

LEAD AND LINE

NEWSLETTER OF THE NOAVI

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December 4th - St Barbara's Day

By Mathew Dawe

When my mind is occupied with the topic of saints, a number of iconic names generally spring to mind: *Peter, Matthew, John, Paul*, all very well known, practical names. Then there are the more exotically named and perhaps less well-known saints, such as Saint *Desmus*, Saint *Xystus*, Saint *Abakerazum*, or Saint *Abraham* of Smolensk. Now, either as grand or as humble as these names may be, I think it could reasonably be asserted that a saint going by the name of "Barbara" might be considered strange to the ear.

During the third century AD there was in

deed a Christian martyr who went by that very name. Barbara lived all her life in the town where she was born, that of Nicodemia in Asia Minor, a town passed through by the great Hannibal of Carthage nearly five centuries earlier. The Daughter of a wealthy pagan by the name of Dioscorus, she was very closely protected by her father, who even went to the (some might say paranoid) effort of keeping her incarcerated in a tower in order to preserve her from the outside world. Needless to say, this was not exactly the sign of a happy family, and Barbara, perhaps

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NOAVI 9 Dec Luncheon

Guests - spouses, friends, family are most welcome at our luncheons
Lunch at the Fireside Grill at 1130 for 1215
4509 West Saanich Road, Royal Oak,
Saanich.

December 9, 2013
Come and join our special guests, Rear Admiral Truelove and Mrs. Benda Truelove as we usher in

the holiday season. Fireside Grill has put together a special holiday menu for the occasion. Cost will be \$30 per person.

A few special presentations are also planned.

January 27, 2014 will be the date for our first luncheon in the New Year, speakers to be announced.

Reservations are being accepted NOW for our Christmas luncheon, family and friends are most welcome. Please contact Bud Rocheleau bnhrocheleau@shaw.ca or 250-386-3209 prior to noon on Thursday 5 Dec.

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

NOAVI LEAD AND LINE



President's Column Dec 2013 and Jan 2014

As you can see from the masthead, this issue of Lead and Line is both the Last for 2013 and the First for 2014! We do this of course so that your hardworking Editor and all the contributors to your newsletter can have a bit of a break over the Christmas Season. I do hope that many of you and your partners and spouses will be able to join the party at our Christmas lunch, slated for Monday, December 9th at our usual watering hole - the Fireside Grill. Easy to get to and lots of park-

ing! Unfortunately I will not be there as I will be in the Galapagos Islands with the Pacific Opera tour of South America – however my predecessor, Past President Ken Summers, has graciously agreed to preside. The Maritime Commander, RADM Bill Truelove, will also be there, bringing Christmas Greetings from the Fleet, but as is our normal tradition, there will be no speeches!

And on the subject of speeches, I attended the last CIC Lunch with Jack Granatstein at the Guest Speaker – he is normally a strong and informed supporter of defence programs, but he certainly had it wrong about the NSPS. His comments were reflected in recent columns in the newspaper, which I know many of you have read.

We owe a debt of thanks to Nigel Brodeur for his cogent rebuttal of some of Granatstein's assertions, and it cer

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NOAVI LEAD AND LINE

Dec 4th - St Barbara's Day



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somewhat disillusioned with her father's wishes, asserted her independence and secretly became a Christian. Due to his daughter's hermitic lifestyle, before embarking on a particularly long journey Dioscorus commissioned a private bathhouse to be constructed for her use in which he ordered two windows to be set. In her father's absence, Barbara changed it to three windows, symbolizing the holy trinity.

Upon her father's return, Barbara admitted to him that she was a Christian. Dioscorus did not react perhaps as well as she had hoped he would, as he supposedly drew his sword to kill her.

According to legend it was at this point that her life was saved in an unorthodox manner. Apparently a hole appeared in the wall by her and she was miraculously transported to a field in which two shepherds were tending their flocks.

Dioscorus, not to be deterred, scoured the countryside for his errant daughter and came upon the two shepherds after some searching.

The first shepherd claimed ignorance of Barbara's whereabouts, but the second shepherd gave her up to her father, an act which resulted in his being turned to stone and all the sheep in his flock to locusts.

Barbara was dragged before the Prefect of the province, one Martinianus, who ordered her to be savagely tortured. No matter how cruel her torments it was noted that every morning the

wounds had healed, and when torches were brought near her to burn her flesh they flickered and went out.

She was sentenced to death by beheading, to be carried out by none other than Dioscorus, her father. After committing this familial faux pas, it is said that Dioscorus was struck violently down by a bolt of lightning which engulfed his body in flames, brutally killing him.

Some claimed this to be a kind of posthumous revenge on Barbara's part, punishing her father for persecuting her on account of her faith. As a result of this, some came to believe that in her death Barbara had been entrusted with the power to manipulate the elements of fire and lightning, a belief that caused a number of tradesmen and specialists working with explosives and other rather inflammably temperamental substances to erect shrines and statues in her honour.

With the advent of explosives in mining operations, miners began to venerate her, and as soon as gunpowder caught on for military uses she became a favourite amongst artillerymen, gunners, and field-engineers. Statues of her were often built above magazines in hopes that she would protect the workers therein and the ships that they provided for. Indeed, a number of fortresses and towns were named "Santa Barbara" due a prevalent magazine or armoury therein.

Even today, Saint Barbara is venerated as the patron saint of Miners, Artillerymen, military engineers, and mathematicians, with a feast in her honour designated to be held every year on December 4th. Often those who work with explosives and gunpowder may even keep a small medallion of Saint Barbara close by them, emblazoned with the her traditional symbols of the palm branches, lightning bolt, and artillery pieces.

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 - THE LEAD AND LINE

First Christmas Away from Home



by Migs Turner

It was 1943, 70 years ago.

At this time during WWII, Canadian shipyards were churning out new ships at a rapid rate and the Navy was struggling to find 'qualified' crews, both officers and men.

In May the Ontario Department of Education announced a scheme whereby any graduating high school student didn't have to write their Matriculation exams if they joined the Navy. I had turned 18 and had undergone 3 years in the 7th Toronto Field Regiment RCA Reserve Army, training 2 nights a week, weekends & summers and was scheduled to go overseas at the end of the school year 1943.

With many other things on my mind I was NOT a student so anything to save me writing my final exams was a Godsend! I promptly went down to our Orderly Room in the Toronto Bay Street Armouries and enquired as to whether the Army had similar "graduation exams" arrangement as the Navy. The answer was "no" so a bunch of us promptly went along to the Navy's Recruiting Office in the Exhibition Grounds at HMCS York. Two weeks later we were called up into the Royal Canadian Navy Volunteer Reserve (RCNVR).

The Navy's "New Entry" training establishment at HMCS Cornwallis near Digby, Nova Scotia, At that time was turning out 3 classes of 60 Ordinary Seamen RCNVR each week.

As we were completing our eight week training course at HMCS Cornwallis, those of us who had graduated (!) from high school were mustered, given an "Officer Candidate" Board interview and those who were successful (I think everyone!) promptly started a 3 week Officer Candidate Course. We were then drafted to ships as "Officer Candidate" Ordinary Seamen RCNVR.

Along with a bunch of my classmates I joined HMCS Renard, based in Halifax. Renard was a converted yacht. At ~46 knots she was purportedly the fastest ship in the Royal Canadian Navy. She had supposedly been used before the war by her New York owners as a rum runner working out of the Caribbean.

Her duties with the Royal Canadian Navy by the end of 1943 were primarily "emergency on-call vessel" in the Halifax area, as torpedo training ship and as an Officer Candidate training vessel.

Soon after I joined Renard, the Army came looking for me. I had neglected to get a discharge from the 7th Toronto Field Regiment when joining the Navy. However the Navy went to bat for me.

It was now Christmas Eve, our first away from our homes. Needless to say, we were all feeling very melancholy & homesick. Renard had just returned to Halifax Dockyard from a very stormy North Atlantic patrol off the East Coast.

On docking, some of our off-duty messmates nipped ashore to do some Barrington Street shopping & one proudly returned onboard Renard with a newly purchased 78 rpm record which he promptly started playing on Renard's record player in our forward seamen's mess deck. Before many moments had passed, a couple of our other messmates strode over & snatched the record off the turn-table, smashed it, opened a scuttle and tossed the pieces of record out over the side into the ocean.

The record was the new "I'll be Home for Christmas" by Bing Crosby...

NOAVI LEAD AND LINE



The Aussies show the World how to do a Naval Review

The Sydney sky line came alive on Saturday 5 October 2013, with a Pyrotechnics Display and Lightshow Spectacular as part of the Royal Australian Navy's International Fleet Review (IFR) 2013.

The highly choreographed fireworks, light and live action show centred around the Sydney Harbour Bridge and Opera House and was produced by Imagination Australia.

During the spectacular, fireworks were launched from the decks of Royal Australian Navy warships, live action scenes took place on and off ships and support boats. Choreographed flyovers were conducted by Navy and Air Force Aircraft, while a

lightshow telling the history of Navy was projected on the pylons of the Sydney Harbour Bridge, the sails of the Opera House and the roof of the Australian National Maritime Museum in Darling Harbour.

The International Fleet Review (IFR) commemorated the centenary of the first entry of the Royal Australian Navy's fleet into Sydney Harbour on 4 October 1913.

It was the nation's most significant commemorative naval event in the past 100 years. Taking part in the celebrations were 37 warships, 16 tall ships and around 8,000 sailors.

NOAVI LEAD AND LINE

A Tribute to Gordon Edwards

By Geoff Craven

In March 2011 my term-mate and friend Gordon Edwards died in his sleep. I think he was 83 but he may have advanced his birth date at least once on his personal records so that he could remain in the Navy longer. He came up through the hawse-pipe – that is, he joined the Navy as an Ordinary Seaman and rose to Rear Admiral through ambition, hard work, leadership and quick wit. After retirement he became Agent-General for British Columbia in Ottawa. Pre-deceased by his wife Claire, he spent his last few years in Halifax in the company of several lady-friends. One of his retirement activities was singing Maritime folk songs in Halifax and Dartmouth night clubs with his favourite musical groups.

While on the bridge of HMCS *Athabaskan* during the Korean War, Leading Signalman Edwards often preempted the Chief Yeoman's translation of signal flag hoists for the Captain, much to the annoyance of both.

The Captain (the late Rear Admiral Bob Welland who told me this story) sympathized with his Chief Yeoman and asked what should be done with Edwards. The Chief replied: "Well, sir, I suppose we could recommend him for officer training." Shortly after HMCS *Athabaskan* returned from Korea to Esquimalt, a three-badge messmate asked Edwards why he was packing up his kitbag and taking officer training with a bunch of Midshipmen (Air). Gord replied "So I don't have to spend the rest of my life hot-bunking with you buggers!"

A consummate naval officer, ship driver and aviator, Gordon was selected as the first and only commanding officer of HMCS *Bras d'Or*, the Canadian Navy's hydrofoil which achieved 60 knots on passage from Halifax to Bermuda and back. Then he asked for and was given two consecutive commissions as Commanding Officer of the destroyer *Assiniboine* (aka Club 234).

Later he became Commodore of NATO's Standing Naval Force Atlantic, and then Flag Officer Pacific Coast. Gord had a large ego and matching ambition which didn't endear him to his contemporaries; but he led by example, had a great sense of humour, and was much loved by his subordinates. He and I argued about which of us was the better pilot but I knew he could out-fly me in a pinch. Before he died, Gordon announced to his friends that he was writing his memoirs. He told us that for \$100 each he would include us; but if we paid him \$200 he would leave us out!

Operation Pointe Maisonnette

Note from James Ellis, Senior Researcher at yap films.

We are a production company in Toronto (Yap Films) doing research about Operation Pointe Maisonnette for a prospective documentary film.

We are looking for anyone who was in the RCN and was operating in Chaleur Bay (Baie des Chaleurs) in September 1943. The incident involved an escaped German POW and the attempted capture of a German U Boat: U-536.

The ships that we know of that were involved were HMCS *Rimouski*, *Chelsea*, *Agassiz*, *Shawinigan*, *Lethbridge*, *Mahone*, *Swift Current*, *Chedabucto*, *Un-gava*, and *Granby*

Any information would be greatly appreciated. Please contact James Ellis at either jellis@yapfilms.com, or tell: 1-416-504-3662 ext 233

President's Column

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tainly would not hurt to have more of those who are "in the know" take pen to paper and join the debate.

In my view it would be very healthy to have an informed public debate on defence matters, but unfortunately the media is usually totally taken up with the likes of Mike Duffy and Rob Ford! We have the advantage that we are not bound by DND rules, but we really do have to know what we are talking about before going public! BZ to Nigel – and may there be more to follow in his footsteps!

Speaking of involvement, we are now one month closer to the shut-down of this newsletter unless a new Editor appears. The silence in response to my comments on this page last month has been deafening. He or she does not have to be a member of NOAVI, but does have to be informed about things maritime, us, and what we are about. Anyone with a candidate is encouraged to contact Felicity.

Finally, please let me be the first to wish you all the Best for the Christmas Season and for a healthy and prosperous 2014!

Yours aye



NOAVI - THE LEAD AND LINE

Is this the World's Ugliest Ship?



The Norwegian vessel, PGS *Ramform Titan* has just started seismic surveys off the Falkland Islands with an eye to start drilling in 2014.

Launched in April in Nagasaki, Japan, the vessel has a 70 metre wide stern equipped with 24 reels, de-



signed to carry 12 km of streamers, all gathering seismic data.

The vessel has lots of power but because she is so short compared to the width, it makes her difficult to get onto the pier.

The vessel carries 6,000 tonnes of fuel and is powered by an on-board 18-megawatt power station.

There is comfortable space for a 80-man crew with a 225m² sports arena, a swimming pool, sauna, fitness room, three television lounges, and an auditorium.

This ship is the first of four.

Trials at the Victoria General

A sweet elderly woman telephoned Victoria General Hospital. She timidly asked, "Is it possible to speak to someone who can tell me how a patient is doing?"

The operator said, "I'll be glad to help, dear. What's the name and room number of the patient?"

The woman in her weak, tremulous voice said, Norma Findlay, Room 302.

The operator replied, "Let me put you on hold while I check with the nurse's station for that room."

After a few minutes, the operator returned to the phone and said, "I have good news. Her nurse just told me that Norma is doing well. Her blood pressure is fine; her blood work just came back normal and her physician, Dr. Smith, has scheduled her to be discharged tomorrow."

The woman said, "Thank you. That's wonderful. I was so worried. God bless you for the good news."

The operator replied, "You're more than welcome. Is Norma your daughter?"

The reply was:

"No, I'm Norma Findlay in Room 302. No one tells me shit."

NOAVI LEAD AND LINE

Joint Support Ship Project

Berlin Class AOR construction to start in 2016 in North Vancouver



The aim is to deliver 3 multi-role vessels with substantially more capability than the current *Protecteur* Class oiler and resupply ships. In addition to being able to provide at-sea support (re-fueling and re-supply) to deployed naval task groups, the new JSS ships are envisioned as ships capable of sealift operations, as well as amphibious support to forces deployed ashore. The ships are to be built by Seaspan Marine Corporation at the Vancouver Shipyards facility

This project is estimated at C\$ 2.9 billion and has chosen the German Berlin class replenishment ships as the model. The Berlin class are the largest vessels of the German Navy. This type of ship is called *Einsatzgruppenversorger* which can be translated as *task force supplier* though the official translation in English is *combat support ship*, or in military parlance, a replenishment oiler.


They are intended to support German naval units away from their home ports. The ships carry fuel, provisions, ammunition and other materiel while also providing medical services. The initial requirement of the German Navy was for two ships of this class, built by Flensburger Schiffbau-Gesellschaft.

A third unit was built by a consortium of several German shipyards and was launched in 2011. On 13 September 2013, *Bonn* was commissioned into service by the German Navy in Wilhelmshaven



A1411 *Berlin*

Class overview

| | |
|-------------|---|
| Builders: | Flensburger Schiffbau-Gesellschaft Seaspan Marine Corporation (future) |
| Operators: |  German Navy  Royal Canadian Navy (future) |
| Preceded by | Protecteur class (Canada) |
| Planned: | 5-6 |
| Completed: | 3 |
| Active: | <i>Berlin, Frankfurt am Main, Bonn</i> |

General characteristics

| | |
|----------------------|--|
| Displaced | 20,240 tonnes |
| Length: | 173.7 m (569 ft 11 in) |
| Beam: | 24 m (78 ft 9 in) |
| Height: | 17.5 m (57 ft 5 in) |
| Draft: | 7.6 m (24 ft 11 in) |
| Propulsion: | 2 × MAN Diesel 12V 32/40 diesel-engines , 5,340 kW each 2 × reduction gears, 2 × controllable pitch four-bladed propellers 1 × bow thruster 4 × 1200 kW diesel generators |
| Speed: | 20 kn (37 km/h) |
| Manning: | 139 (+ 94) |
| Armament: | 4 × MLG 27 mm autocannons Stinger surface to air missile (MANPADS) |
| Aircraft carried: | 2 × Sea King or MH90 helicopters |
| Aviation facilities: | hangar and flight deck |

NOAVI LEAD AND LINE

Naming the Ships

The Honourable R. Nicholson
Minister of National Defence
101 Colonel By Drive, Ottawa, ON K1A 0K2

Sir

I am writing to express my concerns regarding the names announced recently for the RCN's two Joint Support Ships, *Chateauguay* and *Queenston*.

A recent press release stated: "The names (of these two vessels) recognize the achievements and sacrifices of those early Canadian soldiers who fought and died in these critical battles during the War of 1812."

I concur in such recognition but not by so naming HMC Ships. Recognition of those two 1812 battles has already been commemorated by Battle Honours awarded to the descendants of army units in that war, e.g. six regiments recently received *Chateauguay* and four militia regiments received *Queenston*.

The ancestors of our navy played no part in the war of 1812.

I have been informed that the PMO may have directed the Navy's Ships Names Committee - most likely through the office of your predecessor as MND - to employ battle names from the War of 1812. If this be so, in my opinion, that is political interference of the worst kind.

I suggest that those two names will not achieve the recognition desired amongst the army and by such action, the government dishonours all naval personnel, past and present. These two names have no naval history and no naval Battle Honours.

In fact, the selection of these two names goes against the navy's naming policy laid out in what I believe is now called Naval Order 10-2.

The Navy has employed some 900 names since 1910, many of which have been accorded naval Battle Honours, won by "the achievements and sacrifices" of naval personnel in defence of this country and our allies. Why were they not recognized?

I admit that in 1917/18 the navy named the Battle Class trawlers for selected First World War battles, e.g. HMCS *Vimy*. This time frame was before the award of army Battle Honours, well before the formation of the first Ships Names Committee and before a naming policy.

Five ship names not currently in use, have won five Battle Honours each: *Camrose*, *Lunenburg*, *Prescott*, *Port Colborne* and *Woodstock*. Many other names have three: *Ste. Therese*, *Rimouski*, *Moose Jaw*, *Mimico*, *Parrsboro*, *Alberni*, *Baddeck*, *Drumheller*, *Georgian*, *Grou*, and *Matane*. These 16 names have history and precedence on their side and any two would make fine names for the Joint Support Ships.

Other possible names are noted below, one each from Quebec and Ontario. The numbers in brackets indicate the Battle Honours currently held:

Kitchener (4) and *Kenogami* (2)
Stormont (4) and *Sorel* (2)

It appears to me that our Government has neglected to honour current naval policy and precedence. Such an action speaks to a political expediency. I find this to be both regrettable to me and dishonourable to the Royal Canadian Navy.

A reply would be appreciated, covering the points I have raised.

David J. Freeman
Former Advisor to the Ships Names Committee.
CC: The Right Honourable S. Harper, MP
Ms. Elizabeth May, MP

NOAVI - THE LEAD AND LINE

Letter to the Editor

Re: The wearing of naval uniforms by retired personnel

References: A. NAVGEN 022/13, 141937Z JUN 13
B. QR&O 17.06 (3)

I have read Reference A printed in the Naval Officers Association of Vancouver Island October issue of the *Lead and Line*.

To your readers, this NAVGEN relates mainly to the wearing of the following orders of dress: a set of #7's, 8's, 17's and/or 18's, the various mess kits, by retired naval officers.

According to Reference A, to wear one of these mess kits to a naval function like a Battle of Atlantic mess dinner, a retired officer must now request permission from the Commander RCN (CRCN). Reference A states in part: "SUCH APPROVAL SHALL BE LIMITED TO EXCEPTIONAL CIRCUMSTANCES WHERE THE WEARING OF THE UNIFORM IS NECESSARY AND WILL FAVORABLY CONTRIBUTE TO THE RCN."

I submit that the words "exceptional", "necessary" and "favorably" are broad terms subject to the judgment of CRCN who may not be aware of local needs of retired officers.

Regardless of the background to this NAVGEN, in my opinion the solution ordered in Reference A is not a positive one, nor is it practicable. The older system of writing in accordance with Reference B to the nearest Flag Officer or the CO of a local NRD worked well. Inappropriate or illegal wearing of such uniforms is far easier to detect and stop when done at the local level.

In my opinion, this NAVGEN runs counter to our heritage and traditions regarding the wearing of uniforms by retired personnel.

As a retired N.O., I take this NAVGEN as a personal rejection of my 36 years in the naval service and the support I feel I have given to the navy since my retirement 17 years ago. The order indicates to me a lack of trust in my judgment and to that of local commanders. It also seems to be disloyal to the core values of the RCN. Sadly, it also appears to read as a punishment for all retirees, perhaps as a result of the lack of judgment by a few.

As a side note, this NAVGEN does not apply to pre Unification officer #1's or 3's, c/w the executive curl, as these come with eight buttons vice the current version with six.

However, this NAVGEN also applies to retired C&POs who may have a mess kit or may wish to wear their former CF N1 or N3 uniforms c/w bow tie. They too must now write a letter to CRCN and request prior permission.

For readers who feel as I do, may I suggest you write a letter to CRCN expressing your displeasure at the NAVGEN and asking that it be rescinded and the RCN revert to its previous routine as per Reference B, which at least up to last May, seems to have worked very well. I intend to do so.

The address for CRCN is:

Vice Admiral M. Norman
Commander
Royal Canadian Navy
101 Colonel By Drive
Ottawa, ON, K1A 0K2

Yours aye
David Freeman

The Arion Male Voice Choir Songs of Christmas

Featuring as Soloist
Emlyn Sheeley

Friday 7.30 pm - Dec 13, 2013

First Church of Christ, Scientist

1205 Pandora Avenue at Chambers

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Accompanied children under 12 free

Tickets available from Choir Members or at the door

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NOAVI LEAD AND LINE

Naval officer takes bronze in World Armwrestling Championships



By Shauna Waterman

A naval officer from Maritime Forces Atlantic put in a strong finish at the World Armwrestling Championships held from September 1 to 8 in Gydnia, Poland.

Sub-Lieutenant Will Sarty joined 21 Canadians in the event that drew 2,200 competitors from 49 countries in 158 weight classes. This was his third world championship in both left and right arm categories.

During the left arm category, SLt Sarty defeated competitors from Turkey, Russia, Brazil, Bulgaria and Poland. However, he lost two matches to the gold and bronze medalists from Kazakhstan and Ukraine. This placed him seventh in the world in this category.

In the first match of the right arm category, SLt Sarty clenched hands with the defending world champion from Turkey. The Turkish armwrestler held his title by defeating the sailor.

Down but not out, SLt Sarty went on to defeat Japan, Russia, Ukraine, Poland, Bulgaria, Brazil, Azerbaijan and Uzbekistan. These wins placed him to the top three ranking. After an incredibly long match against Russia, SLt Sarty came out victorious. But he laid down to Kazakhstan in the silver round because he felt the Kazakhstan competitor had a better chance to win gold against Turkey.

At the end of the championships, SLt Sarty added World Armwrestling Bronze Medalist to his list of accomplishments. He was the only Canadian to place above the top eight.

He also received a surprise award: the Team Captain Award for dedication, organization, motivation and sacrifice, by supporting all members of Team Canada throughout the tournament.

SLt Sarty has been armwrestling competitively for 13 years, has earned 13 national titles and competed in three world competitions in Canada, South Africa and now Poland.

Any info on HMCS Matane

My name is Scott Murduff and I live Peterborough, Ontario. I am researching my grandfather's World War II ship the HMCS *Matane*. I am also looking for a replica model ship of the HMCS *Matane* K 444. I have seen pictures of the model and it looks to be in a Navy club of Royal Canadian Naval Association building. My grandfather has recently passed and I am unable to determine where the photo was taken. Any help would be much appreciated. I am also looking to find out more about when he may have transferred from the HMCS *Woodstock* to the *Matane* and any information you have on the HMCS *Matane* or Escort Group 9 during World War II. The ship was partially credited with sinking U boat 311 and was seriously damaged by air attack during the Battle of the Atlantic. I have sent each of you for a reason. The ship set sail from Halifax, it was sunk as a breakwater in Oyster Bay, BC and some of the ships' crew was from Ontario, specifically Windsor. Thank you and any information would be great. I am trying to keep his story and the *Matane's* story alive for my children and the students I teach.

Sincerely, Scott Murduff (705) 875-3504



NOAVI - THE LEAD AND LINE

Ten things Skippy is no longer allowed to do in the US Army

Editor's note: Skippy is a real person who has learned all of the following through hard-earned personal experience. More of his exploits can be found on the web.

1. Rodents are not entitled to burial with full military honours even if they are casualties of war
2. It is better to beg forgiveness than to ask permission, no longer applies to Specialist Schwartz
3. I can't have flashbacks to wars I was not in.
4. I am not allowed to threaten anyone with Black Magic
5. I am not allowed to challenge anyone's disbelief of black magic by asking for hair
6. I am not allowed to add pictures of officers I don't like to War Criminal posters
7. Not allowed to join any militia
8. Not allowed to form any militia
9. God may not contradict any of my orders
10. Must not taunt the French any more
11. Never confuse a Dutch soldier for a French one
12. Not allowed to let sock puppets take responsibility for any of my actions
13. Not allowed to chew gum at formation, unless I brought enough for everybody
14. (Next day) Not allowed to chew gum at formation even if I DID bring enough for everybody
15. I do not have super-powers
16. I am not an atheist chaplain
17. Woad is not camouflage
18. I am not authorized to fire officers
19. Crucifixes do not ward off officers and I should not test that
20. My commander is not old enough to have fought in the civil war and I should stop implying that he did.
21. I am not allowed to bum cigarettes off anyone younger than twelve
22. I cannot arrest children for being rude.
23. I should not teach other soldiers to say offensive and crude things in Albanian, under the guise of teaching them how to say potential useful phrases.
24. Two drink limit does not mean two kinds of drinks
25. I am not authorized to sell mineral rights.
26. Teaching Albanian children to taunt other soldiers is not nice.
27. I am not allowed to create new levels of security clearance.
28. Must not valiantly push officers onto hand grenades to save the troops.
29. I should not confess to crimes that took place before I was born.
- 30.

NOAVI LEAD AND LINE



Canada's longest serving Honorary Captain retires

Businesswoman and philanthropist Sonja Bata retired recently, the Royal Canadian Navy's (RCN) longest-serving Honorary Naval Captain, after 24 years of service. Ms. Bata is the Chairman of the Bata Shoe Foundation, and the Founding Chairman of the Bata Shoe Museum in Toronto and the Batawa Development Corporation. She is the former

Ontario Chair of the Canadian Forces Liaison Council, an Officer of the Order of Canada, and a recipient of the Meritorious Service Medal for her advocacy on behalf of the RCN and the Canadian Armed Forces as a whole.

Her work with the RCN includes acting as sponsor of Her Majesty's Canadian Ship *Ottawa* – breaking the champagne to christen the ship during its commissioning in 1996. For the past 17 years, she has remained part of the *Ottawa's* extended family, seeing it off for many of its operational deployments.



Senator Segal, Hon Capt (N), Hon Capt (N) Myra Freeman,
Hon Capt (N) Sonja Bata

Service Officer's report

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Cdr. W. Walker and
Nursing Sister Catherine Walker
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Captain (N) Robert Peers
Broadmead Lodge

Please phone prior to visiting

An overhaul of the Service Officer's Report and Visitation Committee is underway. We would like to welcome Stan Brygadyr to our committee. If you would like to join us, phone Irvine Hare 250-592-2268 or Peter or Elizabeth Campbell at 250-478-7351