



THE NEWSLETTER



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EDITOR Robert Williamson

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Bob Wilson Tom Hopkins SLT Willy Vooght LT Terry Leier C/C Glen Power Tim Strouts John Thompson

Saskatchewan Division of First Year UNTDs in 1965 did their sea training in gate vessels on Lake Ontario and made their mark in Canadian naval history. *photo courtesy Clearhue* **Cover story inside**

FEATURED IN THIS EDITION

UNTD participation in the Halifax Navy Centennial • UNTD Canadian Marine Artist Peter Robinson in the Arctic
Ottawa Old Oars News and Events / UNTD Toronto Harbour Dinner-Cruise

COVER STORY

UNTD's ROLE IN CANADIAN NAVAL HISTORY

The 1965 Flag Cruise

In 1965, with reduced budgets and concern for the cost-effectiveness of maintaining the aging frigate training platforms, the navy assigned the 1st Year University Naval Training (UNTiDys) to Gate Vessels on the Great Lakes. Gone were the exotic cruises to Europe, Bermuda and Hawaii of previous years. For the first time, UNTD training would alternate between the Great Lakes Training Centre at HMCS Patriot in Hamilton and Basic Training at HMCS Cornwallis near Digby, Nova Scotia.

Thus on Friday, May 7, 1965, twenty-seven cadets from all across Canada assembled as Saskatchewan Division on board YMG 183 HMCS Porte St. Louis (PSL) and twenty-four cadets of Yukon Division, met on board YMG 180 HMCS Porte St. Jean (PSJ). They were designated as Cruise X-ray. This gaggle of 51 bright-eyed and bushy-tailed university students were about to embark on a journey that for some who maintained contact, has not yet terminated 45 years later. These included Cadet Captain Glen Power, and Cadets Stephen Rybak and Bill Clearihue.

Because the Maple Leaf flag was introduced on February 15, 1965, Cruise X-ray had the distinction of being the first UNTD cruise to serve under the new flag.

However, the cruise did not have an auspicious beginning. Porte St. Louis pranged the stern of 514 HMCS Scatari at the Patriot jetty. Things got worse for the UNTD cadets as the ships headed out into the gusty Spring weather of Lake Ontario. There followed some serious bouts of "lake-sickness".



HMCS Porte St. Jean YMG 180 cresting a big swell on Lake Ontario. Photo courtesy Bill Clearihue

On May 14, 1965, the PSL and PSJ arrived without further incident at the jetty of historic Royal Military College (RMC) in Kingston. During the two day stay at RMC, the new Maple Leaf flags flew from the jackstaffs of both ships, almost certainly the first vessels to do so at that location. However, what is most relevant to this story is the fact that during the Flag Debate in Ottawa, the design that ultimately won the day had been submitted by Dr. George Stanley, Dean of Arts at RMC. His submission was based on the existing RMC flag, replacing the college crest with a stylized red maple leaf. Although other submissions contained the colour blue, Canada's official colours, by Royal Proclamation of George V in 1921, are red and white.



HMCS Porte St. Louis flying the Canadian flag at Royal Military College jetty, May 14, 1965. Clearihue

It is perhaps melodramatic to contemplate that Dr. Stanley looked down from his office towards the RMC jetty and smiled at the first appearance of his flag flying over the navy vessels courtesy of the first UNTD training cruise on Lake Ontario.

Later that summer, the UNTD graduation parade was held on August 28 at HMCS Cornwallis as it had been since 1961 when that revered training establishment became the permanent summer home of the UNTD. The inspecting officer was none other than the Maritime Commander, Rear Admiral W.M. Landymore OBE, CD, RCN. He presented awards to: P. Chipman - Best Cadet Captain, A. Propp - Best Senior Cadet, and D. Llewellyn - Best Junior Cadet. Glen Power of Saskatchewan Division was one of the Divisional winners.

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Sail the Toronto Harbour and Islands on a real ship!

Come aboard the Yankee Lady IV

Dine – and dance if you like – at sea

Visit the Yankee Lady home page at <http://www.yankeelady.ca>

The UNTD Association of Canada's

Dine-the-Ladies Dinner Cruise

(in lieu of our traditional Mess Dinner in November)

Saturday, September 25

18:00 to 22:00



Registration: complete and mail REGISTRATION form insert along with cheque to VP Andy Shaw

Location: the Yankee Lady IV* is docked at the Spadina Quay Marina (West end), 539 Queens Quay West, Toronto, M5V 3G3. The nearest main intersection is Bathurst Street and Queens Quay West

Dress: Service dress or jacket and tie; ladies at their discretion

\$75.00 per person – includes cruise, dinner, ship tour, cash bar, DJ and dance floor, plus Toronto's spectacular skyline.

Parking: plenty, in a paid, underground lot right beside the Yankee Lady IV on Spadina Quay.

*Caution: There's a twin ship, Yankee Lady III, docked at the Police Basin further east on Queen's Quay West. If you end up there, you're in the wrong place.

NAVY CENTENNIAL in Halifax

It was a week to remember: a non-stop smorgasbord of memorable events for those 53 UNTD's who made it to Halifax for a glorious summer reunion.

At the top of my list was the **closing Banquet of the NOAC AGM**. Two hundred people in Mess Dress, Tux, or evening gown, with medals, enjoying a excellent meal (accompanied by Niagara wines), in a window lined room overlooking the harbour, where two tall ships, a ketch and a three-masted schooner, coasted by on the evening breezes. I had the good fortune to be seated at a table with Murray Bowles, who as a young Lieutenant, commanded a Corvette during the Battle of the Atlantic. Also at the table was a former Captain of Athabaskan II, the Halifax Committee Chairman, Admiral (Ret'd) Gordon Edwards.

One third of Admiral Edward's organizing committee was made up of UNTDs: John Stuart, Don Uhrich and Wayne Maxwell. Of the over 100 naval officers present, fully one-half were UNTD's, and several UNTDs, Peter Langlais, Ron Harrison and Bob McIlwaine, received NOAC Silver Medallions for exemplary achievement in service to NOAC and Canada. When asked for a comment about the involvement of UNTDs in the Halifax NOAC AGM, Admiral Edwards stated that they are simply members of NOAC like anyone else. However, they clearly stood out. This was especially true when UNTDs were recognized by NOAC National President, Cmdre. (Ret'd) Jean-Claude Michaud, and half the room stood up and gave a rowdy cheer.

A very close second on my list was the reason we arrive before the NOAC AGM - **the International Fleet Review** conducted by Her Majesty and Prince Philip on Tuesday June 29. Along with other Trustees of HMCS Sackville, Jette and I had reserved seating on the Museum Wharf, where we had an excellent view, both of the final salute of the review, and the disembarkation of the Queen and Prince Philip. We were a scant few meters away from their dedication of two plaques: one commemorating the 100th Anniversary of the Canadian Navy, and another, their visit to HMCS Sackville. Seated just a row or

two before us were a number of navy veterans, all of whom were greeted by the Queen and Prince Philip as they strolled from the ship to their waiting motorcade.

Two other attractions, very different from each other, were the **Royal Halifax International Tattoo**, and a **tour of HMCS Shearwater**. They also left lasting impressions. The Tattoo on the Friday evening was a nearly four hour extravaganza of military bands from four countries, crack drill teams, and incredibly talented gymnasts, cyclists and dancers. HMCS Shearwater, on the other hand, was an up close and personal briefing on the state of our Sea King helicopters, and the phasing in of the replacement Cyclones, and the incredible complexity, costs, and training required to operate them. All of this done in the context of a DND budget bent seriously out shape by our nine years of deployment in Afghanistan., to the great detriment of both air and maritime forces.



Andy Shaw, centre, holds forth with other UNTDs at the Scotian Wardroom bar after Church Service and "Up-Sprits". Photo courtesy Bill Thomas

But in the final analysis, perhaps the most rewarding aspects of the week were the many encounters between UNTD's from across the country, and from all three decades of the program at the receptions in hospitality suites, aboard HMCS Sackville, and at the final "Up Spirits". In them, old friendships were renewed, life-changing moments recalled, and new connections were generated as we celebrated our common naval heritage.

Bill Thomas President, UNTD Association

WAITING FOR THE QUEEN

Have you noticed that a navy blue blazer does not grow well while hanging in a dark closet? Therefore, before departing for the navy centennial in Halifax, I decided to treat myself to a new jacket for the Queen's visit, not that she would ever remember me. After all it has been fifty years since I was part of a squad of UNTD cadets lining the legislative building steps in Victoria BC for her arrival on July 16, 1959.

When all the excitement in Halifax was over, I was socializing in the hotel hospitality suite with Jette Thomas. I went to put a souvenir lapel pin into my blazer pocket and discovered that it was stitched shut. As I struggled with the sealed opening, Jette, began to giggle uncontrollably. When I looked at her for an explanation, she said, "**It's a new jacket isn't it?**" and then went on to give this account of "**Waiting for the Queen**".

Jette and her husband, SLt. the Reverend Canon Bill Thomas, President of the UNTD Association, had gone to Government House to see the Queen the previous day. As "Friends of Haida" they knew that Prince Philip was presenting a **World Ship Trust Maritime Heritage Award** to Parks Canada acknowledging the restoration work being done on HMCS Haida. So they selected a viewing point outside the building entrance.

As they waited, Jette noticed a nearby member of the plain clothes security force whose jacket was strangely ill-fitting. Determined to make the man more presentable before the Queen made her appearance, Jette said to him, "**That's a new Jacket isn't it?**".

"How did you know?" he asked.
Jette said, "The back vent is still stitched shut."
Embarrassed, he asked if Jette could fix it.

This being a secure area, it would have been unwise to produce a pair of scissors, so Jette borrowed his keys and bending over, began hacking at the security officer's backside. As the Queen and Prince emerged from the building, Bill Thomas looked down to see his wife bent over, plucking vigorously at the rear of a stranger who said, "Thanks, you're a sweetheart." Only the wife of Church Canon would be undisturbed by the apparently compromising situation she found herself in at that moment.



Jette Thomas is in the centre of the crowd of Royal Watchers gathered at Sackville Landing on Halifax waterfront. She is flanked on the left by her bearded UNTD husband wearing a baseball cap and on the right by bearded UNTD John Dugan from Alberta.

Photo courtesy C. Laforce The Chronicle Herald

Story by R. Williamson, Editor

Cover Story..... continued from page 2

Clearly the UNTD had reached a high bench mark in 1965. Landymore stated that as each year passed, the proportion of UNTDs serving actively in the RESERVES, grew steadily. He expected that before long the RESERVES would be staffed exclusively with ex-UNTDs. He expressed great satisfaction in being able to rely on such well-trained, intellectuals who could adapt quickly and effectively to any situation.

This was indeed prophetic. For the next 25 years, virtually all Naval Reserve Divisions were commanded by UNTD graduates. Lamentably, as he spoke these perceptive words, the dismantling of one of Canada's superb training systems had begun. Along with the new flag came some major armed forces reorganization.

Born in Brantford, Ontario on July 31, 1916, Landymore, a highly decorated veteran of WW II and Korea, was about to fight his final and most courageous battle. He lead the "Revolt of the

Admirals" in 1966 against Armed Forces Unification created by self-serving federal minister, Paul Hellyer. Not until 1985, with de-integration and the return of a Naval Identity was Landymore proven right. Unfortunately, what was conveyed as **Integration** proved to be **Disintegration**. By 1990 it had caused a prospective leadership shortage in the UNTD Legacy that Landymore had so proudly vaunted in 1965.

Considering the role that UNTDs have played in Canada's military history, it is most appropriate to report that on January 28, 2009, ex-UNTD Cadet Captain, the Honourable Bill Rompkey, rose in the Senate to pay tribute to a great Canadian. What follows is an edited version of his speech.

Honourable senators, I rise to pay tribute to Rear-Admiral William Moss Landymore, who crossed the bar in Halifax on Thursday November 27, 2008, at the age of 92.

We are indebted to him for both his valiant defence of our country and steadfast support of our navy. A staunch opponent of "Unification", Admiral Landymore refused to sacrifice his principles to save his career. He foresaw the many problems that Unification would bring for the navy and to the morale of its sailors. History has vindicated this admiral who had a true "Heart of Oak".

His legacy of principled leadership and uncompromising care for the welfare of subordinates, has established a tradition for future Canadian military leaders like General Rick Hillier who tell truth to power and are concerned for the welfare of the men and women who defend this country

Stories like this are only possible when former UNTD cadets like Bill Clearihue of Saskatchewan Division recognize the value of their University Naval Training Division experience and its importance in Canadian history.

Bill Clearihue & editor

UNTD OTTAWA INITIATIVES

UNTD Ottawa (the Old Oars) has THREE initiatives upon which to report:

1. UNTD Senator Bill Rompkey has a motion actively on the Senate agenda to re brand Maritime Command as the Canadian Navy. He is working with Conservative Senator/Honourary Captain Hugh Segal. On May 27, a month ago, in

a speech on the Senate floor, Rompkey initiated a "motion to encourage the Minister of National Defence to change the official structural name of the Canadian Navy from 'Maritime Command' to 'Canadian Navy', effective from this year".

The plan is that the motion would go to Committee after Labour Day and would be voted on by the full Senate before the end of the Centennial Year. I expect the Speaker, Honourary Captain Noel Kinsella, will take a personal interest by monitoring its progress towards a final vote within the calendar year.

UNTD Senator Bill Rompkey has also delivered a rousing speech in the Senate more recently recalling the Navy's contribution to Canadian history and nationhood, particularly in the epic six year Battle of the Atlantic, but also in the Korea War and as part of the NATO Standing Force and in very recent operations in the Persian Gulf and the Gulf of Aden.

2. As you will recall last October's UNTD Symposium in Ottawa was titled "Leadership, Citizenship, and Nation Building For Our Times". That title has now been adopted by the University of Alberta which has published a 13 page document with the same title and added a sub title, "A University-Based Officer Training Pilot Program at The University of Alberta". Now, how about that !

3. This is a Heads Up advisory that the UNTD Ottawa Committee of 6 Old Oars is up to speed on the fact of the Canadian Navy Centennial and will be organising a celebratory dinner for couples and singles on Parliament Hill on Friday, October 22, 2010.

This event will also mark the final time when we will be on the Hill inasmuch as time has marched on and the Senat'oar, Cadet Captain Bill Rompkey, will be rising from his Senate seat for the last time in May 2011.

The Parliament Hill events began in October 2005 and have been held annually in each of the three buildings. This year we will return to the historic Railway Committee Room where the Fathers of Confederation will look down on us from their group painting hanging on the south wall.

We will also have access to the large Reading Room across the Hall of Honour from the Railway Committee Room. These rooms date from the 1916 fire that destroyed the centre block. The pre-dinner reception will be held in the Reading Room as will the post-dinner grand piano sing-a-long prompted by the UNTD songbook.

The Honourable Peter Milliken, longest serving Speaker of the House of Commons, is providing the entree to the rooms and will be our host and guest and our dinner speaker.

It will be a grand opportunity to gather one last time in a grand and Gothic setting and to express ourselves individually and collectively subject only to Mess decorum and rules and perhaps to compete between tables on a nautical theme laced with laughter.

There will be more detail emailed around Labour Day. This message has been sent to some 300 UNTDs. **Come Celebrate the Canadian Navy!**

Bob Duncombe (BobbyOar)

I NEVER WENT TO WAR

By Marine Artist & Ex-UNTD Peter Robinson

*After UNTD cadet Peter Robinson received his naval commission in the RCNR, he joined the RCN and spent a few years enhancing his sea qualifications in Prestonian Class frigates. In the summer of 1956, he received orders to join HMCS Labrador, an Eastwind Class icebreaker, operating in the Canadian Arctic as part of the Distant Early Warning (DEW) radar line installation. Peter, who would later become a renowned Canadian marine/arctic artist (featured in the Spring 2010 Newsletter), related his navy arctic adventure in this edited short story entitled, **I Never Went To War.***

During August 1956 HMCS Labrador was doing hydrographic surveys and collecting data on ice conditions around Melville Peninsula at the top of Hudson Bay, where radar "Site 40" was located. It was there that the navy decided that I should join the ship. I had to report to an old airport on the south shore of the St. Lawrence River where the tarmac was lined with the dirtiest assortment of surplus World War Two aircraft that I had ever seen. Ex-air force pilots were paid huge wages to fly Liberators, Lancasters and old

Sterling bombers transporting material and personnel to the DEW Line.

The Sterling aircraft that I boarded had no seats and I parked myself between some wooden crates. It was the worst flight that I had ever taken - noisy and cold with constant turbulence. We landed in pre-dawn darkness at Hall Lake airstrip on Melville Peninsula, southwest of Baffin Island. Despite the summer month, the temperature was just below freezing. As dawn started to break, I had my first experience with an Arctic sunrise.

North of the arctic circle the earth's speed of rotation is greatly reduced and as a result all the colors that we associate with sunrise and sunset are spread out over a much longer period. One moment the whole sky is bright red, then it changes to yellow and green and works its way through the spectrum to our normal blue. To the artist in me, this was a phenomenal experience.

In the growing light, I got a better look at the airstrip. Surprisingly, it was made of crushed coral bedrock formed under an ancient tropical sea and relocated northward with continental drift. There was only one runway and pilots had to be pretty good at side slipping if they had to land in a crosswind. There were lots of wrecked aircraft because there was no maintenance facility and war surplus planes were plentiful. Suddenly a Bell Helicopter appeared from the ship and I was on my way to my new home.

HMCS Labrador was driven by two, 10,000 horsepower electric motors supplied by six diesel generators. The engines were controlled from the ship's bridge by two rheostats that moved from full ahead to full astern in one motion if necessary because a magnetic brake grabbed the propeller shafts and stopped them instantly. The smooth rounded hull of the icebreaker would slide up on top of the ice, breaking it with the weight of the ship. The broken ice folded on its side and slid back along the hull. If the ship got stuck, pumping water back and forth between two huge tanks on either side of the ship, rocked it free. If old, heavy, dense ice sunk under the ship and hit the propellers, the sudden increase in torque on the shaft would activate the magnetic brake on the drive shaft, preventing any damage to the propeller blades.

Tom Pullen was the Captain of Labrador and he was obsessed with the Arctic. He later was the Ice Master on the Manhattan and safely guided this huge tanker through the northwest Passage. While on Labrador,

one of my assignments was to erect a radar reflector beacon on an islet at the mouth of Bellot Strait at the southern end of Somerset Island. It was to act as a reference point for surveyors charting depths and providing safe passage through the area.

On September 25, the weather began to deteriorate and we departed Bellot Strait, heading north for the Northwest Passage on Lancaster Sound in preparation for our return to Halifax. I had the middle watch in a blinding snow storm and a full gale on Lancaster Sound. By setting the radar on short range, I was able to follow relatively ice free channels. I could not see the forecastle for the snow and we were rolling like a big bathtub. Suddenly, the sea started to subside and a very eerie calm settled over the ship. I knew something was not right. Instinctively I grabbed the rheostats and went full astern. It's an effective manoeuvre but causes a lot of sudden shuddering and shaking. Within moments the Captain was on the bridge. When the ship stopped, we could just make out the outline of the biggest bloody iceberg I had ever seen and our bow was right up against it. We had been following a clear channel in the wake of this floating mountain.

The captain went back to bed without saying a word, leaving me on the bridge somewhat shaken and a lot wiser. I have never again experienced a rush like that and I often wonder if it was the same as the Officer of the Watch on the Titanic when he encountered his iceberg.

After visiting an 1852 burial site of a Franklin search mission on Devon island, we returned to Halifax on October 13 after 102 days at sea. The crew are probably still telling stories of their arctic adventure on HMCS Labrador. As for me as an artist in later years, I did a series of paintings depicting the ships that explored the northwest Passage.

Editor

LEAVING A UNTD FOOTPRINT AT McMASTER

During the McMaster University Alumni Weekend on Saturday June 5, 2010, former members of the McMaster Tri-Service (UNTD, COTC, and URTP) gathered for a reception and unveiling of a plaque to be placed at the entrance to the former Tri-Service Lounge which served as an administration and social centre from 1945 to 1967.

The idea was initiated by LCdr (Ret'd) Aubrey Millard as a Year '60 gift to the University in commemoration of the Canadian Navy Centennial. Year '60 members

of their Fiftieth Anniversary Reunion, Fred Lee UNTD, Bruce Stock ROTP and George Koblyk URTP, administered the plan, soliciting the aid of the University in covering the cost of the project.

The plaque describes the value of the officer training plan to the University and the Country and is well illustrated with Tri-Service photos from the Marmor Yearbooks of 1958 to 1962. Other notable McMaster UNTDs in attendance were Bob Williamson and Gil Hutton.

Editor

LETTERS TO THE EDITOR

A number of us old UNTDs made a centennial pilgrimage to Cornwallis, the scene of many a tangled and liquid tale, before the NOAC AGM in Halifax. As you may know, there is a museum there, and a web site with a UNTD page

(http://www.cornwallismuseum.ca/Military_Life/Pages/UNTD.html)

Unfortunately, there is nary a piece or a picture in the museum proper that even hints at the presence of UNTD at the base. The curator has told me he would welcome contributions and pictures that he can display or add to the web site. If you are not our official historian you are at least our unofficial historian, so I'd like to enlist your help in perhaps assembling a display we can be proud of.

Can the UNTD Association approach its members for specific items that might make up an interesting display? Can we orchestrate something through the UNTD Newsletter?

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