

LEAD AND LINE

NEWSLETTER OF THE NAVAL ASSOCIATION OF CANADA-VANCOUVER ISLAND

<i>Mysteries of the Sea</i> Page 3	<i>Vive Le Quebec Libre</i> Page 5	<i>Canada's Bastions of Empire</i> Page 11	<i>Snowbirds coming to Royal Roads</i> Page 12
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ADRIATIC SEA (Feb. 12, 2015) A rigid-hull inflatable boat from the Standing NATO Maritime Group 2 (SNMG2) flagship guided-missile cruiser USS Vicksburg (CG 69) departs SNMG2 Canadian ship HMCS Fredericton (FFH 337) during a Sailor exchange between the ships. (U.S. Navy photo by Mass Communication Specialist 2nd Class Amanda S. Kitchner)



NAC-VI 23 Mar Luncheon

Guests - spouses, friends, family are most welcome

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

Speaker: Captain Dyke Noel of the BC Coast Pilots

Topic: Piloting large vessels in BC's coastal waters and Inlets.

Cost will be \$25 per person.

Please contact Bud Rocheleau bnhrocheleau@shaw.ca or 250-386-3209 prior to noon on Thursday 19 Mar. Please advise of any allergies or food sensitivities

NAC-VI LEAD AND LINE



President's Column March 2015

As you are mostly all aware, the NAC has suffered in recent years from declining membership, from death at one end of the age spectrum to disinterest at the other. Here in Victoria we have tried various methods to build up our membership, especially with those serving or recently retired, and we are actually beginning to see an improvement.

The change of name of the organization is beginning to have an effect as we have had three new members joining recently who did not serve as officers, as well as some who are not Navy at all but have significant involvement or interest in the Maritime world.

In the past few months we have welcomed 10 new members, and although this has been offset by the loss of 7, we are still slightly ahead of the game.

All that being said, I hope that we will still have a Branch for these new members to join come next June. I would remind you of the demise of the Air Force Officers Association here in Victoria.

It folded because their Executive did not wish to carry on any longer and no-one stepped forward to replace them. Although none of our Executive Committee has served as long as Bud did (24 years), there are many who have put in a great deal of time.

My predecessor Ken Summers was your President for 7 years. I have been in the Chair for 6 years and was Ken's VP before that. That means that both Ken and I have served for more than 13 years, and more EC

members have served long terms also and are planning to step down.

Any organization needs change and revitalization in leadership and management on a regular basis if it is stay viable and attractive. When I joined we were the "younger generation", now we are the "Old Folk". It is Time for a Change.

There will be no President's Message in the April edition as I will be traveling in Asia; though I'm sure Felicity would not mind an "op-ed" piece!

Yours Aye

Nike

Flag Officer Appointments

2015 - **Rear-Admiral PTE Finn** retired

2015 - **Captain JAS Page** promoted Commodore and appointed Director General Maritime Equipment Program Management Ottawa

2015 - **Rear-Admiral WS Truelove** appointed Commander Canadian Defence Liaison Staff/Canadian Defence Attaché Washington DC.

Rear-Admiral JPG Couturier appointed Commander Maritime Forces/JTF Pacific Esquimalt.

Commodore MJM Hallé will be appointed Assistant Chief of Staff J4 (Logistics) SHAPE Casteau, Belgium

2015 - **Commodore SEG Bishop** promoted to Rear-Admiral and appointed Director General International Security Policy Ottawa

HERE THERE BE MONSTERS....



Mysteries of the Sea

So far, we have examined the Sarcastic Fringehead and the Mantis Shrimp, a couple of nature's more bizarre sea creatures. This month I thought we might look at one of nature's most beautiful wee sea slugs, the "Glaucus Atlanticus." or more commonly known as the blue dragon or sea swallow. It makes my grade as sea monster because it hunts and cheerfully snacks upon the Portuguese Man o' War. Ed

This exceedingly interesting little slug (just over an inch long) is able to prey on jelly fish because of a unique ability to swallow an air bubble which it stores in its gastric cavity. This allows it to float close to the surface near its prey, although the location of sac means that it must float upside down.



The upper surface is actually the foot (think snail) which is blue, while the dorsal fin is a silver-grey. It can eat poisonous jelly fish because of its immunity to venomous



nematocysts. This tiny terror eats an entire jelly fish and then stores the venom for its own use in the ends of its feathery fingers. It concentrates this venom and can produce a more powerful and deadly sting than that of the Man O War.

To add to these endearing characteristics, it is fairly nonchalant about cannibalism, given any opportunity.

It is fortunate, therefore, that it is a hermaphrodite and can produce its own string of eggs without the tiresome aid of another blue dragon.

NAC-VI LEAD AND LINE

Major Canadian Drug Busts with Operation Caribbe

In 2014, the RCN deployed nine ships – *HMC Ships Nanaimo, Whitehorse, Glace Bay, Summerside, Athabaskan, Calgary, Brandon, Yellowknife and Kingston* – and a CP-140 Aurora aircraft detachment in support of Op CARIBBE. The ships collectively sailed for 281 days. The CP-140 Auroras flew 310 hours and the CH-124 Sea Kings flew 185 hours. The RCN has been a dedicated part of Op Caribbe since 2006.

CAF personnel directly contributed to the seizure of more than four metric tons of cocaine and more than 500 kilograms of marijuana. Some notable achievements of the deployment included:

- On 15 March, *HMCS Glace Bay* recovered 97 bales of cocaine weighing approximately 2,400 kilograms during a patrol in the Caribbean Basin.
- On 30 September, *HMCS Athabaskan* assisted in disrupting a drug shipment alongside the Colombian Navy where 820 kilograms of cocaine was recovered.
- In October, *HMCS Calgary* was directed to investigate a suspicious vessel near the United States-Mexico border, which resulted in the seizure of over 500 kilograms of marijuana.

HMCS Winnipeg on Op Caribbee 2015

On 23 April 2013, HMCS Winnipeg was accidentally rammed while docked at CFB Esquimalt, by the sea trawler American Dynasty. Six people were injured. In 2014 Winnipeg, accompanied by Calgary, Yellowknife and Brandon, took part in San Francisco Fleet Week and a Task Group Exercise Navy in American coastal waters. Now she is patrolling the eastern seaboard as part of Op Caribbe 2015.



NAC-VI LEAD AND LINE

Vive Le Quebec Libre remembered...

Escorting the President of France: General Charles de Gaulle - 1967

By Nigel Brodeur

In 1967 I was the Commanding Officer of *HMCS Terra Nova*. Together with *HMCS Skeena*, commanded by Commander Keith Lewis, *Terra Nova* was tasked to escort President Charles DeGaulle to Quebec City.

Our Squadron Commander at that time was Captain Ian "Snarky" Morrow – a very fine officer and in later years a lifelong friend. He was especially chosen to command the two escorting Canadian ships because he and the Captain of the French Cruiser *Colbert*, Paul Delahousse, had worked together in Paris in NATO. I don't know if they shared the same office but they were very good friends; and that turned out to be very important.

The De Gaulle commitment became especially complicated for me because *HMCS Terra Nova* was the lead ship in the Improved *Restigouche* (IRE) program; and we were then heavily involved in the computer programming work for the newly-developed AN/SQS 505 sonar system and its integration with the Anti-Submarine Rocket (ASROC) weapon system and the various new display systems in our modified Operations Room.

I remember the Commodore on the East Coast, Commodore Jack Pickford, calling me into his office in Halifax. He said, "Well, I'm afraid that we will have to interrupt your trials and you and *Skeena* are going to escort DeGaulle."

I replied that *Terra Nova* was at a critical stage in the software development program; that I really would rather not undertake the De Gaulle escort duty; and that my only solution would be to take the contracted computer programmer with me on the ship. The Commodore asked "What's his name?" I replied "Her name is Rosemary Booth". And he said, "Well, send the required message" (the prescribed message to request Na-

tional Defence Headquarters' permission to embark women during ship deployments).

I sent the message; and when it was rapidly approved, I suspected that someone made certain that nobody but army officers saw that message in National Defence Headquarters – for in those days the naval staff and senior naval officers, would have objected to a woman living aboard one of our destroyers for a lengthy period; whereas few (if any) army officers would be aware of the problems involved.

So Mrs. Rosemary Booth, a very attractive, pleasant and competent young woman, did ride in the ship with us. At night she slept in the Captain's Day Cabin and I slept in the separate small Captain's Sea Cabin forward of the Operations Room. She was given some office space elsewhere in the ship and, I believe, took her meals in the Wardroom.

I well remember the day when we were doing a tricky jackstay transfer with *Skeena* and Mrs. Booth arrived on the bridge at a point when it was essential that the Officer of the Watch and the other bridge personnel paid full attention to the jackstay transfer. Having an extra person on the bridge, was distracting them; accordingly I asked her to go up the ladder to the Flag Deck and then move as far aft as possible.

She did so – however she then was clearly visible to anyone on deck, or on the bridge, in the other ship. Captain "Snarky" Morrow was riding in *Skeena* and had the media onboard.

He told them "Commander Brodeur has got something interesting going on over there why don't you go over and interview him?"

Then the reporters came across on the jackstay. Now I was facing a problem! The media was already making an issue about Mrs. De Gaulle living in luxury aboard De Gaulle's cruiser *Colbert*; and publicity about an attractive young woman being in *Terra Nova* was the very last thing I needed (or wanted).

NAC-VI LEAD AND LINE

So I invited the reporters into my Day Cabin cabin and told them that I would take them into my confidence and fully inform them about our Improved *Restigouche* (IRE) programme.

I remarked that they must have noticed that our configuration was different from our other destroyers, told them about the advanced equipment onboard; and mentioned that we had a female computer programmer with us doing essential and urgently needed sonar programming.

Finally I said, “Now I have taken into my full confidence and I must ask you not to report what I have told you, because all of it is classified information.” The reporters appreciated being taken into my confidence and complied with my request.

As reported in the accompanying Globe and Mail article (see page 7), HMCS *Skeena* and HMCS *Terra Nova* rendezvous'd with the cruiser *Colbert* and her escorting destroyer *Bouvet* on July 20 in Cabot Strait.

On entering Canadian waters the ships followed the standard protocol observed in all navies. The Canadian ships fired a 21 gun salute and manned and cheered ship; as is customary when greeting a Head of State; and *Colbert* returned the 11 gun salute applicable to a Commodore – the role that Captain Morrow was fulfilling.

As I recall, during our passage to Quebec City we encountered considerable fog; but the winds and the seas were not excessive.

Given Canadian sensitivities, it is not surprising that the question of command of the Canadian ships became an issue – as can be seen in the accompanying Globe and Mail article.

Command and control of naval formations is complicated at best and is probably a complete mystery to Canada's media. It has several degrees:

“National Command” always remains with the nation owning the warship – as it did on this occasion.

“Operational Command” includes authority to alter the mission assigned to the warship – in this instance that also remained with Canada.

“Tactical Command” is delegated, by nations providing naval forces, to the Flag Officer commanding an integrated multi-national naval force - but that also did not apply in this instance.

Tactical coordination is used to ensure that ships do not inadvertently interfere with one another's movements and operations – and this is what Captain Morrow and Captain Delahousse jointly conducted. They both were bilingual, and there was no necessity to exchange liaison officers between the ships. I suspect that the reports of complaints that a Canadian liaison officer in *Colbert* was unable to speak French were exaggerated and politically motivated.



**The French ships were excessively slow in berthing and Terra Nova, being “Tail-end-Charlie”, waited for about 30 minutes, manoeuvring to avoid being set onto the long extending rock breakwater shielding the end of the pier. When our berth was finally clear, my sharp approach angle well exceeded the optimum, and was exacerbated by a crossing amphibious automobile whose occupants reacted to my siren warning signals by cheerfully waving. My musings on what the reactions would be in Halifax and Ottawa to some report that TERRA NOVA had destroyed a car while berthing were comical – but hardly comforting! Fortunately the car eventually steered clear, and the berthing went well!*

NAC-VI LEAD AND LINE

De Gaulle in St. Lawrence

21 July 1967

Query French admiral's titular command

From the Ottawa Bureau
of The Globe and Mail

OTTAWA — While President Charles de Gaulle steamed up the St. Lawrence toward Quebec yesterday, his visit roused yet another dispute here.

This time it had to do with the French and Canadian flotilla accompanying his cruiser Colbert.

The word that stirred things up yesterday was that a French officer would be in

over-all command when Canadian ships escort the Colbert. The man in charge is Vice-Admiral Jean Phillipon, the senior officer.

When this was announced at yesterday's briefing, there were those who thought it wasn't quite right for a French officer to command Canadian ships in Canadian territorial waters. Even assurances that the real control was in the hands of the Department of Transport, which sets maritime regulations for the St. Lawrence, seemed to accomplish little.

Later a brief notice on the letterhead of the State Visits Information Section went up on the bulletin board of the parliamentary press gallery.

"To obviate any misunderstanding this (the over-all command) is merely a courtesy extended to the senior officer of the flotilla," it said, adding that the two Canadian destroyer escorts would be under the command of Capt.

J. B. Morrow, commander of the 3rd Canadian Escort Squadron.

Admiral Phillipon is chief of President de Gaulle's military staff.

The Colbert and its escort Bouvet were met by the Canadian destroyers Skeena and Terra Nova yesterday morning in Cabot Strait. The Skeena is commanded by Cmdr. K. D. Lewis the Terra Nova by Cmdr. N. D. Brodeur.

When the Colbert entered Canadian waters the Canadian escort fired a 21-gun salute. The President stood on the cruiser's quarterdeck as crews of the Skeena and Terra Nova dressed ship to give him three cheers.

The Colbert replied with an 11-gun salute.

A Defense Department spokesman said they would not be under French command, that Canada was merely providing a courtesy escort and there was "no question of the Canadian warships' being

under French command or vice versa."

But in Ottawa, after the matter of command of the ships had been more or less settled to everyone's satisfaction, there was friction in connection with press conferences.

Mrs. Alberte Senecal, chief of information for the federal state visits organization, wanted to hold a joint press briefing with Quebec tonight. Roger Cyr, head of the Quebec Government's information office, said no last week, and on Thursday told a French embassy official he had not decided.

The latest word is that Mrs. Senecal will hold her briefing at 8:30, leaving a quite inadequate half hour before the Quebec briefing at 9. The conflict may not be accidental.

Yesterday Mrs. Senecal said she was amused by the whole thing, even to being regarded as a foreigner in her native Quebec, where she has six grandchildren.

And still, as the French president made his way up river, the struggle between Ottawa and Quebec went on, with France being mostly clear of the friction.

France insisted on its president's paying a visit to the Citadel, summer residence of the Governor-General, immediately after his arrival in Quebec City. Provincial authorities would have liked the ceremony to be exclusively a provincial affair. If Ottawa insisted on getting into the act, then Quebec wanted to take over as soon as the quayside ceremonies were over.

But French protocol has it that if Governor-General Roland Michener comes to the dock to greet the President, then the president in fairness must go to the Citadel to call on Governor-General Michener.

NAC-VI LEAD AND LINE

When we arrived at Quebec City, *Colbert* and her escort destroyer *Bouvet* berthed first. *Skeena* and *Terra Nova* berthed afterwards and were considerably farther down the pier.

While the media were preoccupied with De Gaulle and the welcoming party, Rosemary Booth quietly slipped ashore where she was joined by her husband.

It is noteworthy from the *Globe and Mail* article that the Province of Quebec took measures to control press access to activities involving De Gaulle in Quebec City. The following sentences are the sole references I have been able to find concerning his talk at *l'Hôtel de Ville de Québec* – the first is from an obscure French academic article; the second is from a website titled “1967: *Le général de Gaulle au Canada*” and refers to his phrase “*Vive le Québec Libre!*”

1. “Plus tard, au balcon il rappelle les liens historique que lient la France a la province canadienne
2. “Objectivement, la phrase en question ne disait pas autre chose que le discours de Québec. Mais elle était tellement saisissante, qu'elle entraîna la réaction immédiate du Gouvernement federal.”

General De Gaulle's speech in *l'Hôtel de Ville de Québec*, was not reported in the press. I know this because Commander Keith Lewis of HMCS *Skeena* and I were standing in the audience, (in dress-white uniforms with swords and medals), and listening to what he said.

While he was being introduced by Quebec's Mayor, Gilles Lamontagne,* he appeared to be almost asleep; but then came alert and spoke forcefully; extolling Quebec's association with France and dismissing her association with Canada. An elderly little lady standing next to me

*Hon Gilles Lamontagne, a wartime RCAF bomber pilot and prisoner of war; later served as Canada's Minister of National Defence in 1980-84 and then became Lieutenant Governor of Quebec

was almost in tears. She told me in French that De Gaulle had misjudged the people of Quebec, that the adulation he was getting stemmed from his leadership of the Free French in WW II – not from any Quebec desire to rejoin France! She repeated several times that he was terribly mistaken.

I returned to my ship to find that many of my officers and other ranks had listened to De Gaulle's speech on the radio and were very upset. My Executive Officer, Lieutenant Commander Roger Sweeny – a very loyal, forthright and professional officer - was especially perturbed and came to my cabin to register his complaint.

I had a guest with me in the cabin at the time – Commander (retired) Guy St.Aubin Mongenais who was one of the many French Canadians who distinguished themselves in the RCN in WWII. He had commanded the corvette *HMCS Summerside*, and was married to my Montreal cousin, Louise Brodeur. Guy Mongenais and I were equally angry over De Gaulle's words.

The following morning I spoke to my Ship's Company, reminded them that we had our duties to follow and tasks to perform and should leave political issues to others and concentrate on EXPO'67.

We and *Skeena* slipped from our berths, proceeded to Montreal independently of *Colbert* and *Bouvet* and berthed in Bickerdyke Basin. Commander Guy Mongenais made that trip with me and enjoyed it immensely. The other two French destroyers *Du Chayla* and *Chevalier Paul* had preceded us to Montreal and were berthed in the same area..

It seemed to me that De Gaulle's “Vive le Québec libre” faux pas in Montreal had less impact on my Ship's Company than his speech in Quebec City. Nonetheless, *Skeena's* Commanding Officer, Keith Lewis and I met the following morning and went together to call on Captain Morrow, who was still in

NAC-VI LEAD AND LINE

Skeena's Captain's Cabin, to tell him that we intended to reject all invitations we received from the French Navy.

He put his head in his hands and said "Oh no! not you too!" Just as he was attempting to get us to change our minds, *Colbert's* Captain, Paul Delahousse, appeared at the door, with tears running down his cheeks and carrying a large cardboard box. His first words were "We are still friends aren't we?" he then presented the box to Captain Morrow saying "This is De Gaulle's champagne – he has no further need of it!". Keith Lewis and I immediately relented and decided to not reject invitations issued by the French Navy!

I cannot recall attending social events aboard the French ships; However, a day or two before *Colbert*, *Bouvet* and the other two French ships left on July 30,, the Canadian ships held a reception in *HMCS Skeena* to which senior French Navy officers as well as local dignitaries were invited. There I had the pleasure of meeting the Captain of *Bouvet*, Commander Chaperon. I found him to be very keen, professional and personable; and obviously destined for high rank.

The senior French Naval officer at that reception in *Skeena* was Vice-Admiral Charles La Haye who was rumoured to have flown to Canada to address any damage to naval relations resulting from General De Gaulle's actions.* He was standing apart and neglected by our other guests, and clearly was very upset by De Gaulle's words and actions.

I suggested to Commander Chaperon that we go over and speak to Admiral La Haye. I introduced myself; and seeking to cheer the Admiral up humorously remarked that he must have quite a job on his hands keeping con-

*A French Navy pilot who temporarily flew out of Halifax with the RCAF during WW II in 1940 , before rejoining the Free French forces, VAdm La Haye had to have been an excellent choice for "fence-mending".



Cdr Brodeur with Cdr (ret'd) Guy Mongenais

trol over Commander Chaperon. He smiled slightly, sighed and his reply was classic, unforgettable, (and somewhat prophetic) -

"Commander, I must bear the cross of Commander Chaperon; you must bear the Cross of Lorraine!"**

Shortly afterwards I had the honour and pleasure to stand at the brow and salute Vice- Admiral La Haye as he proceeded ashore from *Skeena*. In later years both Captain Delahousse and Commander Chaperon also became Vice Admirals in the French Navy...

Following the departure of the French ships, *Skeena* and *Terra Nova* sailed from Bickerdike Basin. I turned my ship over to my Executive Officer for the departure - which he accomplished very professionally, and under challenging circumstances. After making a long stern-board out of Bickerdike Basin he neatly swung the ship around in a turning basin which was partially obstructed by a cruise ship – a fine piece of seamanship!

**Admiral La Haye was undoubtedly echoing a quote thought in those days to have been made by Winston Churchill during WW II concerning General De Gaulle:

"The greatest cross I have to bear is the cross of Lorraine"

NAC-VI LEAD AND LINE



Extra! Get your own Littoral Combat ship-only \$180K
 HSV Sea Slice is an experimental United States Navy vessel, built by Lockheed Martin.[1] Based on a variant of the SWATH hull design, known as "SLICE," Sea Slice is characterized by four teardrop-shaped submerged hulls—double the number seen on

most previous designs. According to the US Navy, the design reduces waves and drag, which allows a SWATH vessel to "...operate at higher speeds while retaining their characteristic low motions in a seaway".

Designed for operation in the same area as, and mount similar armament to, a Littoral combat ship-type corvette, current weapon options include the Millennium Gun and the NetFires System.



U.S. Admiral Greenert presents Meritorious Unit Commendation to HMCS Toronto



The U.S. Navy's top admiral will present a U.S. Navy unit award to a Canadian warship Feb. 20, according to the U.S. Navy's public affairs branch. Chief of Naval Operations (CNO) Adm. Jonathan Greenert is to present the U.S. Navy Meritorious Unit Commendation (MUC) on Feb. 20 to HMCS Toronto (FFH 333) of the Royal Canadian Navy in Halifax, Nova Scotia.

U.S. Ambassador to Canada Bruce Heyman, Commander of the RCN Vice-Admiral Mark Norman, and several members of U.S. and Canadian government and navy leadership will also attend the ceremony.

A non-U.S. naval force receiving a U.S. Navy unit decoration is a **rarity**; this event marking the fifth occurrence of such a decoration in the last 45 years. Returning from their deployment, the crew of the Toronto was selected to receive the prestigious award due to their continued support of Combined Task Force (CTF) 150.

The Halifax-class frigate significantly disrupted the flow of drugs, criminal and terrorist activities in the U.S. Central Command area of responsibility.

While deployed Toronto responsibilities included tracking, boarding and searching maritime contacts of interest to CTF-150. Among Toronto's accomplishments during deployment which began in February of 2013, **the ship's crew seized six large caches of illegal drugs** to include 1,300 kilograms of heroin and six tons of hashish. Seizures of a large magnitude can significantly affect unlawful organizations' ability to fund illegal operations.

NAC-VI LEAD AND LINE



A Lead and Line Book Review

This is Bryan Elson's third book describing fascinating niches of naval history; the first two being: *First to Die* (tracing the short lives of four Canadian Mids killed off Coronel Chile, in 1914); and *Nelson's Yankee Captain* (life and career of Nelson's trusted friend, Adm Sir Benjamin Hallowell).

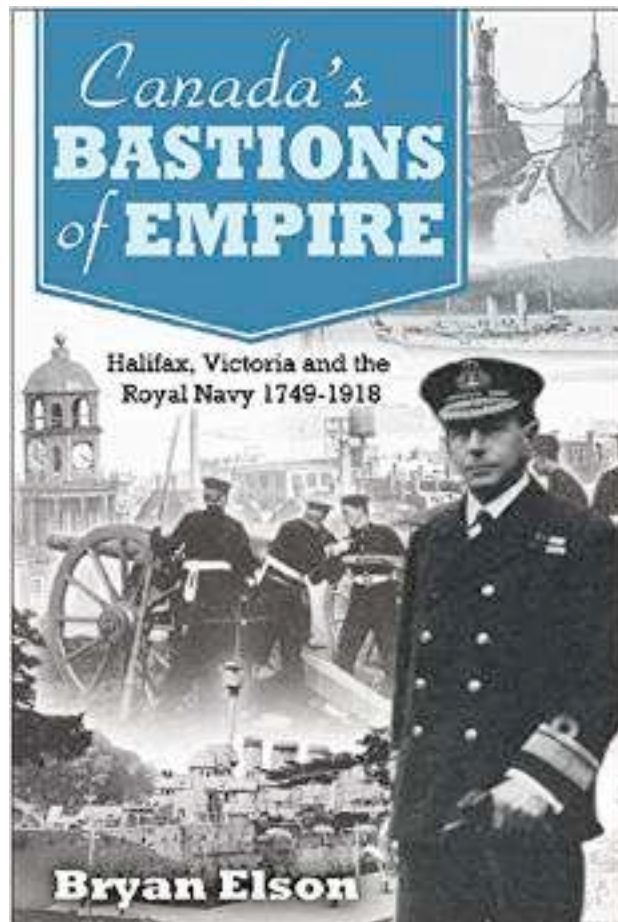
In this current period of significant centenaries of famous Canadian WW I land battles overseas, Elson provides a welcome balance by telling the so-far little-known stories of the strategic defence of Canada. We owe our success to the extensive fortifications of Victoria and Halifax.

Elson provides many interesting details of the reasons for

bolstering these defences over many years from the mid 1700's against the French, through to the Americans. He tells us what strategic effect they had, and the part their garrisons played in the lives of these two early Canadian bastion cities.

These strong fortresses with the help of the cruisers HMCS *Niobe* and HMCS *Rainbow* protected Canadian trade vital both to the WW I effort while helping to ensure Canada's broader economic survival over those crucial four years.

Little known are the facts of HMCS *Niobe*, on station nearly continuously for most of the first year of the WWI, in force-blockading the port of New York, where 38 German merchant ships were held.

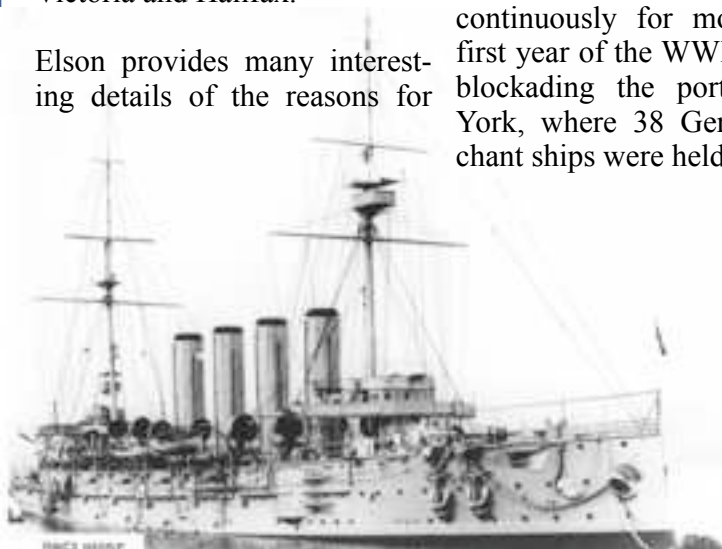


HMCS *Rainbow* ventured south to San Francisco to rescue two British sloops; all of them threatened by the very capable German cruiser SMS *Leipzig* actively raiding as far North as Cape Mendocino (just south of the Oregon border).

This is a thoroughly researched and fascinating book which finally tells in text and with many diagrams and photos, key details of Canada's usually forgotten, but foundational, home defences from its humble beginnings in 1758 against the French then the Americans and finally the Germans in WWI. Very highly recommended reading.

Formac Publishing, Halifax 2014, Bryan Elson
ISBN 978-1-4595-0326-7 (bound) 978-1-4595-0327-4 (epub)

Review by Larry Dawe



HMCS *Niobe* was one of eight DIADEM class protected cruisers. She served in the Royal Navy from 1898 to 1910. In 1910, *Niobe* and *Rainbow* became the first two ships to serve the Royal Canadian Navy. She was scrapped in Philadelphia in 1922. (DND photo.)

NAC-VI LEAD AND LINE

Snowbirds to appear at Royal Roads

On 25 April a special Sunset Ceremony will be conducted on the former square of Royal Roads, as part of the 75th anniversary of excellence at Royal Roads.



Participants will include the Snowbirds, 20 officer cadets of the Pipes and Drums Band from RMCC, the RCN Naden Band, a 50 member Vice Regal Guard and two 105 mm guns with the 5th (BC) Field Regiment.

A special 24 member ex cadet contingent will also participate in this event – to represent all those who attended Royal Roads between 1940 and 1995.

Canadians of the Devil's Brigade receive Congressional Gold Medal of Honour

Just over 70 years ago, the United States-Canadian 1st Special Service Force, consisting of 1800 Canadians and Americans, were sent into Italy to take on some of the war's most desperate battles.

These rough lumberjacks and miners never did lose a battle. They took their name from a journal they captured from a German officer, who had described the "Black Devils" as being everywhere, but unseen. This was in part because of their habit of blackening their faces with boot polish on night patrols.

In two years they liberated towns in France and Italy and took 30,000 prisoners. Fourteen Canadians were honoured at the ceremony

MarPac Sailor of the Year

LS Adam Flegel, a Boatswain from *HMCS Protecteur*, has been chosen the Maritime Forces Pacific Sailor of the Year.

During *HMCS Protecteur's* major engine room fire in February of 2014, LS Flegel's performance was proof of his extraordinary leadership and selflessness.

During the 11 hours of the fire, he stood as a boundary five times. During his rest periods he helped organize the manning pool into attack teams and assisted with finding and rigging generators.

Trustworthy and competent, he was exceptionally resourceful and reliable as *Protecteur's* Small Arms Custodian – managing the ship's complement of weapons and weapon accessories.

This secondary duty was made significantly more challenging



as *Protecteur's* post-fire state required that all small arms be de-stored and returned to Esquimalt from Hawaii.

LS Flegel spent countless hours organizing, cleaning, cataloguing, and documenting the ship's small arms. His meticulous attention to detail ensured that the ship met all security requirements and returned all weapons with no infractions.

He was one of the last *Protecteur* personnel to return home after the fire, volunteering to stay behind as part of the duty watch alongside in Hawaii, allowing other members of the crew to return home to their families.

LS Flegel is an active volunteer in his community, volunteering at Rain Coast Dog Rescue Service, and also works with children with disabilities – taking them sailing with CFSA.

NAC-VI LEAD AND LINE

Naden Band embarks on 75th anniversary

Fresh from three evening concerts and two matinees to sellout crowds at Christmas, with featured vocalists Ken Lavigne and Stephanie Greaves; the Band has bigger and better plans for 2015 which marks the 75 anniversary of its founding during World War Two.



NOAVI EXECUTIVE COMMITTEE

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NAC-VI LEAD AND LINE

WWII torpedo boat being restored in Somerset has taken to the water in Bridgewater.

The 73 foot MTB 219, was built in Portsmouth in 1941, one of a model built for speed to defend Britain from the threat of German Invasion. During her military career, she was involved in a number of important sea battles and sank the German destroyer *Seeadler* on the 13th of May 1942. The project has cost £30,000 so far and an additional £30,000 is being crowd-funded to finish it. For more information see

<http://www.crowdfunder.co.uk/mtb-219s-final-journey>



Service Officer's report

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



In Memoriam

7 Jun Mrs Shelagh Wand
2014 Mrs. Patricia Allwood
26 Jan Michael Chupick Cdr
RCN (Ret'd)
6 Feb Mrs Wendy Underhill
24 Feb. Cdr Alan (Kelpie)
Cavenagh RCN (Ret'd)

*If you would like to join the Service Officer's Report and Visitation Committee,
phone Irvine Hare 250-853-5493 or Peter or Elizabeth Campbell at 250-478-7351*