

LEST WE FORGET

HMCS Niobe Day October 21st



Rear Admiral John Newton looks over an anchor unearthed at CFB Halifax

It was an exciting first *HMCS Niobe* Day in Halifax with the discovery of what many believe is one of three bow anchors used to keep *Niobe* in place after the Halifax Explosion. The anchor was buried beneath a demolition site at Jetty 4 in HMC Dockyard.

However not everyone is entirely convinced. One of our readers wrote:

This cannot be the case. Photographs clearly show Niobe was outfitted with three Martin (or maybe Inglefield) pattern close-stowing anchors, stowed vertically. (Sheet anchor to starboard.).



I am assuming they would have been quite similar to the bowers used in the inter-war Kent class cruisers .105 cwt., See Admiralty Manual of Seamanship Vol I, 1937, p.295. which means they would each have weighed in the range of 5000 kg plus.

The recovered anchor is of "admiralty" pattern and said to weigh 900 Kg. The unstudded links of the cable are an interesting feature.

Another reader, George Schober, agrees that *Niobe* had stockless anchors, not like the picture here. He says this anchor was probably used for anchoring mooring buoys or anchors for 19th Century sailing ships.

HMCS Niobe was the first Canadian warship to enter Canada's territorial waters, on October 21, 1910, timed to coincide with the 105th Anniversary of the Battle of Trafalgar.

After patrol duties at the beginning of the First World War, she became a depot ship in Halifax. She was severely damaged in the Halifax Explosion and scrapped in the twenties. Ed



MARITIME MUSEUM NEWS

The Maritime Museum of British Columbia Closed for Moving October 21

Most of the move will be done by professional movers but some things staff and volunteers can manage on their own, like the Museum's collection of ship plans.

The collection contains more than 1,000 ship plans, most of which are original. Stored in large folders four feet by four feet, getting them ready



is time consuming. Each folder is taken out and checked for pests and mold then cleaned with a cotton cloth to remove any dust. Each ship plan is checked to ensure it is packed in the folders

with paper between each piece of paper in the set of plans to ensure there is no movement or rubbing when they are in transit. The folders are then checked for any damage and repaired if necessary.



Approximately 250 ship plans are ready to be transported, just a quarter of what the Museum holds in its collection. The ship plans are the first artifacts that will make their way from the Maritime Museum at 28 Bastion Square in the move process.

They are moving to the old waterfront terminal building on Belleville Street east of the Blackball ferry terminal, at the site of the old Wax Museum.

It is the best tourist location in Victoria, however parking is limited.

Maritime Museum SS Beaver Medal

2014 Recipients

This annual award recognizes outstanding contributions to BC's marine sector. The 2014 winners are distinguished marine historian Dr Barry Gough, long-time curator



of the Vancouver Maritime Museum Len McCann and hydrographer Captain Tom McCulloch. The innovative Sidney-based tethered research submersible known as ROPOS

(Remotely Operated Platform for Ocean Sciences) will also receive a special award.

Beaver Medal Talent Search

The Maritime Museum's *Beaver Medal* committee is looking for a volunteer secretary. Most of the activity happens between late April and mid-June. It involves collating nominations for the award when they are received in late spring, sending a "short list" of nominations to the Selection Committee in May and finally receiving the scoring sheets.

If interested please contact Jan Drent: jandrent@telus.net, 250 598 1661 for more information.

NAC-VI LEST WE FORGET

Remembrance: The inspiration for unique Canadian citizenship

By Gerald W. Pash CD
Citizenship Judge
Retired LCdr

It may come as a surprise that all those that fought under the red ensign in World Wars one and two were not Canadian. Prior to January 1947, persons born in Canada were designated as British Subject domiciled or ordinarily resident in Canada or "British Subject by birth" according to the passport. Canada was the first country of the British Commonwealth to establish by Act of Parliament a unique national citizenship.

The inspiration for unique Canadian Citizenship separate from Great Britain came towards the end of the Second World War in 1945 when then Secretary of State Paul Martin Sr. visited the battlefield cemetery at Dieppe where hundreds wearing "Canada" on their shoulder had been killed only a few years before. The German's had buried "their enemy dead" likely with the help of prisoners of war. The wooden crosses were marked "British Subject." As it was for those who served, many who perished were the children of immigrants to Canada who came at the turn of 20th century. The names on the grave markers reflected the hyphenated populace of English-Canadian, Ukrainian-Canadian, French-Canadian, Norwegian-Canadian and so on. Martin concluded that of whatever their origin by immigration or birth the men buried there fought and died for Canada. He felt that they should be recognized as Canadians.

Subsequently, Martin introduced a bill to the house of commons to establish Canadian Citizenship saying, "For the national unity of Canada and for the future and greatness of this country it is felt to be of utmost importance that all of us, new Canadians or old, have a consciousness of a common purpose and common interests as Canadians; that all of us are able to say with pride and say with meaning: "I am a Canadian Citizen." The first Citizenship Act was enacted on June 27, 1946.

On New Years Day 1947, millions across the northern half of North America became Canadian Citizens. The new Act gave all citizens the right of entry into Canada; Married women were give full authority over their nationality status and treated as independent

from their husband - rather than being grouped with minors, lunatics and idiots "under a disability." The Act was not perfect as it did not include aboriginal people who were added by amendment in 1956.

Two days later, January 3, 1947, in the Supreme Court of Canada, at a ceremony broadcast on CBC Radio and presided over by Chief Justice Thibaudeau Rinfret, 26 people were presented with Canadian citizenship certificates. Just as is the case today, they came from many countries. Prime Minister King was issued citizenship certificate number 0001. Others at the event included Armenian photographer Joseph Karsh and others less notable from Palestine, Poland, Switzerland, Germany, Russia, Yugoslavia, and Scotland. The freedoms we enjoy today in Canada that were founded 800 years ago in the Magna Carta and that are entrenched with the rights of Canadian citizenship in the Constitution Act of 1982 did not come without a cost. Brave Canadians fought and thousands died for these rights and freedoms we hold so dear. Their commitment to Canada is not forgotten and it is not unrecognized. The thousands of citizens that gather at cenotaphs and memorials from sea to sea to sea on



A Chinook helicopter landing on the lawn at Parliament Hill in preparation for the national day of honour in May marking the end of Canada's 12-year mission in Afghanistan. 158 brave Canadians died while on duty in Afghanistan, as did one diplomat, one journalist and two contractors.

NAC-VI LEST WE FORGET

Retired Commander Peter Chance was a guest speaker at a Citizenship Ceremony during Citizenship Week.

He joined Citizenship Judge retired Lt-Cdr. Gerald Pash with Victoria MP Murray Rankin new Canadian Junwei Zheng and Chief Superintendent Michael O'Reilly on October 15



Remembrance Day demonstrate that. Canadians have life for choosing because of the sacrifice that was made and continues to be made by tens of thousands of men and women who fought to establish the conditions that attract millions to line up at our embassies around the world seeking permanent resident status in Canada. Eighty-five percent of those who are admitted will eventually gain citizenship.

On Remembrance Day we are reminded that the first duty of a free citizen is to be prepared to defend their country. We can be thankful that defending ones country today does not necessarily require enrollment in the armed forces or law enforcement. We can defend Canada every day by developing and demonstrating the attributes of good citizenship. That includes taking responsibility for self and family, voting in elections, accepting jury duty when asked, and obeying the law. It also means taking leadership roles to make the neighborhood, city province or territory better and helping others. Just by taking an interest in what the men and women of the Canadian Armed Forces, the RCMP and our diplomats are doing around the world we can contribute to the defence of Canada.

The Oath of Allegiance that is sworn by Canadians in

waiting and members of the Canadian Armed Forces on enrollment are equal in status and force. Both include a declaration of faithful allegiance to the sovereign. The citizenship oath includes the promise to obey the law and fulfill the duty of citizenship. The officer's commission speaks of the Sovereign's trust and confidence that one will discharge their duty. In both cases the notion of doing ones duty is about doing the right thing as much as doing things right. In both instances the Oath is not a one-way pledge.

The Sovereign in the coronation oath has promised to govern Canada in accordance with Canadian law and custom. It is therefore guaranteed that the Crown, the Canadian State will protect our rights and freedoms. Thus the circle is closed with regards to the defence of the nation. Guided by an elected citizenry, citizens protect the state and the citizens are the State.

Canada is a remarkable country that was built by the aboriginal people and those that came later from all over the world. The concepts of service and duty are not old fashioned. There enduring value built this nation. That was true in 1947 - it is true 67 years later in 2014. Lest we forget!

NAC-VI - LEST WE FORGET

Lest we Forget

October 18, 1966

At approximately 2030 hours, two explosions occurred in 12 Mess. The force of the explosion blew the locked cover off the tank containing JP5 and caused a flash fire in the mess. Directly above the mess was a compartment containing ammunition.

The explosion and subsequent fire resulted in the death of three of *Nipigon's* crew. Two of *Nipigon's* crew LS Doyle White and AB Wendall Gray received the



AS Pitt

British Empire Medal for Gallantry for their actions in rescuing those in 12 Mess. Unfortunately three members of the crew died:

Ordinary Seaman Patrick Allan Perrier

Able Seaman Roderick Eric Reade who died of injuries the next day and Able Seaman Thomas Stewart Pitt who died of injuries on October 23rd.

No official reason was ever given for the fire although some have speculated that a leak in the tank of one of the onboard helicopters was a possibility. *Nipigon* was decommissioned in 1998 and sunk as an artificial reef in the St Lawrence River north of Rimouski.

The Oak Bay Commanders

*Three of the Navy's
'Band of Brothers':*

*Migs Turner, Mike
Page and Phil Bissell
as published in the 19
March 2010 Oak Bay
News"*



Photo by Oak Bay News Photographer

2015 Canadian Naval Heritage Calendar

>> A CENTURY OF ACHIEVEMENT



8.5 x 11 inch folded



The full colour 2015 Canadian Naval Heritage Calendar A Century of Achievement is now available through HMCS Sackville Gift Shop, CANEX stores and other outlets.

Produced by the Canadian Naval Memorial Trust, the calendar captures our rich naval heritage. It includes photos, paintings, graphics and text depicting

- Ships, naval leaders and heroic actions of the Royal Canadian Navy.
- Significance of the Battle of the Atlantic as embodied in the architecturally-striking Battle of the Atlantic Place to be developed on the Halifax waterfront.

The calendars have arrived – and are available for sale from Mike Morres at this week 250-592-8897 or email mfmorres@shaw.ca to arrange pick-up or to reserve or from Larry Dawe Larrydawe2@gmail.com

Cost is \$17.00 with all proceeds going to the CNMT (Sackville). There is no shipping charge nor tax.



NAC-VI LEAD AND LINE BIOGRAPHY



**Capt. Steve Foldesi,
RCN Ret'd, RANR**

**A unique career:
a half-century of
naval service.**

Editor's note: This is a continuation of an article started in the Sept and Oct issues of the Lead and Line (available on our website). Capt Foldesi has agreed to retire early and open up the lists for more captain promotions.

By Dave Freeman

This tallied with long term aims as he and Margaret were planning on building their retirement home on the three quarter acre of ocean front they owned north of Auckland.

“Before leaving *Provider* one more issue deserves mention. Steve had the privilege of training and influencing the career of two very fine junior officers who earned their BWK under his command. One was SLt Josee Boisclair. “I had occasion to tell her parents that in my opinion she was born with a captain’s chair strapped to her bum. She is now Captain Josee Krutz. As a Commander she was the first woman to command a frigate (*Halifax*) and a few years ago named one of Canada’s 100 most powerful women.”

The other is SLt Jonathan Sadlier. He later qualified as a deep draught navigator, eventually emigrating to Australia and joining the RAN. After commanding *HMAS Parramatta* a Meko class frigate, he is about to commission *HMAS Canberra* as the first CO. *Canberra* is a Spanish designed LDD and the largest ship ever to be commissioned into the RAN.”

Four years later on 31 August 1997, on completion of his tour as CDA Canberra, Steve delivered on the Portland agreement. He resigned from the Navy after 33 years of service and mailed in his ID card. In the meantime, he and Margaret came to the conclusion that they would be happier there in Canberra than living on the beach north of Auckland. “After all, we had made lots of friends in the previous four years, our neighbours were actually talking to us and even the supermarket checkout staff recognised us. In other words we had grown roots, something we never managed in Canada due to postings, none of which lasting more than two years.”

At a reception shortly after this change of plans, VAdm Rod Taylor, RAN, Chief of Naval Staff, suggested that Steve may wish to join the RANR. Hoping for part time or part year work as a second career, Steve saw this as fitting in with his aims very well. “After all, at 51 years of age I was far too young to fully retire.”

The RANR welcomed him and immediately enrolled him as a Captain with full seniority back to 1 January 1987. “It was quite humorous at first as I was immediately the third most senior RANR captain in the officers list, yet while I was known by all the brass for my tenure as CDA Canberra, most of my peers and juniors had never heard of me.”

According to Steve, the RAN was undergoing its own personnel shortage problems and, as CNS had predicted, it wasn’t long before offers of employment started to arrive. As an economy measure the RAN created Naval Systems Command

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(NAVSYSCOM), amalgamating all personnel and training agencies, all engineering functions, trial and test establishments and all shore facilities from radio stations to dockyards and naval bases. In other words Maritime Commander Australia (MCAUST) owned the ships; COMNAVSYSCOM owned everything else.

In typical naval fashion, however, the CNS directive creating the new command laid out the Commander's responsibilities yet failed to assign him staff resources to carry them out. This is where the RANR came in and for the next two years Steve became NAVSYSCOM's Director of Change Management, largely responsible for creating order out of chaos. He eventually turned over the appointment to a permanent force commander.

Another serendipitous event put him back on the RANR payroll almost immediately. Successive Senate inquiries had been raking over the coals the Australian Defence Forces (ADF) for years of long delays in the staffing of administrative inquiries and the completion of summary trials and courts martial. Moreover, there was a total lack of documentary follow-up on inquiry recommendations and disciplinary outcomes. As part of the promised fix, the ADF created the position of Registrar of Military Justice (RMJ). Steve was appointed the first RMJ. When the Australian Government decided to abolish the court martial system in favour of an independent and fully transparent Military Court of Australia, the RMJ position was amended to require a permanent force officer of the legal (JAG) branch.

Among his other duties, as RMJ for over five years, Steve had to design, implement and manage two data bases deployed across the entire ADF, accessible in real time anywhere in the world. The new RMJ, however, wanted nothing to do with them. Consequently, the buck was passed to the Inspector General ADF (IG ADF) who held responsibility for the oversight of military justice in its broadest sense. Steve then applied for a newly created position and for the next six years became a Defence public servant in the position of Director Standards and Analysis. Retaining his RANR commission throughout, he occasionally acted as team leader of IG ADF military justice audits of ADF units. When he reached age 65, he resigned from this position but continued to serve in the RANR on post CRA extensions in two year increments. The current one will expire on 25 July 2015.

The RANR continues to keep Steve off the street. Since giving up full time employment in 2011, he chaired the CPO2 to CPO1 promotion board and worked as part of Navy's "Rizzo" team, a government directed project aimed at improving material acquisition and maintenance processes. As this is being written, he is about to become a member of the Defence White Paper drafting team. Upon its completion in May 2015, he will chair one more CPO2 to CPO1 promotion board and then hand in his ID card for the second and last time.

This will end a most successful, rewarding and amazing career, spanning a total in excess of 51 years serving Her Majesty in two navies.

NAC-VI LEAD AND LINE

Notable notes

Thank a Veteran

Our past has built our future, and for those who fought for our freedom the moment is now to give back. Until November 10th, pick up your "Thank a Veteran" card at any Greater Victoria Thrifty Foods. Tell our veterans why you are thankful along with a donation to provide comfort and dignity to the veterans and seniors at Broadmead Care. Give today and make "every moment matter" for those who gave for us. www.broadmeadcare.com

NAC-VI Christmas Luncheon

December 8, 2014
Fireside Grill, 1130 for 1215. **\$30**
No speakers, however we expect the Admiral to bring best wishes from Marpac.

RUSI-VI

Recently, we have co-ordinated with RUSI-VI, The Royal United Services Institute Vancouver

Island Branch to encourage access to each others' wealth of information and have added a link to their website and they to ours.

To view the RUSI-VI website including their very informative quarterly newsletter, please go to www.noavi.ca and click on Other Links.

100th anniversary of the Battle of Coronel.

Guest speaker Rear-Admiral W.S. Truelove,
11:00 AM, Saturday, 1 November 2014
Centre for Dialogue,
Learning and Innovation Centre
Royal Roads University
2005 Sooke Road, Victoria, B.C.

RSVP: (250)-391-2600, ext 4119
Shelley.langille@royalroads.ca



NAC-VI Welcomes
new member
Andrew Ker

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

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

LCdr. Ward Palmer 3101 Dolphin
Dr. Nanoose 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

Irvine Hare - New address
429 – 1665 Feltham Road
Victoria, B.C.
V8N 2A2
Phone 250-853-5493

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