

LEAD AND LINE

NEWSLETTER OF THE NAVAL ASSOCIATION OF VANCOUVER ISLAND

<i>Gift for a Princess</i> Page 2	<i>Monsters be here</i> Page 4	<i>Naval Museum Open House</i> Page 6	<i>Legion d'Honneur</i> Page 14
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New Commodores-in-Chief for the Royal Canadian Navy



Prince Charles and Princess Anne at the Braemar Games in the Scottish highlands

For the first time in history, members of the Royal Family (Princess Anne and Prince Charles), have been named as Commodores-in-Chief of the RCN.

The duties are ceremonial in nature. A Commodore-in-Chief is kept informed of all important activities of their affiliated unit and may engage with the unit in a ceremonial capacity as opportunity allows.

Both Prince Charles and Princess Anne already serve as Colonels-in-Chief to seven Canadian regiments.

The appointments will see The Prince of Wales becoming Commodore-in-Chief (Atlantic Fleet) and The Princess Royal becoming Commodore-in-Chief (Pacific).



NAC-VI 25 June 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: Cdr John Wilson
former CO of HMCS Calgary

Topic: *A talk on our new modernized frigates
AGM after the Luncheon*

Cost: \$25 per person.

*Please contact Bud Rocheleau bhrocheleau@shaw.ca or
250-386-3209 prior to noon on Thursday 21 May
Please advise of any allergies or food sensitivities*

NAC-VI LEAD AND LINE



President's Message June 2015

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.

I announced a few months ago in this space that I would be stepping down as your President at the end of this month. This is still the case.

I asked our Past President, Ken Summers, to chair a small committee to provide a slate for nomination at our next AGM, which, as you all know, will take place at the Fireside Grill after lunch on June 22nd. Ken has worked diligently on

this task, but has not had much success in bringing forth "new" people. As you will see, it will be many of the same old faces around the table, albeit in different roles. This I find disappointing. The door is still open for volunteers – especially those who are new(er) members of NAC-VI.

As I step down I would like to take this opportunity to thank the hard working members of our Executive for all their efforts over the past few years. Many people perhaps do not realize just how much work goes on behind the scenes to keep our organization running, all the while meeting the demands of the BC Society Act and other agencies. The national organization underwent a sea change last year, going from an Association of Associations to an Association of Individuals. I do not believe that this is a closed issue, based on what I have heard from our membership and indeed from some others across the country, but I will leave his to a future Executive to deal with!

Yours Aye

Nike



VE Day in Russia

An aquatic park in the Russian Siberian town of Irkutsk marked VE day this year by giving toy rifles to two seals. The show featured seals wearing military hats with Soviet symbols shooting water pistols, saluting and holding toy rifles while turning around.

*What does a Navy give
a Princess as a gift?*



Sailors standing on the flight decks of Type 23 frigate HMS Lancaster and Type 45 destroyer HMS Dragon spelled out the word "sister" in honour of the royal baby.

NAC-VI LEAD AND LINE

Exercise Trident Fury

Seven Naval vessels sailed from Esquimalt in May for this biennial multinational exercise including (HMC) Ships *Calgary*, *Saskatoon*, *Winnipeg*, and *Yellowknife*, United States Ship *Cape St. George*, United States Coast Guard Cutter *Active*, and RCN ORCA-class vessel *Wolf*. The exercise tested air and surface joint operations in-



cluding maritime surveillance, live air and surface weapons firing, and anti-submarine warfare training.

Military aircraft participation includes RCAF CP-140 Aurora Long Range Patrol Aircraft and

CH-124 Sea King ship-based helicopters. American aircraft in the exercise include USN P-3 Orion Maritime Patrol aircraft, SH-60 Seahawk helicopters and EA-18 Growler electronic warfare jets.

NAC VI 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	Larry Dawe	larrydawe2@gmail.com	DL Associates	Geri Hinton	pege398@shaw.ca
Treasurer	Peter Bey	peterbey@yahoo.ca	Obit Co-ordinator		
Membership	Kathie Csomany	Csomany@islandnet.com	DL Webmaster	Eric Griffiths	eric.griffiths2012@gmail.com
Maritime Affairs	Jim Boutilier	boutilier.ja@forces.gc.ca	Editor	Felicity Hanington	felhan@telus.net
Service/Visits	Irvine Hare	ihare@telus.net	List Master	Michael Morres	mfmorres@shaw.ca
Programme	Bill Conconi	billconconi@me.com	List Master	Jim Dodgson	jjgolf20002@telus.net
Reserves/Cadets	Gerry Pash	gwpash@shaw.ca	Historian	Stan Parker	esparker@shaw.ca

HERE THERE BE MONSTERS....



Mysteries of the Sea

This month I hope to introduce you to the marvels of the frilled shark. It is not as splashy as some of my other choices, but a remarkable predator nonetheless.
Ed

On August 27, 2004, the first observation of the elusive frilled shark in its natural habitat was made by the ROV Johnson Sea Link II, on the Blake Plateau off the southeastern United States. On January 21, 2007, a Japanese fisherman discovered a 1.6 m (5.2 ft) long female alive at the surface, perhaps there because of illness or weakness from the warm water. It was brought to Awashima Marine Park in Shizuoka, where unfortunately it died after a few hours.

Seldom observed, the frilled shark appears to capture prey by bending its body and lunging forward like a snake. The long, extremely flexible jaws enable it to swallow prey whole, while its many rows of small,



needle-like teeth make it difficult for prey to escape. That awesome jaw holds about 300 teeth with each tooth being small with three slender, needle-like cusps alternating with two smaller cusplets. It feeds mainly on cephalopods, leavened by bony fishes and other sharks.

Pregnancies may be as long as three and a half years, the longest of any vertebrate. Litter sizes vary from two to fifteen, and there is no distinct breeding season. Frilled sharks are occasionally caught in commercial fisheries but have little economic value. The International Union for Conservation of Nature has assessed it

as Near Threatened, since even incidental catches may deplete its population given its low reproductive rate.

This shark, or a supposed giant relative, is a likely candidate for reports of sea serpents.

The frilled shark has seldom been encountered alive, and thus poses no danger to humans (though scientists have accidentally cut themselves examining its teeth).



NACVI LEAD AND LINE

EXERCISE DYNAMIC MONGOOSE

In May, HMCS Fredericton joined Operation Mongoose in the North Sea, the largest anti-submarine exercise NATO has ever conducted. Submarines from Germany, Norway, the United States, and Sweden converged on chilly Norwegian waters, variously playing the hunter and the pursued. More than a dozen surface ships from Canada, Germany, France, the Netherlands, Norway,



Poland, Spain, Turkey, the United Kingdom, and the US took as well, along with a ton of personnel and aviation gear. Fredericton has had a busy

2015 participating in operations in the Aegean, the Black Sea, the Mediterranean, the Atlantic and now the North Sea.



NAC-VI LEAD AND LINE

30th Anniversary of CFB Esquimalt Naval and Military Museum

On Saturday 04 July, the Naval Museum is celebrating with an Open House in the Museum Square at Naden, from 10 a.m.-5 p.m.

The all-day event will feature an encampment and presentations by the Victoria-Esquimalt Military Reenactors Association, special exhibits and displays from the Princess Patricia's Canadian Light Infantry (PPCLI) Association, the British Columbia Aviation Museum, The Alberni Project *HMCS Alberni* museum and memorial, and a range of other groups and organizations. Other Open House attractions will include a dress-up station and fun activities for chil-

dren and adults, the official opening of a new museum gallery, and cake.

In setting up this event, we feel very fortunate to have the assistance of Christine Farrington, Special Events Coordinator for Canadian Forces Morale and Welfare Services (CFMWS) Personnel Support Programs Division.

Admission is free, and we invite members of the public and friends of the museum to come "sea us" and help us celebrate this significant milestone for CFB Esquimalt Naval and Military Museum.

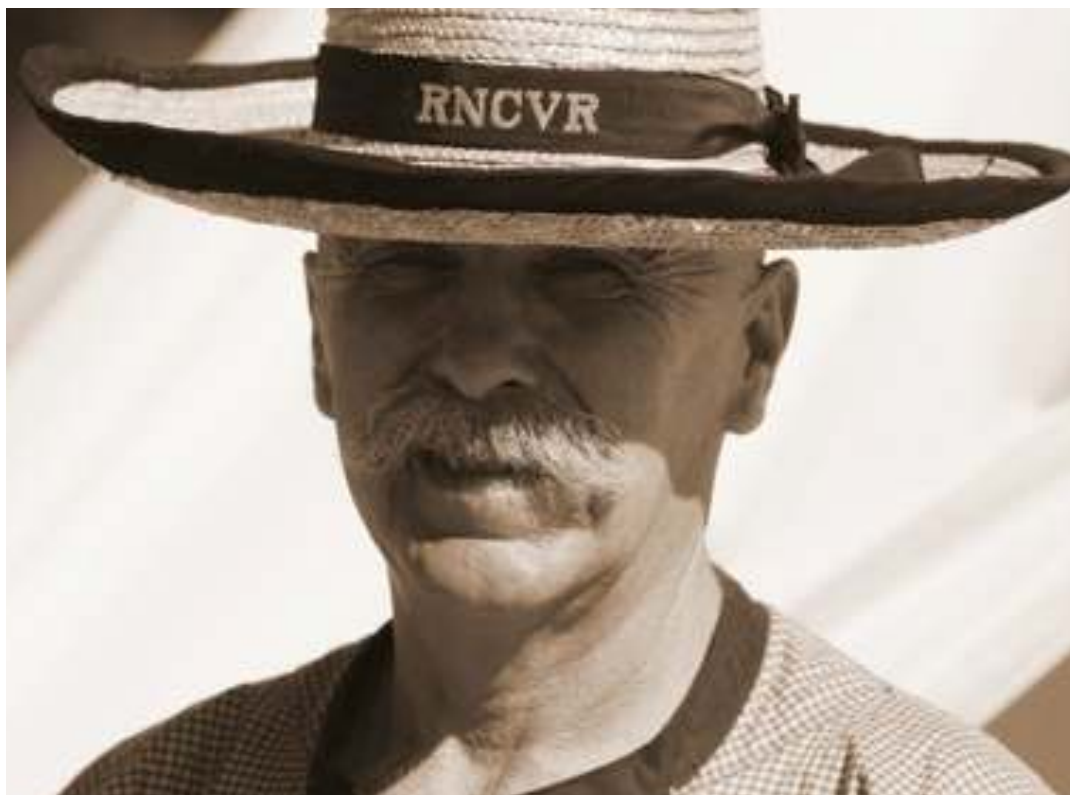


Photo courtesy of Tony Austin

The Victoria Esquimalt Military Reenactors Association member Don Thomas goes Navy

The museum at Canadian Forces Base Esquimalt had its official opening on May 5 1985, to coincide with the 75th Anniversary of the Navy.

But the museum was still very much in need of artifacts in order to create meaningful exhibits. The work of assembling such a collection continued, and the museum, then located in Building 20 at Naden, finally opened to the public in 1987, later expanding into Naden Buildings 37 and 39, where it can be found

NAC-VI LEAD AND LINE

Memoirs of a Navigator

Part Two

by Peter Chance

At *HMS Kete* at St David's Head in SW Wales our D course exposed us to the language of the aircraft controller, to be able to talk to pilots; elocution classes were mandatory as was ground school practical for students on bicycles wearing headsets, on a parade ground being given directions by Wren controllers. We also flew as passengers in Mosquito aircraft for aloft appreciation of our new trade. To round the ND course I learned to fly and qualify as an "A" license pilot.

In June 1951, appointed as the Navigator and Operations officer in the modernized Tribal class destroyer *HMCS Cayuga*, I would now be required to use my ND training skills. For the best part of a year, we operated in the Yellow Sea as a Unit of the Commonwealth Forces during the Korean War. We had the best radar in the area and an

excellent ops room. Tides and tidal streams much similar to those of the Bay of Fundy, made for highly engaging pilotage, using, sometimes, less than current charts. One night operation, entering the Yalu River estuary with our radar outlining the bending channel, we lay alongside our barge targets to eliminate them with controlled fire and escape without enemy interference although we were only five minutes from the Antung Airbase. Operation Sitting Duck was another, this time in daylight at anchor on a falling tide the purpose was to draw enemy long range 120 mm radar controlled gunfire. When we were straddled with the first salvo it was time to get out of range and call down our aircraft to attack with napalm and long range gunfire from our supporting cruiser. It was a very exciting exit with only losses being an anchor and our motor cutter was sank in the whirlpool as the port engine went from full astern to full ahead. Later off the Haeju Estuary, we provided covering fire for a ROK (Republic of Korea) raiding party one evening and on their return to the beach the next morning. Our Doctor's bravery was

continued on page 8

This photograph of HMCS Cayuga, taken shortly after its commissioning in 1947, shows the destroyer's sleek lines and powerful armament. Cayuga's two forward twin four-inch gun mountings are clearly visible (centre). One of three destroyers Canada sent to Korea in response to the United Nations' request for military assistance, Cayuga left Esquimalt, British Columbia, on 5 July 1950 along with HMCS Athabaskan and HMCS Sioux, arriving in Sasebo, Japan, on 30 July. The three destroyers began patrols of the Korean coast shortly afterwards, and started engaging North Korean forces from mid-August on.



NAC-VI LEAD AND LINE

such that we attempted to have him receive a decoration but instead unmasked our great imposter. Our return to Esquimalt required us to refuel at Adak in the Aleutians as the additional weight of our anti aircraft weapons, to ensure stability, demanded that we did not go below 40% fuel remaining. I was grateful for the North Pacific Loran as the overcast sky and foggy weather precluded sights on both legs of the passage until we were past the entrance to the Alberni Canal. It was good to be home that July.

Forty days later in August 1952, I was reappointed as the Navigator of the cruiser 'Ontario'. Less than a month later, we sailed on a 'Show the Flag' circumnavigation of South America. With no navigation aids south of Panama, my sextant and sights were in daily use to confirm my DR positions. At Valparaiso I was highly impressed with the skill with which our German pilot berthed our ship. About nearly two ships lengths from our jetty, he let go our port anchor easing the cable, then swinging the ship through 180 degrees moved up to the 'let go' position of the port anchor, where he then let go the starboard anchor

and eased the ship back to the jetty. Wires were passed for and aft and the spring loaded brow, to compensate for the constant Pacific surge, was placed on board. Following a hilarious fixed *HMCS Ontario* horse race and a traditional Sunset Ceremony, we headed south at 20 knots with our genial liaison officer Capitan de Coveta Tomas Unwin on board. Steaming through the Patagonian Canals using my prepared Navigators Notebook for courses and especially regarding both Advance and Transfer, all was well. On reaching the Strait of Magellan to our surprise, there was no storm. After a night at anchor off Punta Arenas, our Tommy Unwin left us and we proceeded into the Atlantic and on to Port Stanley in the Falkland Islands.

After only a short courtesy visit to this once important coaling station, we sailed for Buenos Aires some 1000 more miles away. At the entrance to the Rio de la Plata we embarked our Spanish speaking pilot. Despite a presidential order that prohibited any ship to get closer

continued on page 9



NAC-VI LEAD AND LINE

Memoirs of a Navigator

Part Two

continued from page 8

to us than 1000 yards, a Chilean freighter attempted to overtake us on our starboard side. When in the final stages to our berth, and under tow of tugs to prevent the heavy silt from entering our bottom fitted water intakes, the resulting collision when the *SS Auroco* turned to port, tipped both our inner and outer propellers and bent the shafts. Both pilots were never heard from again. From there with assistance, we visited Montevideo and then at sea again, we began the long run to Rio de Janeiro. Trailing the starboard screws we reached 14 knots with little to no vibration and only three degrees of port helm to maintain our course. Subsequently, we spent ten days in a Rio dry-dock where the damaged screws were removed and secured to our quarterdeck and the shafts plugged. On our passage to Cristobal, our Captain became extremely anxious that we wouldn't be able to transit the Canal. However, all was well when the 'canal effect' worked like a charm. With a much relieved Captain as we entered the Pacific, we arrived on the 16th December for Christmas with friends and families after a 22,000 mile cruise.

In May 1953, with our repaired screws lashed down on the quarterdeck, and with a new Captain, Duncan Raymond, we sailed once more, this time to be a Unit of the Canadian Squadron to participate in the Fleet Review on the 3rd June at Spithead on the Solent opposite the Isle of Wight. Following another transit of the Canal, we proceeded to Halifax and subsequently sail for the UK. Anchoring in the right position posed a delicate and careful plan to avoid being asked to, "Do it again please" With a constant calling of bearing and radar ranges, we made it.

After the splendid Review of ships from many nations arranged in seven lines, each ship at a cable distant, we went into a Portsmouth drydock to have the shafts re-



moved, sent to Sheffield to be straightened and returned, refitted in our ship along with our refurbished screws. By early July, we were on our way home via Bermuda. There I was given permission by my trusting Captain to take the ship into the small Hamilton Harbour. With the pilot looking on, I used the example I had witnessed in Valparaiso. It worked. It was a highlight of my pilotage experience.

I left the ship that August to take up my new appointment in Ottawa as Director Navigation/ Direction for two years which was followed by the RN Staff College course in Greenwich and to my first Command in the Spring of 1965, *HMCS Outremont* a Prestonian Class frigate.

In July, as a change from an ASW training ship role, I was ordered to proceed to St John's to embark the Lt

continued on page 10



LEAD AND LINE

Gov of Newfoundland Sir Leonard Outerbridge and his entourage, including his ADC, an RCMP, a lawyer, a priest and the pilot, to make the annual visit to the outports and administer all manner of services. We stopped first at La Scie in Confusion Bay where two fishermen taught me to jig for cod. Fifteen minutes later and 45 pounds of cod in the dory was cause for a 'fishing derby' for the ships company.

Other calls were made on the east coast of Newfoundland and St Anthony, to visit the Grenfell Mission Hospital. Next we called at Lanse-au-Loups, pronounced locally as Lancyloo on the Labrador south shore. On our approach to Battle Harbour at the entrance to the Strait of Belle Isle, Cap'n Ken Barbour, the 82 year old veteran master of the northern re-supply vessel *SS Nascopie* said, "Soon you'll hear the Labrador orchestra."

Sure enough, it was the howling of the staked-out dogs. Later at night, there was a radar report of icebergs all around us within a ten mile radius and a kind of wall ahead. Lowering the window and peering into the wet misty night, a garbled, "kinyesmill-duhicemyson"? was translated to "Can you smell the ice my son?"



HMCS Sioux, one of four C class Fleet destroyers transferred in January 1945 from the RN to be a part of the British Pacific Fleet in WWII

Sir Leonard Outerbridge (1888-1986) served in the Cdn Forces in WWI attaining the rank of major. He served as a lawyer and then President of the Nfld Board of Trade. He was Joey Smallwood's choice for the first Lieutenant Governor of Newfoundland and remained in that position for a decade. (1947-1957)



Now we could see the wall of ice that blocked our way. The fish smell was potent. Reluctantly, we had to cancel our visit to the northern outports. And so, after a short stay in Goose Bay, for a cod fishing derby for the ships company and a salmon fishing fly-in to the Eagle River enjoyed by all, we returned to St John's to disembark our passengers and return to our home port.

In the New Year 1957, I was appointed to command *HMCS Sioux* lying in Esquimalt finishing a major refit. I had been directed to bring her back to serve on the East Coast. With permission to plan my own passage, we sailed on the 24th May making stops at Monterey, San Diego, the Canal and Kingston Jamaica. Then, at Grand Cayman anchoring was of special interest as the depth rises from 1000 fathoms to 9 fathoms on a diminishing shelf to the shore. With the anchor at about 40 feet below the surface, it could be seen in the clear water. When it took hold, the ship was swung around ensuring sufficient water under the screws. A few nights later, a near international incident was averted only, with a ship headed to intercept us on a collision course, we illuminated our ensign and our loaded and aimed guns, and with a bullhorn statement as to who we were, did a Cuban frigate veer away without response.

Our prime role was the Newfoundland patrol and search for Russian submarines. We probed every navigable fjord and inlet all around the Island. The closest we got to

continued on page 11

LEAD AND LINE

Memoirs of a Navigator Part Two

continued from page 8

achieving our aim was when we followed up on an RCMP report. An interview of two very elderly father and son fishermen went like, “ We’s motorin along in d’fog in our dory wen, wat d’ye , know? Ders a big black stick like, cummun rite at us see. Just as quick, it goes below d’surface and we’s ridin right over it”. With no friendly forces in the area, we learned that Russian submarines landed their crews for a little R&R in remote harbours.

Another much more interesting and challenging duty was to embark the Vice Regal party at Pictou, NS and carry them across to Charlottetown for a Formal Visit. His Excellency the Governor General the Hon Vincent Massey greeted me warmly, he and my father having known one another through his devotion to the Arts and the Theatre. For the 50 mile journey across the Northumberland Strait, he remained on the bridge enjoying the fine weather and freshening breeze.

Author Peter Chance served on 13 ships in his career. He retired from the navy in 1970 and served five years as the executive officer to the Dean at Osgoode Hall Law School of York University.

At 93, Peter was awarded the Légion d’Honneur. He believes it is important that we remember the sacrifice of so many people to win freedom in Europe on D-Day.

“We lost a lot (of people) on the beaches that day.”



Peter Chance received the Légion d’honneur 21 May

*Image: Steven Heywood/
Vic News Staff*

Vincent Massey was commissioned into the military, did a brief stint in the Cabinet and after several years in diplomatic circles was named the 18th Governor General of Canada by King George VI in 1952. Massey was the first Canadian-born Governor General and held that position until 1959



As we approached our berth, which lay at 90 degrees to the channel, we were meant to go alongside starboard side to. There was little room to manoeuvre as the port side berth was occupied by a freighter. Because of the fresh breeze following the line of the river and falling tide, I realized that we would have only one shot at securing to our berth.

The fo’c’s’le party was alerted to make certain our bowline was secured and similarly the stern line. Our luck ran out. The head rope missed and the bow began to sing down on the merchantman. Seeing that the only way out of this less than the best of situations, I ordered, “Full speed astern both engines” in that narrow channel.

As the bow cleared, I ordered, “Stop Port full ahead port stop starboard As the bow came round to head upstream, using the engines again, we turned to port to parallel the upstream side of the jetty. Soon afterwards, we achieved a ‘heavy alongside’ with lots of invective directed at the shore party. I apologized to His Ex who said, “In similar circumstances I would have done the same”

*Errata: In Part One of Peter Chance’s memoirs, I incorrectly identified the Captain of Skeena as Harry deWolfe, when it was in fact Pat F X Russell, see p 5.
Ed*

NAC-VI LEAD AND LINE

Arctic patrol vessel to be named for Colwood war hero



German U-boat U-210 seen from HMCS Assiniboine, 6 August 1942

HMCS Max Bernays is to be named for a Colwood sailor who, as Coxswain of HMCS Assiniboine in 1942, was instrumental in the sinking of U-210, after the submarine successfully set fire to the bridge of Assiniboine. He ordered two junior sailors off the bridge and conveyed orders to the engine room which led the ship to ram the boat three times and sink it. Originally recommended for the VC, he was awarded the Conspicuous Gallantry Medal by the British Admiralty; one of only two Canadians to receive that honour.



Chief petty officer Max Bernays Family photo

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 - Larry Dawe at larrydawe2@gmail.com.

Notice of NAC-VI 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, 22 June, 2015 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;

1. To receive the report of the President;
2. To consider and approve the financial statements for the year ending 31 March, 2015;
3. To approve the budget for the year ending 2016;
4. To appoint a reviewer for the year ending 2016
5. To ratify and confirm the actions of the Executive Committee and Officers for the year 2014/2015
6. To authorize the Executive Committee to take action on behalf of the Organization for the year 2015/2016; and
7. To transact such business as may be properly brought before this meeting.

NAC-VI LEAD AND LINE

NAC Endowment Fund Restores Painting Showing

Rescue of ATHABASKAN Survivors in 1944

A modern copy of a wartime painting will be presented to the CFB Esquimalt Naval Museum at the NACVI AGM on 22 June. The picture shows *Athabaskan* survivors being rescued by *Haida* off the French coast on 29 April 1944. This is part of a project undertaken by the NAC Ottawa Branch and it has been funded by the NAC Endowment Fund. The painting was done in 1944 by British marine and war artist William McDowell for the newsmagazine *The Sphere* which published it less than a month after *Athabaskan* was lost. During the war newsmagazines regularly commissioned dramatic paintings by artists like McDowell to illustrate stories. They can be found in *Macleans*, *The Star Weekly*, and *The Illustrated London News* as well as *The Sphere*. This particular painting has been in the HMCS Bytown wardroom for decades. It



The Painting. This shows the motor cutter on the left and Cdr DeWolf on the port gun platform. It tells the story but it is hard to believe that if that many survivors were that close to *Haida* only 42 would have been rescued.

had been presented to the mess by Commodore George (Gus) Miles- *Athabaskan's* first commanding officer- when he was Mess President in 1947-48. NAC Ottawa has now decided to have prints presented to naval museums across Canada. The painting was digitally restored by Barry Tate a professional artist who in fact lives in Victoria.

The Back Story. The RCN acquired four powerful Tribal class destroyers (*Iroquois*, *Athabaskan*, *Haida*, and *Huron*)-all built on the Tyne on the east coast of England-in 1942-43. They initially served with the Home Fleet out of Scapa Flow but in January 1944 they were moved to Plymouth and became part of the 10th Destroyer Flotilla. They were involved in several operations against German convoys and

destroyer patrols. At the end of April *Haida*, *Athabaskan* and *Huron* along with an RN Tribal, *Ashanti*, sank the German destroyer-sized torpedo boat *T 29*. Three nights later *Haida* and *Athabaskan* encountered two torpedo boats and opened fire. The Germans launched a torpedo attack and *T 24* fired a torpedo which exploded on *Athabaskan's* port side in the gearing room abaft the engine room. Fires spread rapidly and the ship rolled over and sank shortly after a second explosion when a 4.7 inch magazine blew up. All of *Athabaskan's* boats and carley floats had been destroyed and the survivors who made it over the side were in cold and oily water. Meanwhile *Haida* had continued the action and drove *T 27* ashore with her gunfire. She

continued on page 13

NAC-VI LEAD AND LINE

then returned, located the *Athabaskan* survivors and stopped for 18 minutes to pick up survivors. *Haida* was only 15 miles off the French and first light would be in around two hours. Commander Harry DeWolf of *Haida* was also worried about drifting into a minefield. He ordered all of *Haida's* boats and floats into the water. *Athabaskan's* c.o. Lieutenant- Commander John Stubbs (who had grown up in Kaslo in Victoria) was among the survivors in the water and is reported to have yelled "Get away *Haida*". Forty two survivors made it up the scramble nets and were pulled in-board. The Germans later rescued 86 men- in fact *T 24* had returned after *Haida* had pursued the other torpedo boat to destruction and rescued 47. These survivors became POWS. Another 6 -plus 2 *Haida* sailors who had been at the bottom of the scramble nets helping survivors and had been swept away when their ship got underway- made it all the 120 miles to England in *Haida's* motor cutter. One of the motor cutter crew was AB Jack Hannam, later a Lieutenant and member of NOAVI. 128 of the crew including

The NAC Endowment Fund. Donations are invested; Income is used to support applications which involve one of

three purposes: "Remember the Past", "Support Today's Navy" and "Build the Future". In 2014 grants totalled \$28,000. Of this, \$6,500 went to Broadmead. The 2015 grants will be decided at the NAC AGM in Calgary in June. Here's the complete list of 2014 grants:

Crowsnest	\$ 3,000
Sackville (Canadian Naval Memorial Trust)	\$ 4,000
Sea Cadet Scholarships: 7 @ \$ 1,000 ea.	\$ 7,000
<i>Haida</i> prints	\$ 3,000
Naval Museum Winnipeg	\$ 3,000
Ship Builder Statue NOABC Vancouver	\$ 1,500
Broadmead -lift	\$ 4,000
Broadmead- low bed	\$ 2,500
Total	\$ 28,000.

Legion d'Honneur still open for Canadian Sailors

In 2014, the Embassy of France awarded the Légion d'honneur to more than 600 Canadian Veterans who served in the campaign to liberate France.

I am pleased to inform you that the Government of France has extended the nomination deadline for the Légion d'honneur to July 31, 2015. The Embassy of France is looking for candidates who took part in the battles and military operations surrounding the landings in Normandy and Provence during the liberation of France mainly between June 6 and August 31, 1944.

The Department of Veterans Affairs would like to invite you to participate in the nomination of candidates for this prestigious decoration.



All nominations must be received by Veterans Affairs Canada no later than July 10, 2015, at the following address:

Veterans Affairs Canada, Commemoration Division
 Attention: Jaime Cote
 66 Slater Street, Ottawa, Ontario, K1A 0P4

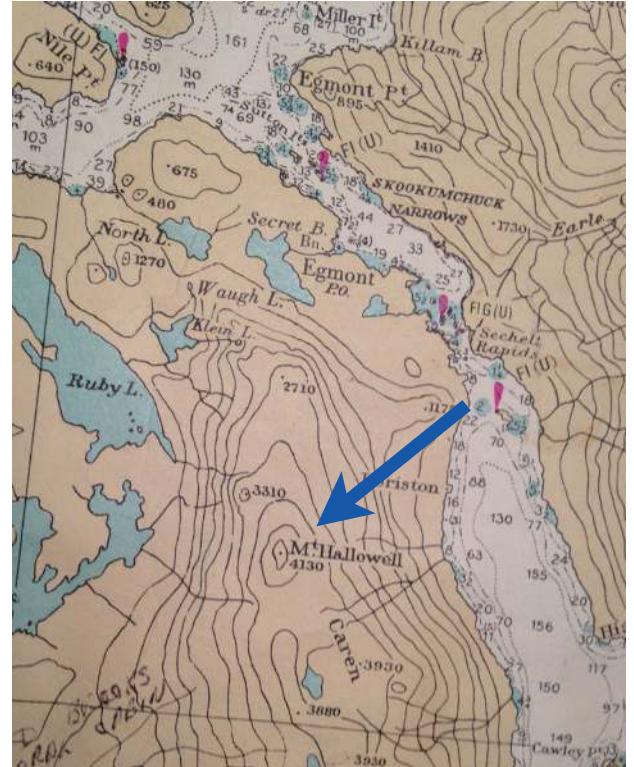
NAC-VI LEAD AND LINE



Admiral's Mountains of Southern BC

Mt Hallowell 4130 ft; Main topographical feature of the Sechelt Peninsula; "above" the Sookumchuck Narrows.

Also named by Captain Richards, 1859, for VAdm Benjamin Hallowell who was arguably Nelson's closest friend and captain of *HMS Swiftsure* (74 guns). At the Battle of the Nile, 1798, *Swiftsure* was anchored less than 100 yards (half a pistol shot) from the burning flagship *L'Orient*, when she was destroyed by her magazine exploding. The heat of the fire was so intense that the pitch melted out of *Swiftsure's* deck planks. The French commander, Admiral Brueys, (commanding from an armchair on his quarterdeck with tourniquets on both his upper legs, which had been shot off) was cut in two by a shot from *Swiftsure*. Hallowell, born in Boston Mass, died in England in 1834; last survivor of Nelson's famous Band of Brothers.



Details from: Cdn Hydrographic **Chart 3579** discontinued; **British Columbia Coast Names**; Captain John T Walbran, 1909, reprinted 1971; and **Nelson's Yankee Captain**; Captain Bryan Elson, 2008.

Service Officer's report

Mrs. Margaret Bartlett,
Mount St Mary's Hospital,
861 Fairfield Rd.

Lt. Sheila Davis
Oak Bay Lodge,
2251 Cadboro Bay Rd.
V8R 5H3 Ph: 250-595-4844

Captain (N) Robert Peers
Broadmead Lodge
tinda@shaw.ca

Cdr. Rusty MacKay also Liz
4619 Elk Lake Dr.
Ph 250-727-7460

LCdr. Ward Palmer 3101 Dolphin Dr.
Nanose Bay B.C. V9B 9J2
Ph 250-468-7101

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

NAC-VI Welcomes
New Member:
LCdr Sean Millwood, RCN
(Ret'd)
transferring from Ottawa



In Memoriam

28 Apr 2015 LCdr Rob Manifold
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*