

LEAD AND LINE

NEWSLETTER OF THE NAVAL OFFICERS' ASSOCIATION OF VANCOUVER ISLAND

<i>A Visit from the French</i> Page 3	<i>Bedford Magazine revisited</i> Page 5	<i>Letters from World War II</i> Page 10	<i>Sevastopol's 70th Anniversary</i> Page 15
---	--	--	--

Hemprope Harold

The next generation?

A number of years ago, as Publisher of the naval newspaper Trident, I had the great good fortune to meet and consequently publish the works of that great author and wit Hemprope Harold. Sadly Hemp has shed these mortal coils but rumour has reached me lately of possible offspring - offspring getting into the kind of trouble which would have made old Hemprope proud.

In short, the little wretch (let's call him "Harry") appears to have broken into the Base Museum and stolen that paragon of virtue, Percival Penguin, the once proud mascot of HMCS Terra Nova.



Now this is a dreadful slap in the face for the RCN. Particularly as rumour has it that Harry plans to produce Percy at the Pacific Tattoo in July. This in itself is not so bad as the Tattoo will be commemorating the 100th anniversary of the submarine service but the really awful part is Harry's plan to make Percy the mascot of the Tattoo.

Now this is just wrong. Where is our naval pride? Where are our spunky young sub-lieutenants? Where are our officers of the watch willing to risk extra duty watches? Someone please tell me that this will not be allowed to happen?

The security cameras caught the miscreant in the act. Please see page 4 and identify if you can.

Ed



24 June Luncheon and AGM

*Guests - spouses, friends, family are most welcome
Lunch at the Fireside Grill at 1130 for 1215
4509 West Saanich Road, Royal Oak, Saanich.
Reservations to Bud Rocheleau at 250-386-3209 or
"bnhrocheleau@shaw.ca" by 19 June*

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

Kevin Carle will be updating the members on the "Battle of Atlantic Place" project with a short video, followed by the AGM and

"BE IT RESOLVED AS A SPECIAL RESOLUTION OF THE ASSOCIATION THAT

Article I of the Association be amended to read as follows: The name of the organization shall be the Naval Association of Canada-Vancouver Island (which may be referred to in these By-Laws as "NAC-VI"), and that any reference in these By-Laws to "NOAVI" shall be amended to refer to "NAC-VI.

NOAVI LEAD AND LINE



President's Column June 2014

Following along from my message to you last month, I am pleased to thank those of you who have taken the time to give me (and the Executive Committee) your views on the question of the name change for our Branch. It would appear that, although some are more enthusiastic than others, the prevailing sentiment is for a name change to NAC-VI. This will align us with the national organization (NAC) and the four other branches that have already moved ahead on this, – Ottawa (NAC-O), Newfoundland (NAC-NF), Montreal (NAC-M), and, just last week, our brethren in Halifax, who have changed their name from NSNOA to NAC-NS. I have been led to believe that other Branches are moving in this direction, but that is just scuttlebutt at the moment. By

now you should have received the “Notice of Special Resolution” which will be voted upon at our AGM on June 23rd, either by email or, for the small minority not on our email list, by snail mail. I do hope that you will come out to the AGM for this most important discussion. If you have not received this notice please contact your Program Director, Bill Conconi, at billconconi@me.com or by phone at (250) 652-1634.

This year we need to elect at least four new members to the Executive. We have been running without a Vice President for some time, and Bud has decided to retire after 24 Years of Service as our Secretary. Nominations please to Bud.

And speaking of AGM's ... the national AGM and Naval Conference will be held in October this year, rather than in June as in previous years. As you know, the AGM is held in Ottawa in even years, and rotated amongst Branches in odd years. The Ottawa Branch also runs the National Battle of Atlantic Dinner, held in May, and so moving the National Conference to the autumn evens out the year. Makes sense to me. Don't know what will happen next year, or where it will be - I just know it won't be in Victoria!

continued on page 3

NOAVI EXECUTIVE COMMITTEE

President	Mike Morres	mfmorres@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 Morres	mfmorres@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

Elsewhere in this edition you will find an article written by Ken Lait, our National Executive Director, describing the new procedures and rules that will be followed as NAC transitions from a Branch-centric to a Member-centric organization. This was already sent out to the NOAVI General List, and will also be published in the Spring Edition of Starshell. I have asked Felicity to reproduce it again here in Lead and Line so that everyone will have ample opportunity to understand the new routines.

Those who have attended previous AGMs will remember that each Branch had one vote, no matter how many of that Branch happened to be there. Things have changed – now each member has a vote. Also the National Board of Directors will no longer be made up of one National Director from each Branch – now the Directors will be nominated by the Membership and elected at the AGM. ANY MEMBER IN GOOD STANDING MAY NOMINATE ANY OTHER MEMBER AS A NATIONAL DIRECTOR, TO BE ELECTED (OR NOT) AT THE NEXT NATIONAL AGM. You might want to have a look at the relevant sections of the Act as suggested by Ken in his article. I have my own views

on this matter, as I'm sure many of you do as well – but this was all duly proposed and approved by the Branches at the last AGM here in Victoria and so we will comply. Please note Ken's request for comments and inputs. You can simply copy and paste the form out of this edition of L&L, fill it in and email it to Ken Lait at the address shown on the form. Those receiving paper copies can simply fill in the form and mail it to address shown. Please note the 16 June deadline for submissions

Unfortunately I had to miss the May Lunch this year as I was in Prague, and so also missed the Maritime Commander's update. (Thank you Bill for standing in.) I hope to see all of you at the AGM on 23 June, but for those who cannot make it I wish you a happy and relaxing summer!

Yours Aye



Cdr M. F. Morres RCN ret
President NOAVI



A visit from the French

The French hydrographic survey vessel **Laplace** arrived in St. John's last week for a four day visit. The ship commissioned in 1989 measures 59 meters long and has a gross tonnage of 1,100. The vessel is currently updating surveys off the coast of St. Pierre & Miquelon.

NOAVI LEAD AND LINE

Hemprope Harold

The next generation...

continued from page 1

The following security camera photos give us several views of young Harry. To the right he seems to feel he is about to be attacked by the model of a diver suspended from the ceiling of the Base Museum. Drugs?

Below he tries to escape through the window only to find the security system has him outwitted. Bottom right he somersaults beneath a laser beam blocking the exit. He made good his escape with Percy and left the following message in Percy's plexiglass case, "Gone fishing...Percy" All leads will be followed up.



NOAVI LEAD AND LINE

The Bedford Magazine Explosion

Setting the record straight

Twenty-five years ago I wrote the cover story for the naval newspaper Trident about a series of explosions which devastated Bedford, Dartmouth and Halifax on the 18th and 19th of July 1945. In it I wrote that the causes were "hazy" but included the need to quickly de-ammunition ships returning from the war theater, and getting young men home to their families.

Recently new papers have come to light which show my conclusions to have been lovely but naive and I would like to set that record straight

Ed

But first: the background:

The night of July 18th was a particularly hot one. Those Haligonians who could arrange it had gone to the nearby lakes and beaches to spend the hot day relaxing in the cool water. It was with a sigh of relief that the populace sat down to dinner with the promise of a cooler evening ahead.

It all began at 6:30 pm when a low rumble as of distant thunder shook the city, and in seconds the throbbing swelled to a tremendous blast that swept over Bedford Basin as far south as Halifax and into Point Pleasant Park.

At once smoke mushroomed hundreds of feet into the sky, riveting the attention of all the inhabitants of Halifax, Dartmouth and surrounding areas. The blast, heard in Yarmouth minutes later, was anxiously dismissed as thunder. Anxiously indeed, for there were many people who could still remember the horrors of the first Halifax explosion in 1917.

The site of the explosion was the south jetty of the Bedford Magazine. A barge exploded and quickly spread to the



vastly over-laden jetty and equally overstocked magazine. A chain reaction of explosions took place over the next 24 hours with ensuing fires and concussions.

The layout of the magazine both encouraged and impeded the spread. As large piles of explosive had been placed between the buildings, the whole point of separating them had been defeated. And yet the buildings were so well constructed themselves that some of them were completely destroyed while their contents remained standing, intact. Ninety of the roughly 160 buildings had been destroyed. Buildings, wharves and sheds disappeared leaving large gaping craters (some 200 feet in diameter and 75 feet deep) and charred timbers.

What particularly worried the authorities was the store of the highly explosive RDX, which was reportedly sufficient to destroy the whole North End of Halifax. Naval Headquarters continued to warn people of a possible larger blast to come.

continued on page 6

NOAVI LEAD AND LINE

Setting the record straight

continued from page 5

The most spectacular of the blasts came at 0400. This was the blast that knocked people off their feet and shattered countless windows. It was followed thirty seconds later by a blinding flash of light that illuminated both cities. Seven minutes later another serious explosion which equalled and some said exceeded the first in its damaging effects, ripped through the magazine.

That was it for the explosions, but not for the reverberations which would spread throughout the Navy and into Canadian history.

A Court of Inquiry was convened and found that

- the general stowage of magazines in general was in a “most deplorable and inefficient state”.
- Working parties ceased work before 1600 daily despite the fact that large quantities of ammunition were accumulating on the jetty
- No steps had been taken by higher authorities to slow down the de-ammunitioning process in an attempt to avoid irregular and improper stowage.
- Improper procedures had been followed for months with the knowledge of higher authorities.

All well and good to know. But a complete investigation of all naval magazines conducted by RAdm Victor Brodeur,



the Inspector General of Naval Ordnance shortly after, was much more scathing in its assessment. Or as he stated at the time: *It is practically impossible to try and explain the present deplorable conditions of our magazines.*

Among the many problems:

- **Little oversight.** A report in February 1945 stated that some 7,000 tons of explosives were stowed in the open at Bedford. Higher authorities were clearly aware of what was going on and yet took no steps to improve the disastrous conditions.
- **Lousy communications.** One message asking for 29 additional trucks to re-stow the magazine took 8 months to be answered (a full two months AFTER the explosion). The report comments *it is most difficult to explain why they could not hire or borrow these trucks; unfortunately, the explosions could not wait that long*
- **Stockpiling obsolete weapons.** We ordered stock faster than we used it, which meant four years of accumulating increasingly obsolete weaponry. No attempt was made to dispose of it. In 1945 we were still stowing large amounts of small arms from 1908, all of which were useless.
- **De-ammunitioning was expected to happen without further resources.** Overtime should have been author-

continued on page 7

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"

NOAVI LEAD AND LINE

continued from page 6

• ized from the beginning. As should trucks and steel lighters.

So why should we care? Halifax has its crises but it seems to handle them quite well, and it is awfully far away.

Because similar conditions existed in the BC magazines. *From recent inspection it appears obvious that stocks of ammunition maintained in West Coast magazines are far in excess of any probable requirements.*

Imperial stocks in **Esquimalt** consisted mostly of obsolete stock occupying 3,500 square feet. A large quantity of 4" MK XIX DEMS ammunition occupied fully two magazines with 9,000 rounds. All of which was poorly stowed.

In **Kamloops** the report continued, *There was complete lack of judgement on the part of persons responsible for selecting the present site of the transfer magazine, which is definitely an explosion menace to the town.*

In **Prince Rupert** an initial request for one or two magazines for spare parts had magically morphed into FIVE magazines largely filled with obsolete ammunition and Fleet

Destroyer outfits.

Well that was a long time ago and the Navy has done its usual efficient job of cleaning up the messes and instituting new policies. It is very good at learning from its mistakes but it doesn't always remember its history.

My armed forces chums tell me that stowing obsolete ammunitions is still a problem, particularly in tight budget times. It is considerably cheaper to air condition and lock this stuff away than it is to dispose of it. And when you can't buy enough fuel to run the few ships you have, or modernize gear for your men in any service, spending a lot of money on disposals seems not only wasteful but inhumane.

Of course the scale of the problem is nothing like it was in 1945, but those of us who study history are aware that wars do happen from time to time and that Canada is great at gearing up (and that means stock-piling too). And increasing threats and pressures can lead to recklessness and irresponsibility. Let's make sure this is one mistake we never repeat and never forget.

On September 18, 2009, the DND called for bids for "the removal, dismantling and disposal" of HMCS Terra Nova and HMCS Gatineau. On November 4, 2009, DND announced that Aecon Fabco had won the bid and would tow both vessels to their Pictou Shipyard in Pictou, Nova Scotia. Gatineau departed Halifax Harbour on November 17, 2009, at 10:30am under tow by the tugboat Atlantic Elm and arrived in Pictou on November 19, 2009, at 9:30am. (Source: Wikipedia)



Gatineau and Terra Nova in scrapyard

NOAVI LEAD AND LINE

Cdn Society for Senior Engineers honours the RCN Submarine Service

By Nigel Brodeur

The Canadian Society for Senior Engineers (CSSE), (La Société canadienne des ingénieurs seniors (SCIS)), is a Member Society of the Engineering Institute of Canada (EIC), with branches across Canada, comprising highly respected and influential scientists and engineers.

The CSSE/SCIS promotes intellectual exchange and fellowship on engineering events and technology; advocates on public issues relating to Canadian engineering and technology; recognizes and publicizes engineering achievements; and promotes engineering education for Canada's Youth.

At its Annual General Meetings, the CSSE recognizes and honours institutions which have made outstanding contributions to Canada, and presents them with a Group Award Plaque and accompanying Citations. In 2013, for example, the CSSE/SCIS recognized the anniversary of the Canada Space Agency and its Canadian Astronaut Program.

The 2014 national AGM of the CSSE/SCIS, held on May 3rd in Victoria, recognized the Centenary of Canada's Submarine Service and paid tribute to Canada's submariners – past and present.

Following their morning Board of Directors Meeting, CSSE delegates held a luncheon in the NADEN Ward-

room, and were feted with excellently organized and conducted tours of the Fleet Maintenance Facility *Cape Breton*, the submarine HMCS/NCSM *Victoria*, and the Canadian Patrol Frigate HMCS/NCSM *Calgary*.

They were accompanied by Marie Ormiston of MARPAC Visits and Protocol, by Capt(N) Chris Earl of *Cape Breton*, his Executive Officer and senior managers, by the Commanding Officer of HMCS *Victoria*, Cdr Alex Kooiman, by the Engineering Officer of HMCS *Calgary*, LCdr Emil Schreiner, and by the respective departmental officers and non-commissioned members.

The CSSE/SCIS National AGM Awards Dinner was held at the Union Club that evening. The dinner was attended by 68 members, spouses and specially invited guests, and was opened by Co-Chair Ken Putt, the Western Area Vice President.

Dignitaries present included the Commander Maritime Forces Pacific, RAdm William Truelove; the Commander Canadian Submarine Force, Capt(N) James Clarke; the Vice President and General Manager Seaspan/Victoria Shipyard, Malcolm Barker; the Director of Engineering, Conversions and Repair, Seaspan/Victoria Shipyard, Pat Wilson; the President, Submariners Association of Canada (West) Stuart Cameron; and the National Past President and Submarine Centenary Chair, Bob Emery.

continued on page 9



Photo by CSSE Victoria's Robin Black

Following the CSSE-SCIS awards celebrations, Colin Smith invited Rear Admiral William Truelove and Captain (N) James Clarke to join Seaspan/Victoria Shipyards Gold Sponsor representative, Malcolm Barker, on the stage for the unveiling and presentation of the CSSE-SCIS bilingual plaque commemorating the Centenary of Canada's Submarine Service.

NOAVI LEAD AND LINE

continued from page 8

Following the meal, Ken Putt introduced CSSE/SCIS President Jean-Guy René who passed the mantle of President to his successor, Colin Smith. Colin convened the evening events – with the recognition of new CSSE-SCIS Fellows and a new Honorary Member; all of whom received awards from CSSE/SCIS Honours and Awards Chair: Jon Jennekens, OC.

Inscribed on the plaque (to the right) to the RCN are the words:

“Presented to Commander Canadian Submarine Force
Royal Canadian Navy

In commemoration of the 100th ANNIVERSARY
of the Canadian Submarine Service’
and in recognition of its unique and strategic role,
and that of its thousands of sailors
who have served, and continue to serve,
in advancing Canada’s maritime security
and in inspiring Canada’s youth to explore
marine-oriented science and engineering”

Subsequently, CSSE/SCIS Citations commemorating the 2014

Centenary Group Award presented to the Canadian Submarine Service were presented to Capt(N) Clarke and to Submariners Association of Canada representatives Stuart Cameron and Bob Emery.

Once the Plaque and Citations presentations were concluded, Gold Sponsor Malcolm Barker introduced Captain Clarke who capped off the event with a fascinating presentation of the 100-year history of the Canadian Submarine Service; for which he was thanked by CSSE Vice President East, John Evans.

Facts not known to most of those present were that Canada's first two submarines, CC-1 and CC-2 were purchased in Seattle in 1914 by the Premier of British Columbia, then handed over to the Canadian Government and the RCN off of Esquimalt: the plot to initiate that purchase was hatched in the Union Club in which they had just dined!



By any chance, do you or anyone you know, keep a collection of the NOAC Starshell magazine?

Dave Freeman djfreeman@shaw.ca

July 12 & 13
Save On Foods
Memorial Arena

Performances on Saturday evening and Sunday matinee

TICKETS
250-220-7777
pacifictattoo.ca
or the Box Office
at the Arena

PACIFIC TATTOO
Western Canada's Musical Extravaganza
VICTORIA | CANADA

NOAVI LEAD AND LINE

Excerpts from the letters of Lt Claude Lane Campbell RCNVR.

Editor's note

You may remember from our last issue of the Lead and Line that Lt Campbell was writing to his wife from an RN ship convoying merchant ships on the east and west coasts of the UK. He was trained to be a Control Officer with a specialty in anti-submarine warfare.

I went for a long walk last time I was in port and found my way across some fields to a little golf course. The small club house was deserted and the place was going to seed, but it had been a very nice little 9 hole club. It was sad to see it that way and imagine the good times they used to have there.

Wire was stretched on poles across the fairways to prevent planes landing and on several small hills were gun emplacements with soldiers on guard. One soldier told me the professional had stayed on with his family till just a few weeks ago when he got another job.

I am afraid this is going to be a long war but I think the action will shift from these shores next spring. If it does and things quieten down here I keep hoping that you might get over here.

Wednesday, Dec. 4. 1940

We are in a port I have often read about in the Yachting Monthly and will be here for a few days due to engine trouble. Does that sound familiar? I thought steam engines never want haywire, but I find they do.

This is a small place as far as civil population goes, they tell me, for I have not been ashore yet. As there is not much to do I expect to get a whole day off and go for a little trip to see the surrounding country while repairs are being affected.

Our captain is on three weeks leave and a substitute has been appointed – a deep sea man from the merchant service. He is a very competent seaman and is teaching me a lot. He also is getting this ship polished and painted up no end. The crew of fishermen are sweating blood - they are not ' used to cleanliness and tidiness.

I eat like a horse and feel as fit as a fiddle - two very old figures of speech. I have porridge, canned milk and brown



Lt Claude Campbell RCNVR

sugar - two eggs, bacon, toast, marmalade and coffee for breakfast and correspondingly large meals for dinner and supper, plus a hearty tea of toast and jam at 4:30. Between whiles I have an orange and a chocolate bar each day. I get oranges for 2 1/2d and chocolate bars (all kinds) for 2d at the Navy canteen. At first I could not eat the whole meal that was put before me but now I tuck it away with anyone. I guess it must be the outdoors and the cold.

I can't even imagine that there was a time when I could not get to sleep. I hit my bunk and in two seconds I am asleep. I have three blankets, two pillows and two sets of sheets and slips. The steward sends one set to the laundry each week and I

continued on page 11

NOAVI LEAD AND LINE

have to pay for them. I have two portholes in my cabin which may be opened in the day time in port, but must be closed at sea and at night. I get lots of fresh air, However, I leave my door open and it is right at the foot of the companion way stair. The companion way door in never shut.

It is really wonderful the meals our cook can turn out with the meagre equipment he has at his disposal. He cooks for twenty- two men as well as the officers. He was an operator of a fish and chips stand before the war and when called up was given three weeks training as an Auxiliary Patrol vessel cook. Our steward is a gem and quite unusual on trawlers. He had been a steward on a passenger liner between Liverpool and New York.

Friday, Dec. 6, 1940

Still in port but probably on our way tomorrow. Yesterday I spent, a whole day ashore and saw quite a bit of the country. The weather was cold but bright and the air lovely. I took the train to Rochester where the country becomes more interesting.

This part of Kent is a great farming land. I saw acres and acres of cabbages, turnips, etc. At Rochester there is a ruined castle and a very fine church. I had dinner there and then walked about seven miles through five or six villages before I caught the train back.

The stores are all fixed up for Christmas - toys and decorations galore. It made me feel a bit downcast but it is nice to see the people out in crowds shopping in spite of the war.

At one place I came across an encampment of Gypsies. They live in little caravans or houses on wheels. Hundreds of them were collected in a field near the railway on the outskirts of a town.

Some of the wagons were beautifully painted and very neat and tidy. The shafts were up in the air and no sign of the horses. I don't know how they live, but I suppose they are tinkers and probably beg a bit on the side with maybe a little petty thieving on the side.

It is blowing very hard to-day and though we are moored to a buoy we have to keep a lookout on our lines and have both anchors ready for dropping in case anything parts. I don't think a convoy would leave port in this weather, although one is less likely to be attacked under these conditions. We have the crew all at work cleaning-up and painting inside while we are laid up. It is a good chance, for you cannot do much while at sea and need rest when we come in.

We have just finished dinner and it is really blowing now. The steam tugs which act as shore boats can hardly make their way about and are fairly smothered in spray. We are without lights as the dynamo is shut down also and that makes it rather gloomy on board. Candles are not very satisfactory to read by.

I think I will try to get ashore and go to the pictures this afternoon. The men have been given a "make and mend", as it is called, this afternoon. That is they knock off for the day at 12:00 and can spend the afternoon washing their clothes and gear, mending anything and generally shaving, cleaning up, etc. At 5:00 a liberty boat comes round and they go ashore till 10:30 p.m.

Christmas does not seem to mean much this year. It is only the sixth of December but this letter will probably not reach you till after the New Year, I have not sent any presents because it is hard to get anything nice, and besides parcels are discouraged and delivery not guaranteed.

continued on page 12



Inside Rochester Castle facing the keep. The cathedral can be seen to the left.

NOAVI LEAD AND LINE

A lot of the Canadians plan to go back to Langfords Hotel in Hove and revisit *King Alfred* and I think will do that if I can.

Tell Babs I have a great big .45 six shooter as well as my automatic. Every officer is issued a service revolver and must take it with him whenever he goes more than ten miles from his base. That rule was put in during the threat of invasion so that wherever you went you would be armed and could join in with any forces you met. We can use a certain amount of ammunition for practice, so each trip we do a little shooting at tins etc.

Monday Dec. 9, 1940

About an hour after I finished my last letter to you we had to turn out and work for three hours getting our mooring secured. It blew like the old Harry and we noticed our wire lines were stranding. We had no steam so could not use power on the anchor winch and would be practically helpless if our lines parted.

We launched a boat with our four best hands in it, each with a life belt on, and sent them away with a rope to the buoy. They passed the end through the big ring and brought it back to the ship. Then we had to hoist up by hand out of the chain locker about 90 ft. of cable till we came to a joining shackle. It took nearly an hour to separate the shackle which was rusted up very badly, then we tied the end of our rope to the loose end of the cable and hauled it out to the buoy.

All the time it blew so hard we could not stand up on the forecastle and had to crouch down. Tugs were out all night helping ships in distress and several smaller craft sank at their moorings. I was glad we were not at sea.

We are all fixed up again now and will return to our base to-day. I hope to get lots of mail tomorrow as we have been away for over a week. It feels a real luxury to have lights again after a week of candle light.

I am enjoying the work now very much. I find that at seamanship, working gear, anchors etc. I am as good as, if not better than many of these professionals and the



Langford's hotel in Hove Brighton

crew look to me for orders now quite naturally. I still get a bit confused at night and feel I am going in the wrong direction a good deal of the time. I cannot pick up lights and buoys quickly in the dark either. Someone always sees them ten seconds ahead of me. That will come with practice, however.

I think we must have an exceptionally fine crew. There isn't an ugly customer in the whole twenty odd. A few are lazy and most are dirty and untidy, but they are all pleasant and willing and when cleaned up to go ashore is a very presentable bunch. It makes me laugh in the light of our training at *King Alfred*, however, as I am sure not one of them could form fours or slope arms. They are mostly fishermen and it was a treat to see them handle the small boat in the gale Friday. They worked as unconcernedly in that little cockle shell with the spray breaking right over them and the boat itself now standing on one end and now on the other.

They are very simple and child-like and are broke two days after pay day. They assign part of their pay to wives and mothers, so it does not much matter, but I find I have lent out quite a sum of money. They work so hard and have so little fun that I can't see them unable to go ashore and buy a pint. There are two watches and only one is allowed ashore at a time, so when in port, which is about half our time, each man

continued on page 13

NOAVI LEAD AND LINE

only gets ashore half of that time - i.e. about every fourth day. I limit my loans to half a crown (60 cents) per time however, as they only drink it up. I get it back all right for I pay them every two weeks and they know they won't get a second half crown if they don't square up.

Just two weeks and three days to Christmas. I can't feel like Christmas at all this year and doubt if we will have any leave. Someone has to fight the war and we have been laid up so much for repairs and one thing and another that I guess it will fall to us.

Tuesday, Dec. 10, 1940

I wrote yesterday and have a few minutes now before dinner so thought I would start a letter to you. It is easier I think to adopt your plan and write a little each day for several days. We arrived home last night after an absence of seven days and I expected to get lots of mail, but to my intense disgust found that our mail had been sent on to Portsmouth, where of course we never arrived.

It appears that if mail is not called for in five days it is sent back to G.P.O, London, which ascertains the whereabouts of the ship and forwards its mail to it. You can imagine my language when I discovered that several letters of mine had been sent away to a place where I wasn't. They tell us, however, that a wire was sent several days ago for our mail to be returned, so it should be here tomorrow. Of course we may leave tomorrow before mail time - you never can tell.

Mrs. Lemon sent me a very nice pocket flashlight with two spare batteries. It is very acceptable because my flashlight is a little heavy for my pocket and batteries are very hard to get here. A torch is a necessity here with the black-out. You must point them downward and dim them with paper or a handkerchief or you may be run in and fined.

I have not been sea sick yet and feel great about that. Mr. McClory, the grand young sub lieutenant, R.N.R. we had aboard, is away on sick leave and in his

place we have another. This fellow is alright, but inclined to feel injured that I have two stripes while he, a professional seaman, with a mate's ticket, has only one.

Of course he is young and is here with a special job as pilot to keep charts corrected, etc. He takes every opportunity to point out my ignorance of certain nautical matters ("Look here, old chap, you don't mind if I tell you." etc.)

I am glad to learn but most of the time they are matters of no importance at all. He is not bad, however, and is only temporary in any case, but the thing that amuses me is that he is sea sick every time it gets a little rough.

I am very sympathetic and order the lookout on the bridge to get a bucket with a little water in it for Mr. Lewis, because our bridge is too high to be sick from. After that I feel more charitable to him.

Wednesday, Dec. 11, 1940

I went for a walk yesterday afternoon and about a mile and a half from here I dropped in to a little inn for a cup of tea. It was out in the country, but surrounded by a dozen or so houses - a sort of suburb of Dover Court. It was a grand little place, neat and clean, with a lovely parlour and big fire in the fireplace.

It was just such an inn as the one on Treasure Island at the San Francisco Fair. I could just imagine pirates dropping in to the bar of an evening. After I had tea I talked to the landlady for a while. I asked her if she had many guests. She said that in peace time quite a few cyclists stayed there overnight, but the only business she did now was in the bar.

I asked if I could see one of the rooms and really it was very nice. It had a big bed in an alcove, a fireplace with a couple of easy chairs and a table, and three very nice lattice windows looking out on the street.

It seems strange to see little Pubs, as they call them, at every cross roads in the country here. Some are pretty down at the heel, but others are quite trim and neat. I think I passed at least four in an hour and a half's walk.

continued on page 14

NOAVI LEAD AND LINE

Friday, Dec. 13, 1940

We have been spending quite a lot of time in port recently with engine trouble. We should really have laid up for a week or so and had a thorough overhaul and given all hands leave, but it has been one little thing after another and no leave for anybody. We have got a lot of painting and maintenance work done, however.

Our relief captain has brought his wife down here. She is a very nice woman, about thirty-two, with two girls. She left the children with the grandparents. Our permanent captain, Lt. Harriot, should be back in about five days, but you never know what is going to happen here. Things shift so quickly that crews never seem permanent.

They tell me, however, that anti submarine officers are pretty sure to be based here or at least somewhere in England, so I am still hoping you could come over next spring if things clear up a little. Actually the danger from bombing, if you live in a small village, is very very small. I think you are much more likely to be run over by a car. Industrial towns are of course a different.

There is lots of food here but certain things are getting scarce. Any jam but marmalade and plum and apple is almost impossible to obtain. Apples and oranges seem plentiful, but fancy cakes and pastries are scarcer

because sugar is rationed to the bakers. Eggs are very dear now - about 9 cents apiece. We have plenty of canned peaches, pears and pineapples and have potatoes and one other vegetable with each dinner, so we have a good healthy diet.

Still no word of Christmas leave. I doubt if we shall get any, but I think I shall ask for ten days in January, as officially I have had none since I joined up. I will try to make it coincide with a boiler cleaning so I will not lose any time and experience. I do hope McClory comes back next week as he was the most congenial chap I have met since I came to England.

For Easter send me a can of pumpkin and full directions for making a pie. Our cook makes very good pastry, so he could make the shells. These people have never tasted real pie. I think I could make one if you gave me full and complete instructions. I think also I could wangle a little cream to whip for the top from a farmer near here.

Our Bos'n is a Scotsman named Patience. He is a queer fellow and did not think much of me I gathered at the start. I obviously knew so little about steam boating and navy routine. He had been a fisherman before the war in steam drifters and spent the first six months on a Destroyer.

continued on page 15

Notice of NOAVI Annual General Meeting

Notice is hereby given that the 67th Annual General Meeting will take place at the Fireside Grill 4509 West Saanich Road, Royal Oak, Saanich, BC on Monday 23 June 2014 on completion of the Luncheon.

1. To consider, and subject to any necessary amendments, approve the minutes of the 66th Annual General Meeting held on Monday 24 June 2013;
2. To receive the report of the President;

3. To consider and approve the financial statements for the year ending 31 March 2014;
4. To appoint auditors for the year ending 31 March 2015;
5. To ratify and confirm the actions of the Executive Committee and Officers for the year 2013/2014 and to authorize the Executive Committee to take action on behalf of the Organization for the year 2014/2015; and
6. To transact such business as may be properly brought before this meeting.

NOAVI LEAD AND LINE

However, I have opened his eyes a few times, and yesterday we drew a new wire rope from stores and I found Patience and a hand having a hell of a time trying to splice it. I took hold and showed them Taylor Ashe's method and in a few minutes we had a nice neat splice. Patience looked a bit shamefaced and admitted that they did very little wire splicing in the fishing trade.

Saturday, Dec. 14, 1940

I wrote you a letter yesterday and sent you some pictures taken in Campbeltown, but I must write you again to-day. This is a bright day for several reasons. First I received two letters from you, one from Babs and one from Mother. They are the ones that went to Portsmouth and are dated Nov. 2nd, to 10th and tell about getting the compacts. I am glad you liked them. Letters certainly change the complexion of a day. I am sure they do with you too. I am sure I have averaged between two and three letters a week to you and Babs. I hope you get them all.

Last night I was sitting alone (about 5:30 p.m. reading in the ward room. All the other officers had left when it voice shouted down. "Hello below, No.1,

here's a fellow Victorian to see you." Down the steps came Brian Tobin, a boy at V.H.S. in 1926 – same class as Don McMurchie. He is a representative of British United Press for Canada and came over on one of the American Destroyers to England. You must have seen his name in the papers above an article "Brian Tobin, special correspondent, B.U.P." He was delighted to see me and I him. He is going out on a convoy with us and will write it up for the papers. You will probably get it in the Times later. Ask Archie Wills about it. He took me to dinner in the best hotel in Dovercourt and put it on the expense account. We had a grand night of it. The last time I saw him was when he reported Stephen Leacock's address to the teachers when I presided.

Then to-day Lieutenant Hariot came back for a visit and says he will be back permanently in one week. That is good news, particularly if McClory returns at the same time. The present officers are all right but give me no mental stimulation, if you know what I mean.

This concludes Lt Campbell's letters. He later returned to Canada to serve in HMC ships.

The Crimean Hero City of Sevastopol celebrates 70th anniversary of Victory Day



with a breath-taking air show and a huge naval parade reviewed by President Putin. 70 years ago, the iconic Russian naval base was liberated from Nazi troops after bloody battles.

Some 150,000 people flocked to central Sevastopol to view the massive Victory Day Parade, which this year featured land, sea and air forces of Russia coming together for a big show.

NOAVI LEAD AND LINE

Front Desk Spring 2014

By Ken Lait



After two long years, the odyssey to change the name of our Association to the more inclusive Naval Association of Canada, and to have our Letter of Continuance granted by Industry Canada to maintain our federally incorporated status as a Not for Profit entity within the Canada Not-for-profit Corporations Act S.C. 2009, c. 23 (hereafter referred to as “The Act”), was completed with the issue of our Letter of Continuance dated 26 February 2014, which you will now find on our website under NAC Governance. I would like to thank all those who assisted in reviewing documents and who provided input to the process that enabled us to achieve this milestone. As we move ahead we are now starting the first of many new processes necessary to fulfil our objectives and maintain our status as a Not-for-Profit Association and voice for Our Navy.

The purpose of The Act was to put in place, for all Not-for-profit corporations, an accountable and regulated governance structure, with practices, by-laws responsibilities and obligations of Directors and Members, and financial and administrative processes in line with Corporate Canada best practices.

From a financial perspective, our Treasurer and the Endowment Fund Trustees have kept us in good standing with CRA. The Treasurer has already called for end year financials from all Branches and by using his Guidance to Branch Treasurers; we will continue to meet the requirements of the Act.

Although it is five months till we elect the first slate of Directors under the rules of the Act, the process is much more prescribed and, with this issue of Starshell, we are starting the process. Until now, the Board nomination process was automatic for Branch Presidents and for current holders of Officer and ex-officio positions. Voting on the slate was by Branch Presidents only in accordance with the old By-Laws. Under the new Act and by-laws developed in accordance with it, any member may submit nominations for the Director’s positions on the Board. Ex-officio and Officer positions cannot be used as a nomination tool as it is the

responsibility of the Board, once elected, to appoint Officers as appropriate to the requirements of the Association. Finally, and possibly the largest change for us, the election of Directors is by majority vote of the members. Thus, even though it is anticipated that the current Directors will for the most part stand for re-election, they must be nominated and re-elected in accordance with the new Act.

The timeline envisioned for 2014, considering the mandatory notification times and the voting process before the October AGM, where all members, and not just the Branch Presidents as in the past, are now eligible to vote is:

1. Spring Starshell - Call for Nominations;
2. 16 June 2014 - Nominations submitted to Executive Director as Secretary to the Nominating Committee. There is no limit to the number of nominations that may come from any single Branch. It must be emphasized however that the “Branch” does not make a nomination and a nominee does not “represent a Branch”. Elected Directors sit on the Board and make decisions for the greater good of the Association. Board members do not represent a Branch per se but will ensure that any decision made is in the best interests of all Branches and thus by inference, will be in the interests of the Branch to which they belong. A person cannot nominate themselves, so it is incumbent on the person making the nomination to ensure that the nominee fully understands his duties as a Board member and will execute those duties accordingly if elected;
3. 25 June 2014 – Consolidated list submitted to Chairman of the Nominating Committee who shall review the nominations and compile a recommended slate of candidates for election to the Board of Directors, noting in particular candidates for the Officer positions within the Board;
4. Summer Starshell – A candidate list of Directors with information provided from their nomination forms will be published in Starshell allowing all members sufficient time to review and make their decisions before the AGM. There is no formal campaigning and the process does not involve travel or personal expenses. In the past, financial compensation for travel has been limited, with large Branches expected to cover costs of their representatives and small Branches being given consideration for some financial assistance. For future travel, the Board will need to review the current policy

continued on page 17

NOAVI LEAD AND LINE

and put in place a policy that is fully compliant with current CRA guidelines. At this time, there can be no guarantee for Board members that their expenses will be covered and as volunteers they must be willing to accept a financial commitment of their own to the execution of their duties as a Director;

5. Voting will take place at the Annual General Meeting Saturday 4 October 2014. All members in attendance will be eligible to vote at that time for the new slate of Directors. For members not attending the AGM, a Proxy Vote form with directions for completion and submission will also be included in the Summer Starshell and on-line. If the member is mailing in the Proxy, it must be received no later than Monday 29 September 2014. Proxy votes can also be hand carried by attending members and must be delivered no later than Thursday 2 October.
6. At the bottom of the page you will find a nomination form. An electronic version will also be posted on the NAC website. The nomination can be submitted electronically and must be time dated on or before 16 June 2014. Paper nominations are to be postmarked by 11 June 2014

Director responsibilities and obligations to the Association have been detailed in the Act. Directors do not represent a Branch, but they do represent the membership at large and are responsible to make decisions and take action that is in the best interest of the National Association. Directors have

legal responsibilities and rights defined in the Act and I encourage any person who is considering putting their names forward for consideration as a Director to read the Act on this issue. I also encourage those making a nomination to read the Act so that they understand what they are asking of their nominee. The Act can be found on the Industry Canada website at

<http://www.canlii.org/en/ca/laws/stat/sc-2009-c-23/latest/sc-2009-c-23.html>

and the relevant sections are Parts 9 and 10. I was going to include the above in this article but the sections run to 15 pages and their reproduction would come at the expense of the many other good articles in this issue.

The Act allows Directors to serve for terms up to three years and, where no term is specified, only until the next meeting at which Directors are elected. For our initial election a full slate of Directors is required and the NAC will be looking for Directors to indicate the length of term they are willing to serve. This election will group candidates into terms of 1, 2 and 3 year lengths, so that all future elections will only require a one-third turnover, providing better stability in the governance and succession planning for the NAC.

This is a new process for our Association and I expect that there will be additional questions to be answered and issues that need to be considered. As we move forward I solicit input to the process so that the Board may consider it and ensure that the processes in the next iteration of the Guidance Manual are workable and in accordance with the Act and our national mission and objectives.

Nomination Form – 2014 Naval Association of Canada Board of Directors

Nominee _____ Branch _____

Length of Term _____ 1 Year _____ 2 Year _____ 3 Year

Background

Nominated By _____ Branch _____

Mail To : Executive Director - NAC, 308 Kennedy Lane East, Orleans Ont., K1E 3M4

Email To: executivedirector-nac@outlook.com

NOAVI LEAD AND LINE

Don't you just wish you could produce something like this?

Chris Flodberg (an Alberta artist) has made a model of *HMCS Huron* a Tribal Class Destroyer in 1/350th scale. Chris used a mix of photo etched detail parts to greatly enhance his model, using photo etched products from Eduard and North Star amongst others. *HMCS Huron*

saw action in both World War Two and the Korean War and continued to serve well into the 1960's. The artist has also completed a series of paintings of warships in World War 2 which can be seen on his website.

Photo by the artist appears in Model Shipwrights



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

Please phone prior to visiting

NOAVI welcomes new member
Lt Marc Dumais, RCN (Ret'd)

Its been a difficult year for the Visitation Committee But we hope to put this behind us and strike out in a new direction. We need people who would like to visit or make phone calls Please connect with Irvine Hare by phone or email ihare@telus.net