

# LEAD AND LINE

## NEWSLETTER OF THE NOAVI

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Photograph by: Dan Bard, DND

*The Sea King Helicopter crew of HMCS Toronto stops a suspected smuggling dhow in the Arabian Sea region on Oct 5, 2013.*

### Another massive drug bust!

HMCS *Toronto* intercepted a drug smuggling boat in the Arabian Sea and seized 180 kg of illicit narcotics Oct. 5th.

Crew from HMCS *Toronto* stopped the suspect vessel about 500n miles east of the Horn of Africa. Crew members discovered 154 bags of heroin.

*Continued on page 5*



### NOAVI Luncheons

*Lunches will take place at the Fireside Grill at 1130 for 1215  
At 4509 West Saanich Road, Royal Oak, Saanich; Cost \$25*

25 Nov [Commodore Bob Aucterlonie, Fleet Commander](#)

16 Dec [NOAVI Annual Christmas dinner, please bring spouses, partners, friends](#) Our special guests will include RAdm Truelove and Mrs Brenda Truelove. (Cost \$30 per person)

For reservations please contact Bud Rocheleau at [bnhrocheleau@shaw.ca](mailto:bnhrocheleau@shaw.ca) or 250-386-3209 by noon on

Thurs 21 Nov. When making your reservation, please advise of any food allergies or sensitivities.

## NOAVI LEAD AND LINE



## President's Column

### Nov 2013



No doubt the majority of you have already received a letter from Brooke Campbell, the Chair of our Endowment Fund, as part of their annual find drive.

The letter explains very clearly what the Endowment Fund is and what it does. As the letter states, you can donate directly to the Fund, but you can also donate via the Branch when you renew your membership.

I ask all of you to seriously consider the Endowment Fund's request. NOAVI led the pack in donations last year, indeed we and the Quebec Branch stood out markedly from the rest in terms of our (your) generosity. I do hope that we can repeat it this year!

Last week I had a note from our Editor reminding me that her time with *Lead and Line* is drawing to a close, and that her last edition will be at the end of this season (the June 2014 edition).

After Felicity recovered from her cancer battle she agreed to come back, but only for two years – and we are now in year two; so it is time for us to find a replacement, though it will be very difficult to find one of her stature!

*Continued on page 3*

## NOAVI EXECUTIVE COMMITTEE

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# NOAVI LEAD AND LINE



Under her guidance *Lead and Line* has become one of the most highly regarded Branch newsletters in the NAC, but if we cannot find someone to take on her position we will have little choice but to shut down the publication, and I for one think that this is an unacceptable option.

So I am beginning now to look for a successor now, six months in advance, and I strongly urge all of you to join me in this search. Ideally the new Editor will have some time to sit with Felicity and learn from her for a couple of issues at least, before taking the reins over the summer of 2014.

And, in closing - When you think of living with freedom, remember those who bravely fought for it. You can **Thank a Veteran** by picking up a free thank you card at any Greater Victoria Thrifty Foods store from now until Remembrance Day.

Send your thank you note with a donation to provide comfort and dignity to the veterans and seniors at Broadmead Care.

For more details visit [www.broadmeadcare.com](http://www.broadmeadcare.com)

*Nike*

## PQ 17: Attempting the Impossible:

Jan Drent will give an illustrated talk on Arctic Convoy PQ 17 at the Maritime Museum 1400 Sun Nov 3. Admission by donation. The Victoria Symphony will present Christopher Butterfield's "Requiem for PQ 17" the following Sunday afternoon, Nov 10. PQ 17 became notorious because of the Admiralty

decision to scatter the convoy when it was thought a powerful German force lead by *Tirpitz* was about to intercept from Norway. Once the convoy dispersed and the escorts withdrew two thirds of the merchant ships were picked off by the Luftwaffe and u-boats.

Merchant ship crews endured terrible privations during boat voyages in the same latitude as southern Ellesmere Island but survival rates were remarkably good. There are stories of perseverance.

Jan's research shows that German airmen and submariners in fact assisted several of the boat's crews. The Maritime Museum will open a special exhibit on PQ. 17 and the story behind the creation of the "Requiem"

A series of programs known as '**War Story**' some of which feature **NAC members** [11 Nov] will be broadcast on the History channel as follows:

Friday 8 November 2000 "Behind Enemy Lines 2030 "Buchenwald Airmen"

Saturday 9 November 2000 "Prisoners of the Sun" 2030 "Not one step back The Battle of Stalingrad"

Sunday 10 November 2000 "Hell no we won't go" 2030 "Next Stop - Vietnam: Canadians in Combat" 2100 "Sector Sarajevo"

Monday 11 November 11th (Remembrance Day) 2000 "Peril on the sea" 2030 - "The Last Ship - Sinking of *Esquimalt*"

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 250 380-7505  
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Investment Advisor [theconservativeinvestor@shaw.ca](mailto:theconservativeinvestor@shaw.ca)



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## Dear Editor:

David Collins asked if anyone has had any luck in applying for the WWII Arctic Star? He applied to the UK MOD Medals Office as my late father had been serving in an RN ship at the time of eligibility. They passed the application to Veterans Affairs Canada, unassessed, because his father was "Commonwealth Forces."

Yours aye  
Jim Carruthers

Email to fellow member David Collins regarding the Arctic Star:

Mr. Collins,  
This is further to your inquiry regarding the United Kingdom's Arctic Star medal.

Although the United Kingdom statute creating the Arctic Star does allow for the award of this medal to Canadian recipients, the Government of Canada has not yet authorized the medal for wear by Canadians. This issue is currently being studied by Canada's Honours Policy Committee.

tee. Until guidance is given by this committee, the Arctic Star should not be worn by Canadians, as it is not officially recognized within the Canadian order of precedence.

Canadians seeking more information on the eligibility and application process for this medal should stay in contact with Veterans Affairs Canada at the Honours and Awards Directorate at

[awards-citations@vac-acc.gc.ca](mailto:awards-citations@vac-acc.gc.ca)

Thank you for consulting with us and for your interest in the Canadian Honours System.

Best Regards

**Nadia Karmali**

Acting Honours Policy Officer,  
The Chancellery of Honours  
Office of the Secretary to the Governor General  
1 Sussex Dr., Ottawa, Ontario, Canada K1A 0A1

## *Glencairn Whiskey Glasses make lovely Christmas presents*

### *2 styles available*

Our Glencairn glasses are again available at a cost of \$15 for a single glass in its own box and \$40 for a set of two in a blue presentation box lined with blue satin.

Glasses will be available at our luncheons and by contacting Bill Conconi, Programmes at [billconconi@me.com](mailto:billconconi@me.com) or 250-652-1634 (cash or cheque only please).



# NOAVI LEAD AND LINE

## Why Remember?

By Nigel Brodeur



One evening, the Royal United Services Institute of Vancouver Island met to listen to a handful of Canadian Navy and Army veterans of the Sicilian and Italian campaigns in the Second World War – a group assembled and introduced by Maj.-Gen. Jim Tedlie, a veteran of the Northern European campaign.

The speakers were in their 70s, as were most of the listeners. There were no young faces in the audience. That was a pity – for you see, the memories recounted were not about old men, but young Canadians and their heroism and sacrifices 51 years ago.

Rear Admiral John Charles spoke about the support and protection the allied naval forces gave to the landings. Col. Hershell “Snuffy” Smith, Maj. (subsequently High Commissioner) John Dougan, and Maj. Pat Harrison recounted their experiences leading tanks, infantry, and artillery in the battles for Agira and Mount Etna in Sicily, and in Italy during the battles of the Moro River, Ortona, the “Hitler Line” (anchored on the famous Monte Casino), and the Rimini Line.

They quietly recalled ferocious encounters in which squadrons of tanks and companies of gallant soldiers were damaged.

They spoke poignantly of the Canadian regiments involved: the Ontario, Calgary and Three Rivers tank regiments, and many infantry regiments: the Loyal Edmontons, Seaforths of Canada, Royal 22nd Regiment, Princess Patricia’s Canadian Light Infantry, West Nova Scotias, Hasting & Prince Edwards, Carleton and Yorks and the 48th Highlanders.

They voiced their gratitude toward their artillerymen, engineers, signallers and medical corps. And they spoke respectfully, even affectionately, of the brigade, division and corps commanders.

They had special praise for Col. Paul Triquet, the Van Doos’ company commander who earned the Victoria Cross for his bravery in an engagement at Casa Berardi.

And Snuffy Smith quietly recalled that night when an elite German paratroop regiment surrounded his few tanks and the remnants of Triquet’s company of Van Doos. When a voice called in German for the Canadians to surrender, it was answered in French by a Canadian voice calling, “F... you, come and get us!”

One could ask, “What’s the relevance of all that to Canadians today?” The answer is quite simple:

Fifty-plus years ago, in a foreign land 3,000 miles away, young Canadians from every province and racial background stood united in battle against a barbaric ideology, and in this instance a soldier from Quebec voiced their unity and heroism. Thus it was that the Canadian unity forged in the crucible at Vimy Ridge in the First World War came to be tested and hardened on the battlefields of Sicily and Italy, just as it was on hundreds of other Second World War foreign battlefields, in the skies above them, and in the oceans linking Canada to those distant lands.

Historian Joseph Schull’s eloquent testimony to Canada’s wartime navy, really applies to them all, regardless of service:

*They have contributed to the rescue of a civilization which, however imperfect, is still better than the barbaric darkness with which it was threatened.*

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*They were a part, consciously or not, of the mighty drawing-together of the nation; saw on their own bridges, quarterdecks, and forecastles its differences of race and outlook melt away in the solvent of common danger.*

*The motivations which brought them to sea were as diverse as most men's, and their ideology was probably no less vague. Certainly they made little high talk in the messdecks and wardrooms of the blacked-out ships.*

*Yet they did, in the fumbling, groping manner of democracies, know their own minds. They fought with a clear conscience, and no men anywhere fought better.*

It's simple, you see. Many years ago brave young Canadian military men and women created Canadian unity through sacrifices that completely dwarf any and all of the actual (or perceived) grievances in Canadian minds today.

Their memory calls out to everyone who today advocates Quebec's separation and to anyone who would put his or her vested interests ahead of our nation's unity. Their message is clear:

*You who today live in that beloved Canada for which we sacrificed our youth, our blood and our lives – you have not earned, and do not own, the right to destroy the unity which we created.*

## And another one bites the dust....

*Continued from page one*

Toronto's disposal team catalogued and subsequently destroyed the illicit drugs, marking the seventh such seizure for the frigate. Officials stated that *Toronto* has disrupted about 7.8 metric tonnes of narcotics while on patrol as part of Operation 'Artemis', Canada's maritime security and counter-terrorism contribution to Combined Maritime Forces (CMF).

*Toronto*'s boarding team intercepted a shipment of 500 kg of heroin in the Indian Ocean on 29 March and nabbed another 5,950 kg of hashish in a separate interception in the area on 30 May. Crewed by 258 sailors, the frigate is deployed to the region with a CH-124 Sea King air detachment and an embarked unmanned air vehicle.

RCN ships also are contributing to multinational counter-drug operations in the Caribbean and eastern Pacific



*A narcotics disposal team from HMCS Toronto handles bags of heroin found on board a smuggling vessel on 5 October in the Arabian Sea.*

Ocean. According to Canadian Forces officials assigned to the Canadian Embassy in Washington, DC, the RCN recently was asked by the USN to step up its contribution in Latin America, and the request is under consideration.



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## Sitting ducks.

*From One Hundred Years on a Handshake by Brian Hanington, to be published in February, 2014.*

When Canada joined its allies by declaring war on Germany, the reaction of most Canadians was overwhelmingly supportive. Notwithstanding a clumsy attempt by William Lyon Mackenzie King to enact conscription, the national call to arms was heeded; more than one million men and women joined Canada's forces to defeat Germany's bid for continental domination. A full ten percent of the nation's population signed up. Of those, 45,000 died in battle and another 55,000 were wounded.

Once again, the military drew into its ranks almost half of Canada's males who were fit to fight, leaving hometown businesses struggling to find workers. In many disciplines, the scarcity of men made it possible to take women newly into previously male-dominated roles, but construction at the job site would stay traditionally male for another half-century at least, and arguably has made precious little progress since that time.

Harry's eldest son Eric was just 14 years old when the war began, but he and many of his mates dreamed of heading overseas to help bring Hitler to his knees. Harry twigged to his boy's enthusiasm and expressly prohibited him from joining the services, an instruction he repeated frequently to counter the efforts of the recruiting teams who were now working towns such as Carleton Place, Packenham, Almonte, Arnprior, Renfrew and Pembroke. Recruiting posters appeared in every shop window, encouraging young men to do their duty in the cause of freedom. Harry insisted that Eric on the contrary do his duty in the cause of the family business.

Most Arnprior men gravitated to the army, as the Lanark and Renfrew Regiment had been active and visible though the Ottawa Valley since 1862,

and had sent local soldiers into regiments that had distinguished themselves in the Great War at the Somme, Ypres, Arras and Amiens. In 1939, the regiment deployed to Ottawa during the visit of King George VI and Queen Elizabeth, providing personal bodyguards for the royals while supplying 300 troops to line Mackenzie Avenue along

which the royal cavalcade was to travel past the throng. Just ten minutes before the limousines came into sight, much pushing and shoving from the back caused a temporary surge in the crowd, countered with fists and feet by those who had waited all night to get the best spots. The regiment moved quickly to shore up the lines and calm down the onlookers, in part as the regimental band struck up a lively and distracting march.



The army was therefore a natural choice for many locals. The airforce was next, as plans to ramp up the *British Commonwealth Air Training Plan* were well known in the region. By 1942, Arnprior had its own flying-instructor and flight-engineer schools, so enlistments for the light-blue service

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were also high as the war continued. While the navy had no local presence at war's outbreak, by 1942 HMCS *Carleton* was established in Ottawa as a training division of the Royal Canadian Naval Volunteer Reserve. Some who had joined the navy quipped later that they had been convinced by a recruiting poster that read, "Join the Navy. See the world. Meet interesting people. And kill them." Many youngsters like Eric Sullivan found such dark humour more than just funny; they found it compelling.

After secretly confiding to his Uncle Dom, in early November, 1943 Eric slipped noiselessly out of town with two friends, headed into Ottawa and walked into HMCS *Carleton*, headquartered then as it is now on the shores of Dow's Lake. He was eighteen years old and, as such, no longer needed his parents' permission to enlist. On November 11, following the usual medical exams, he was declared fit to serve and signed on, the first Sullivan to put to sea since the family had arrived from Ireland by sea a century before. Harry and Alberta were respectively furious and devastated. Eric, for his part, was calm and confident; he had proved his own strength of character and had stepped out from under his father's considerable shadow, a place to which he would never return.

*We were all crazy to join up. Looking back, it seems odd to say it, but a lot of us were in it for the fun of it. I joined the air force on a whim; Eric joined the navy against his father's say so. That was just the kind of thing he liked to do.*

Bruce Warmington

After training for a few weeks at HMCS *Carleton* as a radio operator with a specialty in codes, Eric was stationed in the North Atlantic, crewing on Canadian ships that escorted merchant convoys running fuel, minerals, munitions, vehicles, equipment and food to sustain the war effort. Britain alone had depended on the trans-Atlantic movement of one million tons of material every week to keep the fight going, and Churchill knew that the ability of the Allies to defend their merchant shipping was crucial to the outcome of the war. He called that struggle the *Battle of the Atlantic*, and confessed later in his memoirs that it was "the only thing that ever frightened me."



Eric began his seagoing career aboard HMCS *Regina*, one of the compact, agile escort vessels that Churchill himself had dubbed *corvettes*. These ships were designed to be light on crew (fewer than 100 men each), quick and cheap to build, faster than the cargo ships they would be escorting, and small and therefore hard to hit with torpedoes.

*Regina* was built in Sorel, Québec in 1941. By the time Eric joined her, she had already distinguished herself in the Mediterranean Sea by capturing the Italian submarine *Avorio* off Algeria. After two and a half years service, she went into refit in Halifax and Shelburne, Nova Scotia, sailing again in February of 1944, when Eric Sullivan joined her. It was his first active posting.





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Sailing with the Western Approaches Command, *Regina* was brought to the English Channel in June of 1944 to support Operation Neptune, the naval action within Operation Overlord—the invasion of Normandy. Just six months into his career, Eric was standing watch as a radio operator during the greatest amphibious invasion in world history. On that day, June 6, 1944, 160,000 soldiers were flung onto the beaches of France in a single day, some 20,000 Canadians among them. Thereafter, the principal role of the convoys was to keep the allies in Europe supplied with everything they needed to overwhelm the Axis forces and push them further inland.

HMCS *Regina* was assigned to coastal convoys moving materiel from the port of Bristol, north of Cornwall, down through the vast minefields between England and Ireland across the English Channel and over to France. The safe route through the minefields was narrow and secret, and the danger of being blown up by a friendly mine floating adrift was well understood. Mines routinely broke from their moorings in foul weather and, even though minesweepers swept channels in advance of convoy traffic, crews were ever on high alert.

On August 8, HMCS *Regina* sailed as lead ship for convoy EBC 66, a group of ten tankers sailing line ahead in two parallel rows of five. *Regina* preceded the convoy, turning to port and starboard in an erratic zigzag pattern to frustrate targeting by U-boats. She had 80 depth charges aboard, each one packed with enough explosive to destroy a submarine. Just before 9:30 p.m., the crack of a distant explosion turned all heads aft. A radio signal confirmed that the third ship in the offshore column had been struck. Within minutes, her skipper reported to *Regina* that his vessel, the American liberty ship *Ezra Weston*, was sinking slowly by the bow.

The Captain of *Regina* judged that *Ezra Weston* must have hit a rogue mine. U-boats tended to operate in deep water and certainly not in the middle of allied minefields, and no-one had seen the usual white trail of surfacing bubbles that German thermal torpedoes



*Eric Sullivan and mates aboard HMCS Regina, 1944.*

left in their wake. Knowing that the small crew of *Ezra Weston* was boarding lifeboats and would need rescue, he flipped open the lid to the brass voice pipe that linked the bridge and the engine room and gave the order to *stop all engines*.

*Regina* came to a halt, gently rocking in the calm sea. The entire crew was shocked. All off-watch sailors had come to the upper deck to watch the sinking of *Ezra Weston*, and when the ship came to a dead stop they all had the same thought; *Regina* was now a sitting duck for attack by an enemy sub. For almost 20 minutes, they bobbed noiselessly. One of Eric's shipmates, Able Seaman Tommy Malone, was the weapons tech on watch at the stern. Tommy knew that his depth charges—20 of which were live in their racks—were a danger. Set with hydrostatic releases to detonate at 50 feet of depth, if even one rolled off now it would kill them all. Tommy asked the bridge for permission to "*set the depth charges safe*" and was told to proceed. He moved quickly along the two racks of 10 charges each, deactivating each with a brass key.

Only ten seconds after he completed the task, *Regina* herself was shaken by a great explosion. Almost everyone on the upper deck was blown out and into the night sea. Those below decks weren't so lucky. The

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bow lifted up to the sky, then *Regina* began to sink by the stern.

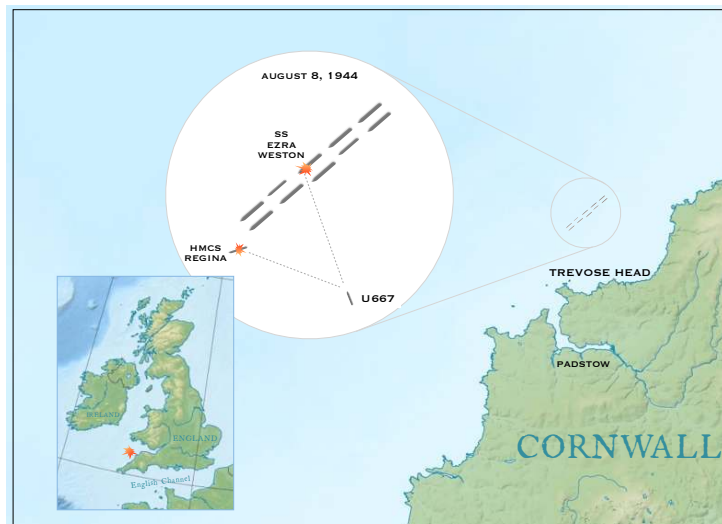
*I was prepared to jump, but I didn't have to jump. The water was right there, the ship was going down so fast.*

Archie March

Only 28 seconds after the explosion, *Regina* disappeared, rocketing 60 fathoms to the sea floor with 27 men trapped inside. Eric and his mates could do nothing but tread water as they waited for the depth charges to explode and take their lives.

*A lot of guys cried for their mothers. The distress must have been terrible. I heard that sound for years."*

Jack Muir



But no explosion came, and Eric with 65 of his officers and mates were soon picked up by the British Armed Trawler *Jaques Morgand* and the British Landing Ship LCT-644. They were taken to Padstow in Cornwall.

Only one man knew that Tommy Malone had saved their lives. Engine Room Artificer Don Macintosh had heard Tommy's request and knew of his quick thinking. But no one had any doubt that it was not a mine but rather a torpedo that had hit them. Their Captain was wrong; it was also a torpedo that had struck Ezra Weston—a new, silent electric torpedo call a Gnat. Unlike

their thermal predecessors, Gnats left no bubble trails. Waiting to pick off convoys moving south, the Germans were indeed in the area, close to the Cornwall shore and outside the minefields. At the subsequent court martial, the Captain said that he did not recall having seen the fleet-wide signal sent just days before warning that the Germans had abandoned their deepwater tactics and were now hugging the shore. That signal also alerted the fleet to the new, deadly, electric Gnat torpedo.

Three days later, three bodies washed up onshore, the only bodies recovered from the loss of 30 men from HMCS *Regina*. They were buried in the churchyard of the nearby town. One of them was Tommy Malone. He was 22 years old.

Eric never talked much about the war, certainly not to his wife and children. When asked by curious friends what he had done in the war, he merely offered that,

*"When our ship was hit by a torpedo and could no longer move under its own steam, we sat in the Atlantic waiting like sitting ducks for the next U-boat to come along and take a shot at us. So I jumped into the water, grabbed the bow line in my teeth, and swam to North America towing the ship behind me. By doing that, I was able to bring our crew safely home."*

## "Canadian warships to stay on patrol in Arabian Sea until April 2015"

A Royal Canadian Navy patrol frigate will remain part of the multi-national anti-terrorism mission in the Arabian Sea until at least April 2015. The latest ship to be deployed to the task group, known as CTF-150, was the Halifax-based *HMCS Toronto*, which will be replaced by Esquimalt-based *HMCS Regina* in early 2014.

The Canadian contribution is known as Operation Artemis. The 29-nation operation, based in Bahrain, is tasked with countering terrorist acts and related illegal activities at sea, which terrorists use to fund or conceal their movements.

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# Salute to a brave and modest nation

**Kevin Myers,**

Reprinted from the The Sunday Telegraph,  
London

Until the deaths of Canadian soldiers killed in Afghanistan, probably almost no one outside their home country had been aware that Canadian troops are deployed in the region.

And as always, Canada will bury its dead, just as the rest of the world, as always, will forget its sacrifice, just as it always forgets nearly everything Canada ever does.. It seems that Canada 's historic mission is to come to the selfless aid both of its friends and of complete strangers, and then, once the crisis is over, to be well and truly ignored.

Canada is the perpetual wallflower that stands on the edge of the hall, waiting for someone to come and ask her for a dance. A fire breaks out, she risks life and limb to rescue her fellow dancers, and suffers serious injuries. But when the hall is repaired and the dancing resumes, there is Canada, the wallflower still, while those she once helped glamorously cavort across the floor, blithely neglecting her yet again.

That is the price Canada pays for sharing the North American continent with the United States and for being a selfless friend of Britain in two global conflicts.

For much of the 20th century, Canada was torn in two different directions: It seemed to be a part of the old world, yet had an address in the new one, and that divided identity ensured that it never fully got the gratitude it deserved.

Yet it's purely voluntary contribution to the cause of freedom in two world wars was perhaps the greatest of any democracy. Almost 10% of Canada's entire population of seven million people served in the armed forces during the First World War, and nearly 60,000 died. The great Allied victories of 1918 were spearheaded by Canadian troops, perhaps the most capable soldiers in the entire British order of battle.

Canada was repaid for its enormous sacrifice by downright neglect, its unique contribution to victory being absorbed into the popular memory as somehow or other the work of the 'British.'

The Second World War provided a re-run. The Canadian navy began the war with a half dozen vessels and ended up policing nearly half of the Atlantic against U-boat attack. More than 120

Canadian warships participated in the Normandy landings, during which 15,000 Canadian soldiers went ashore on D-Day alone.

Canada finished the war with the third-largest navy and the fourth largest air force in the world. The world thanked Canada with the same sublime indifference as it had the previous time.

Canadian participation in the war was acknowledged in film only if it was necessary to give an American actor a part in a campaign in which the United States had clearly not participated - a touching scrupulousness which, of course, Hollywood has since abandoned, as it has any notion of a separate Canadian identity.

So it is a general rule that actors and filmmakers arriving in Hollywood keep their nationality - unless, that is, they are Canadian. Thus Mary Pickford, Walter Huston, Donald Sutherland, Michael J. Fox, William Shatner, Norman Jewison, David Cronenberg, Alex Trebek, Art Linkletter, Mike Weir and Dan Aykroyd have in the popular perception become American, and Christopher Plummer, British.

It is as if, in the very act of becoming famous, a Canadian ceases to be Canadian, unless she is Margaret Atwood, who is as unshakably Canadian as a moose, or Celine Dion, for whom Canada has proved quite unable to find any takers.

Moreover, Canada is every bit as querulously alert to the achievements of its sons and daughters as the rest of the world is completely unaware of them. The Canadians proudly say of themselves - and are unheard by anyone else - that 1% of the world's population has provided 10% of the world's peacekeeping forces.

Canadian soldiers in the past half century have been the greatest peacekeepers on Earth - in 39 missions on UN mandates and six on non-UN peacekeeping duties, from Vietnam to East Timor, from Sinai to Bosnia.

Yet the only foreign engagement that has entered the popular non-Canadian imagination was the sorry affair in Somalia in which out-of-control paratroopers murdered two Somali infiltrators. Their regiment was then disbanded in disgrace - a uniquely Canadian act of self-abasement for which, naturally, the Canadians received no international credit.

So who today in the United States knows about the stoic and selfless friendship its northern neighbor has given it in Afghanistan ?

Rather like Cyrano de Bergerac , Canada repeatedly does honorable things for honorable motives, but instead of being thanked for it, it remains something of a figure of fun. It is the Canadian way, for which Canadians should be proud, yet such honor comes at a high cost. This past year more grieving Canadian families knew that cost all too tragically well.

Lest we forget.



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# 9,000 Fallen Soldiers Etched into the Sand on Normandy Beach



British artists Jamie Wardley and Andy Moss, with many volunteers, took to the beaches of Normandy with rakes and stencils to etch 9,000 silhouettes representing fallen people into the sand. Titled [The Fallen 9000](#), the piece is meant as a stark visual reminder of the civilians, Germans and allied forces who died during the D-Day beach landings at Arromanches on June 6th, 1944 during WWII. The original team consisted of 60 volunteers, but as word spread nearly 500 additional local residents arrived to help with the temporary installation that lasted only a few hours before being washed away by the tide.



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## First To Die:

The First Canadian Navy  
Casualties in the First World War

by Bryan Elson  
Formac Publishing  
Halifax N.S. 2010, 96 pp.

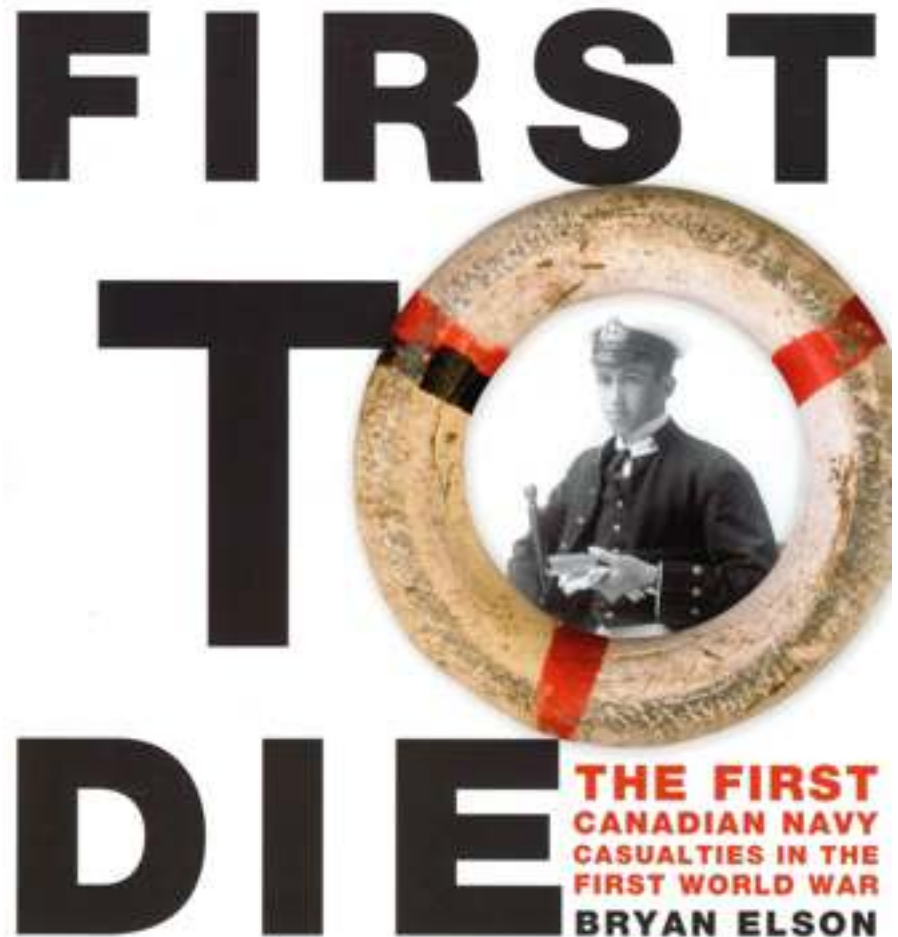
### Review by Larry Dawe

First To Die is an extremely readable and informative description of the precursors to and disastrous events of the Battle Of Coronel, (south of Valparaiso, Chile) one of the early naval engagements of World War One.

This is little-known but very interesting history. The story is built around both the very earliest establishment of the RCN and the personal stories of the four Canadian midshipmen who formed the sole naval contribution of any sort, to the early war effort.

Despite our overall national welfare having been critically dependent upon sea-borne trade; the dithering federal government was drifting without even a national policy for maritime matters, let alone any means to implement one.

Despite the grim ending of the story, (with an 8.2 inch shell from *Scharnhorst* landing near the after funnel of HMS *Good Hope* and consequent back-breaking explosion early in the morning of 1 Nov 1914), being known from the outset; Elson unfolds the details so that the reader is lead to understand the aspirations of the period



and the personal challenges facing these four midshipmen over their rigorous three years of training and promising naval careers which ended a few months later.

Nearly every page features relevant photographs. Also included are several detailed diagrams and track charts, interesting footnotes and a detailed index.

Unlike much rather artificial naval writing by those who

have never been to sea, the naval language used in First To Die, is fluent and accurate, unobtrusively adding much authentic naval flavour to the text.

This book is a must-have for anyone at all interested in Canadian naval history and a fascinating addition to the library of a much wider readership of those interested in a well-told and true story of inspiring courage in adversity.



# NOAVI LEAD AND LINE



Join the Naden Band of the Royal Canadian Navy in concert on November 8th at 7:30 p.m. for an evening of nautical music. Selections range from John Williams' Out to Sea and Shark Cage Fugue from Jaws to music by Shostakovich, Bizet and Grainger. The Victoria Symphony's Maestra Tania Miller will conduct the band for the first time in performances of Debussy's La Cathédral Engloutie and Glière's Russian Sailors Dance. Tickets are \$20.00 and can be purchased through the Royal and McPherson Theatres box office at

<http://www.rmts.bc.ca/tickets/production.aspx?performanceNumber=7944>.

For more information please visit:

<http://victoriasymphony.ca/concert/a-tribute-to-the-sea-a-concert-by-the-naden-band/>

**VICTORIA SYMPHONY**  
Tania Miller, Music Director

*Victoria and the Sea*

**NOVEMBER 2013  
to FEBRUARY 2014**  
Concerts and maritime exhibits

<b>CONCERTS</b>	
A Tribute to the Sea: A Concert by the Naden Band November 8	Miller Conducts Debussy November 16 & 17
Convoy PQ-17 November 10	Rodgers and Hammerstein's South Pacific in Concert November 23 & 24
<b>EXHIBITS</b>	<b>PRESENTATION</b>
Convoy PQ-17: The Art of History October 18 – February 28 at the Maritime Museum	Surviving the Impossible: Arctic Convoy PQ-17 Sunday, November 3, 2 pm at the Maritime Museum

**PACIFIC OPERA VICTORIA**  
THE MARITIME MUSEUM OF BC  
VICTORIASYMPHONY.CA/SEA

## The 2013 SS *Beaver*

### Medal of Excellence



The medal is struck from material salvaged from the 19th century Hudson's Bay Company SS *Beaver*, the pioneering first steamship on the West Coast.

The Maritime Museum of BC SS *Beaver* medals for Maritime Excellence will be presented by the Lieutenant Governor on November 20, at RVYC to Malcolm Barker, the driving force behind the successful creation and operation of Victoria Shipyard, Dr. W. Hines, long-time advocate for the Port of Prince Rupert who also served in executive positions at the port and Howard White, author and publisher since 1974 of books about the BC coast and maritime history.

A special award will go to the THERMOPOLYAE club of Victoria which has promoted marine history since 1931. More information available on the museum web site: [mmbc.bc.ca](http://mmbc.bc.ca)

The public is invited to the presentation lunch-ticket information is available on the website.



## NOAVI LEAD AND LINE



One of the better books on RCN history, *The Bonnie*, is being reprinted.

This well illustrated book on Canada's last aircraft carrier, HMCS *Bonaventure*, details the construction, commissioning, operation and politically driven early retirement.

Written by retired Air Canada pilot Al Snowie, who was the last Landing Signal Officer (LSO) on *Bonnie*.

He compiles personal historic recollections of former members of the crew and air wing and tells what was good and what was not so good about this historic ship.

A good read for every fan of naval aviation and/or Royal Canadian Navy history.

Price \$70

<http://seawavespress.com/books/bonnie/>

For an hilarious send-up of the need for new ships, please see the following website:

*"Get your duffel bags out of the closet boys, they're going to want us to re-enlist"*

<http://hangingjudas.com/2013/10/15/hmcs-sackville-re-commissioned-in-wake-of-recent-budgetary-impacts/>

Also see: *FDU(P) Prepares for HMCS Huron Salvage Op*  
At the same website

### Service Officer's report

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LCdr. W. Walker and  
Nursing Sister Catherine Walker  
3225 Exeter Victoria  
Ph 250-592-0769



### In Memoriam

28 Sept William "Slim" Somerville

*Two new members have joined our ranks Jay Rangel and Jim Leamey. If you would like to join us, phone Irvine Hare 250-592-2268 or Peter or Elizabeth Campbell at 250-478-7351*