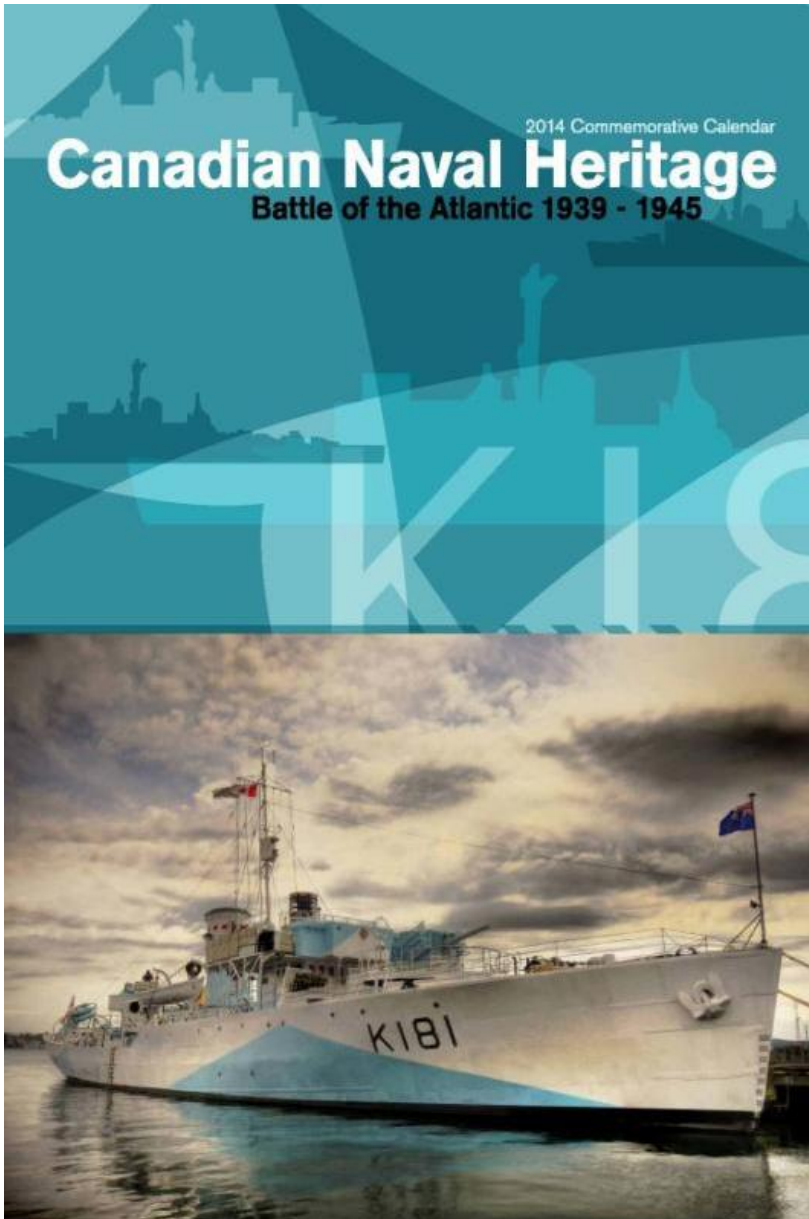


2014 NAVAL HERITAGE CALENDAR



The Canadian Naval Memorial Trust has produced a 2014 Commemorative Calendar, to increase public awareness of CNMT/HMCS Sackville and support for the Battle of Atlantic Place project.

The 18 by 12 inch calendar, printed in colour on quality stock, is an informative and timely item that should appeal to many Canadians and in particular to those with an interest in our rich naval heritage.”

The 2014 calendar highlights the significance of the Battle of the Atlantic, the longest battle of the Second World War, and the role of the Royal Canadian Navy. Photos and paintings depict the different classes of ships that served in the RCN, including destroyers, frigates, corvettes, minesweepers and Motor Torpedo Boats and the sailors who crewed the ships and shore establishments.

The text includes a description and brief history of each ship featured, along with significant historical events in the months they occurred and an update on the Battle of Atlantic Place project on the Halifax waterfront (in the area of the summer berth of HMCS Sackville).

Trustee Dan Sargeant proposed and managed the calendar project and graphic artist Karen Fowler of VividWorks Design was engaged to design the calendar with the editorial support of several Trustees.

Trustees and other supporters are encouraged to purchase copies of the calendar for themselves as well as for friends and business associates.

The calendar is available for \$20, HST included, plus shipping through Sackville’s Gift Shop: email: giftshop@canadasnavalmemorial.ca ; telephone: 902-427-2837(winter berth), or mail: HMCS Sackville, PO Box 99000 STN Forces, Halifax, NS B3K 5X5. Save the shipping and buy direct from the ship or CANEX if you live in the Halifax area. You may also contact the Executive Director of the Trust at 721-1206 or by email at: execdir@canadasnavalmemorial.ca

NSNOA Bursary Winners

As you know, we grant two Bursaries per year to deserving young Nova Scotians going on to post-secondary education. We stipulate that these should be some naval connection, and in recent years many of the recipients have been sea cadets.

Cassandra Kelly Zink is a graduate of Parkview Education Centre in Bridgewater N.S. Both of her parents are or have been naval officers. Her father lost a leg in an accident, and is no longer in the navy. Her mother is a sea cadet training officer and RCMP detachment assistant. Cassandra herself is a CPO1 in the RCSCC Neptune in Lunenburg; she is a top marksman and a band member and percussion instructor both in Lunenburg and at HMCS *Acadia* in the summer. She holds a number of awards, trophies and medals. She intends to study at Mount Allison University.

Brandon Ensor is a graduate of Shelburne Regional High. His father is an oil truck driver and his mother a continuing care provider. He is a CPO1 in RCSCC 327 Unicorn in Shelburne. He is an active Red Cross volunteer, cleans up his church cemetery and is a keen sportsman. He intends to study welding at the College of the North Atlantic in Port aux Basque NL.

Well done to these young people and thank you to our Bursary Director, Dr. Guy Chauvin, who takes a great interest in the competition for these very helpful bursaries. Thanks especially to those who contribute to our Bursary Fund and give us the means to make this happen.



MYSTERY PHOTO # 2

This depicts HMCS Quebec (CL-31) at the Coronation Fleet Review in June 1953, with what appear to be two Majestic or Colossus Light Fleet Carriers astern (one is likely *Magnificent*.) She was identified very promptly by three eagle-eyed members: Mike Hodgson, Doug Maginley, and Harley Kieran.

Some of you might have been at the Review with the very impressive RCN Task Group comprising *Quebec* (flying the flag of Vice-Admiral E. Rollo Mainguy (?)), *Ontario*, *Magnificent*, *Sioux*, *La Hulloise*, and *Swansea*.

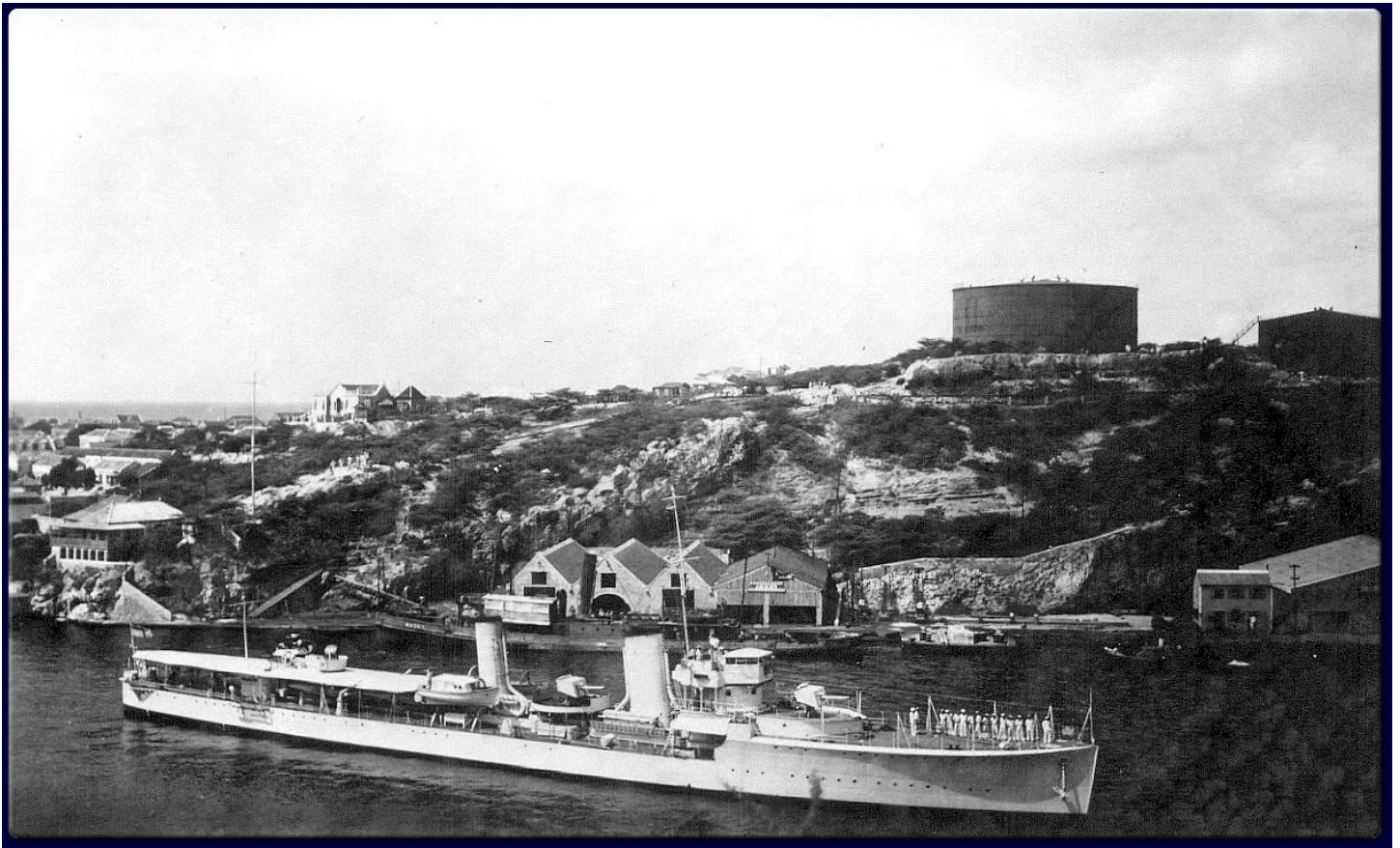
There is a very good British film of the Fleet Review on U-Tube at:
<http://www.youtube.com/watch?v=6qDYrqfjRQ>

If you have memories of this, or other Major Fleet Reviews from years ago, and/or mystery photos to contribute to this feature in Bosun's Call, please send them to the Editor.



MYSTERY PHOTO #3

This issue's Mystery photo goes back a bit. See if you can identify this ship, her surroundings, and history.



Frozen Crabs & the Blonde Stewardess

A lawyer boarded an airplane in New Orleans with a box of frozen crabs and asked a blonde stewardess to take care of them for him.

She took the box and promised to put it in the crew's refrigerator.

He advised her that he was holding her personally responsible for them staying frozen, mentioning in a very haughty manner that he was a lawyer, and proceeded to rant at her about what would happen if she let them thaw out.

Needless to say, she was annoyed by his behavior. Shortly before landing in New York , she used the intercom to announce to the entire cabin, "Would the gentleman who gave me the crabs in New Orleans, please raise your hand?"

Not a single hand went up ... so she took them home and ate them.

Lesson:

1. Some lawyers aren't as smart as they think.
2. Some blondes aren't as dumb as some folks think.



TOM CLANCY – passes away at 66.

Many of you will have read at least some of Tom Clancy's books; I particularly enjoyed "Hunt for Red October" and "Red Storm Rising," which were very interesting and seemed surprisingly accurate tales of the Soviet naval threat during the Cold War – a time when the Soviet Navy was expanding exponentially. I remember that in the early 1980s, the Soviet Navy had over 500 submarines in commission – only later did we find that some of the smaller and older classes were not really available for operations. Nevertheless the numbers arrayed against NATO were somewhat daunting.

TOM CLANCY'S REALISM RAISED EYEBROWS AT HIGH LEVELS

Julie Bosman, The New York Times News Service, Oct. 03 2013

Tom Clancy's complex, adrenaline-fueled military novels spawned a new genre of thrillers and made him one of the world's best-selling and best-known authors.

His books were successfully transformed into blockbuster Hollywood films including Patriot Games, The Hunt for Red October and Clear and Present Danger. Mr. Clancy died at Johns Hopkins Hospital in Baltimore after a brief illness, his lawyer, J.W. Thompson Webb, said Wednesday. He was 66. Neither Mr. Webb nor Mr. Clancy's long-time publisher, Ivan Held, president of G.P. Putnam's Sons, knew the precise cause of death.

Mr. Clancy's debut book, The Hunt for Red October, was frequently cited as one of the greatest genre novels ever written. With its publication in 1984, he introduced a new kind of potboiler: an espionage thriller dense with technical details about weaponry, submarines and intelligence agencies. It found a voracious readership. Even high-ranking members of the military took notice of the book's apparent inside knowledge.

In an interview in 1986, Mr. Clancy said, "When I met Navy Secretary John Lehman last year, the first thing he asked me about the book was, 'Who the hell cleared it?'" Mr. Clancy insisted then, and after, that his information was strictly unclassified: books, interviews and papers that were easily obtained. Also, two submarine officers reviewed the final manuscript.

"Fundamentally, I think of myself as a storyteller, not a writer," Mr. Clancy once said. "I think about the characters I've created, and then I sit down and start typing and see what they will do. There's a lot of subconscious thought that goes on. It amazes me to find out, a few chapters later, why I put someone in a certain place when I did."

David Shanks, a Penguin executive who worked with Mr. Clancy for decades, called him "a consummate author, creating the modern-day thriller, and one of the most visionary storytellers of our time."

More than 100 million copies of Mr. Clancy's novels are in print, and a remarkable 17 have reached No. 1 on The New York Times bestseller list, including Threat Vector, which was released in December, 2012. Prolific until his death, Mr. Clancy had been awaiting the publication of his next book, Command Authority, set for Dec. 3.

Mr. Clancy was an insurance salesman when he sold The Hunt for Red October to the Naval Institute Press for only \$5,000. The publisher had never released a novel before, but the editors were taken with Mr. Clancy's manuscript. They were concerned, however, that there were too many technical descriptions, so they asked him to make cuts. Mr. Clancy made revisions and trimmed at least 100 pages.

He began working on The Hunt for Red October in 1982, drawing inspiration from a real-life 1975 mutiny aboard a Soviet missile frigate. The book took off when Mr. Reagan, who had received a copy, called it "my kind of yarn" and said that he couldn't put it down.

Mr. Clancy later said that statement helped put him on The New York Times bestseller list. “What happened to me was pure dumb luck. I’m not the new Hemingway,” Mr. Clancy said in an interview with the American Movie Channel.

“Of course, fortune does favour the brave. In battle, you forgive a man anything except an unwillingness to take risks. Sometimes you have to put it on the line. What I did was take time away from how I earned my living. My wife gave me hell. ‘Why are you doing this?’ But she doesn’t complain anymore.”

Mr. Clancy said his dream had been simply to publish a book, hopefully a good one, so that he would be in the Library of Congress catalogue. His dreams were answered many times over.

Born to a middle-class family in Baltimore on April 12, 1947, from a young age he skipped over the usual children’s literature and became obsessed by naval history, reading journals and books whose intended audience was career military officers and engineering experts. He absorbed details of submarine warfare, espionage, missile systems and covert plots between superpowers.

He attended Loyola College in Baltimore, where he majored in English, graduating in 1969. While Mr. Clancy harboured ambitions to join the military, even joining the Army Reserve Officers’ Training Corps, he was told that he was too nearsighted to qualify.

Mr. Clancy began working at a small insurance agency in rural Maryland that was founded by his wife’s grandfather.

After *The Hunt for Red October* was published, Mr. Clancy’s fame was fairly instant. He frequently posed for photographs wearing darkened aviator sunglasses and jeans and holding a cigarette.

Sales of his books made him a millionaire. His family moved into a five-bedroom house in Calvert County, Md., and acquired an 80-acre farm on the Chesapeake Bay. He became a part owner of the Baltimore Orioles. He even bought a tank.

Of the focus required to succeed, he said: “I tell them you learn to write the same way you learn to play golf,” he said. “You do it, and keep doing it until you get it right. A lot of people think something mystical happens to you, that maybe the muse kisses you on the ear. But writing isn’t divinely inspired – it’s hard work.”

He followed his first book with *Red Storm Rising* in 1986, *Patriot Games* in 1987, *The Cardinal of the Kremlin* in 1988 and *Clear and Present Danger* in 1989.

The critical reception to his novels was gushing from the start. Reviewing *Red Storm Rising* in *The New York Times* in 1986, Christopher Lehmann-Haupt wrote that the book “far surpassed” Mr. Clancy’s debut novel. *Red Storm Rising* is a “superpower thriller,” he wrote, “the verbal equivalent of a high-tech video game.”

Mr. Clancy would eventually venture into video games – easily adapted from his novels – including the bestselling Tom Clancy’s *Ghost Recon: Future Soldier*, Tom Clancy’s *Splinter Cell: Conviction* and Tom Clancy’s *Splinter Cell: Double Agent*.

Other critics questioned the unwaveringly virtuous nature of many of Mr. Clancy’s heroes, particularly his protagonist Jack Ryan.

“All the Americans are paragons of courage, endurance and devotion to service and country,” Robert Lekachman wrote in *The Times* in 1986. “Their officers are uniformly competent and occasionally inspired. Men of all ranks are faithful husbands and devoted fathers.”

Mr. Clancy started off writing about the Russians, but also told stories of Latin American drug cartels, Irish-British tensions and Islamic terrorism.

David Baldacci, author of *Absolute Power* and many other bestsellers, said Mr. Clancy helped pave the way for thriller writers. “He was able to balance storytelling with a lot of research,” Mr. Baldacci said. “Research often bogs down a story, but that didn’t happen with him. He didn’t write a flip book, where authors have all this research they’re so proud of, and they just stick it in somewhere.”

Actors Alec Baldwin, Ben Affleck and Harrison Ford have all played Jack Ryan on screen. The upcoming movie *Jack Ryan*, set for release on Christmas, stars Chris Pine, with Kenneth Branagh directing.

Mr. Clancy wasn’t crazy about the movie versions of his books. He complained that Mr. Ford was too old to play Jack Ryan, and he regretted the lack of creative control, saying: “Giving your book to Hollywood is like turning your daughter over to a pimp.”

Deborah Grosvenor, the editor who acquired Mr. Clancy’s first novel, said she initially had a hard time persuading her boss at the Naval Institute Press to read it, since Mr. Clancy was an unknown and the publisher had no experience with fiction.

“I said, ‘I think we have a potential bestseller here, and if we don’t grab this thing, somebody else would,’” Ms. Grosvenor, who is now a literary agent, said in an interview. “But he had this innate storytelling ability, and his characters had this very witty dialogue. The gift of the Irish or whatever it was, the man could tell a story.”

Mr. Clancy leaves his second wife and their daughter, and four children from his first marriage.

While he spent time on military bases, visited the Pentagon and dined with high-level military officials, Mr. Clancy insisted that he didn’t want to know any classified information, and was amused by accusations that he used such information in his novels.

“I hang my hat on getting as many things right as I can,” Mr. Clancy once said in an interview. “I’ve made up stuff that’s turned out to be real – that’s the spooky part.”

From Steam to Magnets: EMALS vs. Current Approaches

Current steam catapults use about 615 kg/ 1,350 pounds of steam for each aircraft launch, which is usually delivered by piping it from the nuclear reactor. Now add the required hydraulics and oils, the water required to brake the catapult, and associated pumps, motors, and control systems. The result is a large, heavy, maintenance-intensive system that operates without feedback control; and its sudden shocks shorten airframe lifespans for carrier-based aircraft. To date, it has been the only option available. Hence its use on all full-size carriers.

EMALS (Electro-Magnetic Aircraft Launch System) uses an approach analogous to an electro-magnetic rail gun, in order to accelerate the shuttle that holds the aircraft. That approach provides a smoother launch, while offering up to 30% more launch energy potential to cope with heavier fighters. It also has far lower space and

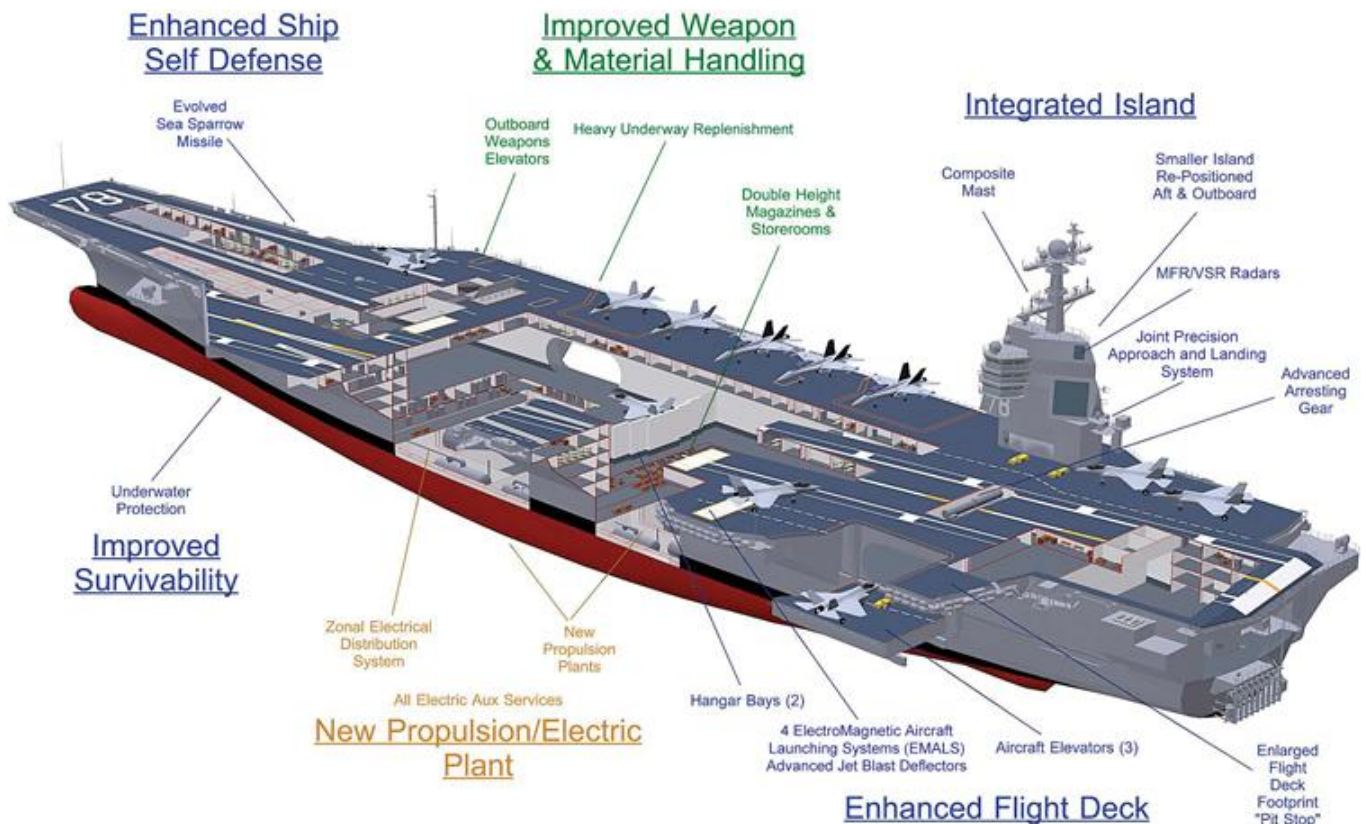
maintenance requirements, because it dispenses with most of the steam catapult's piping, pumps, motors, control systems, etc. Ancillary benefits include the ability to embed diagnostic systems, for ease of maintenance with fewer personnel on board.

EMALS' problem is that it has become a potential bottleneck to the USA's new carrier class.

The challenge is scaling a relatively new technology to handle the required weights and power. EMALS motor generator weighs over 80,000 pounds, and is 13.5 feet long, almost 11 feet wide and almost 7 feet tall. It's designed to deliver up to 60 megajoules of electricity, and 60 megawatts at its peak. In the 3 seconds it takes to launch a Navy aircraft that amount of power could handle 12,000 homes. This motor generator is part of a suite of equipment called the Energy Storage Subsystem, which includes the motor generator, the generator control tower and the stored energy exciter power supply. The new Gerald R. Ford Class carriers will require 12 of each.

Because it's such a big change, it's a critical technology if the US Navy wishes to deliver its new carrier class on-time and on-budget, and fulfill the CVN-21 program's cost-saving promises. If EMALS cannot deliver on time, or perform as advertised, the extensive redesign and additional costs involved in adding steam catapult equipment throughout the ship could easily rise to hundreds of millions of dollars.

USS Gerald R. Ford (CVN 78)



Launches have begun, and the 2nd phase of EMALS aircraft compatibility testing is scheduled to begin in 2012. Engineers will continue reliability testing through 2013, and then perform installation, checkout, and shipboard testing, with the goal of shipboard certification in 2015.

The related Advanced Arresting Gear (AAG) sub-program will replace the current Mk 7 hydraulic system used to provide the requisite combination of plane-slowness firmness and necessary flexibility to the carriers' arresting wires. The winning AAG design replaces the mechanical hydraulic ram with rotary engines, using energy-absorbing water turbines and a large induction motor to provide fine control of the arresting forces. AAG is intended to allow successful landings with heavier aircraft, reduce manning and maintenance, and add capabilities like self-diagnosis and maintenance alerts. It will eventually be fitted to all existing Nimitz class aircraft carriers, as well as the new Gerald R. Ford class.

THE BATTLE OF THE ATLANTIC QUIZ

By Chris Monteith

It has always been a source of some irritation to RGM (Rolfe G. Monteith, member of NSNOA and WW II Vet) that the Battle of the Atlantic, in which he took part, has not received the attention properly due. He has a point.

Normandy was about three and a half months. The Italian campaign about 22 months, and Burma about 3 years. The Battle of Britain, probably the source of most irritation, lasted about ten weeks. The Burma boys (Britain's largest army of WW2) registered their irritation by dubbing themselves "The Forgotten Army" - as early as 1946!

The Atlantic Campaign was the longest of WW2. There were hostilities and losses on the very first day of WW2, Sep 3 1939, and the very last, VE Day May 8 1945. There was not a single day when nothing happened. It was the longest continuous campaign of the twentieth century, perhaps of any century. Had the German blockade of the UK (primarily by U-boats but also by their surface fleet) not been contained and defeated none of the other campaigns would have been possible. As in WW1, if the allied navies had not maintained Britain's sea trade and frustrated the German blockade, then GB would have had to sue for terms.

Yet somehow other events and campaigns of WW2 (and I) remain dominant in the British psyche. It may be because other things are more telegenic. There is not much exciting footage from the ocean. Perhaps propaganda has played a part. We regularly hear and read that the Spitfire won the war, that it prevented the invasion of Britain, but history has shown that the invasion was never really a plan and that without dominance of the Channel any German plan to invade would have been impossible. The Germans never had that dominance, and they knew it.

Example; there was a curious episode when Ann and Rolfe went to Normandy for a D-Day commemoration. Brass hats and politicians did the biz, a Royal showed up, veterans were feted, those lost were remembered, silence was duly observed and the Last Post sounded. All of this was fitting and appropriate. Then people hung around, exchanged casual chats, and dawdled about without going anywhere. What they were waiting for was The Spitfire, always last, which swept in over the water to cheers. Everyone went away remembering the Spitfire, possibly not reflecting on the fact that without the efforts of the navies on D-Day would not have happened and that Spitfire probably never built.

One way to achieve a more balanced perspective is to know more about it. To this end you will all have a question paper, or a quiz, to answer and return. The purpose is twofold; to make people delve into the story of the Atlantic Campaign, and to talk to RGM, and others, about it to get some answers. Even better – do it by email!! The rules are simple – there are none. Information can be gleaned from any source including RGM. Most questions will be simple, requiring a one word answer, others more involved requiring a bit of digging but answerable in a paragraph or two. Attempts to gain extra points by more detailed answers may be rewarded. Howlers will be published. No shows will be named and shamed.

Plenty of time; final answers to this email address by 2000 on 30th Dec 2013. First prize is a secret. It will be unique and worth having. We will see who ends up singing from the crow's nest and who is seasick in the bilges.

Here is the first wave of questions to give you a flavour. To get you started, RCN = Royal Canadian Navy, and HMCS (at that time) = His Majesty's Canadian Ship. If you needed help with that you might struggle!

1. The RCN expanded more than any other force during WW2, from an almost negligible entity (it was almost disbanded in 1933) to a force that had the manpower in 1945 that the RN had in 1939. How many destroyers (its fleet!) did it start with?

2. Name them.

3. What was the only ship in WW2 that sank two U-boats in one day? And what was unusual about it?

4. What was Hydra? What was Ultra? And how did Hydra become Ultra?

5. What was the link between RGM and Kapitan-leutnant Werner Hartenstein? And how did that link affect Admiral Donitz after the war?

6. The anti-submarine forces of WW2 had only one utility/device not available to those forces in WW1. What was it?

7. Which was longer from stem to stern, a type V11 U-boat or a corvette?

8. Where would you find K181?

9. The range of the German torpedo in 1939 was; 600 yds, 1500 yds, 3000 yds, or 9 miles.

10. In very unusual circumstances Korvetten-kapitan Hugo Forster became an unexpected guest on the bridge of HMCS Moose Jaw. This was because;

a) he was an escaped POW, got drunk and lost his way, thinking the ship was his.

b) he was mistaken for a Dutch officer by the French Canadian officer on watch.

c) Moose Jaw's navigator messed up and she inadvertently berthed in Wilhelmshaven.

d) other circumstances that you will describe here.

And what was significant about the event?

11. The battle cry of the French navy was "A l'eau!! C'est l'heure!!" What was the British version?

12. What maritime tactic was used to great success by the Dutch in the 17th Century, used by all in the Napoleonic wars, somehow ignored by the British until almost too late in WW1, adopted immediately by the Brits in WW2, but resisted at great cost by the Americans?

13. Who described the Arctic convoys as "The worst journey in the world", and wrote later that

“The U-boats were the only thing that really worried me”?

14. Which vessel torpedoed itself?

15. How did the extraordinary situation arise that for a time in 1941 the RCN was under the command of an American admiral (USA neutral at the time!) who was based in a British colony; and which colony?

16. Where was Torpedo Junction? What became of it, and how?

17. Post war, RGM struck up a friendship with a former U-boat officer named Gunther Wiese. Why did Gunther join the U-boats, and where was this decision made?

18. When USN officers were guests on RN or RCN ships why was their toast “God bless the King, and God damn Frank Knox”?

19. To whom was Eisenhower referring when he reportedly said “The war would have finished a year earlier if he had been shot.”?

a) Admiral Karl Donitz

b) RGM

c) Admiral King, USN

d) Glenn Miller

e) French Admiral Darlan

And – briefly – why?

20. RGM's diary – there is now clearance from MI5 and 6 and the Pentagon to reveal the details of one date – has the following entry for July 10 1943;

a) Got tight with Bert MacDonald last night so slept in.

b) Allies invaded Sicily. Neville had all E's in his school report.

c) Went with (censored) to (censored) and saw (censored).

d) Had egg (!!!) for breakfast! Tied 2-2 with Yanks at baseball.

e) Rain again. Bob Hope show cancelled.