



THE NEWSLETTER



Of The UNTD Association of Canada

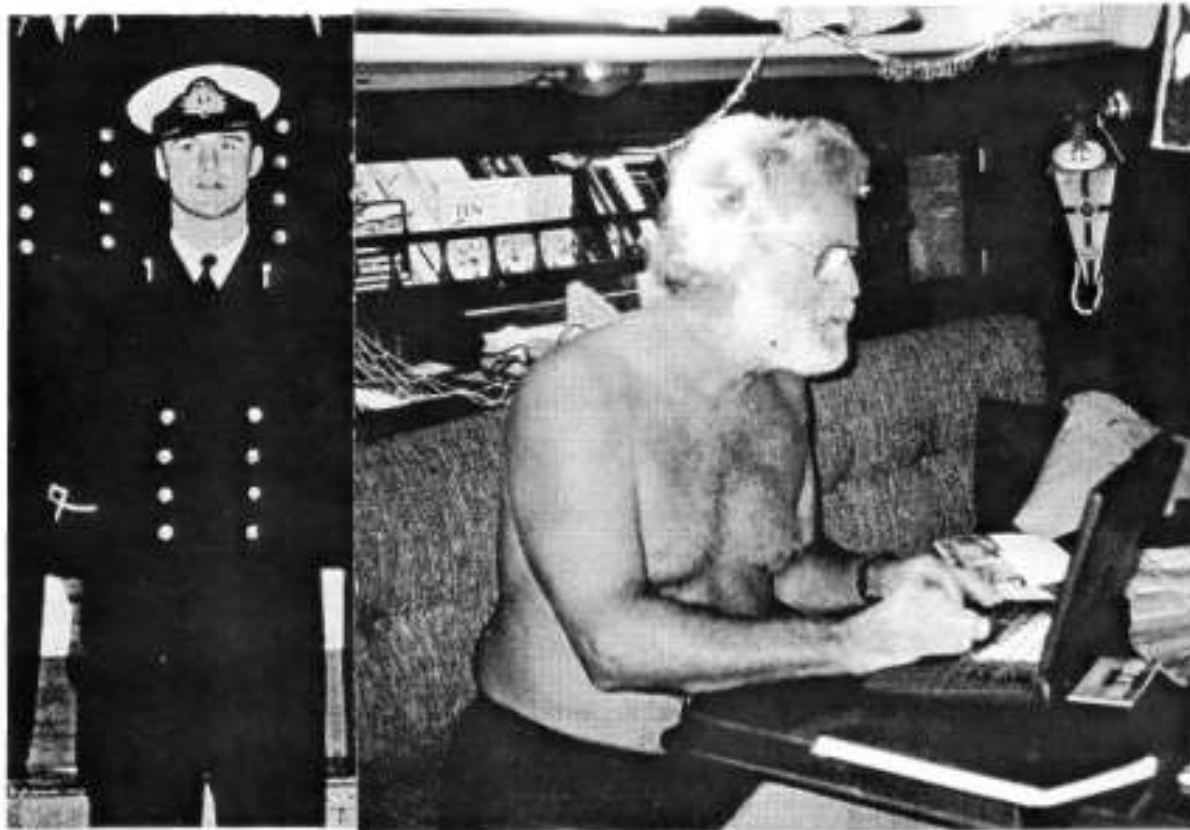
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EDITOR Robert Williamson

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AUBREY'S ODYSSEY

LCDR. AUBREY MILLARD, RCNR RET'D., IS SHOWN HERE AS A UNTD CADET MCMASTER UNIVERSITY 1956-60 AND AS HE APPEARS TODAY IN THE SALON OF HIS 32 FOOT SAILBOAT VELEDA IV. WHILE CRUISING THE ATLANTIC AND MEDITERRANEAN SEA HE HAS BEEN WRITING HIS JOURNAL ON HIS LAPTOP COMPUTER. COPIES OF HIS LOGS GO TO FAMILY, FRIENDS, SAILING CLUBS AND MAGAZINES VIA THE INTERNET. Photos courtesy Aubrey Millard & HMCS Star.

COVER STORY AUBREY'S ODYSSEY

After an incredible three and a half-year odyssey in a 32-foot sailboat, LCDR Aubrey and his wife, Dr. Judy Millard (dentistry), recently took a breather in Toronto to visit their family and friends. Aubrey is a member of our UNTD Association. The couple have been showing slides of their adventures at NOAC luncheons and various Yacht Clubs.

Aubrey joined the RCAF Auxiliary at Mount Hope in 1955. He attended McMaster University (1956-60) and joined the UNTD at HMCS Star. When he moved to Toronto to complete his MA at the University of Toronto, he joined HMCS York in 1961 and served continuously in the Naval Reserve until his retirement in 1993. He has an RCN WK and is fully qualified as a Naval Control of Shipping Officer, Convoy Commodore Staff and Diving Officer. In addition to his career in teaching, he has been an active sailing enthusiast from his early UNTD days and as the Commodore of the Toronto squadron of the RCNSA. He completed his skipper's certificate for keelboats at the British Keil Yacht Club at Keil in the former West Germany. His wife Judy has sailed since her teens and as a member of the Canadian Power and Sail Squadron has excelled in all her courses including Celestial and Astro Navigation.

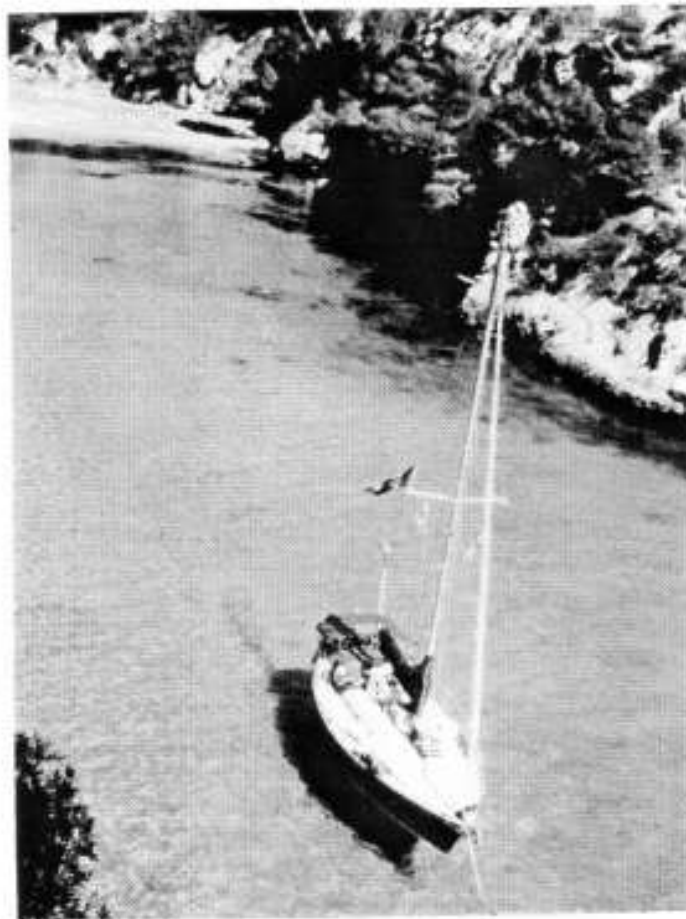
They departed from the Toronto Hydroplane and Sail Club in Ashbridges Bay on July 3, 1998 in their 1978 Ontario 32, named Velede IV. They have been sailing and living on board the vessel ever since. Their wanderings have included: the Great Lakes, Mississippi River, Tennessee-Tombigbee Waterway, Gulf of Mexico, Florida Keys, Bahamas, Atlantic Ocean, Azores, English Channel, London, Dutch & Danish Canal Systems, Norway, North Sea, Scotland, the Western Isles, Wales, Channel Isles, French Canal System to the Mediterranean, Barcelona, Balearic Islands (Majorca, Minorca), Tunisia, Malta, Sicily, the Adriatic, Greek Islands and finally, Turkey. As harrowing as this odyssey may appear, they only encountered serious weather conditions in the North Sea and the Mediterranean where a force 8 gale carried away their forestay and they limped into Andratx, Mallorca under a jury rig.

They will rejoin their boat in March and continue sailing the Turkish coast and eastern Mediterranean to Syria, Lebanon, Israel, Egypt and Cyprus this year. If any members are interested in following their travels, their logs may be read on www.searoom.com or e-mail them at SVveledaiv@aol.com.

G. Hutton / A. Millard



Aubrey & Judy Millard leave their mark on the jetty at Horta in the Azores. The painted logo includes a trillium for their boat Velede IV, an Ontario 32.



The Millards' boat at anchor in clear azure water in a sandy cove on the Island of Majorca off the south-east coast of Spain.
Photos by Millard

THE HALIFAX BICENTENNIAL

In the March issue of this UNTD newsletter, Alistair MacKenzie asked if anyone could produce some photos of the Halifax Bicentennial. So far none have been forthcoming but we do have a report on that event by Will Ogden in his naval memoirs entitled, **The Book That Almost Couldn't Be.**

"In the summer of 1949 our Toronto group arrived in *Stad* on Saturday, 22 May. We had a new status as officer cadets, new uniforms, our own separate quarters and a new gunroom. A few lucky cadets were sent on the first cruise of the summer in **HMCS Magnificent**. It worked out badly however, when, on June 4th, "Maggie" ran aground on an uncharted rock. This messed up all the plans for cadet sea-time.

Our training ashore was far from smooth either. We started a Navigation II course, but were taken from it regularly in the first few weeks, for marching drills. More exercise we DIDN'T need after pulling a whaler to Dartmouth and back every morning before breakfast. However, for learning power-of-command, drills WERE effective as we each took turns being in charge of our own platoon. We soon learned how to bark out a command...right up from your diaphragm...while figuring out where the next order would take you. This advice comes from somebody who feared the sound of his own voice in high school.

There was a more practical reason for our intensive drilling by CPO Fred Steiner. It was Public Relations, the Bicentennial Year for Halifax. The City pulled out all the stops. Not only did it pave over the old trolley tracks (converting to buses); it also mounted one huge parade on June 21. Some American and British ships made visits to coincide with the event. Together we managed to put on quite a show.

With many floats and 15 bands, the parade took over an hour to pass one point. UNTD Cadets from all over eastern Canada led the parade wearing brand new battle dress uniforms, with rifles, white belts and gaiters. The Royal Marines from **HMS Glasgow** were best-in-show, but the UNTD were good runners-up. To be fair though, we could not have done it without the constant chiding of Chief Steiner to stop behaving "like miserable sausages, Sirs!"

Our Nav. II course was extended to make up for these interruptions, but in my case it didn't help. I came down with Measles on 1 July and spent the next ten days in RCNH.

Will Ogden,
Box 39, Milford, ON.
K0K 2P0 (613) 476-8791

FORMER U.N.T.D.s and their sweethearts attended the Annual Reunion Dinner in the elegant dining room of the Royal Canadian Military Institute on Saturday, November 17, 2001. The excellent roast beef dinner and wine were served with efficient white glove service. Although the venue and food were excellent, the real attraction for the evening was the subject of the guest speaker, -"The Movement of **HMCS Haida to Hamilton**".

Although the Honourable Sheila Copps, Minister of Canadian Heritage, was touted as the possible speaker for the evening, it was in fact, **Dr. Paul Couture**, Special Projects Manager with Parks Canada who did the honors. As Manager of the Haida Project, Dr. Couture was by far the best choice of speaker. Not only was he extremely knowledgeable and comfortable with his subject, but also relaxed and engaging in his delivery. "Bravo Zulu" to our dinner chairman, Bob Willson, for making the arrangements to have Paul Couture and his wife on board.

Born and raised in Hamilton, Dr. Couture graduated with a history degree from Waterloo University. He earned his MA at the U. of T. and his PhD at York University under the eminent Canadian Historian, Jack Granatstein. Couture taught history for five years at the University of Western Ontario and acted as a consultant in the development in the Canadian Museum of Civilization. He joined Parks Canada in 1988 and has held his present managerial position since 1997.

Dr. Couture began his talk by explaining how the role of Parks Canada is undergoing a "sea change". His agency is developing a series of "**Interpretation Centers**" in urban communities throughout Canada to provide a higher profile for the agency with the Canadian public. Most of Parks Canada holdings, which together equal the size of Italy, are in remote parts of Canada where it is difficult to expose the majority of Canadians to Parks Canada's mandate of promoting Canadian history. One of these new marine and environmental interpretation centers is slated for location on a prime piece of waterfront property in Hamilton known as Pier 8 or Centennial Dock. This site wedged between **HMCS Star** and a large marina complex to the west, will soon be connected to the recently developed parkland and **Waterfront Heritage Trail** along the shore of the western harbour. The Centennial Dock marks the western limit of the commercial / industrial harbour and has a breath-taking, view of the entire bay.

Parks Canada became involved with **HMCS Haida** when the Province of Ontario and the City of Toronto, also experiencing a "sea change", decided to

divest themselves of the ship that occupied a large piece of valuable waterfront real estate at Ontario Place. Ostensibly, the desire to move **HMCS Haida** from her 30 year home came about as part of Toronto's Olympic Games plan. (Editor's note: *Since the Olympics are no longer a factor, it must be assumed that the Waterfront Development Task Force, with a grand vision of the commercial potential of the Ontario Place waterfront, have greater things in mind than a rusting old destroyer. Undoubtedly, there are many business people, with no interest in Canadian heritage, that see Haida as a hole in the water into which money is thrown.*)

Dr. Couture told the diners that Parks Canada, already over tasked and under funded, was not looking for more financial obligations like **Haida**. However, since the ship was designated a National Historic Site in 1984, the Heritage Minister directed Parks Canada to include **Haida** in their plans for the Hamilton Marine Interpretation Centre. In the meantime, the Heritage Minister began negotiations with the Provincial government to transfer ownership of **Haida** to the federal government and find funds to move and restore her.

It was at this point that Hamilton's naval reserve division, **HMCS Star**, came into the picture. Although the new marine museum was to occupy the spacious Centennial Dock, it did not include ownership of the water rights, which continue to be held by the Hamilton Harbour Commission. However, the federal government does own the water rights, in the name of the Department of National Defense, to the property adjacent to the Centennial Dock. (Editor's note: *The stone frigate, HMCS Star, formerly the home of the Great Lakes Training Centre, sits on one of the largest protected seawalls in Maritime Command. In 1959, during the Royal Visit to Canada, HMV Britannia tied up at Star. A few months later, five destroyer-escorts: HMC Ships Gatineau, Kootenay, St. Croix, Restigouche and Terra Nova, along with the frigates: Cap de la Madeleine, Luzon and Buckingham, nested at Hamilton's naval division. In 1963, HMCS Haida, Sioux and Nootka came alongside Star for a visit during the 40th Anniversary of the Naval Reserve.*)

Dr. Couture seemed quite certain that everything was going to come together. He felt that negotiations would be concluded before the end of the year and that **Haida** would be in Hamilton by the summer of 2003.

One month after the UNTD Dine Your Sweethearts, a press conference was held at **HMCS Star**, and Heritage Minister, the Honourable Sheila Copps announced that the federal government would

commit \$5,000,000.00 to move and refit **HMCS Haida**.

The project involves digging a channel 16 meters wide and six meters deep to free the ship from its enclosed moat at Ontario Place. Tenders will be put out to repair the ship's hull. Because of its riveted construction, the hull plates overlap, allowing moisture to enter. This moisture expands and contracts in our climate causing ongoing problems. However, it is preferred to replicate original building methods on historic structures where feasible. Financial considerations and availability of skilled labour will be factors in this decision. It makes sense that this should be done in the Steel City to keep the cost of movement and repairs to a minimum. **Haida** can be transported to Hamilton by Heddle Marine of Hamilton who has a floating dry dock large enough to accommodate a destroyer. The estimated final cost to move, repair and re-berth the ship is seven million dollars or double her original construction cost in 1943.

Sheila Copps' announcement was received with a gasp of relief and loud applause from an audience of over 150 people including several former **Haida** crewmen and many members of the "**Friends of HMCS Haida**". John Byrne, president of "the Friends" said, "In light of the federal commitment, it is not unrealistic for our organization to try and raise another \$ 2 million" to cover supplementary or exigency expenses.

Among the platform guests at the press conference was James DeWolf, son of the late Admiral Harry G. DeWolf, CBE, DSO, DSC, CD, RCN, the first commanding officer of **HMCS Haida**. It was "Hard-over Harry" that made the ship a floating legend. James, bearing a striking resemblance to his father, was very pleased at the commitment of the federal government to preserve the honour of the ship and the men who served in her.

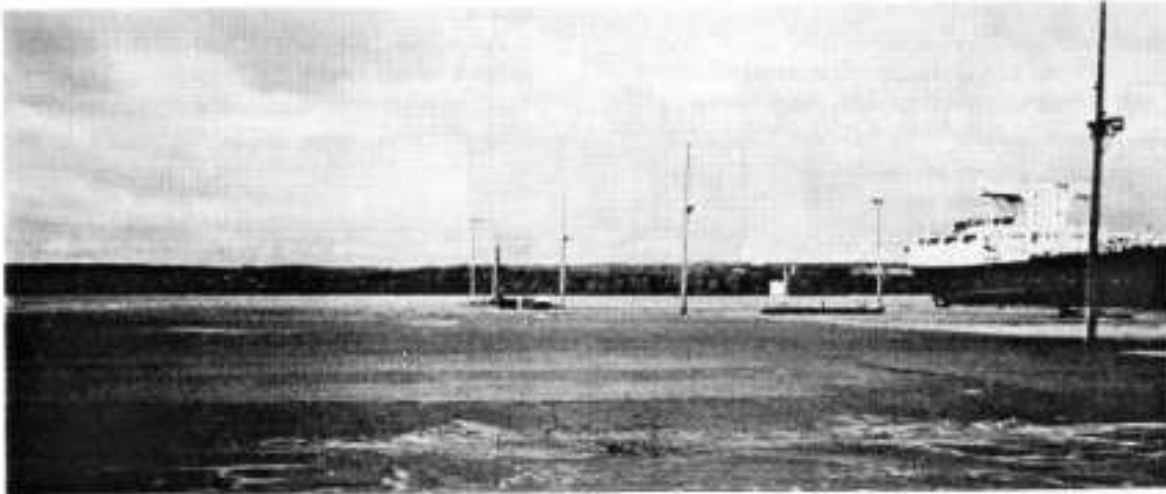
It will be difficult for the people of Toronto, who rallied to preserve **HMCS Haida** originally, and laboured to make her a prized mainstay of the Toronto waterfront for so many years, to see her now moved away. They may take solace in the fact that by moving to **HMCS Star**, she is returning to her naval roots and a city that produced much of the steel that built the 400 ships of Canada's World War II navy. As sailors we can appreciate that a "sea change" is inevitable. Now with federal funding, the ship's future is more secure. As part of a state-of-the-art Marine Heritage Discovery Centre her place in our heritage is assured and as a part of Parks Canada she now belongs to the entire nation.

Editor



Left. UNTD President Jack Kilgour and Dinner Chairman Cdr. Bob Willson RCN Ret'd. with guest speaker Dr. Paul Couture, Special Projects Manager with Parks Canada, after the Annual UNTD Reunion Dinner at the R.C.M.I. November 17, 2001.

Right. Heritage Minister, the Honourable Sheila Copps announced at a press conference on the mess deck of HMCS Star that the Federal government would commit \$5,000,000.00 to move and refit HMCS Haida. James DeWolf, son of Adm. H. DeWolf is seated on the right.



Above. Pier Eight's Centennial Dock overlooking the vista of Hamilton Harbour will be the site of Parks Canada's new Marine Interpretation Centre. MV Windoc, the ship that collided with a bridge over the Welland Canal lies alongside without a funnel.
Below. The extensive sea wall in front of HMCS Star, as seen from Pier 8, will be the future home of HMCS Haida.

Photos by Robert Williamson

60th ANNIVERSARY REUNION UNTD 1943 - 2003

*Plans are underway to hold a 60th Anniversary Reunion in Halifax, June 26 - 29, 2003
Based on availability of accommodations at King's College*

Tentative Program

- Thursday, June 26 *Registration, Meet & Greet in Wardroom of King's College.*
Friday, June 27 *Tour HMCS Dockyard with lunch aboard ship.
Dinner and Tattoo Performance at the Convention Centre.*
Saturday, June 28 *Daytime activity optional - Harbour Tour or Bluenose Sail.
Evening activity Dine the Ladies formally in HMCS Stadacona Wardroom.*
Sunday, June 29 *Church Service at King's College Chapel / Up spirits & Lunch in the old Wardroom.*

Extended Program

- Sunday, June 29 *Pub Supper*
Monday, June 30 *Scenic tour of St. Margaret's Bay & Mahone Bay, Lunch at Captain's Table Restaurant in Chester.*
Tuesday, July 1 *Canada Day celebrations and Parade in Halifax.*
Wednesday, July 2 *Farewell Breakfast*
Accommodations June 26-29, King's College-\$30 single / \$45 double. June 26-July 2, Dalhousie-\$45 / \$65 with Cont. Br.

UNTD SOCIAL EVENTS FOR THE YEAR 2002 MARK THESE DATES ON YOUR CALENDAR

SPRING WEEPERS

SUNDAY JUNE 9TH, 1400 HOURS

HMCS STAR

HAMILTON HARBOUR CRUISE AND BBQ

Visit the future home of HMCS Haida and the Marine Interpretive Centre.

Contact Person Gil Hutton (905) 523-9151

ANNUAL GENERAL MEETING

Wednesday, September 25, 2002 - Staff College Dining Room

Bar opens 1730, 1800 hours for Dinner, 1900 for AGM

Cost Estimated @ \$12.00 per person. Dress Jacket and Tie. Wives & Friends Welcome

Contact Tom Ferens for information, (416) 299-7285 or <evetomfer@rogers.com>

ANNUAL REUNION MESS DINNER

NAVAL MESS DINNER FORMAT

Wardroom HMCS YORK Saturday, November 16, 2002

Reception on the Quarterdeck 1830 / Roast Beef Dinner with Yorkshire Pudding 1930

Dinner Wines & Port, Tariff \$TBA.

Guest Speaker TBA

WARRIOR DAYS THE REST OF THE STORY

The **Warrior Days** picture on the cover of the September 2001 issue of the Newsletter brought back distant memories of how the UNTD operated at the end of the war. After arriving in Halifax in early May 1946, I was one of those UNTDs drafted to **Warrior**. I can assure you that there was very little training during our few weeks aboard and alongside.

For those of us who signed up for the whole summer, after our **Warrior** "sea time", we were transferred to Stadacona barracks. At "hands fall in" each morning we were parcelled out to various heads of minor departments to perform manual labour. After a few weeks of this routine, it became obvious that there was no organized training program for UNTDs. A few of us requested to see the head of UNTD training, our dear friend, Herbie Little. After explaining that most of us could go back home for the rest of the summer and get less demeaning and better paying jobs than the navy offered, he told us that he would see what he could do.

Shortly after that interview, quite a few of us were drafted to seagoing billets where there was an attempt made to teach us very basic seamanship. I was drafted to **New Liskeard**, an Algerine minesweeper. We were in the middle of a cruise around Nova Scotia when the ship went aground in the Straits of Canso (pre causeway days) just after the middle watch had ended. It was very foggy and pitch-dark. The next morning we must have been quite a sight to behold for the local folks who gathered on the beach, not to mention all the fishing boats that had been attracted to this circus. Tugs arrived by noon. A combination of high tide, two tugs, ship's engines and most of the crew jumping up and down on the quarterdeck, re-floated our ship and she was towed back to Halifax stern first. "Junior" McDonald was XO of **New Liskeard**. He later turned up as CO of **HMCS La Hullose**, a ship that made a number of UNTD European cruises in the early 1950s.

Back in Halifax, a number of us were drafted to two ex-CNAV vessels that had been commissioned into the RCN as **HMCS Laymore**, a tanker, and **HMCS Clifton**, a seagoing tug. It is likely the ships were commissioned to avoid labour union involvement in the transfer of the ships to the West Coast. They were de-commissioned shortly after arriving in Esquimalt.

In any case I ended up on **Clifton** and Moe Charendoff (in the **Warrior** picture) and another **York** cadet named Perlstein ended up on **Laymore**. We left Halifax around the middle of July and arrived in Esquimalt at the end of August after a marvellous but very wet passage. Stops were made at the

following ports: Charleston, S.C.; Panama City, Florida; Panama; Manzanillo; Acapulco; and Long Beach, CA.

The passage was very uncomfortable and most of the time was spent in bathing suits as the small ships did a lot of "underwater cruising" in crashing through the waves, especially in the Caribbean. As a matter of fact, we were awarded a special allowance, called "hard layers" of 50 cents a day for the whole cruise. This was in addition to our fabulous Ordinary Seaman UNTD salary of \$60.00 a month. I seem to remember that we also received a foreign allowance but I can't recall what that was.

Thanks for the picture of UNTD **Warrior Days** and Moe Charendoff. It brought back all these memories of the "Summer of '46". Maybe there are others who will read this and recall some names and stories. *Editor's note: It would be nice if someone had pictures of the UNTD Laymore & Clifton cruise.*

Mike Thompson, 174 Spinnaker Dr. Hfx, B3N 3C2

LETTERS TO THE EDITOR

*October 22, 2001,
Toronto, ON.*

Dear Editor,

*I am again so moved by your excellent newsletter of September 2001, that I write to expand on some incidents that I still remember with humour. The picture of the four UNTD cadets on **Warrior** registered with me in two ways. All their faces were familiar from the University of Toronto and **HMCS York**. I had to smile at the fact that **Warrior** never left the jetty. Our class from **York** at "Stad" in '49 was scheduled for two weeks aboard the "Maggie" just before she ran aground on the South Shore.*

*It was decided to bring **Iroquois** back into commission. She had been laid up in Bedford Basin and was in terrible shape. With us aboard, she was towed from jetty to jetty in order to prepare her for sea. I believe our Captain was Pullen and I still remember the thrill of our departure from Halifax as the captain revved up to 30 knots and surged down the harbour.*

We anchored in Peggy's Cove to paint ship, mixing gallons of paint in huge garbage pails. I recall hanging over the side on paint stages was a good way of bonding with your ship. We steamed through the Cape Breton gut (no causeway then) to Charlottetown for two days leave. I remember losing my cap overboard while helping some of the boys back aboard after a rowdy time ashore. We next anchored off the Cabot Trail. While hiking ashore, a car approached us and the driver asked if we were

UNTDs. I was surprised that anyone would know the term UNTD until he introduced himself as Sidney Smith, the president of the University of Toronto and a native of Cape Breton.

We returned to Halifax along the South Shore. I remember one beautiful clear evening with porpoises skimming alongside and the sun setting on a calm sea. These things are still so very clear in my mind although I have difficulty remembering events of last month. When we docked in Halifax it was a bad show. The pilot brought us in a good 40 feet out from the jetty, requiring a long throw on the heaving line to reach the shore. It was a hoot! The lines kept falling short and the captain was going apoplectic on the bridge. Most of us were killing ourselves laughing, especially when one of our numbers made a giant running heave, slipped on the deck, went flat on his backside while the line made a beautiful arc through the air and disappeared. He had forgotten to make fast the lose end.

One other humorous incident involved the lack of utensil for our mess. Everyone was scrounging for a knife, fork or spoon. This was because one the cadets assigned to washing up the dirty dishes in the mess, dumped the dirty water over the side without checking first for any tin ware in the bottom of the bucket. These are probably familiar incidents that we all shared as part of our UNTD experience.

Alistair Mackenzie,
146 The Kingsway, MBX 2V3

California, U.S.A.
September 24, 2001

Dear Commander Bob,
As a resident of California, my only contact with the UNTD and the NOAC is through the UNTD Newsletter and STARHELL. I am concerned as to what might happen to the UNTD Newsletter if the UNTD merged with the NOAC.

I look forward to the pictures and articles in the UNTD Newsletter, which relate more directly to my naval experience than those contained in Starshell. For example, your latest issue has a cover photo with Derek Bate who taught me high school physics and Hal Davies as winner of the Marblehead Race, who was my Cadet Captain at Stad in 1958. Previous issues have also brought back memories of people and places that I experienced forty years ago. I greatly fear that this special source of information relevant to the UNTD experience of others and myself might disappear if there was a merger with the NOAC.

Fred McCutcheon,
<ChiefSpider@arachnae.com>

WHERE ARE THEY NOW?

Our UNTD subject for "Where Are They Now?" comes from a story in the Calgary Herald, September 2, 2001. Paul Yocom (UNTD York 1962) was pictured as an inductee into the Guard of the Museum of the Regiments in Calgary. Paul is a past Board Member of NOAC (Calgary Branch) and in conjunction with his business, Yocom & Associates Ltd., helped to raise six million dollars for three military museums – the National War Museum in Ottawa, the Museum of the Regiments and the Naval Museum of Alberta in Calgary. For his support of our military heritage he was made an Honorary Commander of the Honourable Guard of the Museum of the Regiments, one of the finest military museums in Canada.

Paul was educated in Toronto and received an Honours Bachelor of Arts degree in Political Science & Economics from the University of Toronto. He served in the Naval Reserve at HMCS York 1962 – 70 and then transferred to the RCN 1971 – 77. A highlight of his RCN career was his frequent contact with HRH Prince Charles who was also serving as part of the Standing Naval Force, Atlantic. After leaving the RCN, Yocom worked in public relations until starting his own placement business in 1981. He can be reached at yocom@iname.com or tel. (403) 209-7161.



John Tyrrell, left, Susan Bullen newly inducted Honorary Commander Paul Yocom and George Milne at a formal museum dinner for the Museum of the Regiments, Calgary, Alberta.
Courtesy Mathieson Hewitt Photographers Ltd.

The UNTD Association of Upper Canada publishes this newsletter twice a year. Send letters, anecdotes, or suggestions to Newsletter Editor: CDR Robert Williamson, 1 Clonmore Ave., Hamilton, Ontario, L9A 4R2; OR e-mail Cdrhob@worldchat.com
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