

LEAD AND LINE

NEWSLETTER OF THE NAVAL ASSOCIATION OF CANADA-VANCOUVER ISLAND

RAdm Welland & Arctic Star
Page 4
Niobe's anchor?
Page 6
Christmas in Austerity
Page 7
Russia launches SLBMs
Page 10

NAC-VI
8 Dec
Luncheon


*Christmas Lunch at the Fireside Grill at 1130 for 1215
4509 West Saanich Road, Royal Oak, Saanich.*

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.

*When making your reservation with Larry Dawe
larrydawe2@gmail.com or 778-440-0395.*

Please advise of any food allergies or sensitivities.

LEAD & LINE-PRESIDENT'S MESSAGE



President's Column December 2014

The weather is starting to turn and night comes in earlier and earlier – the folks back east are already in the deepfreeze – all signs that Christmas is coming!

I was going to write some words about the failure of the government to support the Navy etc. etc., but there seems to be enough of that around already (not that it makes the slightest difference to Mr. Harper and his friends). I really would like to say something positive, but it is difficult at times.

BUT, speaking of things positive, I would like to take a moment to introduce you all to the new NAC plan for Community Engagement. Some may remember the old DND Speakers Bureau, and this new program is modeled on that.

As we are all aware, the Navy is somewhat hamstrung by our Pols when it comes to speaking out – so NAC has put together a program of slides and script and other tools to allow us to get the word out.

Our Navy may be limited in what they can say, but we are not, and I hope that this program will be the start of something positive. All branches are now involved, and I have asked David Cooper to take on the job of Coordinator for VI and he has agreed. What we need from you is volunteers to speak, but more importantly

Continued on page 3

NAC-VI 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	Larry Dawe	larrydawe2@gmail.com	DL Associates	Geri Hinton	pege398@shaw.ca
Treasurer	Peter Bey	peterbey@yahoo.ca	Obit Co-ordinator		
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



LEAD AND LINE NEWS

Prime Minister's award

To mark the 75th anniversary of Canada's engagement in WWII, all living veterans can receive a limited-edition commemorative lapel pin -- modelled off of the Victory Nickel minted between 1943 and 1945



near the end of WWI -- and a personalized certificate of recognition signed by Prime Minister Stephen Harper as a symbol their

nation's gratitude. All those who served during the Second World War -- even if just for one day -- are eligible for this latest honour. Request forms for the pin and certificate are available through Veterans Affairs Canada at veterans.gc.ca or by calling 1-866-522-2122.

President's message

venues and audiences. Many of us are involved with service clubs such as Rotary and Lions, and also in many various community organizations - so please consider asking for a visit to your group -- you won't regret it.

So far the program has been trialled in the Ottawa area and the results have been most encouraging. It is being improved daily as feedback is received. If you can

have contacts with organizations in town, or would like to participate yourself, please contact David - You can find his phone number and email address elsewhere in this issue.

Nuff said on serious things -- I do hope to see as many of you as possible at the Christmas Lunch at the Fireside Grill on Monday December 8th.

A Warm welcome to our newest Member
BC Coast Pilot
Dyke Noel

Cover Photo: HMCS Regina in Malta





THE ARCTIC STAR

Rear-Admiral RP Welland, DSC&Bar, Posthumously Awarded the Arctic Star Medal.

By Wilf Lund

The Arctic Star Medal was established by the British government retrospectively in 2012, 70 years after the end of World War II. The Canadian government announced in April, 2014 that the Arctic Star would be awarded to qualified Canadians. The purpose of the award is to recognize British and Commonwealth military and merchant marine personnel who served any length time of north of the Arctic Circle (66deg 32' N) from September 3, 1939 to May 8, 1945 inclusive.

The Arctic Star is intended to commemorate the Arctic convoys and is designed primarily for ships of the convoys to North Russia and their escorts. Commander Bob Welland, the founding Captain of *HMCS Venture*, was in command of *HMCS Haida* in April, 1945 when she escorted the last Russian convoy, JW 66, to Murmansk and the return convoy to UK, RA 66, that arrived on May 8, 1945. Welland therefore quali-

fies posthumously for the medal. Incidentally, so does Ray Phillips who was *Haida's* XO, and *Venture's* founding XO. An extract from Welland's memoirs giving an account of the runs of Russian Convoys JW 66 and RA 66 that encountered fierce resistance from German U-boats and bombers is posted on the *HMCS Venture* website. These convoys were the last to and from Russia in the war.

The terms of application for the award is restricted to living qualified persons or the families of those deceased. However, with the agreement of the CO NOTC Venture, formally designated by Welland as legal custodian of his medals, the Venture Association made application for the medal on NOTC Venture's behalf. The Department of Veterans Affairs agreed that special circumstances existed and approved the application.

The medal was received by the CO NOTC Venture in September. The Welland family was informed of the initiative and the successful outcome. Mike Welland, Bob's eldest son said, "Dad would be happy. He liked medals." The *HMCS Venture* Association Executive agreed to cover the cost of court mounting and that is currently underway. This brings Bob's medal count to thirteen. The medals reside in the Welland room located in the Kingsmill Building at NOTC Venture. They are affixed to a rear-admirals uniform purchased by Bob Welland



from Gieves mounted on a mannikin. Bob's comment was, "My medals are now mounted on a dummy, not much change." The Welland Room commemorates *HMCS Venture*, the naval college that operated from 1954 to 66, and is open for viewing. Simply make your intentions known to Commissionaire Sergeant Jim Sidel at the desk in the foyer and he will direct you up to the Welland Room on the 6th floor.

The Arctic Star (see photo) is a yellow copper zinc alloy in the form of a six-pointed star. The obverse has a central design of the Royal and Imperial cypher, surmounted by a crown. The cypher is surrounded by a circlet containing the words "THE ARCTIC STAR". The ribbon is stripes of light blue, red and white. It will be positioned after Welland's Atlantic Star.





LETTER TO THE EDITOR



Dear Editor,

Firstly, I suspect several will have already drawn your attention to the incorrect date reference for the *Nipigon* incident; namely, October 18, 1965, not 1966.

Secondly, please find below a brief note about that night from an aviator's perspective:

I was John (Stretch) Arnold's co-pilot on *Bonaventure* during the Fall cruise in 1965. In mid October, *Bonaventure* was part of a NATO exercise "Totem Pole" along with the Dutch carrier *Karel Doorman*, the *British Ark Royal*, a number of submarines and several other warships. The British and the Dutch flew day sorties. During this exercise *Bonaventure*, however, carried out sustained day and night operations.

On October 18, 1965, four trackers were cata-

pulted into an early Atlantic darkness in marginal weather. Hours later on closing *Bonaventure* for recovery, FLYCO instructed all four aircraft to hold astern (the Delta) and maintain radio silence. After what seemed an eternity, we were cleared to land aircraft.

At this point, concerned about fuel and mindful of the weather and no alternate, we commenced our approach. My recollection is two rather spectacular night bolters before trapping a wire. Flight crews were really stressed. At debriefing we were informed of the JP5 explosion and fire on board *HMCS Nipigon*. While we were stacked astern, casualties were ferried by Pedro to the carrier and then airlifted by Sea King to the nearest UK burn centre. Three sailors succumbed to burns.

My logbook records five hours for this sortie. I recall having had difficulty getting out of the cockpit. The night might have been easier on crews had we been informed of the problem on first contact with the carrier. I suppose one could argue we did not have "a need to know".

Cheers, Gus Pokotylo



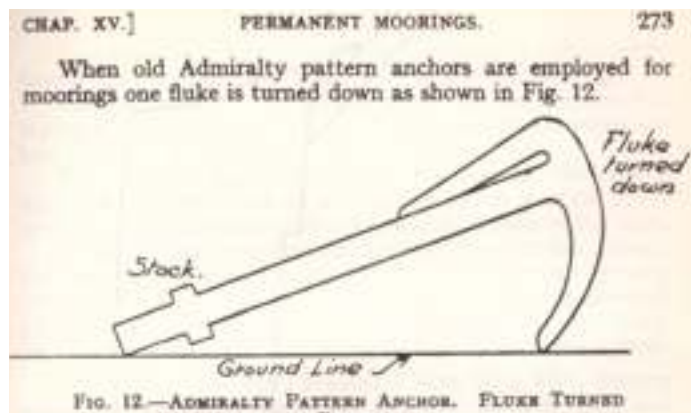
LEAD AND LINE HISTORY CORNER



Niobe's anchor?

By George Schober

Further research in Vol. II of the Seamanship Manual 1932 on AP anchors used for mooring buoys indicates



that such anchors were indeed used for this purpose, but that one of their flukes was turned down. See diagram.

This probably means that the anchor been a ship's anchor, and since "stockless" anchors were first patented in 1821. The chances are that it belonged to an early 19th century vessel -- or an even older ship.

HMCS Ottawa in drydock in the Esquimalt Graving Dock undergoing a mid-life refit. The work is being done by Victoria Seaspans Shipyards. The most famous vessel ever taken into



the drydock was the liner Queen Elizabeth in 1942 to be refitted as a troop ship. The Queen Elizabeth was the world's largest ship (at the time) and was able to carry 15,000 troops. (Can you even imagine?)

Christmas in a time of Austerity

Well, this is just one time you are going to have to indulge your Editor. This story was originally printed in the Lead & Line some 8 years ago while my mother was still alive. She is gone now but what she has to say about the true meaning of Christmas is as true now as it was 70 years ago when it happened.

See reprint below.

Ed.

by Margot Hanington

Christmas of 1946 found us sort of in England. My husband had returned to Canada the day before - baby and I were booked for the following day on the Queen Elizabeth - a remarkable contrast to the daily living in war-torn Britain on a Sub. Lieutenant's pay.

One of the Canadians on course in Portsmouth had introduced us to a fellow student, a Lieutenant in the Greek Navy. On talking to him I was struck by his deprivations and troubles. His pay in sterling amounted to about C\$6.00 a month, out of which came his Mess bill, and little necessities like soap.

In this post War period his country was on its knees. The German occupation was followed by a civil war. In the war years when American bombers tried to oust the Germans, his family's factory and house were bombed out of existence. The ensuing years of misery brought starvation. His fiancée died of this while he was outside the country fighting the Germans. We invited him for tea or something on occasion. I was rather touched seeing him watching our baby with concentration. "Do you like babies Costas?" I asked proudly. "Not at all," he answered quickly, "but she has such little noses."

With the few Canadians left in Portsmouth we planned what treats we could find and invited Costas to join us. One evening we had a discussion about religion and found among six of us, we belonged to The Dutch Reformed Church, Roman Catholic, Anglican, United Church of Canada and now Greek Orthodox.

We planned to go to one of the above and have Christmas dinner before. I had food coupons to use up so provided a small roast, no fowl of any sort being left

in the markets. We agreed it would be most Christian to go to Costas' church, he probably being the most home-sick.

First dinner! None of us were very experienced cooks and Britain in the years of austerity did not enable sophisticated or even imaginative menus. So I would do the 'joint' as it was then called and Barbara volunteered to do the vegetables. She had found potatoes and a big cauliflower. Ruth offered to make Yorkshire Pudding.

One of the husbands had found some questionable wine at the spirits shop so things were looking up. While plonk and 'crisps' were passed around inside I volunteered to put the finishing touches on the meal as I had baby in the high chair eating her rations.

I had saucepans all round, one for the Bisto gravy mix, another the instant coffee (chicory), and a cheese sauce for the veg. The meat had ceased to bleed so must be ready. Into the middle of the platter - potatoes, cauliflower and Yorkshire puddings surrounding it. It all looked so - grey. No parsley or paprika to be found.

With a flash of inventiveness I heated up one of the pots preparing to cover the lot with rich, delicious gravy. It didn't look that good, but it was not so grey, so in we went with the same eagerness the Cratchitts had when their huge roasted turkey was shown around the table. I was busy with the baby, whom I got settled beside me just as the last plate was served.

I heard some funny sounds coming from funny looking faces, so I hastily filled a fork and put it in my mouth.

Have you ever put something in, you were not too sure just what, and tried to guess the flavour? After a long time the light went on, it was coffee all through the meat, squashed into the potatoes, pud-

continued on page 8



A NAVAL CHRISTMAS

Christmas

dled in the Yorkshire Puds. Irrevocably! The meat ration for the whole week!

In quiet desperation we all munched and swallowed until the fiercer hunger pangs were quietened. Then there was a flurry of activity as we cleared the table and prepared for Church, looking forward to the mince pies someone had produced to go with the ugh - coffee, when we returned.

The Church of St. Theodore was magnificent with hundreds of candles and their prelates magnificently attired, incense clouding the air and unbelievable chanting without instruments as is the custom. At one point in the service Costas turned and said, "It was a great dinner!"

Years passed, we lost touch with Costas after about five of them. About 30 years after that we were in Germany for a NATO Meeting. A young Greek Lieutenant came up to us and said, "Vice Admiral Costas Sauterio would like to meet the Haningtons again."

And there he was, somewhat grey, as we were as well, he clasped my husband first to do a catch-up with the Navy, and then turned and took both my hands in his, *Ever since 1946 I would never allow beef to be served without coffee flavoring the gravy!* What a gent!



A rare sight of two Canadian subs sailing together into homeport for the Christmas holidays. Seen leading the pack is HMCS Cornerbrook with HMCS Windsor following. The submarines arrived in the early dawn coming along side in Halifax in Nova Scotia 2006.

The Arion Male Voice Choir

Featuring soloist Mary Kirkwood

Sing Out The News

Friday 7.30 pm - Dec 12, 2014

Centennial United Church

612 David St at Gorge Rd

Tickets \$15 in advance - \$20 at the door

Accompanied children under 12 free

Tickets available from Choir Members or at the door

For further information call 250-475-0072

Supported by Fidelity Investment, IA Clarington, Renaissance Investments, GreenShield Canada, Staples, Retirees Dental Plan, Country Grocer, Fairway Market and Thrifty Foods.



LEAD AND LINE NEWS

HMCS Nanaimo sports new towfish

The Route Survey System Life Extension (RSSLE) project, which aims to deliver both shallow and deep water route survey systems for the Kingston class coastal defence vessels, is nearing fleet introduction as builder trials are set to begin on the west coast.

The photo shows the configura-

tion of the new system on-board HMCS *Nanaimo*, which marries the government furnished Route Survey Towed Handling Device (THD) with the project supplied Aurora towfish, which is equipped with a side-scan sonar for deep water survey work. A second Aurora tow

fish can be seen partially assembled on the starboard quarter aft of the rescue boat.



In Memoriam

31 Oct Adelaide Semmens

1 Nov Peter Cox

1 Nov Jacquelyn Gibbs

5 Nov John (Stretch) Arnold



LEAD AND LINE NEWS

Russia launches test SLBM



Last month, *Yury Dolgoruky* launched a Bulava missile from a submerged position in the Barents Sea and hit its target at the Kura test site in Kamchatka in the far east. This feat was repeated last week when a second Borei class submarine, *Alexander Nevsky*, launched its own test missile successfully. The Bulava missiles, designed for this class, had been plagued with difficulties dur-

ing initial testing but seem to have since improved.

Yury Dolgoruky can carry 16 Bulav missiles, which each can carry ten nuclear warheads. The vessel was taken into service in the Northern Fleet in January 2013, accompanied by a Twitter from the Russian Deputy PM *Tremble, bourgeoisie! You're done with.*

The Borei class is to replace the Delta III, Delta IV and Typhoon classes. (The US and Canada provided 80% of the money to scrap



the older Typhoons.)

Yury Dolgoruky is the first of a total of eight Borei class submarines that Russia plans to build by 2020.

Facts courtesy Wikipedia -Ed

Vietnamese Navy trains at Victoria airport

In 2010 Viking Air sold six new Twin Otter Series 400 aircraft to the Vietnam Navy, and part of the contract include training the pilots and mechanics. Students come here for a 6 month English language training followed by 14 months



of pilot training, including 500 hours of flight time and 1890 landings. The first graduates (see above) celebrated this summer. The Twin Otters are the first Western-based aircraft purchased by the Vietnamese Defence Ministry. Ed

FURTHER TO CORONEL



Counterpoise to Coronel: 8 Dec 1914

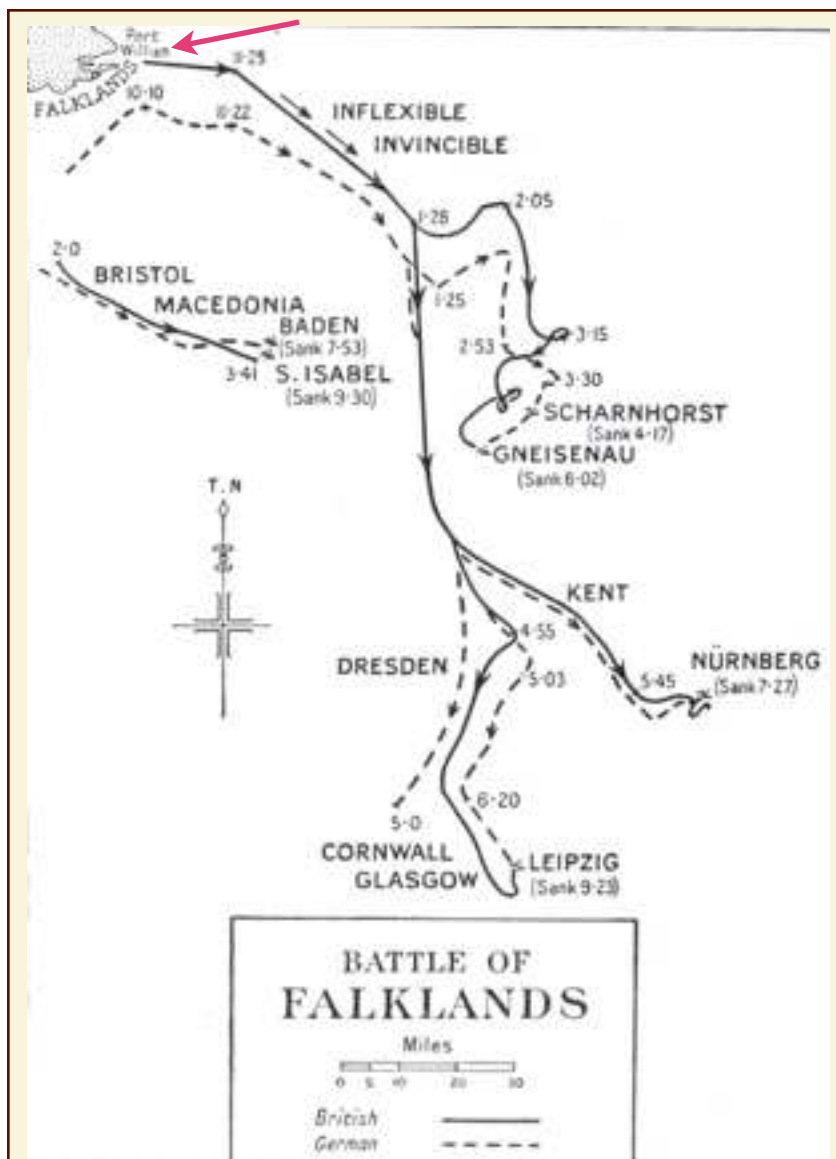
by Larry Dawe

The superior hunting force under VAdm Sturdee in 8x12", 26 kn battle cruiser *Invincible* with *Inflexible* and 4x 6", 25 kn armed cruisers: *Carnarvon* (7.5"), *Cornwall* & *Kent* plus 2x6", 25 kn light cruisers: *Glasgow* & *Bristol* were surprised while coaling in Port William harbour. The recently victorious (Coronel 1 Nov), *Adm Graf von Spee* in 8x8" 23 kn armed cruiser *Scharnhorst* with *Gneisenau* and 10x4", 23 kn light cruisers: *Leipzig*, *Nuremberg* & *Dresden* (turbine) were also surprised; having no idea that the 2 UK signature-tripod-mast ships were not still in the North Sea, despite their recent appearance in Rio.

Presuming Port William undefended, von Spee intended to land, destroy the British wireless station there and capture the Governor; but saw Sturdee's force at anchor and tried to run. A shore lookout had seen him too. Sturdee sailed.

With a 5 kn advantage, *Inflexible* & *Invincible* easily overtook von Spee and despite inferior gunnery, ("slow, ragged & inaccurate") but with both slight speed and slight range advantages, Sturdee was able to manoeuvre to maintain the "gun-gap" at that most favourable to him. Occasionally he allowed his range to close dangerously, giving up his technical advantages and took some unnecessary hits with the cost of several lives.

By 2130, three separate actions had completed within 100 miles of Pt William:



General Plan of the Battle of the Falkland Islands, 1914

The plan shows the course of the engagement from the morning of Dec 8 when the British ships, under Admiral Sturdee, left Port William, until the sinking of the last German ship, the *Leipzig* at 9:23 pm. The *Dresden*, the only German ship to escape, is shown bearing away to the south-west at 5:00 pm

Invincible and *Inflexible* (having expended 1164, 12" rounds between them) sunk *Scharnhorst* & *Gneisenau*; *Cornwall*, *Glasgow* & *Kent* (expending nearly 2,000, 6" rounds among them) had sunk *Nuremberg* & *Leipzig*,

(*Dresden*) escaped and *Bristol* had sunk the colliers *Baden* & *Isabel*.

For this I have relied very heavily upon Byran Elson's excellent book *The First To Die*, Formac Halifax, 2010

2015 Canadian Naval Heritage Calendar

>> A CENTURY OF ACHIEVEMENT

2015 Calendar / Calendrier 2015

Patrimoine naval
A CENTURY OF ACHIEVEMENT / CENT ANS DE RÉALISATIONS



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.

CANADA'S
NAVAL MEMORIAL
HMCS SACKVILLE
MÉMORIAL NAVAL
CANADIEN



NAC-VI LEAD AND LINE

The Tower Poppies

Poppies encircle London's iconic landmark, which has served as an armory, a treasury, the home of the Royal Mint, and now the current home of the Crown Jewels of the United Kingdom.

Each poppy was made by hand and took three days to make. No two poppies are the same. Artist Paul Cummins made his own sacrifice, losing a finger after a roller that made the poppies crushed his hand. Mr Cummins comment? "Morphine helps." Ed



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. 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



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 250-853-5493 or Peter or Elizabeth Campbell at 250-478-7351