**Ottawa**

**Toronto**

**Newfoundland and Labrador**

**Vancouver Island**

**Vancouver**

**Montreal**

## Branch adopts aggressive recruiting strategy

By Doug Ewing, President

NAC Calgary's Vision is "The elimination of naval blindness in Calgary through the provision of inclusive support for traditional, current and future naval engagement, activities and programs." To achieve this goal, our branch has engaged in an aggressive recruiting strategy comprised of several facets.

In order to get the word out to the general public, a detailed and comprehensive recruiting brochure was created. It has been well received within the community and has garnered praise from other NAC branches. Additionally, our branch website is up and running and has become the main communications tool for providing current information to members and others interested in our organization.

Working to build engagement among members and potential members alike, NAC Calgary regularly presents leadership lectures on military and general interest topics in an open forum. They are intended to attract a varied audience and generate interest in our branch. Speakers thus far have included Cdr Blair Saltel, Commanding Officer of *HMCS Calgary*; RAdm Craig Baines, Commander MARLANT; Motivational speaker and Chief Economist with Alberta Treasury Branches, Todd Hirsch; Military Historian Dr. Stephane Guevremont, who focused on great Canadian naval leaders; and Senior Advisor, Talent Development and Learning Services, Alberta Health Service, Ryan Mullins on the topic of leadership and organizational development for military and civilian service. In February 2019, David Perry, Canadian Global Affairs Institute, will provide a presentation on naval ship procurement.

Maintaining strong relationships with other naval organizations is key to keep-

ing the navy a visible entity in our city. NAC Calgary has a longstanding and solid relationship with *HMCS Tecumseh*, Calgary's Naval Reserve Division, and both have enjoyed shared interests and social engagements throughout the year. As well, we maintain an excellent rapport with our city's namesake warship, *HMCS Calgary*, helping to host the ship's company during their annual Stampede week visit, keep in communication with the ship when she is deployed and attempt to provide comforts to the crew while it's at sea. Honorary memberships in NAC Calgary have been granted to the CO, XO, Coxn and PMC of the Junior Ranks Mess from both units. In hope of generating interest from a younger audience, we will be offering a free one year membership to students enrolled in the Centre for Military, Security and Strategic Studies at the University of Calgary. This membership will also be offered to Sea Cadets who have aged-out by reaching the age of 18.

Recognizing that the future of the navy lies in the youth of today, NAC Calgary had traditionally supported five

Royal Canadian Sea Cadet Corps and three Navy League of Canada Corps in the city. Our branch has extended its support to the South Alberta area and now encompasses a total of 12 RCSCC and four NLCC Corps. We have provided financial support, assisted in acquiring various ceremonial items, and also contributed funds to maintain the buildings where the Corps hold their parades. Additionally, NAC Calgary attends, and on occasion participates in all cadet Annual Ceremonial Reviews. This provides an opportunity to socialize with not only cadets, but also with parents, in hopes of attracting more members.

We hold a special relationship with the Naval Museum of Alberta as it is the keeper of our heritage and is a great city asset to exhibit the navy to the public. The NAC Endowment Fund donated \$3,000 to the *HMCS Protecteur* anchor project and NAC Calgary matched that donation. The mounted anchor, located at the Naval Museum, was unveiled just days prior to this year's Navy Days, an annual event held in conjunction with Trafalgar/Niobe Day.

Calgary has a large navy presence and Navy Day brings all naval affiliated organizations, including cadets, together to put on an excellent day of displays and information sessions. This event is a great means to put navy awareness out to the public. NAC Calgary manned a table at the event to provide information about our association and pass along our recruiting brochure to those interested. The participation in this event confirmed that the Navy Spirit is alive and well in the City of Calgary, and NAC Calgary will continue to nurture that awareness at every possible opportunity with intent to eliminate the naval blindness in the city.

**In hope of generating interest from a younger audience, we will be offering a free one year membership to students enrolled in the Centre for Military, Security and Strategic Studies at the University of Calgary.**



HMCS Protecteur anchor with HMCS Huron propeller in the background at the Naval Museum.



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## Long-time Edmonton member leaves cold behind

By Bill Cannon, President

Early in November, HMCS Nonsuch and the NAC Edmonton Branch hosted a farewell luncheon to see off former Commanding Officer, Captain(N) (Ret'd) Edward Brownfield as he prepared for a move to Victoria, BC.

Ed is a significant part of the naval community at large and has been very active with the NAC Edmonton branch, including as past president when it was the Naval Officers Association. For all his work, he has been awarded the Bronze and Silver medallions of the Association.

He has also acted as past chairman, Northern Alberta Division, Commissionaires Canada, and was concurrently a national board member. In 2006 he was awarded the Commissionaires Distinguished Service Medal. He also received Master Mariner (foreign-going) certification.

Ed is the author of articles on organization change, future organization design, strategic planning, human resource development and team building. He has delivered papers to societies and conventions in Canada and other countries. He retired in 2009.

Everyone at the Edmonton Branch wishes Ed "Fair winds and following seas".

Born in Perth, Western Australia, Ed joined the Royal Australian Navy College in January 1951 as one of the last 13-year-old Cadet Midshipmen. He graduated in 1955 and proceeded to the U.K. to continue his seaman and engineering training. There he served at sea in HMS Triumph, HMS Defender, and HMS Ark Royal, and ashore in 1957, at the RN Engineering College (Manadon).

Unsuccessful at Manadon, at the end of 1957 he returned to Australia and



Edward Brownfield saying a few words at his farewell luncheon.

transferred to the Naval Reserve (Executive Branch) as a Sub Lieutenant. He served first in Canberra, then in various training and divisional posts in the Melbourne and Sydney Reserve Units. He also sailed in HMAS Melbourne, HMAS Anzac and HMAS Sydney where he obtained his Bridge Watch Keeper and Ocean Navigation Certificates.

He was promoted to Lieutenant in 1963, and in 1968, he obtained his Command Qualification, which allowed him to command Attack Class patrol boats and other Minor War Vessels (MWV). He was promoted to Lieutenant Commander in 1971 and received his final appointment in the Sydney Reserve Unit as the Sea Training Officer and Unit Navigating Officer.

Meanwhile, in his civilian life, Ed joined the Australian Federal Government and qualified as a training officer,

work methods analyst, and systems analyst/programmer. In 1968, he joined IBM Australia and later became the Management Development Manager and the Regional DP Education Manager.

Ed immigrated to Canada in December 1975, spending a few months in Vancouver before moving to Edmonton in March 1976.

That year, he commenced his service with HMCS Nonsuch. He held the posts of Sea Training Officer, Training Officer, Operations Officer, Administration Officer, Executive Officer, and Reserve Staff Officer. He exercised sea command on both coasts, in a variety of MWVs and was promoted to Commander in 1984.

Ed acted as Naval DS at STAR 2 (Staff College-Reserve) in 1985 and 1986 and as SSO Navy in 1987. He was Sub-District Commander in Prince



Rupert, B.C. during the MCD/NCS exercise in 1987, MCD Pacific (D/COS) for the 1988 and 1989 exercises and O/C DISTAFF in 1990. Ed qualified STAR 2 in 1985 and as Convoy Staff Officer in 1988. He was also a member of the Naval Reserve Council from 1988 to 1992.

He was promoted to Captain in January 1988 and assumed command of HMCS Nonsuch on August 1, 1988. Nonsuch received the Silver Destroyer award for performing as the best Naval Reserve Unit in Canada during the 1989/90, 1990/91, and 1991/92 training years. Ed relinquished command of Nonsuch on June 30, 1991.

In 1990, he designed and co-conduct-

ed the first total force MWV Command Preparation Course in Halifax. He was appointed to the Order of Military Merit (Officer) on April 23, 1992, and on July 1, 1992, he retired to the SRR after completing 42 years of full-time and Reserve service.

In 1997 the Governor-General of Australia awarded him with the Reserve Forces Decoration (RFD) for service with the Australian Naval Forces, and in 2005 he was awarded the Alberta Centennial Medal by the Lieutenant Governor of the Province.

In Canada, Ed was the owner and principal of a management consulting firm. He was also a sessional lecturer and an adjunct professor in business

management. He holds a MSc. Degree in Organization Development from Pepperdine University, is past president of the Human Resources Management Association of Edmonton, and a member of the Human Resources Institute of Alberta (CPHR Ret'd).

He retired in 2009 and weathered a few more Alberta winters before deciding to move to the warmer climate of Victoria, B.C.

Ed was formerly married to Karen East, and they have two sons together: Sam who is married to Karen and works as a Director for an Oil Field Services firm, and Max who is married to Daniela and is an Intelligence Officer in the Canadian Army.

## Winnipeg

# Amid challenges, branch creates scholarship

**By Chris Thain, President**

The Winnipeg Branch is becoming the peripatetic branch of our organization.

When HMCS Chippawa was torn down and rebuilt, we lost Wardroom galley facilities. When the new building opened, an attempt was made to carry on gatherings in the new mess by bringing in food. However, as the Officers' Mess at 17 Wing had been used during construction, and as it provided catering on site, the branch returned to meeting in the Officers' Mess there.

At times it was a bit of a rocky relationship but, all in all, it has served us well until this fall. We have now been informed that due to 17 Wing becoming a major training centre, which means more officers in residence, coupled with the loss of a significant number of the galley staff to transfer or retirement, they can no longer cater to non-active service groups. While we are told that this may, I say again, "may," change in January the branch has had to look for

a new home for at least the rest of 2018 and, most likely, permanently.

Therefore, we have established a relationship with the Army, Navy, Air Force Veterans organization (ANAVET) and on Nov. 14 we held our first luncheon meeting of the premises of ANAVET Branch 283.

**With generous support from our members and assistance from the Contingency Fund we have established a permanent Sea Cadet Scholarship.**

Perhaps due to the physical location, which is more distant for many members, the number attending was less than normal, but by January we may know if there is a chance to return to 17 Wing or if members will have to become familiar with a new location.

For a branch that has been challenged at maintaining membership, uncertainty regarding meeting location is not a welcome problem.

On a more positive note, with generous support from our members and assistance from the Contingency Fund we have established a permanent Sea Cadet Scholarship that will be awarded annually by The Hubble Foundation. (<http://hubbellaawards.com/index.shtml>). This award confirms our commitment to the support of the Navy League of Canada and its local corps, and also to HMCS Chippawa and all of her activities.

The first recipient of this award will be selected in 2019.

## Profile: Fred Herrndorf, member extraordinaire

By Richard Archer

Located as it is in the nation's capital, the NAC Ottawa Branch has long been in a unique position to gain insight and access to the issues of the day, and since its members have always shared a willingness to get involved, they have been at the forefront of a number of important issues.

One such member is Fred Herrndorf. Fred is a weapons officer by trade, and was on one of the first Weapons Officers Courses in Halifax in the early 1960s. He served in that capacity at sea and as weapons course officer and mentor in Fleet School. In those early days, one of his other big claims to fame was a foreign posting for him and his wife Elizabeth to his land of birth, the Netherlands, to work with the famous Dutch electronics and armaments company Hollandse Signaalapparaten (Signaal for short), now part of the Thales Group. He was involved in radar and other developments taken up by the RCN, including for the four Tribal Class destroyers and the four Improved Restigouche Class conversions.

After he retired from NDHQ, he became a member of the Ottawa Branch of the then Naval Officers Association of Canada. As was his character, he immediately became engaged in volunteer work as a director for the branch and then for the national organization, focusing on his love of history and archives. One of his major achievements in this effort was to get the extensive NAC National archives into the hands of the historians of the Maritime Museum of Alberta.

In 2015, the Ottawa Branch entered a rough patch when the president had to leave suddenly. Who should step into the breach but Fred Herrndorf? Over



Ottawa Branch member and past president Fred Herrndorf holds both the iconic white donation box and the new wooden one. For years he has used the boxes to gather member donations in support of Sea Cadet bursaries.

the next year he served the branch vigorously as president and led it back to smooth sailing.

But his involvement in branch affairs didn't end there. Let me recount some of the things in which he has been a contributor:

In the early 2000s, the branch had been assisting with scholarships for deserving Sea Cadets. We decided to put the support on a more regular footing and established an annual \$1,000 bursary for a sea cadet from the National Capital

Region to assist with studies in maritime-related affairs. There were some start-up funds for the first year, but subsequent years were dependent on donations from members. Fred led the fundraising charge. Among other initiatives, he started showing up at all branch social events with a white plywood box with a slot in the top to catch donations for the bursary. Fred and his white box became a warmly accepted fixture at such events and his efforts paid off in a series of cadet bursaries. Recently, branch



member Paul Baiden constructed a new wooden box to replace the plywood version...and the tradition continues.

Fred was pivotal in getting funding for the very first bursary as well. In 2005, the Ottawa Branch received an unusual request from the province of Saskatchewan for help in verifying the names of 237 men from the province who died serving their country. The aim was to inscribe the names of those men with a valid Saskatchewan connection on the Saskatchewan War Memorial located on the Wascana Centre in Regina, next to the Saskatchewan Legislature Building. The year 2005 was Saskatchewan's centennial, and they wished to ensure that all those from the province who gave their lives in the service of Canada would never be forgotten.

A branch team was formed including Fred, Gordon (GG) Armstrong, Len Forrest, Bruce Hayes and Ted White. They spent many interesting and sobering hours examining military and merchant marine service records at National Archives Canada in downtown Ottawa. They finished in April, and in May the Duke of Edinburgh turned the first sod on the memorial site. The completed memorial was dedicated in October of that year. As part of this dedication,

3,855 northern lakes, peninsulas, bays, rivers, and islands were named after those Saskatchewan men and women who made the ultimate sacrifice during World War II. In the end, 4,797 names were etched on the memorial for those who lost their lives during and since World War II. As a token of appreciation, the memorial organizers offered \$1,200 to the Ottawa Branch, and this was put towards the first Sea Cadet Bursary.

With respect to sea cadets, and after an enquiry by the Navy League of Canada, Fred has also coordinated efforts to provide Ottawa's RCSCCs Falkland and Centurion with financial assistance, such as travel to Halifax for an event. This has included the approval of a grant from the NAC Endowment Fund. This support has put our branch in good stead with the local Navy League.

In another initiative encouraged by Fred, the Ottawa Branch has provided long time support in the battle against Amyotrophic Lateral Sclerosis (ALS) or Lou Gehrig's disease. The month of June is always ALS Awareness month, and initially ALS booths were set up in the shopping centres in the greater Ottawa area, manned in part by local NAC members, including Alan and Pat

Brookbank, on what was called ALS Corn Flower Day. They would receive donations and hand out ALS information to the public, all in support of research towards putting an end to the disease.

In 2001, a new format was introduced by the ALS Society of Ontario-Champlain Region—the first annual ALS Walk D'Feet at a local park. Fred led the charge, reporting on ALS-related efforts in the branch newsletter *Soundings*, and convincing members to help the cause by sponsoring the walks by him and Elizabeth, the Brookbanks and others. The Ottawa ALS Walk D'Feet has been a success and now raises funds in the hundreds of thousands of dollars annually.

In 2012, at the 12th ALS Walk D'Feet, the Branch walk was dedicated in memory of two of its own, Helen Brown, the late wife of Colin Brown, and the late Gordon Moyer, both victims of the disease.

Ottawa Branch has always been active and engaged—it's one of the reasons we enjoy strong membership—but of course it takes dedicated, hard-working individuals like Fred Herrndorf to make it all work. Thanks, Fred, for going above and beyond.



## NLCC VAdm Kingsmill supported by NAC Endowment Fund

On Nov. 18, 2018 the past president of the Ottawa Branch of the Naval Association of Canada was pleased to present to the Navy League Cadet Corps (NLCC) Vice-Admiral Kingsmill a cheque from the NAC Endowment Fund at their Ceremonial Divisions. This contribution from the Endowment Fund will help support the provision of new uniforms including winter parkas for one of Canada's most active Navy League Cadet Corps.

Shown in the photo are (from left) Commanding Officer of NLCC VAdm Kingsmill, Lt(NL) Bruce Brown, Navy League of Canada (Ottawa Branch) President Karen Duval, and NAC Ottawa Branch Past-President, Howie Smith.

## Bidding farewell to a loyal, engaged friend

*Reginald (Reg) William Kowalchuk • 1942 - 2018*

Reg Kowalchuk crossed the bar Oct. 18, 2018, in Mississauga, ON, at the age of 76.

Reg was a nationally known stalwart of NOAC/NAC and the UNTD Association. He served both organizations in various financial capacities for many years. He was a long time Treasurer of the UNTDA and, along with Brooke Campbell and Larry Fournier, he aggressively expanded and placed the NAC Endowment Fund on a firm financial footing.

Born, educated and married in Winnipeg, Reg had an escalating career in the financial world, taking him to Montreal and then Toronto, retiring there as Senior

Vice-President - Taxation at Scotiabank.

Reg attended the UNTD Reunion in St. John's this year, to the delight of his many friends. Although he'd had a health-challenged year, it was not a surprise that Reg and Doreen made the trip. That's how Reg was in everything he did—loyal, supportive and engaged, whether it was the UNTDA (and its precursor), the NOAC/NAC (local and National) or his financial and other constituencies.

Reg's well attended service and reception was held on Oct. 22 in Mississauga. Reg's Naval Cap, NOAC Silver Medallion and his Diamond Jubilee Medal were the centerpiece at the service.



## HAPPY 100th BIRTHDAY

### Belated birthday wishes

*Starshell* would like to wish Hamilton, ON, member, Lorne Milner a very happy (though belated) 100th birthday, which he celebrated in August. He is shown here receiving a "Bravo Zulu" Certificate from the group delivered by Canon Bill Thomas.

Lorne is unable to attend regular meetings since moving to the village of Riverside Glen in Guelph, but

remains on the mailing listed and is visited quarterly to keep him up-to-date on members and activities.

Lorne served in the RCNVR and retired with the rank of Lieutenant, having served aboard *HMCS Prince Henry* (Armed Merchant Cruiser), *HMCS Prince Rupert* (River Class Frigate), and *HMC Ships Dawson* and *La Malbie* (both Flower Class Corvettes).





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## A busy year of celebration and cooperation

By Wayne Ludlow, President

The Newfoundland and Labrador branch has had quite a busy year to date.

After two years of preparatory deliberations, we quick-marched into the 75th Anniversary Reunion of the UNTDA (University Naval Training Divisions Association) held Sept. 9-12, 2018. As president, I am especially grateful to the board and membership for their willingness to set aside some of their NLNAC duties to ensure a meaningful, successful and enjoyable experience for the 200-plus delegates who participated.

It was a natural fit for us to be onboard for this event. Why, you might ask? The answer is embedded in the demographic of our branch. Our membership in-

cludes former UNTDs, individuals closely affiliated with the cadet organizations, the Crow's Nest Officers' Club, and at least four former commanding officers of HMCS Cabot. In addition, our membership includes non-military members who support the goals of NAC.

**In using our social and personal contacts, each of us can contribute to maintaining and hopefully increasing our membership.**

The branch has a strong relationship with CFS St. John's, the Royal Canadian Legion, HMCS Cabot, and Memorial University of Newfoundland and its Marine Institute. Notable are the ex-officio appointments of the serving COs of HMCS Cabot, and CFS St. John's to our board. I would be remiss if I did not, once again, acknowledge the tremendous support received from the Marine Institute in making available their facilities, their professional personnel and delicious fish and chips for the formal part of the 2017 NAC/CNOC Event; from CFS St. John's for the mess dinner venue, and from HMCS Cabot for the meeting space. The same can be said for their collective involvement in the September 2018 UNTDA event.



Members of the NLNAC branch.



We will continue to nurture these affiliations, knowing that our constitutional objectives are similar. This will keep our branch vibrant, outreaching and strong. We can continue to be vigilant with respect to these objectives. In using our social and personal contacts, each of us can contribute to maintaining and hopefully increasing our membership.

In October we held our annual fall outing, an event that dates back for over 30 years. This year it was a visit to the Royal Newfoundland Yacht Club. A delightful meal, pictures of past day sails and banter about the “way we were” highlighted the event. A photo of those attending is included.

Our branch participated in the wreath-laying at our National War Memorial on Nov. 11 and held a board meeting followed by a well-attended pub lunch at the Bally Haly Golf Club on Nov. 16. We plan to close out 2018 with our popular Christmas Pub Lunch at the Crow’s Nest on Dec. 14.

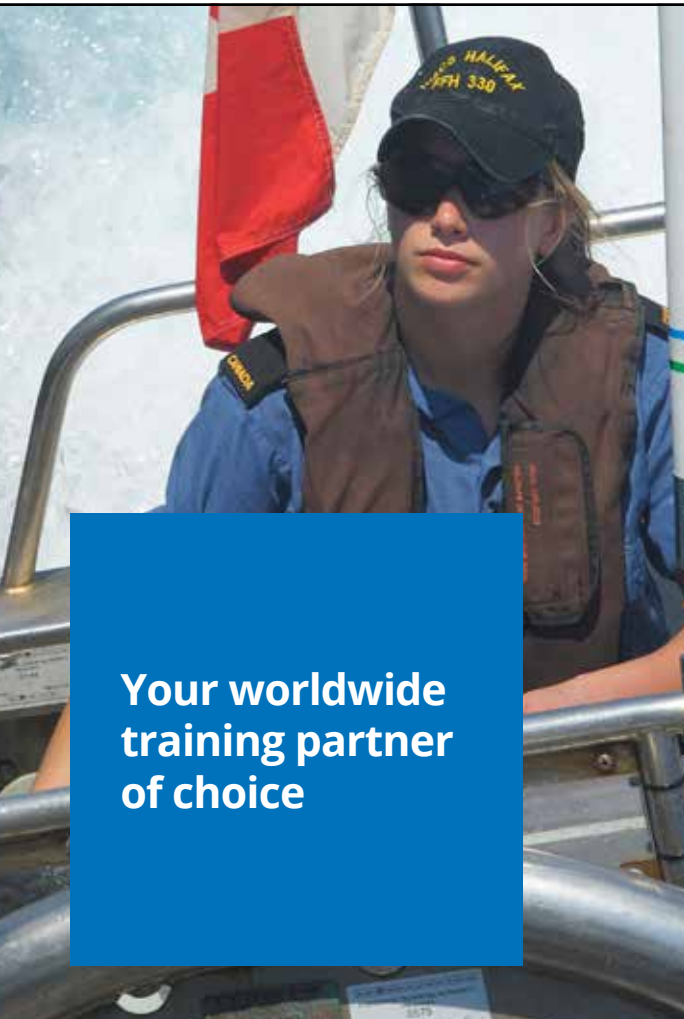
We acknowledge and thank our spouses and partners who are, in their supportive ways, as much a part of this organization as we are.

We acknowledge the tremendous contribution made to the branch by two of our founding members who have crossed the bar, Lt(w) Rosemary Barron and LCdr. Charles Parsons. Rose and Charlie are greatly missed and we remember them fondly.

May I take this opportunity on behalf of our branch to wish peace, good will and health to all of you and your families. Fair winds and following seas to each of you.



Peter Haydon gives a \$5,000 Endowment Fund cheque to Wendall Brown Chair of Canadian Naval Memorial Trust. The donation will go toward refurbishing HMCS Sackville’s topmast, a requirement not included in the current refit. The presentation took place in the RA Park Mess in Halifax.



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## Submarine celebration: Wasn't that a party!

By W. Paul Hansen

Almost any 50th anniversary is worthy of commemoration if not a celebration party. And submariners know how to party!

Combine the 50th anniversary of the commissioning of two submarines—*HMCS Okanagan* and *HMCS Rainbow* on June 22 and Dec. 2, 1968 respectively—with a weekend long gathering in Victoria, B.C., of old submariners and you've got the fixings for a down-to-earth shindig; admittedly, a more sedate shindig than when these folks were younger, but still of an age appropriate carousal.

The weekend started in the early afternoon of Nov. 2 at the Hotel Grand Pacific with what the organizing committee, showing very little imagination, called a "Meet 'n Greet". But old friends welcomed new friends and while their quaffing has become a more sedate imbibing, together they shared creative recollections about things from way back when.

Not only were wives full partners in this gathering, but it was delightful to see in attendance several widows of old submariners who've already crossed the brow on their eternal leave. And in a surprising number of cases they were the same wives who accompanied these near geezers to ships' parties in the days these boats were commissioned.

Attendees included a contingent from the east coast, led by a medically frail but game Captain Ray Hunt (Ret'd), author of the book *A Simple Sailor*, and Sylvain Rouillard, President of the Submariners Association of Canada East (SAOC East). People came from as far south as Texas and included retired Canadians as well as USN submarine vets who are friends of the Canadian Asso-



Paul Hansen

ciation. There was also a surprise pop-in by Rear-Admiral Luc Cassivi. While his current posting has him bouncing between Ottawa and Kingston he was in town on business that allowed him to attend a "Perisher Breakfast" held the Friday evening.

The Perisher Breakfast is an occasional gathering of those who have earned the right to command a Canadian Submarine—by passing the (originally British, now Norwegian) Submarine Commanding Officers Qualifying Course known as Perisher—to welcome the newest member to this very exclusive club.

The west coast contingent was led by Commander Lloyd Barnes (Ret'd), who is the current president (for the second time) of SAOC West. Jim (Doc) and Anne Scott who had provided yeoman's service on the organizing committee and on-scene administrative requirements, also wandered the room like a host and hostess with not a worrying thought.

(Note from Patrick Hunt: Paul Hansen is too modest to mention himself as the hard working and witty friend to all organizing committee members. He provided yeoman service as a communications link for the event and also emceed the banquet with his usual flair. Paul is a Past President of SAOC West.)

The Pink Panther himself, Captain Keith Nesbit (Ret'd)—ask a submariner about the story if you are not familiar with it—who had, along with his *HMCS Okanagan* wardroom in the mid-1970s developed the infamous Dolphin Code, was there from Virginia Beach to regale and be regaled.

On Saturday, the majority of attendees were welcomed by Capt(N) Chris Robinson, Commander of Canada's Submarine Force, and his team into Dockyard for a walkabout. The first stop was the Submarine Memorial Cairn, which was dedicated in 1997, but moved on Aug. 7, 2014 to a location near the submarine support facility, where it was rebuilt and re-dedicated to commemorate the Canadian Submarine Centenary.

Mark your calendar for the revealing of the time capsule in May 2047!

The highlight was a tour of *HMCS Chicoutimi*. Capt(N) Robinson welcomed us aboard and crew members were stationed at various spots throughout the boat while the "tourists" wandered through, stopping to ask the occasional insightful question. Attendees talked about the tour and "what it was like in my day" for the rest of the weekend.

Meanwhile, about two dozen ladies who had not gone on the dockyard and submarine tour attended a luncheon and they couldn't seem to say enough about how enjoyable it had been.

At the Saturday evening banquet, the group was invited to bring their drinks to their tables by a couple of blasts of an unmuffled WWII diving klaxon. (Remember, they are submariners).

The dinner itself was a delightful buffet. The round tables allowed for easy conversation and the speeches—notably that of Vice-Admiral MacLean (Ret'd),





The Submarine Memorial Cairn in its original location (above) and in its current location near the submarine support facility (below).



which was almost precisely the right length and included the right mix of entertaining, pointed and poignant observations—were all engaging and generally within the realm, or at least within sight, of propriety.

Early Sunday morning the submariners gathered again for a buffet breakfast before those so inclined adjourned to the Parish of St. Peter's and St. Paul's on Esquimalt Road for a submarine themed service.

The venue was delightful and the committee did a fine job putting things in place, but it was the 100-plus attendees who created the chemistry that morphed the whole weekend into something very special.

With apologies to the Irish Rovers, it might've been the whiskey...it might've been the gin...or it might have been the stories that finally did me in. Wasn't that a party!

# Today's submariners need your support

By Patrick Hunt, Naval Affairs Coordinator

Paul Hansen gives a good account of old submariners and I want to speak about the submariners serving today.

The RCN has had submarines, off and on, for the last 104 years. Paul's article has undoubtedly convinced you that old submariners were a special breed. Although I too was a submariner 40+ years ago, calling on my experience as a "Friend of Victoria"—a group committed to rallying community support for the Victoria class submarines in its namesake city—I can assure you that the modern-day Canadian submariner is just as dedicated, hard-working, sleep deprived, creative and eccentric as ever.

NAC Vancouver Island has lent its support to "Friends of Victoria" to bring awareness to the community in Victoria of the service provided by the Victoria class submarines and crew, and to solicit the support for the RCN in general and the submarine service in particular.

In that capacity, I have met a number of serving submariners. They have continued the tradition of excelling in their jobs as well as obtaining broad technical expertise so they can effectively do multiple jobs and work as a team in confined spaces for extended periods of time.

Their sense of humour is intact, as anyone who has seen one of Chief Petty Officer Andrew "Radar" Moulton's Cartoon Books of his various missions in submarines will attest.

We old submariners can be proud of the next generations of submariners and rest assured they will recognize and remember fondly the items that will be revealed in the time capsule in May 2047.

It should be noted that while Canada has had four Victoria class submarines, presently there are only enough submariners to man 2.5 of them. That means, as soon as one submarine comes off patrol, instead of having time alongside with family, many of the crew make a pier-head jump to facilitate the sailing of another submarine, often on the other coast. I don't think the general public realizes what sacrifices submariners make to keep these technical marvels afloat (and sinking with neutral buoyancy).

NAC wants to solicit citizens' understanding of and support for our modern-day submariners. You can help by joining the "Friends of HMCS Victoria". Contact Walter Donald, Founder and Chair at 250 389-2848, or email [Walter.Donald1@gmail.com](mailto:Walter.Donald1@gmail.com). Together we can raise the profile of the submarine service and its dedicated submariners in Canada in general, and in Victoria in particular.



# Members recognized for years of dedicated service

Two Vancouver Island members were recognized for their service to NAC at the recent Branch Christmas Luncheon held Dec. 13. Peter Bey and David Collins each received a Bronze Medallion to recognize their many years of volunteerism within NAC and the naval community at-large.

## PETER BEY

Peter Bey has been a member of the NAC-VI Board of Directors for over six years. For four of those years he acted in an executive capacity as the Branch Treasurer. He diligently and tirelessly preformed his duties of providing the board and the branch with monthly and yearly statements. Additionally, he ensured that all necessary reports and remittances were made in accordance with the NAC by-laws to the National Treasurer, the NAC Endowment Treasurer and the Regional Navy League Treasurer. On a monthly basis he has volunteered in excess of 25 hours and at year-end 40 hours of his personal time to the Naval Association of Canada.

Furthermore, Peter is a volunteer for many navy and marine related organizations. He is the secretary for the Venture Reunion Organizing Committee and is a member of the Sea King Retirement Committee. For the Canadian Power and Sail Squadrons he acts as the Commander for the Saanich Peninsula Squadron and is the Treasurer of the Vancouver Island South District.

Peter Bey has given freely of his time and his talents. His dedication to the Naval Association deems him to be a worthy recipient of the Naval Association Bronze Medallion Award.

## DAVID COLLINS, CD

From a naval family, David Collins has been a life member of Ottawa Branch for two decades and is also a member of the Vancouver Island Branch.



Vancouver Island Branch members Peter Bey (second from left) and David Collins (second from right) received NAC Bronze Medallions for their dedication to the Naval Association of Canada. President Bill Conconi (left) and Vice President Rod Hughes (Right) made the presentations at the Vancouver Island Branch's recent Christmas Luncheon.

He also affiliated with the then-NOAC Brussels Branch during two tours at NATO HQ from 1991-94 and 2001-03. He retired as a Naval Reserve Lieutenant-Commander in 1989 after 16 years of service, qualifying as a supply and naval control of shipping officer. Professionally, he served as a diplomat in Canada's foreign service for over 36 years, rising to ambassador in several locations. He has written articles for the *Journal of the United States Naval Institute*, the *Canadian Naval Review*, *Starshell* and the *Naval Review* (UK).

As a member of the Vancouver Island Branch, he has been active. He participated in a panel on the Asia-Pacific re-

gion at the National Conference here in Victoria in 2013. More recently, he lectured to 75 naval officers under training at Venture, discussing defence and naval diplomacy. As a branch director since 2014 he has spearheaded work on our branch newsletter, *Lead & Line*. Most recently he recruited our very able new editor for our publication, which is receiving kudos from across the country.

David Collins is proud of his naval experience and is a popular member of the NAC. He retires from our board this year. It is fitting that he be recognised for his support of our branch, the NAC, and the navy.



## His personality and enthusiasm will be missed

*Brooke S. Campbell, CD • 1941 - 2018*

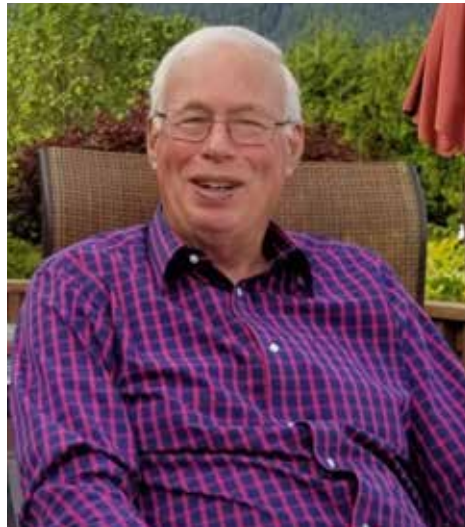
It is with heavy hearts that we report the sudden passing of Brooke Campbell, CD (U-855) who did so much to help organize two very successful UNTD (University Naval Training Divisions) reunions. His contributions to the 2018 Newfoundland Reunion, as well as to many other UNTD events were recognized by all who attended in St. John's this September. Only a man with Brooke's outstanding people skills could keep alive a program that officially ended in 1968.

Brooke joined the UNTD at HMCS Discovery in 1959. During his first summer he was in Huron Division for his training ashore, serving in HMCS Stadacona and HMCS Cornwallis. His sea time in 1960 was in *HMCS La Hullose*. In his second summer Brooke was in Restigouche Division serving in HMCS Cornwallis and at sea in *HMCS New Waterford*.

Following two summers of basic training, in his third year Brooke was appointed to HMCS Hochelaga in Montreal for the Supply and Administration course. He was commissioned in the fall of 1962. In subsequent summers Brooke served as an instructor in HMCS Hochelaga where his detailed knowledge of finance and administration was highly valued.

Brooke continued his naval service during the winter serving briefly in HMCS Donnacona in Montréal and as the Supply Officer in HMCS Discovery. He was awarded the Canadian Forces Decoration for 12 years of service in 1972.

In the fall of 1964 Brooke tried out for UBC's fifth division rugby team. He toured Britain that Christmas with a combined Queens University/University



of Toronto team and two months later was elevated to the first 15 and remained there through graduation in 1966, earning his Big Block.

In 1976 Brooke was the captain of the HMCS Discovery Regatta Team, which won the Cock of the Walk Trophy in competition with all Naval Reserve Divisions across Canada. He was deservedly proud of this accomplishment.

After retirement from the RCNR in 1976 Brooke became an active member of the Naval Officers' Association of BC. His many contributions to this organization included the chairmanship of the Naval Endowment Fund for a period of 10 years. For his exemplary contributions to increasing the size of this fund, in 2015 Brooke was awarded the Gold Medallion by the Naval Association of Canada. He was subsequently awarded the Queen's Diamond Jubilee Medal in 2012.

In his civilian career, Brooke worked for the Bank of Montreal for several years. He moved onto a career in corporate finance with Pemberton Securities

in January 1977, becoming a Vice President and Director of that firm. In late 1989, following the takeover of Pemberton by the Royal Bank, Brooke joined Odium Brown in corporate finance, and over the next 19 years became a Vice President and Director, and served on the Management Committee. He retired from Odium Brown in 2008.

Throughout Brooke's long career in corporate finance, he was active in organizations related to that profession and also provided community service to many institutions. These include being a Director of the West Vancouver Soccer Association, the Naval Association of Canada, the West Vancouver Community Foundation as a Trustee, and on the Board of Shawnigan Lake School. In 2005 he became a Trustee of the YMCA Endowment Fund, and also served on their Investment Committee from 2005 to 2010. In his work with the Winston Churchill Society, Brooke has served as Vice President from 2003 to the present, arranging many of their speakers.

Brooke's most outstanding quality was his ability to plan and bring people together to support a common cause or event. Nowhere was this more in evidence than the 75th Anniversary UNTD reunion. Brooke's influence was always been felt in a very positive manner. His enthusiasm was the driving force of his life and was very contagious. It was impossible to say "no" to Brooke without the sense that one was letting down the side. He exhibited the best ideals of leadership in every endeavor he undertook.

He will be sorely missed by his UNTD colleagues and by his many friends in NOABC and NAC. He was "a man for all seasons" in every sense of the phrase.

## Vancouver loses one of last WWII veterans

*Peter Lynch • 1920 – 2018*

It is with great regret that we report the death of Peter Lynch, a life member of NOABC. Peter was one of the last of our World War II naval veterans and until quite recently, despite his great age, was able to attend our monthly luncheons. Peter was presented with a NOABC Life Membership last year.

A brief summary of Peter's wartime naval career follows:

Peter joined the RCNVR as an Ordinary Seaman in September 1940, training in Halifax for six weeks before being assigned to the *Duchess of Atholl*, a former CPR passenger liner that had been converted to a troop ship.

After a hospital stay in Plymouth, England, in 1941 he was assigned as an Ordinary Seaman to HMS *Wolverine*, a 25-year-old Royal Navy destroyer. During this service, Peter was selected for officer training at Portsmouth, and in November 1941 he was assigned as Acting Sub-Lieutenant to an armed merchant cruiser, a converted passenger ship that was used as an escort vessel for moving troop convoys to India, Egypt and the Middle East.

On D-Day, June 6, 1944, Peter was Navigation Officer on a British frigate carrying tanks to Sword Beach in Normandy. Following the landing, Peter's ship spent 78 days standing off the beach protecting troop and supply deliveries.

In May 1945, Peter was serving aboard *HMCS Matane*, an escort for a Russian convoy, when his ship was redeployed near Trondheim, Norway, to escort 15 surrendered U-boats to Loch Eriboll and Loch Alsh in Scotland for scuttling. A recent book, *The Grey Wolves of Eriboll* by David Hird, describes the events related to these surrenders.



Peter Lynch receiving his Lifetime Membership in February 2018. Among his presenters was Brooke Campbell (far right), who also passed away this year.

Right: Lynch and other *Mantane* crew members deliver a U-Boat to Scotland.



At the end of the war, *HMCS Matane* sailed from Greenock, Scotland, through the Panama Canal to Esquimalt, where Peter was discharged from service in September 1945.

Following the war, Peter worked for a ship's chandlery company for two years

and then as a marine freight agent with an express line servicing Jervis Inlet until 1959. He finished his working life with 22 years at Woodward's, first in the warehouse and then as a supply buyer. He retired in 1981 as manager and buyer of pharmaceuticals for B.C. and Alberta.



# NOABC/NAC 2019 Conference progress

By John Maclean

Plans for the NOABC/NAC 2019 Conference in Vancouver continue to progress. The central idea for holding this conference in Vancouver in 2019 was to celebrate the 100th anniversary of the founding of the Naval Officers' Association of British Columbia in 1919.

Our founders were veterans returning from service in the First World War, primarily with the Royal Naval Canadian Volunteer Reserve, who wanted to rekindle and preserve the camaraderie they had experienced as naval officers as they returned to civilian life in Vancouver.

These were still the early days of the Royal Canadian Navy and the Royal Canadian Naval Volunteer Reserve had not yet been founded. So in addition to the desire to maintain friendships, there was also a powerful desire to advocate for a strong navy for Canada.

The conference will be a multi-day event, which will take place from Wednesday, Oct. 2 through Sunday, Oct. 6, 2019. Conference venues will be cen-

tred around lower Lonsdale in North Vancouver. We have secured the Pinnacle Hotel in North Vancouver as our Conference Hotel and many of our conference events will take place at the nearby BCIT Marine Campus (formerly the Pacific Marine Training Institute). We are expecting to have a visiting RCN ship at the Lonsdale pier for at least part of the conference.

The conference itself is planned for Friday, Oct. 4. We are looking at three general themes for the conference:

- The 100th Anniversary of NOABC
- Maritime and naval issues in the Pacific
- The past, present and future of the Naval Reserve

We have secured two important speakers so far, the Special Advisor to Commander MARPAC on Indo-Pacific affairs, Dr. James Boutilier, and former Canadian Security Intelligence Service Director, and Deputy Minister of National Defence, Richard Fadden (ROUTP '73). We are continuing to develop the program.

In addition to the conference, we are planning a number of social and navy-related events. We have received indications of strong support from the Commander MARPAC and the Commander Naval Reserve. We are optimistic that we will be able to include a daysail in a Canadian warship and tours of local maritime industries and agencies.

The NAC Annual General Meeting will no longer be part of this event. For legal reasons it must be held within six months of the fiscal year-end. So the AGM will be held as a teleconference earlier in the year. Instead, with NAC support, we plan to host a "Council of Presidents", which will be a meeting of branch presidents and executive members to discuss NAC affairs and activities with special emphasis on branch activities.

There will be a number of social events as part of the conference program including a naval dinner.

We look forward to welcoming as many NAC members as possible to celebrate our past and plan for our future.



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## A day of recognition and honour

**The December 8th, 2018 Semi-annual Parade of RCSCC Victory (06)  
with reviewing officer Commander (Ret'd) Lorne Flavelle**

Words and photos by Anthony G. Colucci, Branch Secretary

### **The Sea Cadets**

RCSCC Victory, the largest unit in Québec with nearly 120 cadets, held its semi-annual parade at HMCS Donnacona in Montreal.

Lorne Flavelle, a NAC Montreal member, was the reviewing officer. After the march past and inspection of the ship's company, Victory's 42 new cadets took their oath as sea cadets. Following the oath, four sea cadets were granted a \$1000 scholarship from the Royal Canadian Sea Cadet Education Foundation. The current cadet civilian instructor and former PO1, Nicolas Tremblay, who completed six years as a sea cadet, was presented the 100-year commemorative coin from the Navy League of Canada. Six cadets

also received their four-year Medal for service.

### **Reviewing Officer and Honoured Speaker Commander Lorne Flavelle**

At the age of 12, Commander (Ret'd) Lorne Flavelle began his naval career as a Navy League Cadet and in 1971 became the Commanding officer of RCSCC Victory. He then enrolled into the Naval Reserve in 1977 where he had various training roles and completed his career as Commanding Officer of HMCS Donnacona. Following his retirement from active service, Cdr Flavelle maintained his strong links to the naval community as a member of the Naval Veterans White Ensign, the Naval Officers Association of Canada and the Naval Association of Canada. His civilian life has involved the

practice of psychological counselling, notably with the main school commission in Montreal. He has also served as president of the Quebec and Canadian Counselling Associations and currently has a private practice.

Having been a cadet, an officer and a counsellor, Cdr Flavelle can attest to the social and personal benefits derived from the experiences in the Cadet Corps. Furthermore, one perceives Cdr Flavelle's deep admiration for the youth who are part of the Sea Cadet Corps and, not surprisingly, they respond in kind.

RCSCC Victory recognized Cdr Flavelle's outstanding contributions and renamed its best recruit award the Lorne Flavelle Best Recruit Award, which will be presented annually.



Left: Recruits of RCSCC Victory during the Ceremony of Oath with their proud parents behind them. Right: Presenting the Commander Flavelle Trophy.



## NAC makes its presence felt at the event through The NAC Endowment Fund

The Naval Association of Canada has supported many important projects aimed at building the knowledge and experience of the cadets of RCSCC Victory. Two of these projects were financed through grants by NAC. One was \$500 in prize money to promote writing skills and conduct research by way of an essay contest. The Montreal Region essay question is "Why does Canada need a Strong Naval Reserve?"

The other grant was \$1500 toward the initial costs of the "Build Your Boat and Sail It" Program. The boat-building program is a concept of NAC Montreal Branch President, LCdr (Ret'd) Charles O'Leary, himself a former Cadet, Boatswain and Executive Officer of HMCS Donnacona. The goal is to educate and enable cadets to enhance their seamanship skills by challenging them to build their own functional sailboats using techniques and guidance developed by Montreal-based Jeunes Marins Urbains. Jeunes Urbains Marins has had noted success demonstrating boat-building techniques and design to local youth. They start off with 2-foot model boat building kits made principally of



Anthony Colucci, Secretary of NAC Montreal, presenting the Grant cheques to Louise Tremblay, President of Navy League of Canada, Montreal Branch and Lieutenant Commander Jessica Gilbert, Commanding Officer of RCSCC Victory.

quarter-inch ash wood stock and laser-cut plywood. The ultimate goal is to have them build a 24-foot twin sail boat to enable Cadet Corps in the Montreal region to practice and enhance their waterborne seamanship and sail training.

Special thanks is given to Madame

Dominique Anglade, a sitting member of the National Assembly of Quebec, who graciously addressed the Cadets and attendees of the parade offering words of support for their goals. These young people are destined to become great contributors to our society and country.



Charles O'Leary, NAC Montreal President and the HMCS Donnacona Crew sailing the 24 foot boat O'Leary helped build with the Jeunes Marins Urbains.

## Donnacona celebrates its 75th anniversary

By SLt François Marquette, Public Affairs Officer, HMCS Donnacona

On Nov. 10, 2018, over 200 guests gathered at HMCS Donnacona to celebrate the 75th anniversary of the Reserve unit and 95 years of the Royal Canadian Navy's presence in Montréal.

Among members of the ship's company and previous members, dignified guests were seated at the head table. This included guest of honour, Commodore Marta Mulkins, former Commander of the Naval Reserve. Cmdre Mulkins started her naval career at HMCS Donnacona.

The candlelit dinner was an opportunity to remember the past of this great unit. As the first naval reserve unit in Canada, Donnacona was founded in Montreal in 1923 and continues to represent its community proudly with over 250 members serving the navy part-time and full-time in Canada and abroad.

The Naval Association of Canada was well represented with 12 members attending the dinner. To mark this historic event, the Montreal Branch of the NAC presented a painting of one of the first two ships of the Royal Canadian Navy, *HMCS Niobe*, to LCdr Mathieu Leroux, Commanding Officer HMCS Donnacona, to honour the service of ships companies of the past, present and future. The masterpiece was painted by Montreal's distinguished artist of naval heritage, Glen Luckock. The painting illustrates a naval scene in which *HMCS Niobe* sails away from her old home port towards her new home port in Halifax, NS, to form the heart of the Royal Canadian Navy. In addition to the ship's gracious image, a detailed crest of HMCS Niobe is illustrated to provide a complete expression of its heritage.



President of the NAC Montreal Branch, Charles O'Leary and maritime artist Glen Luckock, present the painting of the HMCS Niobe to Commanding Officer of HMCS Donnacona, LCdr Mathieu Leroux, to mark the 75th Anniversary of HMCS Donnacona and to honour the service of ship's companies past present and future.

**Imagine the impact of the moment experienced by the new ship's company members to cross the Brow of HMCS Niobe to form the first crew of the first Canadian warship to serve their Country!**

LCdr Charles O'Leary (Ret'd), former Executive Officer of HMCS Donnacona and President of the NAC Montreal Branch focused his speech on the extraordinary impact on the first Canadian crew to take over *HMCS Niobe*

upon its transfer from the Royal Navy to the newly formed Royal Canadian Navy.

"Imagine the impact of the moment experienced by the new ship's company members to cross the Brow of *HMCS Niobe* to form the first crew of the first Canadian Warship to serve their Country!" he said. "Imagine just how profoundly this moment transformed their lives so many years ago ..."

There were other special guests attending the historic celebration. As part of their namesake city visit, the Coxswain and three other members from *HMCS Montréal* were in town to take in the celebration and participate in Remembrance Day ceremonies and community activities across the city.

The next milestone to be celebrated is the centennial of the Naval Reserve in 2023. Until then, HMCS Donnacona will continue to represent the Royal Canadian Navy in Montréal.



# REMEMBERING GALIANO

*HMCS Galiano* vanished in darkness in hurricane force winds between Vancouver Island and Haida Gwaii in the early hours of Oct. 30, 1918, short days before the armistice. All 40 people on board—39 naval personnel who were members of the Royal Naval Canadian Volunteer Reserve and a female civilian passenger—perished. Only three bodies and a wooden skylight were ever found by search vessels, which were hampered by continuing mountainous seas and high winds.

On Oct. 30, 2018, the Victoria, B.C. community marked the 100th anniversary of this loss with a wreath-laying ceremony at a monument to the crew, which resides in Ross Bay Cemetery.

The tragedy happened just as the “Spanish Influenza”—a little-remembered pandemic that would kill far more people worldwide than the Great War—had reached Victoria. It had been brought home by soldiers returning from France. Several of *Galiano*’s normal crew were knocked out by the flu so she sailed hurriedly with replacements.

*Galiano* was officially an “Armed Patrol Vessel” and is referred to that way in the navy list and on a contemporary plaque on St. Paul’s Church in Esquimalt. However, she is described as *HMCS Galiano* by Admiral Kingsmill in a letter to a court after the war. The impressive modern damage control facility in Colwood, B.C. was named for *Galiano* when it opened in 2003.

*Galiano* vanished while on a resupply voyage for radio and lighthouse stations. Her wartime taskings had included intercepting incoming merchant ships and practising minesweeping with her sister APV *Malaspina*. It’s sometimes forgotten that German warships were active in the Pacific early in the Great War and that armed raiders operated in the Pacific until 1917. Mines dropped from one of these raiders on the other side of the ocean sank allied ships and prompted re-



Admiral (Ret’d) John Anderson laid the wreath remembering those who were lost on board HMCS *Galiano* in 1918.  
Inset: *Galiano*

newed interest in minesweeping off the west coast.

*Galiano*’s loss, the RCN’s only one in the First World War, was due to a marine disaster, but it’s also often forgotten that more than 9,600 Canadians eventually served in the RCN during the war, many of whom operated in Royal Navy (RN)

surface ships, submarines and naval air squadrons well as in the Canadian anti-submarine flotillas that had to be improvised on the east coast when U-boats came to the northwestern Atlantic in 1917. An unknown number of other Canadians were recruited directly into the RN during the war.

# 12 WING SHEARWATER

## 100 Years of Maritime Air Operations

By Colonel (Ret'd) Ernest Cable  
Shearwater Aviation Museum

12 Wing Shearwater celebrated its 100th anniversary this year.

As one of the oldest military airfields in Canada—second only to 16 Wing Borden—Shearwater's varied and colourful history reflects the evolution of flying in Canada and the growth of Canada's Air Force.

Shearwater was originally created as a seaplane base in August 1918, when the small promontory in Halifax Harbour's Eastern Passage, known as Baker Point, became U.S. Naval Air Station Halifax. It subsequently became an air station for the Canadian Air Force, the Royal Canadian Air Force (RCAF) and the Royal Canadian Navy (RCN), known as HMCS Shearwater.

With the integration of the armed forces in 1968, Shearwater was designated a Canadian Forces Base (CFB) and re-named 12 Wing Shearwater following Air Force restructuring in 1993. Shearwater has been a home for Canada's air squadrons for the past 100 years, continuously supporting flying operations longer than any other Canadian military air base.

By virtue of its coastal location, Shearwater has been inextricably linked to the defence of the air and sea approaches to Atlantic Canada. In fact, it was the threat by sea that provided the original "raison d'être" for the Wing. Today, Shearwater provides RCAF maritime helicopter detachments to RCN ships in support of UN and NATO naval operations around the world.

### The Birth of Maritime Aviation in Canada

During the First World War, German submarines operated between Newfoundland and Nova Scotia, particularly in the waters off the eastern and southern shores of Nova Scotia.

In peace, and even moreso in war, the amount of shipping entering and leaving the Gulf of St. Lawrence and using the harbours of Nova Scotia was enormous. Vessels sailing singly or banded together in convoys were departing in rapid succession from ports in eastern Canada, especially from Halifax and Sydney, laden with troops and supplies to support British and Canadian armies in Europe. Moreover, many transatlantic ships bound for or departing from the north-eastern United States passed through the outer fringes of these waters. Therefore, both the Canadian and American governments were vitally interested in protecting these shipping lanes.

Until 1915, no German submarines operated in Canadian waters. The submarine threat wasn't taken seriously until Oct. 8, 1916 when German submarine U-53 sank five merchantmen off Nantucket. The appearance of U-53 prompted the British Admiralty to warn Canada that anti-submarine patrols off its coast should be strengthened. A subsequent Canadian proposal to base anti-submarine air patrols at Halifax and Cape Breton Island was welcomed by the Admiralty and sent Commander Sneddon, Royal Naval Air Service (RNAS), to Canada to investigate the feasibility of such patrols. Sneddon recommended that a small seaplane force, divided between Halifax and Sydney, NS be formed. That required aircraft to be built in Toronto by Canadian Aeroplanes Ltd. The Canadian Cabinet rejected Sneddon's report on the grounds of excessive costs (\$2.5 million), the diversion of skilled labour from other wartime priorities, and concern over seasonal weather changes limiting the effectiveness.

By 1917, the success of east-bound convoys sailing from Halifax and Sydney compelled the Germans to shift the focus of their operations. At about the same time, they had developed large ocean-go-

ing submarines, capable of staying at sea for three months or more and mounting 6-inch deck guns. Suddenly, the Canadian coast became a vulnerable target area. The Admiralty warned Ottawa of these latest developments and the Canadian Naval Service immediately attempted to strengthen its patrol force. However, no additional ships were available and it was decided that aircraft operating from shore bases were the best means to protect merchant shipping in Canadian waters. But where were the aircraft to come from? The Admiralty had no surplus and the only possibility seemed to be the United States Navy (USN).

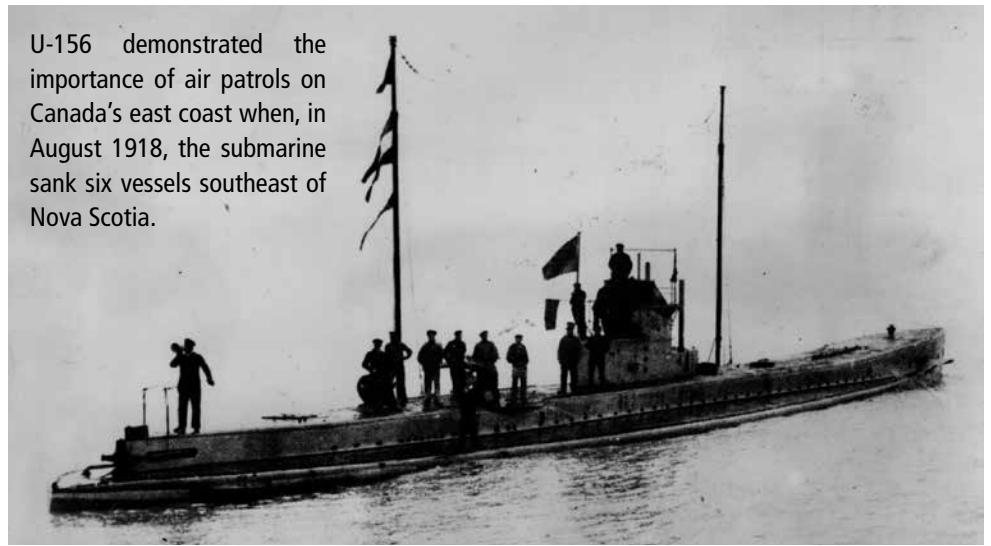
Meanwhile, the German threat was so acute that the Admiralty renewed its warning and offered a preliminary plan for aircraft patrols. Shortly thereafter, British and American admirals convened a conference in Washington, which included Captain Walter Hose, the RCN's Captain of Patrols on the east coast. The conference settled two points:

- air stations should be established at Halifax and Sydney
- the United States would supply these stations with pilots, seaplanes, airships and kite balloons until the embryonic Royal Canadian Naval Air Service (RCNAS) was trained and ready to take over

On April 23, 1918, it was also agreed that the United States would take responsibility for coastal patrol and anti-submarine work as far east as western Nova Scotia and that assigned American forces would be placed under operational control of the RCN. Because Canada had no officers experienced in maritime air operations, the Admiralty appointed Lieutenant Colonel Cull, Royal Air Force (RAF)—formerly Wing Commander RNAS—to overall command of the air patrols. (On April 1, 1918, the RNAS and the Royal Flying Corps were amalgamated to form the RAF).



U-156 demonstrated the importance of air patrols on Canada's east coast when, in August 1918, the submarine sank six vessels southeast of Nova Scotia.



On June 5, 1918, after following rather ineffectually in the wake of the Admiralty and the USN, Canadian authorities finally approved establishment of two air stations. LCol Cull arrived from England in July and approved the seaplane base just south of Dartmouth, NS, but moved the Sydney seaplane base to the western side of North Sydney. Despite the lateness of the season, he persuaded the USN to implement the April agreement.

The Canadian government was to furnish the site and buildings and all ground equipment, while the American government was to provide the aircraft and the personnel to operate them as well as the operating expenses. British and Canadian naval officers were ultimately responsible for control of the stations and for operations; however, supervision and direction of the officers was to be the responsibility of the U.S. Navy. The Americans created the office of Commanding Officer, U.S. Naval Air Forces, Canada and detailed Lieutenant R.E. Byrd USN—later an Admiral renowned for his polar exploits—to the new command. Additionally, Lt Byrd was ordered to assume direct command of U.S. Naval Air Station Halifax and to act as liaison officer between the American and Canadian governments in naval aviation matters.

Although progress up to this point in establishing the air patrols was gratifying, it was not rapid enough to meet the alarming situation that developed in the first week of August 1918 when U-156 sank six vessels southeast of Nova Scotia. The submarine also captured a large Canadian fishing boat and mounted a gun on its deck that was used to wreck havoc among Canadian fishermen.

At the same time, numerous mines laid by the submarine were discovered along the Nova Scotia coast. It was crucial to commission the Canadian air stations into operation as soon as possible. All

haste was made in shipping equipment and supplies to Halifax that were essential for operations. Lt Byrd arrived at his new base Aug. 15, 1918. Crates containing the first two Curtiss HS-2L seaplanes arrived in Halifax by train Aug. 17 and were barged across the harbour to the Dartmouth air station and hauled up on the beach using logs for rollers. The first aircraft was assembled and successfully test flown two days later and the first operational patrol was flown Aug. 25; maritime patrol aviation in Canada was born.

During the first few weeks no bombs had yet reached Dartmouth; however, the submarine situation was so serious that depth charges were substituted for bombs with the intention of dropping them by hand on any hostile submarine. Lt Byrd eventually established a detachment of six HS-2L flying boats and several kite balloons to conduct anti-submarine patrols off the approaches to Halifax Harbour and a second detachment of six HS-2L's at North Sydney.

In forming the general operating policy for the aerial patrols, it was agreed not to attempt routine patrols at either Halifax or North Sydney, but to keep two seaplanes solely for escort work and one seaplane at each station for emergency anti-submarine duty. Without interfering with this schedule, as many supplementary patrol flights as possible were also to be flown at each station at the times and locations deemed most likely to produce results.

Operations began in earnest the week

of Sept. 7, 1918, during which seven escort flights and 10 patrol and other flights were made. Emergency flights were made whenever circumstances demanded and all convoys were escorted for a distance of 60 to 75 miles (100 to 125 km) to sea. There was a total of 200 patrol and other flights during the USN deployment, accumulating approximately 400 flying hours.

After the First World War ended in November 1918 the RCNAS was disbanded and the U.S. Navy personnel departed the bases at Dartmouth and North Sydney and returned home.

Now promoted, Col Cull's final duty was to accompany the Deputy Minister of the Canadian Naval Service to Washington to settle the division of expenses between the two countries. The Canadian government agreed to purchase all American ground equipment at the two stations; in exchange, the United States donated to Canada 12 HS-2L flying boats, 26 Liberty aircraft engines and four kite balloons. Canada's first venture into maritime patrol aviation had cost a total of \$811,168 for bases, equipment and personnel. The American donation was valued at \$600,000 and the flying boats were to give much valuable service to Canada in the years to come.

This small fleet of maritime patrol aircraft and the few buildings, which had been built by the Canadian government to support Lt Byrd's detachment, were the beginning of what became RCAF Station Dartmouth on April 1, 1924, a forerunner of today's 12 Wing Shearwater.



## Harry DeWolf: A centenary of service

Between 2014 and 2018 we've experienced a number of Centenaries marking the beginning of, the end of, and specific battles and incidents within the World War I years.

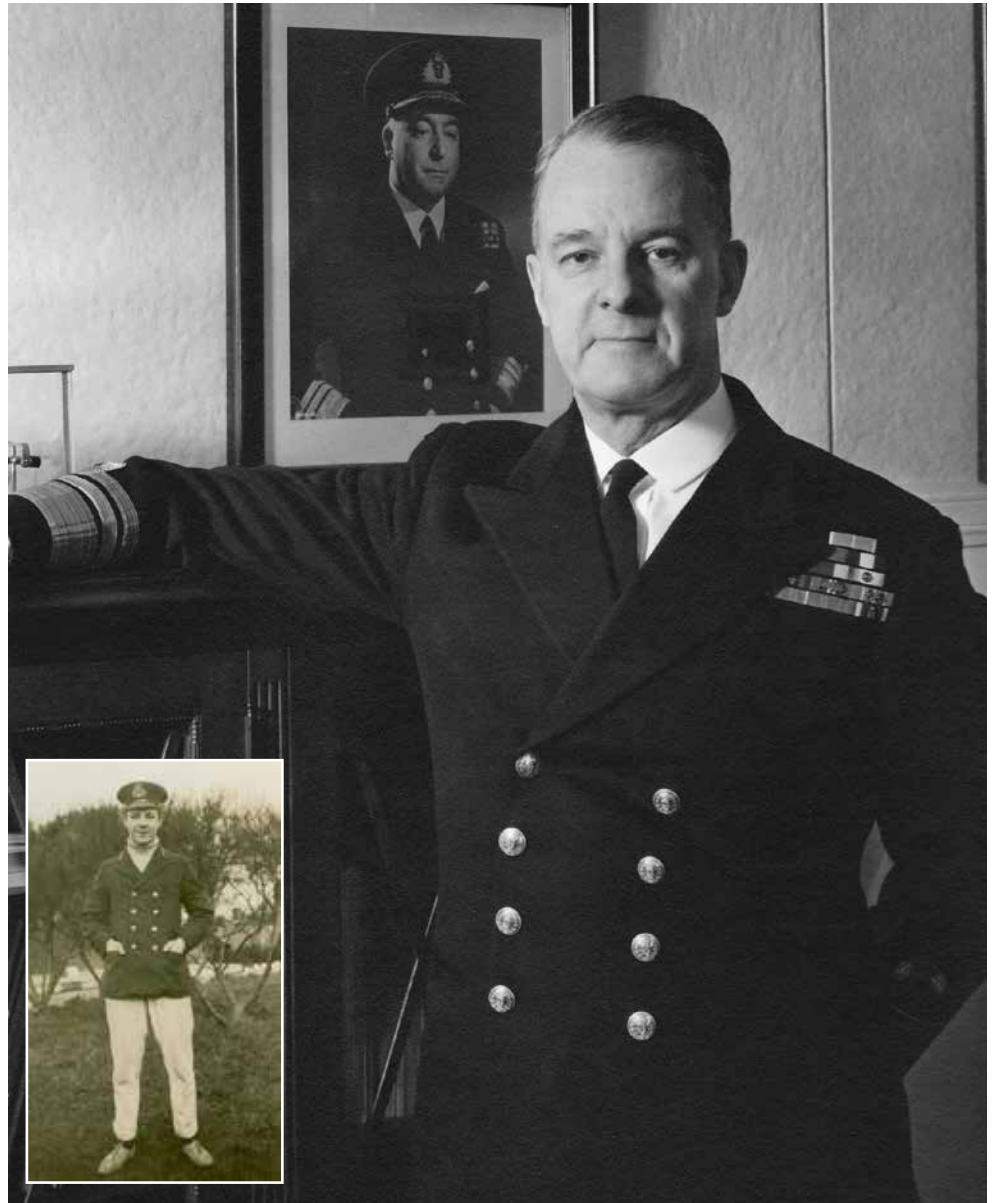
There were only 21 years between the end of WWI and the start of WWII and a mere five years beyond WWII to the start of the Korean War. Rare are the cases of those who served in all three conflicts; rarer still amongst Canadian Naval Officers. Harry DeWolf was one of those.

Harry's most famous command, other than the RCN itself, was *HMCS Haida*. That *Haida* survives as a museum ship and national historic site was the work of many, not the least of whom DeWolf himself.

The reputations of the man and the ship are inexorably linked and one is rarely mentioned without reference to the other. When DeWolf's ashes were scattered in Bedford Basin in 2001, from *HMCS Ville de Quebec*, at that very moment in Toronto, *Haida* executed a 15-gun salute.

It would be the height of impertinence to suggest that anything could be said here about Harry DeWolf and *Haida* that hasn't been said much more fully and eloquently by many others in the past. The citation for his first mention in despatches, perhaps says it all: "For outstanding zeal, patience and cheerfulness and for never failing to set an example of wholehearted devotion to duty without which the high tradition of the Royal Canadian Navy could not have been upheld."

Young Harry was an 11-year-old in Bedford when WWI started. On Dec. 6, 1917 the War came to him with the Halifax Explosion occurring in his backyard. Less than a year later Harry en-



tered the Royal Naval College of Canada (RNCC). That would also have occurred in his backyard had the RNCC not been destroyed in that explosion.

Instead, Harry entered the RNCC at Esquimalt, B.C., specifically onboard *Rainbow* as Cadet #092, seniority Sept. 22, 1918.

Harry's first of many appearances in the Canadian Navy List was in April 1922, as a midshipman and shows his appointment date to HMS *Resolution* as Oct. 26, 1921.

RCSCC *Haida* was created in 1949 and RCSCC Admiral DeWolf in 1955 and both Corps operate to this day,



Haida in Mississauga and DeWolf in Campbell River.

Canada and the RCN of 2014-2018 is decidedly not the Canada and RCN of 1914-1918, but in 2014 the RCN announced that the lead ship of a new class would be named for Harry DeWolf and in 2018 *HMCS Harry DeWolf* was formally launched and named. The ship's badge evokes the family name, his warrior status and his rank of vice-admiral.

Also in 2018, *Haida* was recommissioned as the Ceremonial Flagship of the RCN in a most profound and elaborate ceremony at the old RCN Basin in Hamilton, where she has been for the last 15 years. The entire Naval Board was present as was Peter Ward, the last survivor of the original *Haida* Inc. group, and DeWolf's son, Jim. So from his first putting on of a RCN uniform in 1918 to the launching of his namesake RCN ship in 2018, Harry DeWolf has truly had an exemplary Centenary of Service.



The launch of HMCS Harry DeWolf in Halifax's Bedford Basin on Sept. 15, 2018.

Below: HMCS Haida, 1950. RCN photo.



Pictured: Asterix leading the way at RIMPAC 2018

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# Last Post

Compiled by Pat D. C. Barnhouse  
'Starshell' Obituaries Editor

Kindly forward all obituaries to Pat at 535 Kenwood Avenue, Ottawa, ON K2A 0L7  
or by email to [pat.barnhouse@sympatico.ca](mailto:pat.barnhouse@sympatico.ca)

## NAC MEMBERS

### Cdr William Gilbert BUCKERIDGE, CD\*\*, RCN(Ret'd)

NACVI, 79 in Duncan, BC 04/09/18. Jn'd as Cdt at CMR 07/09/57, thence RMC. Prom S/Lt 05/62 fl'd by *Stadacona* 08/52 and *Columbia* 02/63. Prom Lt 09/64 thence *Hochelaga* (Supply School) in '64, fl'd by *Fraser* and NDHQ (DEVIL Pgm.) in '68. Prom LCdr 02/70 thence CFSC (Course 7) in '72 and CFB Borden 06/73. Prom Cdr 08/74 thence ADM(Fin) 08/74, CPF Project 01/78, CFB Esquimalt 08/82, NFR Project Hamburg 08/87, NDHQ 07/90, CFB Trenton (Trg. Cmd.) 07/91 and *Protecteur*(i/c) 07/93. Ret'd 05/95. (LC, RD)

### S/Lt(W) Sheila Marie DAVIS (nee SCOTT), RCN(R)

NACVI, 92 in Victoria 10/08/18. Jn'd WRCNS at *Tecumseh* 01/53 and commissioned as RCN(R) A/S/Lt(W) 06/54, fl'd by *Cornwallis* 07/54 and *Shearwater* 08/54. Rls'd in '55. President Calgary Br 1983-4. Bronze Medallion '88 (whilst mbr Calgary Br.)

### Cdr John Munro LITTLEFAIR, CD\*\*, RCN(Ret'd)

NSNAC, 83 in Annapolis Royal, NS 05/08/18. Jn'd *Venture* as Cdt 09/54, prom Mid(E) 09/56 fl'd by *Stadacona* 12/56 and *Niobe* (RNEC) 01/57. Prom A/S/Lt(E) 09/57 and S/Lt(E) 07/58 thence *Athabaskan* (Eng WK Trg.) 05/59. Prom Lt 05/60 fl'd by *Niobe* (RNEC Applications Cse.) 05/60, *Iroquois* 05/61, *Victoriaville* (EO) 11/61, *Stadacona* 06/63 and *Niobe* (RNEC Dagger Cse.) 09/84. Prom LCdr 01/69 thence CFSRU(A) 04/71 and *Protecteur* 07/73. Prom Cdr 09/75 fl'd by FMG(A) 09/75, CFB Halifax 08/77, NDHQ 06/78, CDLS(L) 07/81 and CFB Esquimalt 08/85. Ret'd 09/91. (SR, *Chronicle Herald*)

### Lt(O) John Derek RILEY, CM, RCNVR(Ret'd)

Winnipeg Br., 95 in Winnipeg 06/05/18. Jn'd as Prob S/Lt at *Chippawa* in '42, thence *Kings* 03/43. Prom S/Lt 03/43 fl'd by *Skeena* 11/43. Prom Lt 03/44, fl'd by RN for Observer trg. 04/44. To Ret'd List in '45. (CT, *Winnipeg free Press*, Canada's Naval Aviators)

### Cdr Joseph Anthony STACHON, CD\*, RCN(Ret'd)

NAC-O, 91 in Osgoode, ON 16/09/18. Jn'd RCN as Cdt at  
Note: \* indicates bar to the medal

*Royal Roads* 30/08/44, prom Mid(L) 07/46 thence *Discovery* (UBC) 09/46. Prom A/S/Lt(L) 07/48, S/Lt(L) 01/49 and Lt(L) (sen. 06/48) fl'd by *Stadacona* (Long L Cse.) 05/49, *Ontario* 11/50, *Naden* (Matsqui Radio Stn.) 01/52 and *Bytown* 03/53. Prom LCdr(L) 06/56 thence *Niagara* (PG Trg.) 06/56, *Assiniboine* 07/58 and FOAC 04/60. Prom Cdr 01/61 fl'd by *Bytown* (DGFE) 08/61 and CFHQ CTS Branch Rockcliffe 12/87. Ret'd 10/76 to his Metcalfe farm. (*Citizen*)

## OTHERS

### Cdr Guy John Roger BOUCHER, OMM, CD\*\*, RCN(Ret'd)

81 in Halifax 21/09/18. Jn'd RCN at *Venture* as Cdt 09/54, prom Mid 09/56, A/S/Lt 06/57, S/Lt 09/58, Lt 09/60, LCdr 07/71 and Cdr 06/79. Srv'd *Stadacona*, *Cayuga*, *Ottawa*, *Jonquiere*, *Crescent*, *Assiniboine*, CMR, *Nipigon*, CFSC (Course 7), NDHQ, *Qu'Appelle*, *Yukon*, *Skeena*(i/c), CFFS Hfx and MARCOM HQ. Ret'd 10/92. (SR, *Chronicle Herald*)

### LCdr Donal Jeremy BROWN, CD\*, RCN(Ret'd)

84 in Gananoque, ON 04/09/18. Jn'd *Royal Roads* as a Cdt 09/52, prom Mid(E) 09/54, A/S/Lt(E) 01/56, S/Lt(E) 05/57, Lt(E) 06/58 and LCdr 08/66. Srv'd RNEC (Eng Trg.), *Ontario*, *Bonaventure*, *Niagara* (for S/M trg.), *Grilse*, PNO(West Coast) and NDHQ. Ret'd in '78. (RGC)

### LCdr(L) Clarence B. CAMPBELL, RCNVR(Ret'd)

105 in Ottawa 05/09/18. Jn'd in '41 as Lt(SB) thence designated El Lt(R) (sen. 05/40), prom A/El LCdr(R) 01/45 and El LCdr(R) 01/46. Re-designated LCdr(L) and rls'd 02/46. Srv'd *Stadacona*, RN and NSHQ. (*Citizen*)

### El Lt Maurice Charles CARON, RCNVR(Ret'd)

96 in Ottawa 10/08/18. Jn'd as Prob El S/Lt at *Donnacona*, prom El S/Lt 06/44 and El Lt 05/45. Srv'd *Eastview*. Rls'd 11/45. (*Citizen*)

### Lt [Capt(ANAV)] Daniel James COAKLEY, CD\*, RCN(Ret'd)

88 in Halifax 24/08/18. Srv'd RN as Signalman thence to RCN as LS and qual Observer's Mate. Prom PO2 '59, PO1 06/62 and CPO2 06/65. CFR'd as CMD O 04/87 and prom



*“All these were honoured in their generations,  
and were the glory of their times.  
There be of them, that have left a name behind them,  
that their praises might be reported.”*

– Apocrypha, Ecclesiasticus 44

Capt[ANAV] 04/70. Srv'd *Cornwallis, Shearwater, Bonaventure*, VS-880, VS-881, *Naden*, HS-50, CFB Winnipeg, *Saguenay*, HS-423, *Margaree* and *Protecteur*. Ret'd 08/83. (SR, *Chronicle Herald*, Canada's Naval Aviators)

**Cmdre David COGDON, CD\*, RCN(Ret'd)**

70 in Halifax 06/10/18. Jn'd RCN as Cdt 02/09/65, prom S/Lt 05/70 (RMC graduate), Lt 05/72, LCdr 08/76, Cdr 07/82, Capt 08/86 and Cmdre 03/90. Srv'd *Ottawa, Skeena, Protecteur*, CFFS Hfx., *Iroquois, Cowichan*(i/c), *Thunder*, CFCSC, NDHQ (VCDS Br.), *Athabaskan*(i/c), NDC, MARCOM HQ, Commander 5th Cdn Destroyer Sqn., NDHQ (ADMPA, fl'd by DG Mil Plans & Ops) and COS Cdn Navy. Ret'd 01/98. (e-Veritas)

**Lt(P) the Hon. Alastair William GILLESPIE, PC, OC, RCNVR(Ret'd)**

96 in Toronto 19/08/18. Jn'd RCNVR as Prob S/Lt in '41, prom S.Lt 02/41 and Lt 09/42. Srv'd *Royal Roads, Naden, Saskatchewan*, various RCAF Stations (Plt Trg.) and RN (FAA). Qual "P". Rls'd in '45. (e-Veritas, Canada's Naval Aviators)

**Lt(W) Ellen Adeline HALIKOWSKI (nee LANG), RCN**

Former Mbr NACVI, 95 in Victoria 29/08/18. Srv'd WRCNS WWII and rejoined at *Chippawa* during Korean War. Commissioned as A/S/Lt(W) RCN(R) 0652, prom RCN(R) S/Lt(W) 06/53, tsf'd to RCN and prom Lt(W) 01/56. Srv'd *Bytown, Shearwater* and *Naden*. Rls'd in '58. (RNDM)

**CPO1(Ret'd) James Joseph William HNATIUK, CD\***

67 in Halifax 18/08/18. Jn'd Canadian Navy as OS 19/02/70, prom AB 11/72, LS 05/74, MS 04/76, PO2 07/78, PO1 08/81, CPO2 08/84 and CPO1 08/91. Srv'd *Mackenzie, Restigouche, Huron*, CFFS Hfx., *Iroquois*, CPF Project (St. John), MARCOM HQ and CPF Office (NDHQ). Ret'd 07/95. (SR, *Chronicle Herald*)

**Cdr(NR)(Ret'd) Albert Ralph HORNER, OMM, CD\*\*.**

Former Mbr NACVI, 81 in Victoria 15/07/18. Jn'd *Venture* as Cdt 09/54, prom Mid 0956, A/S/Lt(P) 09/57, S/Lt(P) 03/58 and Lt 10/60. Srv'd *Cornwallis, Shearwater, Niagara* (USN Flt Trg.), VS-881, VS-880, *Naden* (VU-33), CFSS, *Yukon* and *Stad-*

*acona*. Resigned and tsf'd to Naval Reserve at *Malahat*. Srv'd *Thunder* (i/c), *Cowichan* (i/c), *Porte de la Reine* (i/c), *Porte Quebec* (i/c) and *Oriole* (i/c). Prom Cdr(NR) 01/76. *Malahat* (i/c) 1981- 85. Ret'd 01/92. (RNDM, Canada's Naval Aviators)

**Cdr Jeffrey Isaac KELLETT, CD\*, RCN(Ret'd)**

84 in Ottawa 14/09/18. Jn'd RCN at *Naden* 09/63 as A/Lt (sen 07/63), prom Lt 04/64, LCdr 08/69 and Cdr 07/81. Srv'd CFRC Ottawa and NDHQ. Ret'd 08/88. (Citizen)

**LCdr Paul Scales LeGALLAIS, CD\*\*, RCN(Ret'd)**

81 in Cowichan, BC 17/07/18. Jn'd *Venture* as Cdt 09/56, prom Mid 09/58, A/S/Lt 05/59, S/Lt 05/60, Lt 12/62 and LCdr 08/78. Qual CI Diver. Srv'd *Stadacona, Lauzon, Kootenay, Granby, Chignecto, Cape Scott*, FDU(A), FDU(P), Seconded List (PISCES IV), MARCOM HQ, CFB Esquimalt and DREP. Ret'd 07/92. (SR, *Chronicle Herald*)

**Cdr Leo Ivan MacDONALD, CD\*, RCN(Ret'd)**

Former Mbr NSNAC, 81 in Pictou, NS 26/08/18. Jn'd *Venture* as Cdt 09/54, prom Mid 09/56, A/S/Lt 09/57, S/Lt 09/58, Lt 06/60, LCdr 04/69 and Cdr 02/74. Srv'd *Niagara, Stadacona, Restigouche, Inch Arran, Sioux, Venture* (Academic Trg.), *Algonquin, Gatineau, Loon*(i/c), *Nipigon*, CFSC (Course 6), MARCOM HQ and *Fraser*(i/c). Ret'd in '77. (*New Glasgow News*)

**LCdr John Albert MacKEAN, CD, RCN(Ret'd)**

92 in Surrey, BC 25/05/18. Srv'd WWII Cdn Army thence Cdn MM. Jn'd RCN in '55, CFR'd as Cmd O 05/62, prom Lt 01/65 and LCdr 10/75. Srv'd, inter alia, *Bonaventure* FOAC, *Cape Scott* and CFHQ. Ret'd 10/75. (SR, *Chronicle Herald*)

**CPO2 Ronald MacKINNON, CD\*, RCN(Ret'd)**

76 in Ottawa 13/09/18. Jn'd RCN as OS in a naval air trade 05/59, prom LS 10/66, PO2 10/70. PO1 08/73 and CPO2 11/77. Srv'd, inter alia, 880 MR Sqn, 405 Sqn Greenwood and NDHQ. Rls'd 08.86. (Citizen)

**Const LCdr Sidney Thomas MATHEWS, RCN(R)**

95 in Ottawa 17/10/18. Jn'd *Carleton* 04/08/54 as RCN (R) Const Lt (sen 09/49) and prom Const LCdr 09/57. Rls'd in '62. (Citizen)

*Continued on page 44*

# Last Post

## Cdr Ernest MORGAN, CD\*\*, RCN(Ret'd)

77 in Sidney, BC 28/09/18. Jn'd RCN as OS 05/61, selected for officer trg and prom Cdt 09/67. Prom S/Lt 05/71, Lt 05/73, LCdr 02/76 and Cdr 09/83. Srv'd *Terra Nova*, CFFS Hfx., *Algonquin*, *Kootenay*, *Gatineau*, CFCSC, CPF Project, NDHQ (VCDS Staff), *Provider*, CFCSC (DS) and NDHQ (DGFD). Ret'd in '95. (BW, *Times Colonist*)

## Lt Rodney Davis NEWMAN, RCN

In Victoria 12/07/18. Jn'd RCN as Cdt at *Venture* 09/57, thence *Royal Roads* and RMC. Prom S/Lt 05/62 and Lt 12/64. Srv'd *Stadacona* and *Fraser*. Rls'd in '66. (e-Veritas)

## A/Lt John Christopher REIFFENSTEIN, RCN(R)(Ret'd)

88 in Oakville, ON 05/08/18. Jn'd RMC 09/48, desig RCN(R) Cdt 30/04/49, prom S/Lt 07/51 and A/Lt 09/55. Srv'd *York* and *Cataraqui*. Mech Eng instructor RMC 1954 -56. To Ret'd List in '56. (e-Veritas)

## CPO1 Gerald William SIGRIST, CD\*\*, RCN(Ret'd)

85 in Halifax 16/07/18. Jn'd RCN in 1951 as an OS Radioman, prom LS 06/57, PO2 03/61, PO1 06/65, CPO2 02/70 and CPO1 05/80. Srv'd five RN and one Cdn S/M, *Restigouche*, *Athabaskan*, CANDESRON 1 HQ, CFFS Hfx., MARCOM HQ and CFS Mill Cove. Ret'd 09/82, fl'd by NR time at *Scotian*. ((SR, *Chronicle Herald*))

## CPO1 Robert Bernard SOLOMON, CD, RCN(Ret'd)

In Ottawa 19/08/18. Srv'd in Comm Research trade. (Citizen)

## A/Lt Arthur Murray WESTGATE, RCNVR(Ret'd)

90 in Toronto 27/08/18. Jn'd as Prob S/Lt in '41, prom S/Lt 01/42 and A/Lt 01/44. Srv'd *Kings*, *Fort Ramsey*, *Avalon*, *Restigouche*, *Runnymede* and *St Hyacinthe*. Rls'd in '45.

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# PERSONAL HISTORIES: Honouring a life

By S. Anne Miller, MA,  
Personal Historian

In early November, when I observe Remembrance Day, tender memories of my father come to mind clearly. Dad served in the army with the Sherbrooke Fusiliers during World War II.

While I was growing up in our large family in the 50s, I loved to listen to our parents tell us stories of their own childhoods and young adulthood. Sometimes dad's war stories seemed so foreign and yet they were gripping.

"Willie saved my life," I recall my father saying once. He told us of a time in Europe during his military service in the war. He was relieving himself in the bushes when enemy fire erupted and followed him back to the opening in the Sherman tank he shared with four close companions.

"I was almost killed in action," he recounted, tongue in cheek.

Willie was the gunner and his sharp eye averted a tragedy and paved the way for me to be born.

As dad told snippets of his wartime experiences, a faint, gentle smile would stretch across his lips and a tear would run down his cheek. Then he'd stopped talking.

I recall when "Uncle" Willie would spontaneously arrive at our farm in the Eastern Townships of Quebec for a visit. When we heard a car climbing the driveway, Mum looked out and sighed, "Oh no; it's Willie." She wasn't angry; in fact, she liked Willie a lot, but she knew that, for the next several hours, Willie and my dad would reminisce as they finished off



The author's father, Howard (Tarz) Miller.

the box of "24" that Willie hauled inside with him.

I would sit nearby, out of their space, and listen. I was trying to understand how reconnecting with a close friend could bring grown men to tears.

In the days following, it was impossible to get Dad to share more stories. Perhaps it was just too painful for him. Perhaps he thought I was too young to hear his fears from the front line of war—how he ached to hold his beloved bride and longed to know the child growing inside her; how he dreamed of buying and working a farm not far from where he grew up, yet was scared to hope in case it didn't come true.

My father lived through the war but died of cancer when he was only 46 years old. I still yearn, in vain, to hear his stories.

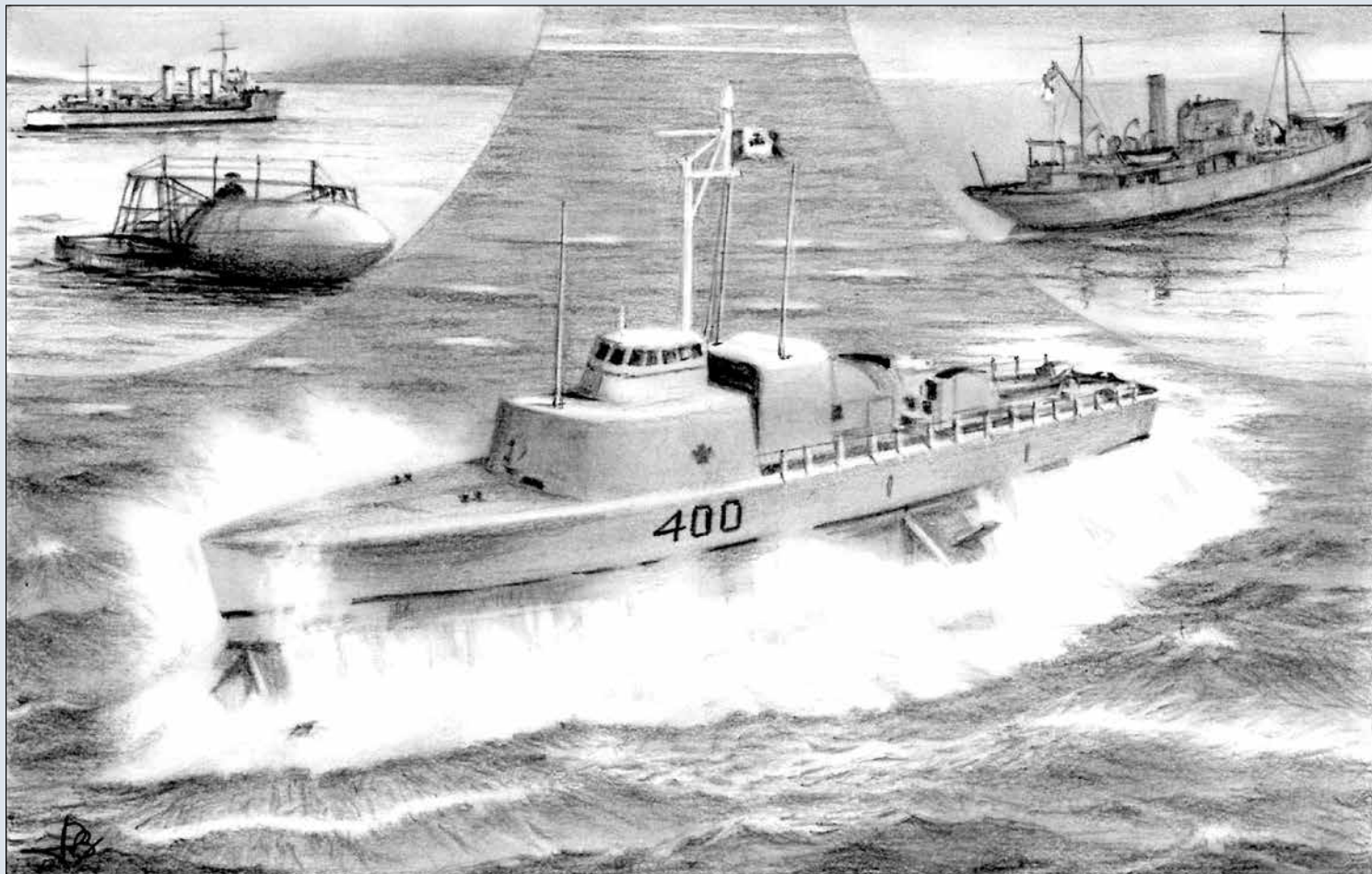
Stories. They're an integral part of our lives, beginning in our childhood. They

are laden with images, emotions and information. Because they can be so rich in sensory appeal, they are fixed in our memories. Why do we tell stories and love to hear them? It's not just entertainment. They also teach us, allowing us to understand times past and lessons learned. They help us to know and understand the narrator and the times in which he or she lived, opening a window on his or her personality, experiences and values. In sharing stories with each other, we become closer and connected to something greater than ourselves, beyond the here and now.

When attending any gathering, we see that telling stories is a personal pleasure. People love to share their stories with others. And it's the listening, really listening, to those stories that honours the narrator. It's a way of saying, "You are important."

What are your stories? What contributions have you made to this world? This country? Your families? What lessons do you want to pass on? What experiences would benefit or entertain others? How much do you want others to know you? When you leave this world, will you be content that your stories have been shared? Don't wait to record your unique and special stories because sometimes, it becomes too late.

*Anne Miller's career has always centred around stories—as an adult educator, a lay counsellor, as a consultant doing needs assessment and qualitative research in universities and for government, and now as a personal historian. Learn more about how she can help you collect and share your stories at [www.annemiller.ca](http://www.annemiller.ca).*



FAST HYDROFOIL ESCORT

HMCS BRAS d'OR (2)

C.A. F. 1968-1971

Left inset: Alexander Graham Bell's experimental hydrofoil moored on Bras d'Or Lake where it was towed by HMCS Patriot during trials - 1924.

Right inset: HMCS Bras d'Or (1) was a trawler taken over for wartime service as an 'Auxiliary Minesweeper' in September 1939 to operate in the Gulf of St. Lawrence. It disappeared with all hands in the Gulf in October 1940.

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