

LEAD AND LINE

NEWSLETTER OF THE NAVAL OFFICERS' ASSOCIATION OF VANCOUVER ISLAND

Nasty Accidents

Page 4

Dutch Joint Support Ship?

Page 5

Of mammals and submarines

Page 9

Letters from World War II

Page 10

HMCS Regina intercepts and boards a dhow off the east coast of Africa and discovers 132 packages of heroin weighing 132 kilograms in total.



28 Apr Luncheon

Guests - spouses, friends, family are most welcome

Lunch at the Fireside Grill at 1130 for 1215

4509 West Saanich Road, Royal Oak, Saanich.

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

Featured speaker: Guy Adams, Master and Commander of the *Aurora Explorer*. He will be doing a presentation on *Aurora's* summer sailings in BC's central coast. The *Aurora Explorer* is a very large landing craft like vessel that delivers needed supplies to small communities on the BC coast. Unique about her is she also carries 12 passengers who get a chance to see a side of the coast not normally seen by regular ferries or cruise ships. A few of our members have made this trip and speak very highly of it. I understand it is an excellent presentation.

Please contact Bud Rocheleau bnhrocheleau@shaw.ca or 250-386-3209 prior to noon on Thursday 24 Feb

NOAVI LEAD AND LINE



President's Column April 2014

A couple of items this month –

First, the future of *Lead and Line*. As you all know, for some months now we have been looking for a new Editor to take over from Felicity. It has not been easy, in fact no one has come forward, so we have looked elsewhere and have found a professional newsletter editor who is willing take on the job. He however has to be paid. Your Executive is now looking at various options, which boil down to three:

- ☒ Shut down L&L;
- ☒ Continue as we are with paid editor; or
- ☒ Reduce circulation to quarterly and go with paid editor.

I do not believe that shutting down our newsletter is a viable option. Although some have suggested that the new “NAC News” gives us a great deal of Naval information, it is not available to those without computers, and also we would lose the West Coast and local feeling that is so important in publishing articles for and from our members. The second option is certainly viable, but the extra expense incurred may well result in a minor increase in dues to cover it. Some might say that this would not be a problem – after all our dues have not been raised for quite a few years and this is a good and sufficient reason to do so, but others might find this unpalatable. The last option on the table is to reduce L&L to a quarterly from a monthly publication

NOAVI EXECUTIVE COMMITTEE

President	Mike Morris	mfmorris@shaw.ca	(DL) Director at Large	Derek Greer	Derek.Greer@telus.net
Past President	Ken Summers	kensummers@telus.net			
Vice President			(DL) Director at Large	Rod Hughes	rhughes@shaw.ca
Secretary	Bud Rocheleau	bnhrocheleau@shaw.ca	DL Associates	Geri Hinton	pege398@shaw.ca
Treasurer	Peter Bey	peterbey@yahoo.ca	Obit Co-ordinator	Rick Town	
Membership	Kathie Csomany	Csomany@islandnet.com	DL Webmaster	Eric Griffiths	eric.griffiths2012@gmail.com
Maritime Affairs	Jim Boutilier	boutilier.ja@forces.gc.ca	Editor	Felicity Hanington	felhan@telus.net
Service/Visits	Irvine Hare	ihare@telus.net	List Master	Michael Morris	mfmorris@shaw.ca
Programme	Bill Conconi	billconconi@me.com	List Master	Jim Dodgson	jigolf20002@telus.net
Reserves/Cadets	Gerry Pash	gwpash@shaw.ca	Historian	Stan Parker	esparker@shaw.ca

NOAVI LEAD AND LINE

(i.e. from ten issues to four (Sep/Dec/Apr/Jun) per year. The money saved on printing and postage would then be applied to the additional expense of the paid Editor. Your Executive will be discussing options at our meeting on Tuesday April 1st, but will not make a final decision until the meeting on May 5th, so that there is time to receive inputs from the membership as a whole. If any of you have comments please contact any member of the Executive. All views will be considered.

The second issue is matter of a name change for NOAVI. This has been the proverbial elephant in the room for many months, and sooner or later we have to come to grips with it. I am well aware that I remarked at the last AGM that such an event would not happen on my watch, but times change, and so do opinions.

Two issues ago, we changed the masthead of L&L to read NAC-VI rather than NOAVI, and we received only one comment (from our proof-reader) and two others to whom who he showed it. I don't know whether this was an indication that our members were not observant, or they just didn't worry about it.

My own conversations with members give me the feeling that there are a few who are dead set against any change, but the majority seem to be in favour or just have no view. We need new members – our average age is increasing and our membership is dropping.

I have been informed that all the senior officers on the coast are joining NAC, but will not join NOAVI unless our name is changed to reflect the more egalitarian view which is in our current by-laws. We need the example of the Naval leadership if we are going to entice the junior officers and recent retirees into our ranks.

I have also heard from others in the Maritime world that our title is a potential bar to them considering joining. Nuff said on this – you have all seen articles by Ken Summers and others detailing the rationale for an update

to our name – whether it becomes NAVI or NAC-VI – either would be fine in my view.

And a last note – to answer the question about the mechanics of this – under the BC Societies Act we do not need to actually change the name of our Society, but simply add a DBA clause (“doing business as”) which can be done by the Board of Directors (i.e. the Executive). Needless to say we would not do this without full consultation at the AGM in June.

Yours aye



Cdr M. F. Morres RCN ret
President
Naval Officers Association of Vancouver Island

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!

QUEENSBURY
SECURITIES INC.

David S.H. Nicholson

250-380-7505

Vice President

www.queensbury.com

Investment Advisor

theconservativeinvestor@shaw.ca

NOAVI LEAD AND LINE

Almost nasty accidents



HMS Argyll was moored at Devonport Naval base in Plymouth last month when a 9 ft missile shot out of its starboard side during a training drill. The unarmed projectile flew 200 yards through the air before blasting a hole in a security fence and slamming into a storage container. The 650-acre site is the sole repair and refueling facility for Britain's nuclear submarines.

This reminded one L&L reader of Aug. 1966

HMS Tiger, alongside in Devonport dockyard, was testing the for'd 6" gun turret systems. The gun barrels were depressed with a mat on deck under the gun muzzles. The trial involved loading & testing firing circuits using a dummy shell with no driving band so that it would slide down the barrel and drop onto the mat.

The loading also required a dummy cordite charge to be loaded behind the shell. I was in the Engineers' Office when I heard an almighty bang, I thought "That's the donkey boiler gone for a burton. Everybody rushed to the upper deck, panic, the dummy had been fired by a LIVE cordite charge. The shell passed between the lower guard rail at the deck edge, ricocheted off the jetty and smashed into the underside of a

dockyard crane. Fortunately no one was hurt, there was a lot of stern tube twitching amongst the Gunnery dept. The cause was a live cordite charge mixed up with the practice ones. A full enquiry was promised I never saw the result published.

It reminded another reader, Ed Buscall (former RN Fleet chief of his time on *HMS Adamant*, when they had gone to sea on squadron exercises.

The submarines used us as a target for torpedo practice. They always set the torpedoes to run shallow. Nothing more scary than seeing 4 red-headed torpedoes coming at you. You're thinking, 'I really hope the Ordnance Artificer got it right, and those are practice heads and not real ones'.

The red signified they were 'blowing heads', which after they hit us, with a hell of a thump, the torpedoes would float, and obviously the same for any that missed, once they ran out of fuel. Then it was away sea boat to recover them. That, in itself, was an evolution because *Adamant* did not have power davits for the sea boats. So it was Leading Hands and below muster on the rope to lower the sea boat, or hoist it onboard. At least we could use the well deck cranes to hoist the torpedoes.

JOINT SUPPORT SHIPS

Opinion Piece: Politically More-Correct: an Heretical Perspective

By Larry Dawe

The Canadian Joint Support Ship (JSS) project is an interesting case of alleged political infeasibility. In replacing the venerable three Auxiliary Oiler Replenishment (AOR) ships: *Provider*, (1963) *Protecteur* (1969) & *Preserver* (1970), I believe the government, in making a long sequence of incremental decisions to delay the JSS to satisfy considerations of political correctness/advantage, has ended up being decidedly politically IN-correct and in foregoing valuable political advantage. Ironically, the likely reasons have been the government-of-the-day's estimate of the political correctness or public relations UN-feasibility of proceeding.

Here are some observations to illustrate.

The JSS project started while I was still serving in the Navy. I retired in 1995. This project's 20th anniversary is just around the corner but still no ships.

Costs Already Significant

One might be lulled into thinking that since no ships have been built, the cost so far of this acquisition has been close to zero. Not true. This project has been funded for studies; *plus* DND has had to go to very significant staff effort to even keep the project alive; *plus* many person-years of effort on the part of the ship building industry have already been expended to respond to DND's studies. Industry has had to develop project refining proposals for this ship type; and then to adapt to the National Ship Building Policy (which has intervened in more recent years) and finally to prepare RFPs. These costs have either already been paid (so properly belong to the JSS procurement cost total to date) or have yet to be paid so must be recouped by the ship builder whenever the building actually starts.

Looking More Closely

Perhaps you would like to speculate with me about what costs were avoidable before the present and also from now onwards.

The costs of the 20 years of dithering: wild guess at two decades of Navy staff effort: **\$10M**

- + industry costs which the government will pay now or later: **\$50M**
- + the costs of repair & overhaul of the current ships struggling to operate 15 years past their economical life span of say 30 years (15 x \$20M/yr = **\$300M**)
- + the costs of retro-training the up-to-date 21st century sailors so they can operate the steam-punk equipment on board these out-of-date ships over 15 years (\$5M x 15 yr = **\$45M**)
- + the cost of re-training the 21st century crews so they can again be brought up-to-date for service in the rest of the Navy (\$2M x 15 yr = **\$30M**)

... I'm not sure I have captured it all but the **cost total so far for NOT building these ships is \$425M**. This is where the waste is... the JSS project has still not delivered its mandated ships.

And, even if my wild guesses are out by 100%. Take half if you like and get \$210 (or \$250 million for a production UK or NL ship of the same type) and the amount spent already (and unnecessarily) is nearly the cost of a new production ship of the same capability.

The sad conclusion is that the 20 years of lead-up effort alone could **already** have purchased half or more of a ship, AND that ship would already in 2014, have been serving the interests of the Canadian public for some years.

Continued on page 6

JOINT SUPPORT SHIPS



HMCS Protecteur being towed into Pearl Harbour

The Granatstein Error

It is, however, important to avoid what I call the “Granatstein error”. At a recent presentation at the Union Club hosted by the Canadian International Council, Dr Granatstein (to my mind) glibly misrepresented the efficiency of Canadian project procurement policy by contrasting the 2.5 billion price tag for the Canadian JSS project against a half a billion for the NL JSS purchase.

He narrowly took no account of the widely known (to those knowledgeable about the Canadian military) “whole cost” costing requirement in Canada; where all training required for the new equipment provided by the project plus two or more years of spares plus infrastructure upgrades and so on; are required to be accounted for as part of the proposed project. This approach seems to overstate the *apparent* project cost of Canadian projects to be much higher than the an-

nounced cost of similar projects in other countries. I believe that the government in insisting on the “whole cost” approach is much more transparent and honest with the Canadian public.

Operational Shortcomings of doing without JSS are NOT of no account.

I have taken no account of the significant operational shortcomings of struggling along with the old ships. A few of these shortcomings have been overcome by many mid-life refits..... such as reverse osmosis pure water-making equipment to replace some steam evaporators/condensers.

The speculations above do not refer at all to the actual and overwhelming reason for having these ships which is: their huge, and very often politically called upon, operational capabilities such as: saving lives in tsunami, hurricane, civil unrest and pirate devastated countries and sea lanes not to mention their very im-

Continued on page 7

JOINT SUPPORT SHIPS

portant purely military uses of keeping many of our ships and our allies ships supplied at sea. I am sticking to the issue of political correctness of the spending of money to acquire these ships from Canadian ship building yards.

Costs to Canadian Industry

I submit that there are significant costs for Canadian industry of the uncertainty caused by government unpredictability. Promises followed by false starts and eventually by long delays are unnecessary and destructive.

It may be asserted that all this “planning” and going back for more “studies” is required as a necessary component of building and maintaining our Canadian shipbuilding capability; of preserving regional economic parity of important industrial opportunity; or developing new Canadian industrial “spin off” technological capabilities which can be exported in the years to come and so on.... all the things that Western Economic Diversification (WED) Atlantic Canada Opportunities Agency (ACOA) and Industry Canada stand for. But this too is not the whole truth of the matter.

In a wild attempt at quantifying these I would say the JSS has caused \$25M of wasted effort to industry from dithering over the past two decades.

Does it really matter a lot where Canadian ships are originally built?

Let us take the example of my ferret. It cost me \$250 to buy him. But he eats and all the consequences of that, he needs medical attention and he damages things like: he steals, hides and eats erasers and other stuff from my desk and other parts of the house. In short this wee one kilogram animal costs about \$500 a year to maintain. Now, a ferret only lives 7 – 10 years, so his life cycle costs are much shorter lived than a car or a ship. But I can expect him to cost \$5,000 over his life. This is some 20 times his initial acquisition cost.

Even an automobile costs \$30,000 and might be kept in service for 40 years (as we seem to do with our ships). It is well known that it costs at least \$7,000 a year to maintain a car on the road. This comes to \$280,000 or 10 times the acquisition cost.

So, it may be seen that even the initial construction of the ships in Canada is over-rated. It does matter but the cost of repair & overhaul far outweighs the industrial value of building.

Loss of initial build vs gaps in industrial support

But it may be asserted that the Canadian shipyards are entitled to the initial building revenue as well. This too is a mis-directed argument. The delays of ship projects

Continued on page 8

Admiral Nelson and Age of Sail collection.

Includes prints, paintings, documents, surrender of leghorn (signed for Admiral Nelson by Scott) the copy sent to the army. Jack Tar letters were all published in Jack Tar by Roy and Lesley Adkins. Gentleman's magazine from 1806 announcing death of Nelson. A battle of the Nile medal box. This was not a snuff box but the box the Nile medals were presented in. Sterling silver stuffing spoon 1806 given to Captain William Hargood

has his initials and Trafalgar engraved on handle. Book on Admiral Cornwallis includes leaflet with his signature. Many items including the first century of Trafalgar 1905. Many rare Royal Navy officers books of the period. All items were loaned and displayed at the Naval Museum of Alberta for Trafalgar 200. I will sell this as an entire collection only. Susan Lucas

susanlucas27@yahoo.ca

JOINT SUPPORT SHIPS



Netherlands JSS, *Karel Doorman*

are so long that ships need to be taken out of service before their replacements can be provided. This gap means no shipyard work at all for that period. The recent case of *Protecteur's* fire shows how vulnerable this life extension process is. Now there is only a single ship, which is itself well past its operational efficiency life, still left in service. The operational gaps are truly awesome, but the lost value to Canadian industry of this suddenly extended no-work gap is also huge in revenue not earned and in skilled-worker layoffs.

The beginning of the story

You might well about now, wonder where all this loose speculation originated. Well, the idea that started this thought-process originated in a Victoria pub this very afternoon.

The basic assertion around the table was that Canada might do well to purchase the brand new Netherlands JSS, *Karel Doorman*, announced in Sept to be available for sale as it was judged too expensive for the Netherlands to bring into service. Especially after the *Protecteur* engine room fire, (rendering it perhaps never to sail again, as it is already planned for payoff next year), the reasoning went, *Karel Doorman* would provide the needed third JSS and start the replacement process soon (well only if you believe that two decades of dithering is

soon). The down-side was thought to be the contrary effect on the national shipbuilding strategy of not building this one ship in Canada.

This thought falls down on three counts:

1. the proposed purchase is only for this one ship (JSS number 3 or number 1 depending on which direction you are counting); which would not have been built in Canada any way;
2. the costs (to the government/revenues to industry) of building of the first ship in Canada are small in comparison with the life-cycle costs (revenues to industry)
3. having an additional ship to do maintenance on for 30 or so years is worth a huge amount to Canadian industry.

A recommendation

So, what happens about today's pub proposal to purchase the modern Dutch JSS? First, I checked up. Unfortunately the Netherlands government, late last year, reversed it decision to sell off *Karel Doorman* and just a week ago christened her. She will be operational within a year. Hopefully, the Netherlands government will permit Canadian ships to be supplied by her, that is of course if the replenishment gear in Canadian warships is up to date enough to permit connecting up to the modern Dutchman.

But the Canadian government still has an attractive opportunity to order another JSS just like *Karel Doorman*. This would put Canadian industry in a much more favourable position than the current plan is because they will start supporting this ship years earlier than otherwise possible. But in addition to the politically correct benefits of actively supporting Canadian industry earlier, (ironically by making the first build off-shore), the RCN would have a real JSS capability operational much earlier AND this would restore the project to the original minimum operationally feasible number of JSS to three.

Continued on page 9

JOINT SUPPORT SHIPS

JSS completed

There is only one more question to be solved now... again a fresh opportunity for being politically correct. What would be appropriate names for these large ocean support vessels. The strong public support of the ocean-to-ocean-to-ocean national sovereignty policy would be very simply supported by the political expedient of naming the three ships:

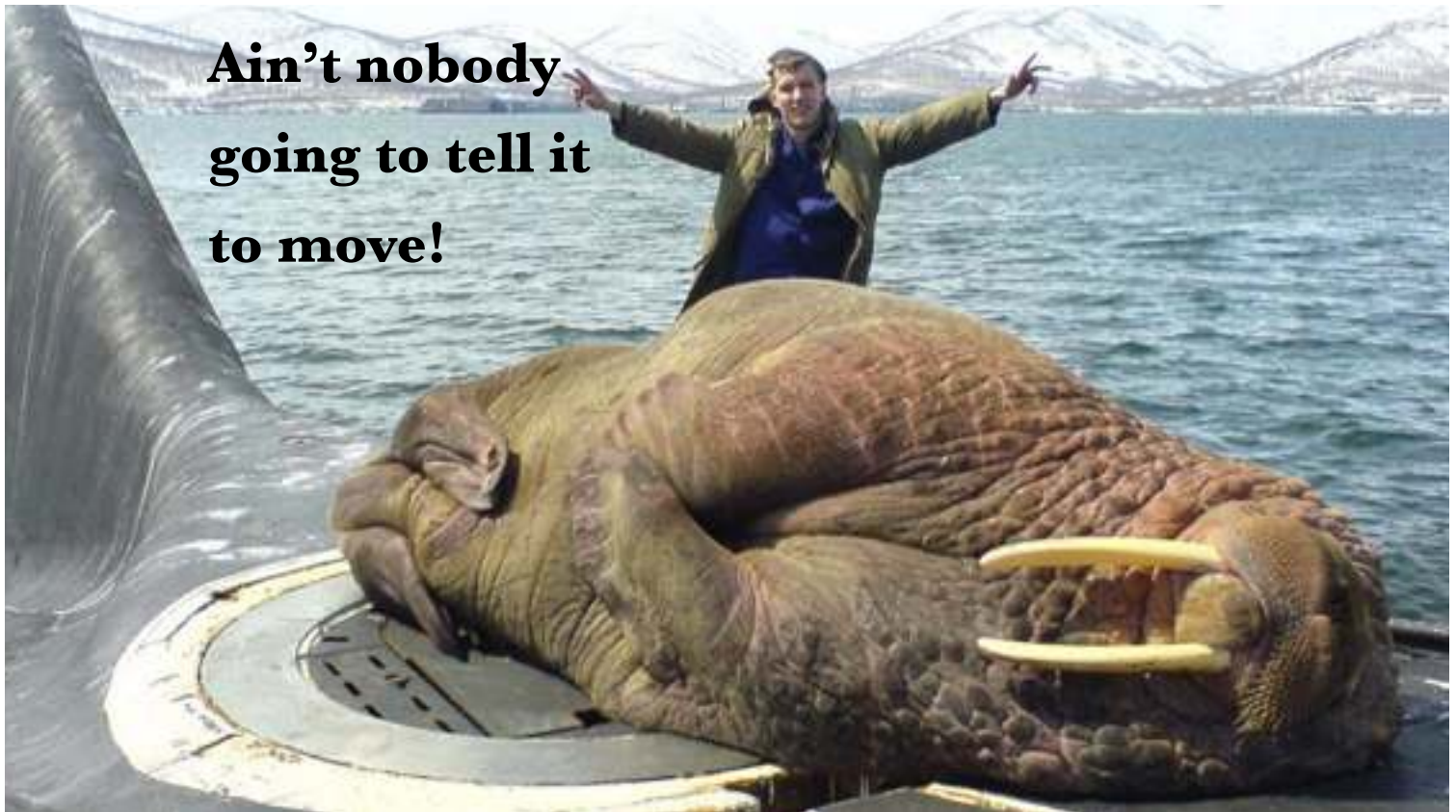
HMCS Nova Scotia, HMCS British Columbia and HMCS Nunavut.

Of mammals and submarines

It is not unheard of for sea creatures to choose submarines for their naps. This walrus chose a Russian sub but the sea lions to the right seem perfectly content with USS Ohio, a Trident class submarine.



**Ain't nobody
going to tell it
to move!**



NOAVI LEAD AND LINE

Excerpts from the letters of Lt Claude Lane Campbell RCNVR.

Intro by Migs Turner

Our thanks to NOAVI member Peter Campbell for passing on the following letter excerpts from his Uncle, Lieutenant Claude Lane Campbell RCNVR when Claude was serving in the United Kingdom area early in World War Two (WWII).

Also our thanks to Barbara James, Lt. Campbell's daughter for giving us her permission for Editor Felicity to reprint her father's excerpts in Lead & Line.

Peter writes: "Claude Campbell was the Vice-Principal of Victoria High School in 1939 when he was recruited by the Canadian Navy looking for competent sailors from Yacht Clubs across Canada. He fitted the bill well having served briefly in the Army in the First World War and had built and sailed a 32 foot cutter rigged yacht locally and off-shore for several years. There was one problem as the Canadian Navy was not accepting officer candidates over the age of 40 for their 90 day training program. The Royal Navy was not so rigid, however and would accept him for their equivalent of officers training program at HMS King Alfred located in Brighton. He was sent to England in 1940 and would, of course, serve subsequently with the Royal Navy. Because of his age and experience, he was commissioned as Lieutenant, RCNVR

Following an abbreviated course at King Alfred and an A/S course at Campbeltown, Scotland, (from where his Great Grandfather had emigrated to Canada with his family in 1832) he was appointed First Lieutenant of HMS. Basset, an A/S configured Trawler based in Harwich and employed escorting in-shore convoys between Newcastle and London on the east coast of England. His introduction to war was rapid for on his first voyage, a German aircraft bombed and strafed the convoy and his Captain was wounded and the signalman standing next to Campbell on the bridge was killed.

Campbell was recalled to Canada in the summer of 1941, working his passage across the Atlantic as the temporary First Lieutenant of a Canadian Corvette escorting a west bound convoy. From then, with one exception when he ob-



Lt Claude Campbell RCNVR

tained his qualification as a specialist navigator, he served continuously at sea in command of HMC Ships until the end of the war. His commands were: ML 053, ML 072 & HMC Ships Charny, Clayoquot, Baddeck, Humberstone & Montreal."

Lt Claude Campbell's Letters 1940

Saturday, Sept. 21, 1940

We should land this afternoon about 6:00 p.m. at a West of England port, as they say in the papers. It has been a rather uneventful trip so far and I think the dangerous waters are about crossed. We have been steering a very zig-zag course for the last few days and everyone has had to carry his life preserver at all times. The boats have been swung out over the water and at the level of the

continued on page 11

NOAVI LEAD AND LINE

main promenade deck and we have had our warmest clothing laid out ready to slip on if possible.

Yesterday morning we had quite a thrill. The ship steamed through a great mass of small logs - a steamer had evidently been torpedoed with a load of mine pit props from Quebec to Wales. Then half an hour later we sighted two life-boats, one on either side, both empty. Everyone looked sort of grim for a while but soon deck sports were resumed and all was as before.

We have had lovely weather, bright sunny days, and much to our disgust full moon-lit nights. For two days it blew hard and there was quite a sea, but for the last few days it has been very smooth - like a mill pond.

I walk about two miles each day, but still do not get enough exercise for the meals we are served. I will enclose a menu in my next letter to show you how we are fed.

Monday, Sept. 23, 1940

Here we are at a most wonderful place. How I wish you and Babs were here - you would love it. I had better start at the beginning and tell you the whole story.

Ten minutes after we arrived in port there was an air raid and we had it hot and heavy for the rest of the night. Nobody slept much on the boat, but in the morning the city seemed just as if nothing had happened. They have had it every night for weeks there, but it is surprising how little real damage is done. In the morning we disembarked and proceeded to London, then down here where we arrived at 20:00 - we only use that system of time here - it was black as ink and we took a taxi to our hotel. The taxi drivers are wonderful - they drive without lights except for a couple of small blue bulbs on each side, and the streets are very narrow.

You would love this place. It is a fashionable summer resort and Harold has been there I think. The town is much larger than Victoria but much the same type. It is where the upper middle classes spend their



Brighton in World War II

holidays and is not industrial at all. There is a grand esplanade faced by rows of beautiful sandstone and brick three story houses - nearly all hotel or rooming houses.

I have a large room with a grand window facing the sea, on the second story front. We eat aboard the ship, which of course is an establishment on dry land, as HMCS *Naden* is the whole Esquimalt establishment. We have three fairly good meals and tea at 4:30 and pay only about one shilling for extras.

It is really a wonderful set up and quite large. The Captain, (and I would like you to realize that in the Service a Captain is practically God Almighty on his ship), is a grand white haired man. He greeted us each with a personal interview. He is a strict disciplinarian but kind and fair - "*Anyone can make a mistake, we all do, but no one must make the same mistake twice*" - (from his speech to the group.) When I interviewed him he could not have been nicer if he had been my father. He asked about my experience, said he was glad to see me here and knew I would make a fine officer. Then as I was leaving he said, "*You look very fit and probably can stand the routine as well as anyone, but in our experience we have found several men of your age crack up in an endeavour to keep up with the young lads. In the P.T. and squad drill if you find*

continued on page 12

NOAVI LEAD AND LINE



Spitfire and Hurricane

the going heavy do not hesitate to drop out for a rest. It will not be held against you and your other qualifications will more than offset any such disadvantage."

Is it any wonder that everyone here swears by him? All our instructors seem of the same type - I think they must have combed the Royal Navy for the very best type of men. You certainly have to hand it to the people in charge over here.

Sunday, Oct. 6, 1940

This is Sunday again and I am sitting in the room. It is blowing a gale outside and very bleak and cold. We finish at 11:30 on Saturdays, so I stepped out yesterday and walked to town about 3:00 p.m. and looked in all the shop windows.

We have an occasional air raid here, and when we do the Spitfires come out like angry hornets and chase off the bombers. These Spitfire planes are the world's best - their only weakness is that they have such a short range they have to give up the chase if it is too long.

When one of our fighters downs a German he comes back over the town and does another roll to tell all and sundry that another bomber has gone to its reckoning carrying up to nine Germans with it. Yesterday we heard the sirens but saw no planes, but about 20 minutes later a Spitfire came over here and went completely crazy - he rolled and looped and zoomed among the chimney pots for 10 minutes then streaked off to

the airfield. Later we learned that he was a Pole, several of whom are stationed at a field near here. Whoever he was he was very pleased with himself, and it certainly cheers up the townsfolk.

Tuesday, Oct. 8, 1940

I feel grand and the P. T. every day is more enjoyable. The food is very plain but good, and I think I will be in better shape physically than I have been for years - not that I was any wreck at that.

This afternoon we had a picnic - our class, 24 Canadians, went by bus to the nearest harbour and took out three boats. Two were whale boats with 6 men rowing and a Cox'n. The other was a motor launch. We were supposed to learn how to handle them, etc. I got detailed to the launch. We ran around all afternoon making landings and coming alongside ships. We did not handle the engine controls, just the wheel. You have to ring bells for the engineer and it makes quite a difference, for there is a time lag that you don't have when you handle your own reverse gear. It was a very enjoyable afternoon.

Monday, Oct. 14, 1940

Well, the weeks fly by - we are starting our fourth here now. We are not worked terribly hard but are kept busy so that the time goes quietly. I am always glad when Sunday comes round.

Sunday morning Ned and I slept in till 11:00, when we got up, shaved and dressed in a leisurely fashion then sauntered out for a meal about 12:30. We went to a restaurant near here but they told us they did not serve luncheon till 13:00, so we went across the street to a Pub, for a glass of ale. It was very amusing to see all the people - husbands and wives - in their Sunday best, many with hymn books and prayer books in their hands, having a quick one before dinner. The place was crowded and all very respectable looking people too.

After lunch we went home and about 15:00 we caught a bus for a ride in the country. We climbed steadily for about an hour till we reached a place called Devil's

continued on page 13

NOAVI LEAD AND LINE



Devil's Dyke is a 100m deep V-shaped valley on the [South Downs Way](#) in southern England, near [Brighton and Hove](#). Devil's Dyke was a major local tourist attraction in the late 19th and early 20th century

Dyke at the top of the Downs. There is a beautiful view from there, and on a clear day one can see five counties. All sign posts and direction boards have been removed, however. There is an Inn there and we had tea and returned.

You should see me doing my stuff on a four inch quick firing gun, doing 20 rounds per minute. The Gun's crew consists of seven men and each one has a special job to do. We have, as instructor, a Chief Gunner's Mate, who in voice and manner makes Mr. Roper seem like Mr. Milquetoast. He gave us a little pep talk like this to begin with:

It usually takes about 3 months to train a gun's crew so that each man really knows his job. You have just three days, and each one of you must be able to take any position at the gun at any time. Last week an officer lost three fingers at the gun by not keeping his wits about him and through forgetting what he was told. Don't let me see anyone slow down to a walk at any time When I shout change round, every man take the place of the next higher number at the gun. When you pass round the rear of the gun do not pass between the

loaders and the breach or you will be smashed against the tray as sure as death - etc. etc. etc.

Then for an hour we operate the gun, which operates with dummy shells and cartridges just as if it were firing. The shells weigh about thirty-five pounds and at the end we are all about ready to drop in our tracks.

The idea, of course, is not that we can really become efficient gunners, but that as officers we should know what is involved and what men must go through when we direct firing operations.

I guess we won't be able to do much more than hang on and stall the Jerrys off til all those Canadian aviators come over next spring. Every day we knock some of them out of the sky, however. Saturday as I walked to town a big truck and trailer came by with a wrecked German bomber on it and a half dozen air force men sitting on the wreck. They had just retrieved it from a field outside town.

Saturday Oct. 26 1940

Well my stay at H.M.S. *King Alfred* has come to an abrupt end. The usual course here is six weeks, and at the end of the fourth week each officer is interviewed by the ICIC (Instructor Commander in Charge). He has all data on your qualifications and progress to date and discusses with you what work you would like to undertake.



HMS King Alfred

NOAVI LEAD AND LINE

I saw him on Thursday and my name was up to go on draft on Friday. I think I must have made an impression, for I have only had four and one half weeks here. He asked me what I would like to do and I told him I had special mathematical training and that I found the navigation most interesting and would like to carry on with that.

He said that the navigation course here was for young men going in for high speed boats, and that no one over thirty was accepted. Then he looked at my card and said, "*I see you have a degree - did you ever take any physics?*" When I told him I had, he said they really needed men with mathematical and scientific training for anti-submarine work.

It is very confidential and secret, but I think it is common knowledge that we possess instruments which are being fitted to warships, trawlers, yachts, etc., which can detect the presence of a sub. at a distance of one or two miles and also tell its direction. Specially trained young seamen are used to operate the instrument and an officer is in charge of them. He plots on the chart the position and direction of the U boat, and after applying corrections for deviation, etc. etc., directs the ship for the sub, at a fairly high speed. When near, depth charges are dropped and it is just too bad

for the sub, we hope. The work should be very interesting and exciting. I told him that sounded like something I could do, and before I could turn around my name was posted to proceed to the training centre. (There is a good deal of navigation in it too.)

I am going to Scotland today, but it is no use giving you my new address because by the time this reaches you and a letter gets back to me I shall have left again.

Friday Nov. 1 1940

I am writing this in bed, with my flannel pyjamas, my white sweater and my grey wool sox on. I sleep in that outfit every night and manage to just keep comfortably warm. Dick Hart, a boy from Bellville, Ontario, and I room together. He is a very nice lad, 33 years old, with a wife and two small boys at home. Today we ordered a hundred weight (112 lbs.-3s. 1d.) of coal to be delivered at the Hotel.

The A.S.D.I.C. work is so confidential that we are allowed no books, and any notes we take have to be turned, in at the end of the course. This week finishes up our theory and next week we go to sea each day and actually hunt one of our own submarines. I also spend one day on the hunted sub. to get his angle and manoeuvres. Boy am I looking forward to it!

continued on page 15



Ottawa
NAC Conference 2014
Submarines: Past, Present and Future
at the National Arts Centre 2 October 2014

www.navalassoc.ca

Presented by the Naval Association of Canada
in recognition of 100 years of Canadian Submarine Service and
in association with the Royal Canadian Navy



NOAVI LEAD AND LINE

There are some interesting castles around here and some very lovely estates. He plan to go for a hike on Sunday - I don't know if these young fellows will walk the legs off me or not. The English lad - Gilby by name - has a run and a cold bath every morning before breakfast. I tell him that is why he can't keep awake in class* It clears up here from time to time, but has rained a good part of every day so far.

Saturday Nov. 2 1940

It is raining cats and dogs outside, as it has done nearly all the time since we arrived in Scotland.

We had quite a fight about the coal fire in our room. The place was very damp and cold and our coats would never dry, so Dick and I went down and ordered a sack of coal from a coal dealer and some chemical fire fighters from the grocer across the road. This morning 112 pounds of coal was planted in our bedroom and the commander-in-chief of the Wrens (Women's Royal Naval Service) was dancing up and down with rage outside our door when we returned for lunch. Of course, if every-one insisted on fires in their rooms die would have to double her staff because these English officers

can't lift a hand to wait on themselves. However, we lit a roaring fire and hid the coal behind the bureau and then haul her in for a chat. We told her we both had weak chests and ware used to the dry cold of Canada, and assured her we would not expect the girl on our floor to do a thing about the fire. We arranged to give the pot boy downstairs two bob a week to remove the ashes each day, so she calmed down and we are to have our fire.

The work here is extremely interesting. I wish I could tell you about it, but anti-submarine work is very confidential and secret. All books, graphs, working sheets, etc. have to be kept under lock and key and we must not give out any details. The instruments are .very complicated and perform wonders, but are so wonderfully constructed that they do everything but think, and with, a little practice one can hardly go wrong.

I am being trained as a Control Officer, which is a special technique of its own and has very little to do with the mechanics of the instruments. It gives me a shiver once in a while to think that in ten days *I* shall be appointed to a ship, in charge of three skilled operators and one especially trained technician for repairs and

maintenance. When a sub is detected I must plot his position, speed, and direction and furnish the Captain with all necessary information so that it may be attacked and destroyed.

My job is more easily and quickly learnt than that of the operator or the technician, but requires intelligence, quick thinking, decision and considerable knowledge of maths and navigation.

Lt Campbell's fascinating memoirs will be continued in the May issue of Lead and Line

THE UNION CLUB OF BRITISH COLUMBIA'S

MILITARY APPRECIATION DINNER

Friday, April 25, 2014 - Reception 6:00pm, Dinner 7:00pm

This special evening will begin with a Reception in our classic Reading Room. Guests will then be "piped" into the Centennial Ballroom where a four-course dinner will be served.

The dress of the evening will be formal or semi-formal for both gentlemen and ladies, including Mess Dress, black tie with miniatures, business suit or equivalent.

The cost will be \$80 per person or \$150 per couple. Please make your reservation through the Club's Front Desk at 250-384-1151 (ext.0). Non-member reservations must be accompanied with credit card or debit card payment. There will be a 72 hour cancellation policy in effect.

Special dietary considerations should be made at the time of making reservation, with a minimum of 48 hours notice required prior to the event.



NOAVI LEAD AND LINE

Wounded Warriors score big time...

Corporal Dominic Larocque (right) is shown competing at the 2014 Paralympic Games in Sochi, Russia as part of Canada's Sledge Hockey team. Cpl Larocque began playing sledge hockey in 2009, two years after being wounded in Afghanistan when an improvised explosive device blew up the armoured vehicle in which he was riding

His wounds resulted in the amputation of his left leg above the knee, and then months of rehabilitation and further surgeries. As soon as he was able, Cpl Larocque began participating in sports. This is Cpl Larocque's first time competing in the Paralympic Games since making the national team in 2010.

He and his team have travelled all over the world thanks to sledge hockey, winning an abundance of medals in international competitions leading up to these Games, including gold at the 2013 World Championships. The Canadian team won the bronze medal against Norway on March 15th.



Photo by Matthew Murnaghan



NOAVI Welcomes new member

Captain Harvey Waddell RCN (ret'd)

Service Officer's report

Mrs. Margaret Bartlett,
Mount St Mary's Hospital,
861 Fairfield Rd.

LCdr. Ted Clayards
Palm South Broadmead Lodge

Lt. Sheila Davis
Oak Bay Lodge, 2251 Cadboro Bay
Rd. V8R 5H3 Ph: 250-595-4844
tinda@shaw.ca

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

LCdr Bill Creighton
Daffodil Lodge, Sunridge Lodge,
361 Bundock Pl. Duncan B.C,
Behind Dairy Queen

Lt Tom Arkell
602 Ross Place Retirement Home
2638 Ross Lane. Ph 250-385-2638

LCdr. Ward Palmer 3101 Dolphin
Dr. Nanose Bay B.C. V9B 9J2
Ph 250-468-7101

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

Captain (N) Robert Peers
Broadmead Lodge

Please phone prior to visiting

In Memoriam

Audrey Boivin (Mrs. Neil Boivin) -
7 March 2014

Michael Wickware 10 March 2014

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