

LEAD AND LINE

NEWSLETTER OF THE NOAVI

<p>Drug Busts Galore <i>The ships have been busy from Sea to Sea</i></p> <p style="text-align: right;">Page 4-5</p>	<p>Cdn Wren honoured <i>7,000 Cdn women served in uniform in WW2. It's time we remembered.</i></p> <p style="text-align: right;">Page 7</p>	<p>A good way to lose your periscope <i>Well, perhaps not a GOOD way....</i></p> <p style="text-align: right;">Page 8</p>	<p>Nazi Stealth Bomber <i>Ever wonder where that great design for the B-52 came from?</i></p> <p style="text-align: right;">Page 10</p>
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NOAVI Luncheons

Guests - spouses, friends, family are most welcome at our luncheons

Lunches are at the Fireside Grill at 1130 for 1215 4509 West Saanich Road, Royal Oak, Saanich, cost \$25.

Upcoming speakers:

25 Feb - Dr Barry Gough, historian and writer with a very interesting presentation on his new book, *Juan de Fuca's Strait: Voyages in the Waterway of Forgotten Dreams*

25 March - a panel of our members who will discuss their experiences as Defence Attaches

22 April - Bob McDonald, CBC Quirks and Quarks on a nautical and science theme

For reservations please contact Bud Rocheleau at bnhrocheleau@shaw.ca or 250-386-3209 by noon on Thurs 21 Feb. When making your reservation, please advise of any food allergies or sensitivities.

Please contact our Program Director Kathie Csomany at csomany@islandnet.com with suggestions for Speakers



Drug busts in the Gulf and the Carribbean

HMCS *Ottawa* returned to Esquimalt in December upon completion of a six-week Op CARIBBE tasking in the Central American Region in support of the Joint Inter-Agency Task Force South's counter-drug effort. On 28 November, HMCS *Ottawa* intercepted a fishing vessel in international waters southeast of Costa Rica. Her embarked United States Coast Guard Law Enforcement Detachment (LEDET) boarded the vessel to seize 1,086 kg of cocaine with an estimated value of \$29 million. The contraband and crew of the detained vessel

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NOAVI LEAD AND LINE



President's Column Feb 2013



A belated Happy New Year to you all!

Did you miss the January issue? I hope you did, because it would be most disappointing to not publish an issue and have no one notice! Seriously though, we did this as a bit of an experiment, primarily to give our long-suffering editor some time off at Christmas, and we would be interested in your views – you can always write a Letter to the Editor!

Plans are continuing for the June Conference and the NAC Annual General Meeting. The Hotel is filling up already, so if you planning to stay downtown, or have friends coming into town, then I suggest you act early to make sure you are not disappointed. As was announced earlier, the Hotel will give the conference rate to those attending for three days before and three days after the actual conference dates (nights 5-8 June) and also for the arrival night for those going on the cruise. There has been a bit of confusion here however as the Laurel Wing is already booked out for the days before and after our conference, so if you are planning to stay outside of the conference dates you will have to go on a wait-list for the Laurel Wing rooms, or simply book into the Ericson Wing (slightly more expensive) for those dates only, and move into

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NOAVI EXECUTIVE COMMITTEE

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NOAVI LEAD AND LINE

Letters to the Editor

Dear Ed:

In his interesting and colourful article, Cdr. Chance describes an incident in 1957 involving what appeared to the author to be a challenge by a threatening Cuban frigate. He stated that, "Later we assumed that, in light of the Bay of Pigs fiasco, Cuba was understandably nervous about any ship approaching its shore." Apparently Cdr. Chance means by that statement that, after the Bay of Pigs was invaded, during the spring of 1961, by way of a CIA-inspired attempt to depose the communist regime of Fidel Castro, the Cuban government had every reason to be suspicious of foreign ships near its shores. That is no doubt true, but in 1957, when the

incident described by Cdr. Chance took place, Castro was not yet in power. Indeed, the U.S.-supported dictator Batista was still in control. Thus it follows that, while his navy may have been vigilant about any possible attack by the Communist rebels, it was not likely to attack a ship that was flying the White Ensign, and was therefore an ally of Batista's strongest backer, the US.

Perhaps if Cdr. Chance had chosen to report the incident to headquarters, he would have been reassured that his instincts were correct: the challenge from the Cuban ship would almost certainly not have resulted in gunfire once the Sioux's flag was illuminated.

President's Message

Continued from page 2

your Laurel Wing room for the conference nights if you so desire. For this reason we are not setting up online bookings for the hotel, but rather asking people to call them on their toll free number. Then everyone can discuss their needs with the Hotel reservation team and hopefully get what they want. On a related matter, as I mentioned in December, Steve White has agreed to act as our Volunteer Coordinator – and I think we are going to need quite a few for everything from manning the registration and information desks, acting as hosts for the Partners' Program, driving people to and from the airport etc. If you would like to help please contact Steve – his details are listed with the rest of the Executive somewhere else in this edition.

Last week I participated in a teleconference with all the other Branch Presidents. As some may know, the Government has recently enacted some new legislation concerning nonprofit corporations and societies, of which we are one, and thus our national bylaws have to be updated to meet the new requirements. I will have more on this for you by the time our AGM rolls around (24 June). We are also taking this opportunity to update the Guidance Manual for Branches. We did a quick straw poll of the Branches that were on the conference (all but three) and found that there was no appetite for any changes of name

(except Ottawa who have already done so) to confirm with the National (NAC), but just about all the Branches were actively looking at their membership criteria with a view to expanding membership, thus staving off closure in some cases. At NOAVI we have set up a small team to review and develop our membership guidelines, (Kevin Carle/ Steve White/ Stan Brygadyr), so if you have any thoughts on this matter, they are the people to whom you should speak (or email).

Looking forward to seeing all at our lunch meeting!
Yours aye Mike

Contributions to The Lead & Line costs gratefully received from Associate Member David Nicholson



David has been providing trusted investment advice for over a quarter of a century!



David S.H. Nicholson

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NOAVI NAVAL INTERDICTION

Soldiers help with Maritime drug busts

By Petty Officer 2nd Bradley Breland

A warship in the middle of the ocean is not an obvious place to find four gunners - that is, soldiers of the Royal Regiment of Canadian Artillery. If you look closely at a photo of the crew of *HMCS Regina*, however, in among the sailors' naval combat uniforms you will see the green CADPAT and unit identifiers of four members of 128 Air Defence Battery, 4th Air Defence Regiment, Royal Canadian Artillery, from Gagetown, New Brunswick.

As members of the second UAV troop to go to sea, the gunners joined *HMCS Regina* in July 2012 for her deployment to the Arabian Sea on Rotation 1 of Operation ARTEMIS. The first ship-borne UAV deployed in late 2011 with *HMCS Charlottetown*, which completed Operation METRIC in the Mediterranean Sea before moving to the Arabian Sea in April 2012 for the initial rotation of Operation ARTEMIS.

As part of *HMCS Regina's* Air Department, Sergeant Pete Sova, Bombardier Levi Sheppard, Bdr Kendall Hartjes and Bdr Justin Kovacs operate the ship's ScanEagle UAV, working with the crews of the CH-124 Sea King helicopter to provide aerial surveillance and reconnaissance of the ship's area of responsibility.

The soldiers didn't take long to realize that life at sea was vastly different from training in Gagetown and operations in Afghanistan. "Before joining *Regina*, I had never even seen a ship!", said Bdr Kovacs, the most junior member of the UAV team, who is on his first operational deployment. "There's a lot of terminology to learn."

"There are a lot of strange traditions in the Royal Canadian Navy, and it is a very different environment from what we're used to" said Bdr Sheppard, "but the Navy has been extremely accommodating to us and there has been a smooth amalgamation of the three elements on board: Army, Navy and Air Force."

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Regina is currently conducting maritime interdiction and counter-terrorism operations in the Gulf of Aden as part of CTF 150. The activities of CTF 150 directly influence counter-terrorism events ashore as terrorist organizations are denied a risk free method of moving income-generating narcotics by sea. On May 5, 2012, *Regina's* sister ship *HMCS Charlottetown* also disrupted a drug exchange and recovered 600 pounds of hashish.

NOAVI NAVAL INTERDICTION

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Bdr Hartjes, a quiet, experienced soldier, said that although life at sea is a big change from their traditional operating environment, "the ports are great, especially Hawaii."

Although their uniforms are green, their faces are not. All three soldiers are proud to point out that they haven't been seasick.

"Well, not yet," said Bdr Sheppard. The gunners' previous experience was entirely land-based, so integrating the UAV into the ship's operations presented them with some major challenges.

In comparison with operations in Afghanistan, said Sgt Sova, "the challenges we face are similar in a sense that there will always be different variables, such as the objectives of the mission.

However at sea, there are many additional variables. Given that we don't remain in place at any time, this changes the parameters in which we employ the UAV - be it weather, sea state, or international water regulations.

The UAV team has not only overcome these challenges, but has demonstrated that professional skill, coupled with years of operational experience, will provide an invaluable asset to the ship's operational spectrum."

With soldiers in the UAV troop, airmen and airwomen in the helicopter detachment and - of course - the sailors of the rest of the ship's company, *HMCS Regina* is a truly joint Canadian Forces contribution in a maritime theatre of operations. As only the second UAV



troop to deploy in a Canadian warship, Sgt Sova and his team continue the work of developing effective procedures and tactics for maritime employment of the ScanEagle UAV. Excited about future opportunities, Bdr Sheppard said, "We contribute in a huge way, we bring a whole new asset to the ball game!"

The significance of their contribution was not lost on Bdr Kovacs. "They don't even know we're looking at them," he said. "The integration is good to see. We're learning about the Air Force and the Navy."

With every flight, the UAV troop demonstrates its effectiveness and importance to the ship's mission. "I am extremely proud of this team of UAV operators," said Sgt Sova. "I am proud of their families for their support, and most importantly, proud to be here with them." Bdr Hartjes has advice for gunners who might volunteer for future tours.

"If you're interested in trying something completely different from what you're used to, give it a try," he said. PO2 Bradley Breland is the Sonar Control Supervisor aboard *HMCS Regina*.

NOAVI LEAD AND LINE

New Sailor's Monument

Halifax sculptor Peter Bustin has just completed the Commonwealth Sailor's Monument which has gone to Wales to be cast in bronze prior to being installed on the banks of the Foyle Estuary. The monument will be formally dedicated during the 70th Anniversary of the Battle of the Atlantic ceremonies in Londonderry, Northern Ireland with 45 Canadians in attendance.

After the Londonderry events, the Royal Navy will be hosting ceremonies in Liverpool, UK starting on 24 May. Activities can be found at:

<http://www.rfaa-london.org.uk/#/battle-of-the-antic-70/4568129153>



RCN to use Biofuels?

Both the RCN and The Coast Guard are said (by the Globe and Mail) to be studying the possible conversion of ships from diesel to biofuels. The Coast Guard recently issued a tender for ships using hydrogen fuel cells. The US Navy, which has been spearheading a similar plan under the name of the Great Green Fleet, has met considerable opposition in Congress because of the higher costs of biofuels. One suspects that enough demand could bring down unit costs to an acceptable level. But then I am an accountant and not an engineer.

Ed.



Stuck

The US Naval ship USS Guardian stuck on a reef off the Philippines after the minesweeper ran aground in January. The digital navigation chart was in error and had misplaced the location of Tubbataha reef. Initially pointed bow first into the reef, the vessel managed a 90 degree turn over the course of four days. The port list is due to flooding.

Sackville's looking....



We are looking for former members of HMCS Sackville's wartime ship's company. If you know of anyone that served onboard during that time please contact us at: pr@canadasnavalmemorial.ca or call: 902-462-3089.

NOAVI NAVAL LIVES



Famous Wren honoured in Halifax

By the Spring of 1941 things were getting difficult. The war was nearly two years old and more resources were desperately needed. The call went out to Canadian women to volunteer to replace men in the shore duties.

Almost 7,000 women answered that call and the WRENS (the Women's Royal Canadian Naval Service (WRCNS), was formed in 1942.

At a recent ceremony at Admiralty House (home of the Maritime Command Museum at CFB Halifax) and in concert with the 70th anniversary of the WRCNS, a sculpture of Captain Adelaide Sinclair, OBE, CM, the first Director of the WRCNS was unveiled.

Although pictured in her Commander's uniform, Sinclair was the first Canadian woman to wear the four stripes of a captain in the Royal Canadian Navy. Appointed director of the WRCNS in September 1943, Sinclair held the position until the service was disbanded in 1946.



In 1945 she was named an Officer of the Order of the British Empire in King George VI's New Year Honours List for *her untiring zeal and outstanding ability, tact and judgment in organizing the Women's Royal Canadian Naval Service into a most efficient and well-disciplined unit.*



After the war Captain Sinclair went on to several high-ranking public service positions, including serving as executive assistant to the Deputy Minister of National Health and Welfare and Canadian representative to UNICEF, followed by a 10-year stint as Deputy Director of UNICEF until her retirement in 1967.



She passed away in '82, aged 82.



NOAVI LEAD AND LINE

Chippy's day out

By Ed Buscall

In the early 1960's, the submarine depot ship, *HMS Admant* had five boats: two sea boats, one each side forward, in non-powered davits and to lower or raise sea boats required a Clear Lower Decks of all Leading rates and below.

There were three fast launches up on the after boat deck that were launched by using the aft crane. These craft were identical except one had brass rails - for the Officers; one had chrome rails - for the Commanding Officer; and one had stainless steel rails - for the Admiral, Flag Officer Submarines.

One day, the Shipwrights were lowering the Port companion ladder using the aft crane. My boss at the time was a Sub Lieutenant (Special Duties) (Radio). *The RCN equivalent would be a Commissioned Officer.* While this operation was under way he walked into his

cabin. In his open scuttle he could see one of the Chippy's arms and head **inside** the scuttle.

Having a nice day, Chippy? No Sir. The bloody companion ladder fell away and I'm hanging onto your scuttle and trying not to fall in the water.

My boss hurried over to pull the Chippy into his cabin. Luckily the scuttles on the *Admant* were large and the SLt had no problem getting the Chippy inside.

The bottom of the companion ladder was secured to the crane, but the top fitting where it attached to the ship, was rotten and gave way as they lowered the ladder. When I was serving in her in the early 1960's, *Admant* was a pretty old ship.

Our ships' divers started a rumour: they said an enemy could never sink *HMS Admant* alongside because during their practice dives, they could see that the ship's keel was resting on thousands of discarded beer cans!!!

Ah, life in a blue suit!

Oops

A US submarine was damaged in the Persian Gulf mid-January. A Navy official reported that the crew was conducting normal operations *when they felt a shudder, they felt the ship vibrate.*

The crew then tried to put up their periscope to determine what had happened, but found it was not working. When they put up the submarine's other periscope they discovered the first periscope *had been sheared off, cut right off.*



USS Jacksonville with guest Commander in Chief of Italian Fleet, Vice Admiral Lertora. File photo.

Using radar tracks and their periscope observations, the crew determined that a fishing trawler traveling in the opposite direction from the sub was likely responsible for the periscope having been sheared off.

The submarine then traveled by surface to the U.S. naval base in Bahrain, where a damage assessment is underway.

NOAVI HISTORY

Canadians at War featured in new Canadian epassport introduced in January

Pages 32-33 of the new Canadian epassport, released in January, feature dramatic moments for Canadians at war.

The First World War (1914-1918), saw more than 600,000 Canadians in uniform and claimed more than 60,000 Canadian dead and nearly three times as many injured. These were vast numbers for a population of only eight million Canadians. Thus the photo of W.A. "Billy" Bishop, legendary Canadian flier and recipient of the VC.

Canada's contributions during the Second World War (1939-1945) were equally immense, diverse and influential. More than one million Canadians and Newfoundlanders served and more than 45,000 Canadians gave their lives; while another 55,000 were wounded, fighting for peace with freedom.

In the lower left corner of this page, is an image of (HMCS) *Sackville*, the last remaining Flower-class corvette of the more than 120 built in Canada. By war's end, the Royal Canada Navy was the third largest Allied navy.

VAdm Hugh MacNeil (ret'd), commented: "HMCS *Sackville*, commissioned in 1941, has honourably served Canada in war and peace: as an ocean escort during the Battle of the Atlantic and an oceanographic

research vessel until retirement in 1982. Officially designated Canada's Naval Memorial in 1985, *Sackville* honours all those who have served in our Naval Service since 1910, including those who made the supreme sacrifice."

In the middle of the page is an image of Canadian infantry which fought alongside United Nations forces against communism in the Korean War. All told 26,791 Canadians served in the Korean War and approximately 7,000 more between the cease-fire and the end of 1955. The names of 516 Canadian dead are inscribed in the Korea Book of Remembrance.

Depicted on the right is the National War Memorial, the focal point of our nation's reverence for those who have served Canada in uniform and the site of Canada's national Remembrance Day service each November 11.



NOAVI COOL AIR STUFF

Stealth bomber originally developed by Nazis



In 2008 Northrop-Grumman built a full-size replica to see if it really WAS the first stealth bomber. They invested \$250,000 and 2500 man-hours and then tested it with electromagnetic energy. They found it had a radar cross section of only 40% that of a BF109. National Geographic made a documentary of the experiment and then the reproduction was donated to the San Diego Air and Space Museum.

The Horten HO 2-229 was developed by Reimar and Walter Horten in the 1930s in Germany for use with gliders (*Germany was forbidden to produce motorized aircraft by the Treaty of Versailles*). In 1944, it was redesigned to meet Luftwaffen Reichsmarschall Goring's 3x1000 challenge (to carry 1000 kg of bombs, a distance of 1,000 kilometres with speed of 1,000 km per hour. Its ceiling was 49,000 feet.

The Hortens concluded that a low-drag flying wing would solve all of these problems. A prototype was built and trials conducted in 1944 and 45. Disaster struck during the third trial when an engine burst into flames and the pilot crashed and lost his life.

The HO 2-229 was next included in an Emergency Fighter Program for accelerated production of "wonder weapons" for the Third Reich.

During the final stages of the war, the US military launched a new type of offensive called "Operation Paperclip" designed to keep advanced German weapons research out of the hands of the advancing Soviets.

As a result the prototype was located and packed up and shipped to the US (via RAE Farnborough in the UK).

After the war, Reimar Horten said he mixed charcoal dust in with wood glue to absorb electromagnetic waves to shield it from British radar. It was also stealthy and fast. Luckily for us it never got past the prototype stage.



The Horten H.IX, RLM designation Ho 229 (often called Gotha Go 229 due to the identity of the chosen manufacturer of the aircraft) was a German prototype fighter/bomber designed by the brothers Reimar and Walter Horten and built by Gothaer Waggonfabrik late in World War II. It was the first pure flying wing powered by jet engines.

NOAVI LEAD AND LINE

Damage to *HMCS Athabaskan*

Poor old *Athabaskan*!

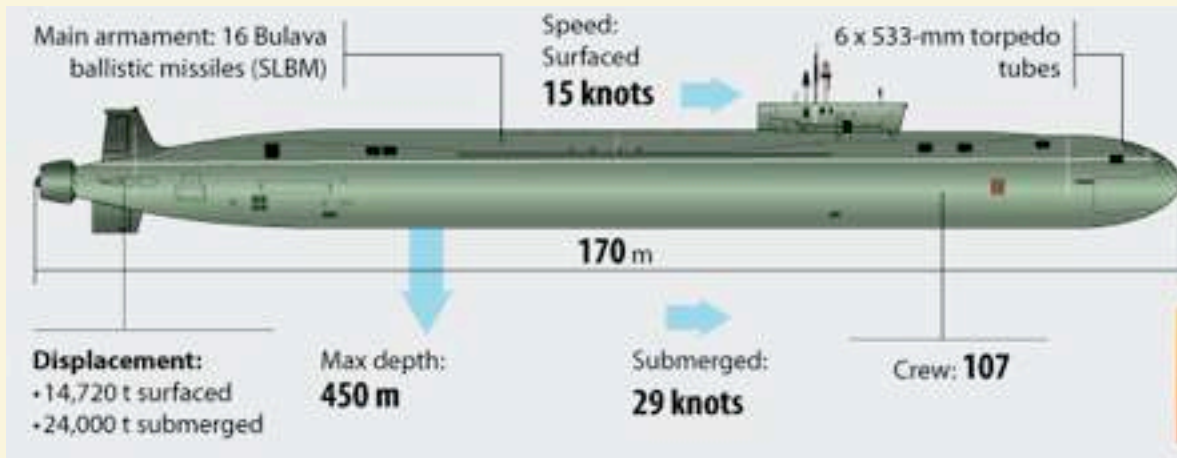
Having just completed a \$26.7 million refit in Saint Catharines, Ont, she was pranged, while being towed to Halifax last month, by a private contractor. Tethering



The retired Great Lakes bulker *MV Miner* was being towed to Turkey for scrap

lines broke just as the ship reached rough waters off a rocky shoal (Scaterie Island - the site of the grounding of the *MV Miner* in 2011) near Cape Breton. The ship was reconnected in the dark with the help of a helicopter from 14 Wing Greenwood.

New Russian Ballistic missile submarine launched



Russia's first *Borey*-class ballistic missile nuclear submarine, *Yury Dolgoruky*, officially entered service with the Russian Navy at the end of December. Powered by an OK-650 nuclear reactor, the 170m-long submarine is capable of carrying up to 16 ballistic missiles and torpedoes, including the Bulava submarine-launched ballistic missile. The *Borey*-class submarines are expected to form the core of Russia's strategic submarine fleet, replacing the aging *Typhoon*-class and *Delta*-class boats. Russia plans to build eight *Borey* and *Borey-A* class subs by 2020;

the second submarine of the class, *Alexander Nevsky*, is currently undergoing sea trials and is scheduled to join the Russian Navy's Pacific Fleet by 2014, while the third *Borey* submarine, *Vladimir Monomakh*, was floated late last month. However, analysts note that given the problems with test firings of the Bulava missile, which is being developed specifically for the new *Borey*-class boats, it appears that the Navy's ability to keep its modernisation efforts apace with or ahead of decommissioning aging vessels is unlikely.

NOAVI-GREAT INTERNET SITES



Great Internet Sites

Sailors (Royal Navy Gun Race)

This separates the men from the boys!!!

The old Royal Navy Gun Race, a great tradition, is featured in this Video The Pacific Tattoo hopes to feature one in 2015.

Click here:

<http://biggeekdad.com/2010/09/manly-men/>



Iceberg Flips While Ship Passes by

A ship just happened to be passing by the Upsala Glacier, in Argentina, as a massive [iceberg](#) broke apart and then flipped over in the water.

See some astonishing video at this address:

<http://www.gadling.com/2012/06/01/video-iceberg-flips-while-ship-passes/>



HMCS Ojibwa now a naval museum

Project Ojibwa has seen the former *HMCS Ojibwa* mounted on cradles as a museum artifact beside a "sub" station interpretation centre, at The Elgin Military Museum of Naval History, of [Port Burwell](#), Ont.

On 25 Nov, the barge carrying *Ojibwa* was manoeuvred into place at the foot of highway 472. On the humorous side, officials say, it was fun to report in to the Coast Guard Office in Prescott that Port Burwell Harbour is now blocked by a submarine and would they please issue a small craft advisory.

<http://www.projectojibwa.ca/>



NOAVI - GREAT INTERNET SITES

More Great Internet Sites

Canadian Navy Namesake Communities site.

This interactive map shows all of the namesake communities honoured by the Navy with memorial plaques as part of its 2010 centennial celebrations. Zoom in to different locations to learn about the ship tied to that community and details including images and badges for the



ship when available and applicable

http://www.canadiangeographic.ca/navy-marine/navy_en.html#

Service Officer's report

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Cdr. Rusty MacKay also Liz 4619
Elk Lake Dr. Ph 250-727-7460



In Memoriam

6 March
Alexander "Allan" Beveridge
(ret LCdr)

SERVICE COMMITTEE - IRVINE HARE, GERI HINTON, MICHAEL ELLIS, GLEN SIM, PETER AND ELIZABETH CAMPBELL, LEA SHAW

Old Sailors Poem

OLD SAILORS SIT
AND CHEW THE FAT
ABOUT THINGS THAT USED TO BE,

OF THE THINGS THEY'VE SEEN,
THE PLACES THEY'VE BEEN,
WHEN THEY VENTURED OUT TO SEA.

THEY REMEMBER FRIENDS
FROM LONG AGO,
THE TIMES THEY HAD BACK THEN.
THE MONEY THEY SPENT,
THE TOTS THEY DRANK,
IN THEIR DAYS AS SAILING MEN.

THEIR LIVES ARE LIVED
IN DAYS GONE BY,
WITH THOUGHTS THAT FOREVER LAST.
OF BELL BOTTOM BLUES,
FLAT WHITE CAPS,
AND GOOD TIMES IN THEIR PAST.

THEY RECALL LONG NIGHTS
WITH A MOON SO BRIGHT
FAR OUT ON A LONELY SEA.
THE THOUGHTS THEY HAD
AS YOUTHFUL LADS,
WHEN THEIR LIVES WERE WILD AND
FREE.

THEY KNEW SO WELL
HOW THEIR HEARTS WOULD SWELL
THE ENSIGN FLUTTERS PROUD AND
FREE.
THE UNDERWAY PENNANT
SUCH A BEAUTIFUL SIGHT
AS THEY PLOWED THROUGH AN ANGRY
SEA.

THEY TALKED OF THE GRUB
AND THE NIGHT-FLYING MEALS
AND THE SHRILL OF THE BOS UN'S PIPE.
HOW SALT SPRAY WOULD FALL

LIKE SPARKS FROM HELL
WHEN A STORM STRUCK IN THE
NIGHT.

THEY REMEMBER OLD SHIPMATES
ALREADY GONE
WHO FOREVER HOLD A SPOT IN THEIR
HEARTS,
WHEN SAILORS WERE BOLD, AND
FRIENDSHIPS WOULD HOLD,
UNTIL DEATH RIPPED THEM APART.

THEY SPEAK OF NIGHTS FAR-FLUNG
ON A FOREIGN SHORE,
OF THE RUN ASHORE TO TOWN
AND THEN GATHERING AROUND TEL-
LING JOKES GALORE UNTIL THE BO-
SUN WHISTLED "PIPE DOWN"

THEIR SAILING DAYS
ARE GONE AWAY,
NEVER AGAIN WILL THEY CROSS THE
BROW.
THEY HAVE NO REGRETS,
THEY KNOW THEY ARE BLESSED,
FOR HONORING A SACRED VOW.

THEIR NUMBERS GROW LESS
WITH EACH PASSING DAY
AS THE FINAL MUSTER BEGINS,
THERE'S NOTHING TO LOSE,
ALL HAVE PAID THEIR DUES,
AND THEY'LL SAIL WITH SHIPMATES
AGAIN.

I'VE HEARD THEM SAY
BEFORE GETTING UNDERWAY
THAT THERE'S STILL SOME SAILING TO
DO,

THEY'LL SAY WITH A GRIN
THAT THEIR SHIP HAS COME IN
AND THE GOOD LORD NEEDS A GOOD
CREW.