

# LEAD AND LINE

## NEWSLETTER OF THE NOAVI

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### Welcome Naval Officers' Association Delegates!



It is my great pleasure, on behalf of all the members of NOAVI to welcome the delegates and their partners from Newfoundland to BC to Victoria and the Naval Association Conference and AGM.

look for the red labels on their nametags – that is, of course, if you have any spare time!

The program for the Conference and other official business schedule is fairly busy, and we have quite a few weighty matters to discuss, but I am sure that the results will be well worth the effort.

The conference looks to be most interesting and educational, and we have laid on a program for Partner's that we are sure you will enjoy. It will be a great opportunity to renew old friendships and sample what our fair city has to offer.

Those going on the NAC cruise next week have a wealth of scenery, glaciers, city tours and time at sea to look forward to, and having done that cruise before, I know that you will enjoy it!

Victoria has long since shed the “newly wed and nearly dead” image, and those who have not been here for some years will be amazed at the vibrant city that we have become in recent years.

So, welcome again to Victoria and the Naval Conference – I look forward to talking with as many of you as possible during the few days that we will be together!

There will be lots for you to do and see in your spare time – just check out the NOAVI Concierge Desk in the Hotel – they will be happy to advise you, as will any member of our Host team – just

Yours aye

**Cdr M. F. Morres RCN (ret)**  
President NOAVI



# NOAVI LEAD AND LINE

## Victoria – a Changed, yet still Charming, City

**Kevin Carlé, VP NOAVI**

As Mike Morres, President of the Naval Officers' Association of Vancouver Island (NOAVI) indicated in his message for this issue of Lead and Line, Victoria has shed many of the old expressions that were used to describe her. That said and as you will survey the Inner Harbour from the Laurel Point Inn, you will note that Victoria is still known as the City of Gardens.



Maritime Museum



Fisgard Lighthouse

This article is really directed to our visitors who will be in town for the NAC Conference and AGM. I beg the indulgence of our regular NOAVI readers.

Some of you who have spent time in Victoria may remember what the Inner Harbour was like over 40 years ago. I do.

Then, the Johnson Street Bridge (aka The Blue Bridge) was painted black. There were no condos and hotels around the harbour other than the Empress. The site of the Laurel Point inn used to be a paint factory. Across from it looking at what is now the Delta Ocean Point, large cement footings on the rock are all that remain of a rather ugly water tower. Then



Royal BC Museum



Butchart Gardens

looking west down the harbour to Esquimalt, there were a number of large petroleum tanks. And the lovely walk way that encircles the harbour wasn't there.

So, much has changed in this gem of a city. It hasn't always been an easy transition, We have had a 40 year discussion as to what the harbour should be. Should it remain a working harbour? Should it be used mainly for recreational activities? Should the noisy and smelly seaplanes continue? Should there be more condos and hotels?

I believe that it must remain a working harbour because it plays a vital part for the economy. If it didn't remain a working harbour, it would simply die.

That said and when you look at the entire harbour system, from the outer harbour where cruise ships berth (over 200



Beacon Hill



Craigdarroch Castle

each summer), the inner harbour, past the Blue Bridge to the upper harbour and then the Gorge waterway – we have managed to achieve a reasonable balance where all expectations have been met – for the most part.

What is new? Well the walkway that surrounds the harbour has been officially named as David Foster Way in honour of this Victoria lad who has made a musical difference for so many and who, through the David Foster Foundation, does some marvelous charitable work.

And the Canadian Pacific Railway Steamship Terminal Building, which had been the home of the Wax Museum for

# NOAVI LEAD AND LINE

years, has just finished a massive renovation. It will feature a number of attractions including the Robert Bateman Centre where 160 of his works will be featured.

And what's around the corner?

The Johnson Street Bridge is being replaced by a newer draw-bridge. You may notice that the rail portion has already been removed and construction for the new bridge will start this June.



Fort Rodd Hill



Belfry Theatre



Parliament Buildings



BC Aviation Museum

And, the green light seems to have been given for a new marina in the Inner Harbour which will attract large "Mega Yachts".

So, if you get a chance to get out and about from the NAC Conference and AGM, I recommend that you walk around the harbour or, take a tour in one of the Victoria Harbour Ferries. I am in my second year as a Skipper and so, maybe I will see you on the water. Cheers!

## NOAVI EXECUTIVE COMMITTEE

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# NOAVI LEAD AND LINE

## The RCN on the “Left Coast” – a “Sandy Bottom” no more!

### Kevin Carlé, VP NOAVI

Well if you think that Victoria has seen some changes, you should see what has happened to the RCN here on the Left Coast!. In fact, there has been a sea-change over the past few years.

Who would have thought that Maritime Forces Pacific would have been the “centre of excellence” for Canadian submarine operations? Three of the four boats are on this coast and soon, they will all be operational.

Work Point Barracks that had once been the home to the Third Battalion, Princess Patricia’s Canadian Light Infantry, is now the home for Venture The Naval Officer Training Centre. There you will find new buildings and a modern bridge training simulator that surpasses most video games.



### NOAVI 24 June Luncheon

*Guests - spouses, friends, family  
are most welcome at our luncheons*

*Lunches are at the Fireside Grill at 1130 for 1215  
4509 West Saanich Road, Royal Oak, Saanich, cost \$25.*

**24 June - Our NOAVI AGM. Come out to our AGM, enjoy a delicious luncheon and see your friends at the final meeting before the summer break.**

*Reservations to Bud Rocheleau, 250-386-3209 or  
[bnhrocheleau@shaw.ca](mailto:bnhrocheleau@shaw.ca) by noon on Thursday 20 June.*

*When making your reservation, please advise of any food allergies or sensitivities if you have not already done so.*

Naden is an open part of the base and if you have the time, I recommend a visit to the CFB Esquimalt Naval and Military Museum where you will also find a great gift shop. Or, why not take advantage of visiting the Base through a free guided tour?

There are a number of ways you can do this.

Due to extensive construction, in-lieu of Bus tours the Navy is offering guided Museum Tours (about 90 minutes) and Walking Tours (2 hours) of Naden. The tours start at Museum Square and are conducted on weekdays at 11 a.m. from now until August 23.

The former Yarrow shipyard property is now controlled by CFB Esquimalt and now, the Dockyard and Naden are connected by road. The Kingston Class coastal patrol vessels are berthed in this area.

***Your RCN today – worth visiting!***

# NOAVI LEAD AND LINE

*The largest ship 100 years ago versus the largest ship today!*



In 1912 the infamous *Titanic* was the biggest ship in the world. This clever image, comparing the 46,000-ton *Titanic* to the biggest liner afloat today, the 225,000-ton, *Allure of the Seas* of Royal Caribbean. This monster is 362m long (1,181 ft) and weighs 100,000 tons, slightly less than the *Nimitz* aircraft carrier. She is equipped with telescoping funnels to

pass underneath bridges.

The ship features a two-deck dance hall, a theatre with 1,380 seats and an ice skating rink.



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!



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## NOAVI FEATURE ARTICLE

## Fireball in the Sky

By Stan Brygadyr

No it wasn't a meteor, and it wasn't a UFO, but it was very bright, very loud, very close and very scary! It was the night of 01 December 1973 when I launched in an Argus from Greenwood, NS (with a crew of 16) and headed south over Yarmouth enroute to a patrol covering the Western Atlantic from Nova Scotia to Bermuda.

Shortly after passing Yarmouth, and bidding Air Traffic Control a "good-bye" (for 16 hours or so!) we immediately encountered a stormy area of sleet and ice-pellets. Soon we could hear "static" building-up in our earphones, a certain indication that the aircraft was becoming "charged" with static electricity. I was about to change altitude so as to get out of this hazardous condition when a brilliant flash occurred and a very loud "boom" heard on the intercom.

For a split second I thought that our 24 tons of AVGAS had exploded, but fortunately it was only (!) a lightning strike on the nose, obviously attracted by the static "fireball" about two feet in diameter to roll through the cockpit, down the center aisle to mid-aircraft, turn left 90 degrees and roll down the starboard wing and fall into space!

After a few seconds of silence, we all realized that we were still flying, our four engines (13,400 horses) were humming just fine, and we had just experienced a most unusual phenomenon. Because of the probability of serious electrical damage, especially to magnet compasses, I turned the aircraft around and said "hello" to a surprised Air Traffic Centre (Moncton), and received a clearance back to Greenwood. We dumped about ten tons of fuel to get down to landing weight and ended our expected 18 hour patrol with a 2.5 hour lifetime experience.

On later investigation the only damage to the aircraft was a pattern of burn holes in the nose plexiglass. For



**Fireballs in the sky are fairly common. This year two have been buzzing around solcical sites and widely reported in the news:**

**16 Feb Chelyabinsk (10 ton meteor caused significant damage) and;**

**9 May for a fortnight over the UK (a sprinkling of small debris thought to be left behind from Halley's**

**Comet caused a number of sightings of fireballs, or sometimes just little streaks in the night sky). There are about 40 meteors of a metre or more, which enter the atmosphere each year.**



you travellers-by-air, you can take comfort in knowing that lightning strikes on aircraft are a very infrequent occurrence, and when they do occur they very, very seldom do any significant damage (and that's an historical fact!)



# THE BATTLE OF THE ATLANTIC

## The sinking of HMCS Regina

*The following letter was received by Admiral Maddison in the wake of this year's commemoration of the Battle of the Atlantic. It is reprinted in its entirety.*

April 30, 2013

Dear Mr. Maddison,

Thank you for your recent letter with the kind words and expressions of gratitude from the Royal Canadian Navy for my role in the Battle of the Atlantic during WWII.

The sinking of *HMCS Regina* on August 8, 1944 is still fresh in my mind. Even after almost 70 years the incident sometimes seems like it happened yesterday.

At many reunions over the years, most of the attending survivors discussed the fact that there would have been no survivors had it not been for the quick action of LS Thomas de la Haye Malone.

He had set the depth charges safe seconds before the torpedo struck *HMCS Regina*. Without his action, no one would have survived the explosion. Unfortunately, LS Malone did not survive and was washed ashore near Poundstock, England where he and two other sailors from the ship are buried in a churchyard.

Myself, as well as all the other surviving crew members, felt that LS Malone should have received the Victoria Cross for saving 60 lives who would have perished had he not acted so quickly.

Despite the tragedy, I enjoyed my years in the Royal Canadian Navy. I was always treated well, and was extremely proud to wear the RCN uniform.

I often recall two highlights that happened after the ship was sunk and we were recovering at *HMCS Niobe*, Scotland. In September, 1944 about 15 of us



Namesake:	<a href="#">Regina, Saskatchewan</a>
Builder:	<a href="#">Marine Industries. Ltd., Sorel</a>
Laid down:	22 March 1941
Launched:	14 October 1941
Commiss- ioned:	22 January 1942
Decommis- sioned:	8 August 1944
Honours and awards:	Atlantic 1942-44, Gulf of St. Lawrence 1942, Mediterranean 1943, Normandy 1944, English Channel 1944
Fate:	Torpedoed and sunk on 8 August 1944 by an <a href="#">Unterseeboot U-667</a> off <a href="#">Trevose Head</a> at 50-42N, 05-03W. 30 crew members were killed.

# THE BATTLE OF THE ATLANTIC

were well enough to return to Canada and were put on board the *Queen Mary* for the 5 day crossing.

British Prime Minister Winston Churchill and his staff were the only other people on the ship. He was going to the second Quebec Conference in Quebec City. We saw Churchill daily when he walked after lunch on the promenade deck. We never talked to him, but he always tipped his hat and gave us the "V" sign.

Of course he always had a cigar in his mouth too. We did meet and talk to Admiral Cunningham (at that time he was part of Churchill's staff and the First Lord of the Admiralty). He immediately put us at ease and shook hands with each of us. He said in all his naval career, starting at age 13 as a boy seaman, he had never experienced a disaster like the one we had gone through.



*Churchill gives the V sign while onboard the Queen Mary with wife Clementine*

He also expressed his sorrow for the loss of our ship-mates. He then gave us a talk about pursuing a career in the Navy after the war. I often wish I had followed that career path. We all agreed Admiral Cunningham was a "class act" and a gentleman. These are just two incidents that I feel were very significant in my life and something I will cherish in my memory forever.

Again, I want to thank you for the letter. I feel honoured and privileged to have received a personal letter from you, Vice-Admiral, Commander of the Royal Canadian Navy. To me it is like receiving a medal. Thank you Sir.

Best Regards, Don McIntosh  
RCNVR Survivor *HMCS Regina K234*

## NOAVI ANNUAL GENERAL MEETING

*In preparation for the Annual General Meeting the President has issued the Annual Call for volunteers to serve on the Executive Committee and for proposed resolutions to be tabled at the next NOAVI AGM. Please forward any nominations and/or resolutions to the Secretary - Bud Rocheleau at 250-386-3209 or ["bnhrocheleau@shaw.ca"](mailto:bnhrocheleau@shaw.ca).*

## NOTICE OF NOAVI ANNUAL GENERAL MEETING

Notice is hereby given that the 66th Annual General Meeting will take place at the Fireside Grill 4509 West Saanich Road, Royal Oak, Saanich, BC on Monday, 24 June, 2013 on completion of the Luncheon.

1. To consider, and subject to any necessary amendments, approve the minutes of the 65th Annual General Meeting held on Mon 25 June 2012;
2. To receive the report of the President;
3. To consider and approve the financial statements for the year ending 31 March, 2013;
4. To appoint auditors for the year ending 2013;
5. To ratify and confirm the actions of the Executive Committee and Officers for the year 2012/2013 and to authorize the Executive Committee to take action on behalf of the Organization for the year 2013/2014; and
6. To transact such business as may be properly brought before this meeting.



# NOAVI LEAD AND LINE



## Honking Great Battleship Flag is Spanish

This enormous flag was flying from the back of a 74 gun Spanish warship, *San Ildefonso*, as it fought against the British fleet led by Nelson at the Battle of Trafalgar. So impressive was it that it was hung from the roof of Saint Paul's Cathedral during Nelson's funeral service on January 9, 1806, alongside a French flag also captured at Trafalgar, to symbolize the great victory Nelson had won with his bravery, his superior strategy and, finally, his life.

It is held at the National Maritime Museum in Greenwich and bears red and yellow stripes, with the arms of Castile and Leon in the middle. The name of the ship is written on the hoist in ink: *San Ildefonso*. It has holes in it from where it was shot at during the Battle of Trafalgar, and is frayed on the edges from flapping in the wind.

The flag, as you can imagine, is very fragile (made of wool) and so is kept permanently in storage. It is also enormous, at 10 metres long and 14.5 metres wide (33' x 47') and so cannot be displayed. The museum has never displayed it officially but admits to hanging it for one day



from the front of one of the main museum Buildings in the 1960s. It is so big that it STILL trailed on the ground. Museum officials reluctantly admit they probably couldn't get away with that today.

### *New Plaque to honour Ambassador Alan Beesley and the UN Law of the Sea Treaty*

Canadian diplomat Alan Beesley (1927-2009) played a key role in the successful negotiation of the landmark UN Law of the Sea Convention signed in 1982. A plaque commemorating this distinguished native of BC and the Treaty will be unveiled on the exterior of the Maritime Museum 1630 Wed June 5.

A reception will follow inside the museum. NOAVI members are cordially invited. Dress business attire. Please indicate attendance to [rsvp@mmbc.bc.ca](mailto:rsvp@mmbc.bc.ca)

# NOAVI LEAD AND LINE

## Royal Canadian Navy adopts new naval ensign *as of May 5, 2013*



The Jack staff (bow), where the Naval Jack is flown while alongside, moored or at anchor.

The Masthead (top center of ship), where the Commissioning Pennant is flown, and where the Naval Ensign is flown while at sea.

The Ensign staff (stern), where the Naval Ensign is flown while alongside, moored or at anchor.

### There is more than one way to take your leave



While many head down south to relax on the beach, Lieutenant-Commander James Salt chose instead to shovel monkey droppings.

He had four weeks of leave to use up and decided instead of a traditional holiday, or staying in his Ottawa home, he would volunteer his time in a Costa Rica animal rescue park. The Monkey Park Animal Rescue Centre in Portegolpe, a small town on Costa Rica's Pacific coast, relies on international volunteers to help treat injured wildlife and return some to the wild. LCdr Salt visited December 29, 2006-January 25.

"Six days a week I was feeding, cleaning and repairing the cages and environments," said LCdr Salt, 38. The work was hard, dirty and often challenging. "Try hopping into a croc's tank to clean it while the croc's still in it!"



# NOAVI LEAD AND LINE

## Leave it to Canada to do something *nice* with drones.

*This article is reprinted from the Web and was written by Gabrielle Bluestone*

Royal Canadian Mounted Police announced Friday that they were able to save a 25-year-old man's life by using a [small drone helicopter](#) to locate him after his vehicle rolled over in near-freezing temperatures. Because who knew drones could be used for [non-killing purposes](#) other than [filibustering](#) and [terrorizing Brooklyn](#)?

The drones came into play early Thursday morning after RCMP responded to a car crash but were unable to find the injured driver. After fruitless ground and air searches, police recieved a 2:10 a.m. [911 call](#) from the driver saying that "he was cold, did not know where he was and could give no directions to his location. He was only dressed in T-shirt (no jacket), pants and had lost his shoes."

Using the GPS coordinates from that call, the Mounties first sent out more traditional responses, including air ambulances with night vision and searchlights. But by 3 a.m., when they were still unable to locate the driver, they launched a small Draganflyer X4-ES helicopter drone with infared vision (like with [Dzhokhar Tsarnaev](#), except in an unmanned and cute way).

The drone quickly identified three heat signatures, one of which turned out to be the driver, curled up



unresponsive in a ball at the base of a tree next to a snow bank. Police say without the drone they would not have been able to locate him until daylight. If you're interested, RCMP has also published a [video](#) of the rescue.

And it's not just our mounted neighbors upstaging our drones — other countries are also pushing the idea that drones can be used for good — [dropping beers](#) at South African music festivals, for example. But adding to Canada's overwhelming niceness, this [might be](#) the first (public) occasion of a drone being used to save a person's life by finding them in time to provide medical attention.



# NOAVI LEAD AND LINE

## No two are the same... but what are they!

**By Mathew Dawe**

Waste fragments from a glass workshop?  
Research materials for marine biology?  
The contents of a beachcomber's bucket?

The answer is infinitely simpler: they are grains of sand. However, the images have been so highly magnified (240x) and clarified as to be unrecognizable.

Far from being mere ground-up rock, as believed by many, sand is actually a veritable goulash of microscopic crystals, tiny fragments of coral, volcanic residue, and even the shells of minute organisms such as protozoa.

Indeed, on tropical beaches especially, the majority of the sand is composed of coral and the discarded shells of marine life (biogenic sand).

On some beaches, the sand can even contain millions of tiny precious gem crystals,



such as sapphires so small as to only be recognizable under a microscope.



## NOAVI LEAD AND LINE



## Canada in a Maritime Century

*An address by VAdm  
Maddison, Commander  
Royal Canadian Navy,  
at Royal Roads.*

Date: Tuesday June 4

Time: 1:30pm – 2:45pm  
Place: Hatley Castle Drawing Room  
Dress: Civilian -Business attire  
Military -No. 3 Service dress or Summer Whites

Space is limited so please RSVP at your earliest convenience to Shelley Langille via 250-391-2600, ext 4110 or [shelley.langille@royalroads.ca](mailto:shelley.langille@royalroads.ca) if you have any questions

*Those of you who read the last issue of the Lead and Line know that there was a ceremony held at the Royal Oak Burial Park, to commemorate the wartime service of LCdr Rowland Bourke, one of just four naval personnel to receive the Victoria Cross during World War One. The ceremony included the unveiling of a new vertical gravestone approved by the Commonwealth War Graves Commission and funded by Veterans Affairs Canada.*

*Pictured below, from left to right are: MWO (Ret'd) Bart Armstrong; Belgian Ambassador to Canada, Bruno Van Der Pluijm; Shane Jones, a descendant of LCdr Bourke; and Cdr MARPAC.*



Vice-Admiral Maddison was commissioned in 1980, and earned his Bridge Watchkeeping and Above-Water Warfare qualifications in HMC Ships Terra Nova and Qu'appelle.

Vice-Admiral Maddison's sea-time has been equally divided between Canada's Atlantic and Pacific Fleets, including Combat Officer of HMCS Skeena (1988), Executive Officer of HMCS Winnipeg (1994), and command of HMC Ships Calgary (1997) and Iroquois (2002). Other sea-going appointments have included: Staff Anti-Submarine Warfare Officer to NATO's Commander Standing Naval Force Atlantic (1989), Staff Weapons Officer to the Commander Canadian Task Group deployed to the Persian Gulf (1991), Combat Officer Sea Training Atlantic (1992), Executive Officer Sea Training Pacific (1996), and command of the experimental Standing Contingency Force (2006).

Vice-Admiral Maddison's shore appointments have included: Aide-de Camp to the Governor General (1985), command of a joint Space Control Center crew in Colorado Springs (2000), Director General Maritime Force Development (2005), and Assistant Chief of Military Personnel (2007).

In 2008 Vice-Admiral Maddison was appointed Commander Maritime Forces Atlantic and Joint Task Force Atlantic in Halifax NS. He returned to Ottawa in 2010 to serve as Deputy Commander Maritime Command and Assistant Chief of the Maritime Staff.

An avid hockey enthusiast who still straps on the blades when he can, Vice-Admiral Maddison also enjoys watching Aussie Rules football, keeping fit, studying naval history, fishing with his son, discussing the meaning of life with his daughter, and actively seeking that ever-elusive work-life balance that would enrich all of the above. He met his love Fay on a blind date during a port visit to Hong Kong, and humbly admits that only through Fay's personal sacrifice and unselfish commitment as a military spouse has he been able to stay young at heart and serve Canada in uniform for so long.

Vice-Admiral Maddison was promoted to his present rank and assumed Command of the Royal Canadian Navy in July 2011. Since then he has been very active within his Command and across Canada promoting his "One Navy" vision along the key lines of: Purpose (the role of the RCN as a treasured national institution for a maritime nation in a maritime century), Platforms (the renewal of the fleet as ignited by the Government's National Shipbuilding and Procurement Strategy), People (our dedicated sailors and their families), and Pride (a legacy of naval service to Canada).



# NOAVI LEAD AND LINE



*Who was it who said the arctic is a barren wasteland?*





# NOAVI LEAD AND LINE

## NOAVI Member Honoured

NOAVI member Don Mann is shown receiving a Veterans Affairs Governor Generals award from the Minister of Defence Steven Blaney last December in Vancouver.

He was then also awarded the Queen Elizabeth 2nd Golden Jubilee medal, Sunday March 17 2013 from the ANAVETS Sidney Museum Unit 302.



Sheldon Rowell, Cdr  
17 May, 2013

Francis (Frank)  
Dayton, Cdr.  
22 May, 2013

## Service Officer's report

Mrs. Margaret Bartlett,  
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LCdr. Ted Clayyards  
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Nursing Sister Catherine Walker  
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Captain (N) Robert Peers  
Broadmead Lodge

*Please phone prior to visiting*

*The visitation committee is in the midst of a friendly blitz by telephone to our associate members. Two new members have joined our ranks Jay Rangel and Jim Leamey. If you are called, please feel free to ask anything you like. If you would like to join us, phone Irvine Hare 250-592-2268 or Peter or Elizabeth Campbell at 250-478-7351*



MORE  
*pageantry*  
THAN A  
CORONATION



JULY 13 & 14, 2013  
SAVE-ON-FOODS  
MEMORIAL CENTRE  
VICTORIA, BC

The Pacific Tattoo is back with a new program of amazing pageantry, music and dance. International bands from Australia and the Netherlands are performing, as well as Police and Fire Service members and massed pipes and drums. Two world-class performances only. Don't miss the show!

For information and tickets, visit  
**[www.pacifictattoo.ca](http://www.pacifictattoo.ca)** or call **250-220-7777**



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