

November / December 2012 Editor: Doug Thomas

DO YOU HEAR THERE

Trafalgar Luncheon



On the 24th of October NSNOA held our traditional luncheon in the Bonaventure Room of the Shearwater Officer's Mess. For many of those who attended, this was the first time they had been in the Mess for many years. We had an excellent buffet lunch, both the service and presentation were top drawer, and we greatly enjoyed a talk by Cdr. Wade Carter, who had been CO of HMCS Charlottetown during an 8 ½

month deployment to the Eastern Mediterranean and Arabian Sea. A number of the attendees also took the opportunity to visit the Shearwater Aviation Museum while in the area. One of the benefits of this venue was that Dartmouthians who might not have travelled to Halifax enjoyed the event too.

Pictured here is your Editor (and President) presenting the Diamond Jubilee Medal to Harley Kieran – NSNOA and Venture Association Webmaster. Murray Knowles was also presented with the DJM in recognition of his long years of service to NSNOA and CNMT. These medals were arranged through our membership in the National Veteran's Association of Canada.

RA Park & NSNOA Christmas Party

As some of you may know, the Galley at RA Park has been totally re-done, and is now back in operation. Our Christmas Party will go ahead at RA Park as usual, 1130 for 1215

on the 12th of December; free to members in good standing, but there will be a collection box to benefit others. This year we will collect money to be given to the Military Family Resource Centre, located in Windsor Park. A donation of \$10 each is suggested, and the Director of MFRC tells me that her Centre would be delighted to receive our assistance.

Please contact Bernie Derible at 405-1557, during the convalescence of Al MacLeod, and let him know if you will be coming so that we get the quantity of food right.

All copies of the original Crowsnest are available on the NOABC Web Site at:
<http://www.noabc.com/the-canadian-navy/the-crowsnest>

The Naval Association of Canada (NAC) Site continues to improve at:
<http://www.navalassoc.ca/> I suggest you look at the presentations from 31 May '12 NAC Conference, and also look at the Battle of the Atlantic feature at: <http://www.navalassoc.ca/boa>
This is a very impressive Teachers' Resource Package developed by Tom Dykes and the teaching staff at Blakelock Secondary School in Oakville, Ontario. Please consider passing the word to any teachers that you know.

BLUE BOOK Amendments

Duffus, Carol. E. – deceased in June 2012 – date not yet known.

Mike Cooper – amend email address to cmoserisland@bellaliant.net.

John Littlefair has a new email address. It is johnlittlefair@eastlink.ca

Seizure of Argentine Sail Training Ship Libertad



The Libertad, an Argentine Navy training vessel, has been sitting in Tema, Ghana, since it was seized on Oct. 2 by one of Argentina's holdout creditors. Argentina's military intelligence director resigned Thursday, the latest casualty in a dispute between Argentina and an American hedge fund over ownership of an Argentine

Navy training vessel that is impounded at a port in West Africa.

The departure of María Lourdes Puente Olivera, a civilian and the first woman to lead the intelligence agency, comes two days after the resignation of Argentina's navy chief and the suspension of two other highly placed navy officials. Those events came amid a Defense Ministry investigation into a last-minute change to the vessel's itinerary, which had it stop in Ghana rather than Nigeria, as originally planned.

The Libertad, a three-mast tall ship with 330 navy cadets and crew aboard, was seized at Tema, an industrial port east of Ghana's capital, Accra, on Oct. 2 through a court order obtained by N.M.L. Capital, a holdout creditor from Argentina's default a decade ago that says it is owed more than \$370 million. The creditor is among a few remaining holdouts to refuse debt restructuring agreements in 2005 and 2010. It had tracked the vessel through the Libertad's Web site.

N.M.L., a subsidiary of Elliott Capital, a New York-based hedge fund with \$20 billion under management, offered to release the ship if Argentina paid a \$20 million security. It also offered to bear the costs of flying the sailors home.

Argentina's foreign minister, Héctor Timerman, said in a statement, "The [vulture funds](#) have crossed a boundary in their attacks on the Argentine republic." He said the seizure violated the Vienna Convention, which grants military vessels diplomatic immunity.

A judge in Accra ruled last Friday against that defense, saying Argentina "has in clear terms waived the immunity attributed to the vessel" in the contract it signed with N.M.L. Argentina sent a delegation of junior ministers last week to meet with government officials in Ghana. The Foreign Ministry spokesman, Mariano Lapeyre, declined to comment on the continuing talks.

Evidence has surfaced that the Foreign Ministry, the Defense Ministry and the navy were aware that the Libertad, built in Argentina in 1953 to train cadets and to serve as an emblem of Argentine diplomacy on distant shores, could be at risk of seizure in countries with claims pending against Argentina.

As the final details of the Libertad's voyage were approved in May, a letter written by the foreign affairs secretary and circulated among top officials warned that the ship "could be embargoed by authorities of European member states where there are legal processes against the republic under way, as in the case of Germany, Belgium, Italy and France."

The Libertad set sail in June. Tema was its 11th port of call in a six-month trip to countries on the coasts of the Atlantic Ocean.

Argentina is accruing daily \$50,000 berth fees while the Libertad is docked at the Tema port.

NEW PASSPORT: Pages 32/33

HMCS *Sackville* is depicted on page 32 of the new passport, as indicated below. The image is from a photograph taken by Ian Urquhart, a retired naval officer and active member of CNMT.

Canada has a long and proud military tradition. Throughout our history, Canada's military forces have performed important and challenging roles on the sea, on land and in the air protecting our sovereignty, defending our freedom, and standing against oppression.

These pages depict some of the epic contributions that continue to define our country and Canadians. They also reflect our shared determination to remember those who have served and sacrificed in the defence of our country and our values.

The First World War (1914-1918), or "the Great War", saw more than 600,000 Canadians in uniform and claimed more than 60,000 Canadian dead and nearly three times as many injured. These were vast numbers for a population of only eight million Canadians. Here we see a picture of W.A. "Billy" Bishop, a legendary Canadian flier and recipient of the Victoria Cross.

Canada's contributions during the Second World War (1939-1945) were immense, diverse and influential. More than one million Canadians and Newfoundlanders served to help win the struggle against the tyranny and oppression that threatened the world. More than 45,000 Canadians gave their lives, and another 55,000 were wounded, fighting for our freedom. . In the lower left corner of this page, we see an image of Her Majesty's' Canadian Ship (HMCS) *Sackville*, the last remaining Flower-class corvette of the more than 120 built in Canada. By war's end, the Royal Canada Navy was the third largest Allied navy.

In the middle of the page is an image of Canadian infantry who fought alongside United Nations forces against Communism in the Korean War. All told 26,791 Canadians served in the Korean War and approximately 7,000 more between the cease-fire and the end of



1955. The names of 516 Canadian dead are inscribed in the Korea Book of Remembrance.

Depicted on the right is the National War Memorial, which stands triumphantly in the heart of downtown Ottawa. The memorial stands as the focal point

of our nation's reverence for those who have served Canada in uniform and is the site of Canada's national Remembrance Day service each November 11. Since 2000, the National War Memorial is also the resting place of Canada's Unknown Soldier.

Many thousands of Canadians have served and continue to serve in conflict zones around the world, including today in Afghanistan. Canadians salute these brave men and women in uniform and remain grateful for their service and sacrifice.

A UNIQUE CONDOMINIUM CRUISE SHIP

It is fascinating to see the passenger ships that visit Halifax, particularly during the autumn New England/Canada cruises. One of the most interesting such visitors this year was the 644 foot long cruise ship *The World*, which visited Halifax 28-30 October: the “largest privately-owned yacht on the planet.”

From the website:

The World is the only private residential community-at-sea where its Residents may travel the globe without ever leaving home. Since it first set sail in 2002, *The World* has visited over 800 ports in approximately 140 countries. With a continuous worldwide itinerary that enables the vessel to span the globe every two-to-three years, the ship is a complete floating town, equipped with high-end facilities and luxurious amenities that create an intimate, refined atmosphere for Resident owners. This strikingly beautiful ship promises gracious and personal service in a warm, inviting ambience much like that of a private yacht, well-staffed private home or exclusive country club.

As of 2010, a 328 sq ft (30.5 m²) studio (Ocean Studio 661) has a list price of US \$600,000. Ocean Residence 1006 (2 bedroom, 2.5 bath) list price US \$2,950,000. Monthly homeowner dues range from \$20,000 per month (for the smaller units) and up, and cover fuel, crew, maintenance and a meal allowance for the owner



The World in Melbourne, Australia

The Lifestyle

A lifestyle aboard *The World* allows residents to explore the planet's most breathtaking destinations with like-minded adventure seekers from the comfort of their own private Residence. This exclusive community offers the ultimate combination of luxury travel with world-class dining, custom tours, and enriching cultural events like renowned guest speakers, local dancers or art exhibitions. A myriad of exceptional onboard amenities include a gourmet deli, *The World* Spa, library, cinema, and a sports center offering real and virtual golf excursions to the world's top-ranked courses. The onboard lifestyle fosters a warm, welcoming atmosphere and encourages the formation of lasting friendships.

It is interesting to note that *The World* has recently transited the Northwest Passage, and is the largest passenger vessel to have done this, following the route of the Norwegian, Captain Roald Amundsen, the first sailor to complete the journey in 1906.

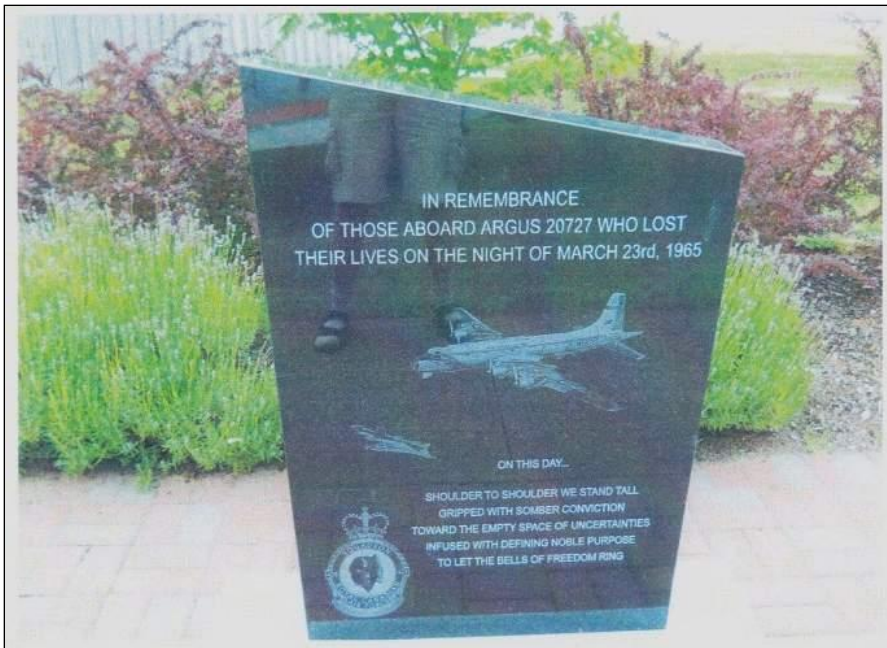
Web site www.aboardtheworld.com

Think of *The World* when you buy your Lottery tickets!

MEMORIAL REMEMBERS CREW OF ARGUS 20727

The close working relationship that has developed between ship and maritime air crews over the years can bring back a host of memories for serving and retired members, most pleasant but some less so.

On 23 March 23 1965 while deployed on exercise 60 miles north of Puerto Rico, 404 Maritime Patrol and Training Squadron Argus 20727 plunged into the ocean claiming the entire crew of 15 and a government scientist. A memorial stone in remembrance of those who lost their lives occupies a prominent place on the Memorial Walkway next to the Greenwood Military Aviation Museum at 14 Wing Greenwood.



Lieutenant Commander (Ret'd) Jim Bond was XO of HMCS GATINEAU which was participating in the exercise and recalls, "The crash occurred just after midnight but we (GATINEAU) could only get to the scene just before dawn. Once it was light, we realized that this would be a 'recovery operation' only. We spent the next eight to 10 hours recovering

parts of the aircraft but no crew members." Also participating in the recovery was HMCS ANNAPOLIS.

Jim, a former CO of HMCS SACKVILLE and fellow CNMT Trustee LCdr (Ret'd) Sherry Richardson attended an Argus 20727 remembrance event in Greenwood in September.

Obituary from Daily Telegraph: Lieutenant-Commander Bruce Mackay, RN

Lieutenant-Commander Bruce Mackay, who has died aged 77, was an explosives, mining and diving specialist in the Falklands conflict, during which he commanded the mysterious unit known as Naval Party 1880.

Mackay was in the amphibious warfare ship *Intrepid* when she sailed from Ascension Island on May 8 1982. Over the next three weeks some dozen ships were damaged and sunk. By the time *Intrepid* had reached San Carlos three weeks later, Mackay was, as he later recalled, "not the only one with his fingers crossed".

On May 31 Mackay's Naval Party 1880 was ordered to use *Intrepid's* landing craft to sweep for mines in the entrance to Teal Inlet, on the north coast of East Falkland, in preparation for landings there in support of 45 Commando Royal Marines.

The Falklands were too far away to send proper minesweepers, and the Admiralty Underwater Weapons Establishment had improvised two sets of the Assault Minesweeping System Mk 1, comprising large magnets and noisemaking devices, each of which would create a magnetic and acoustic signature similar to a British landing craft, setting off any mines laid by the Argentines.

The landing craft were strongly magnetic, heavy and difficult to manoeuvre, and the equipment had to be towed only a short distance astern. Finding it difficult to get the noisemakers to sink, Mackay attached heavy concrete sinkers (weights). Meanwhile, the compass in his craft was rendered useless by the strong magnetic field of the equipment, making navigation problematic.

Knowing that if he set off a mine his own craft might be badly damaged, Mackay nevertheless swept the centre of the channel by night, mooring at first light and hiding during the day in a sheep-shearing shed. As darkness fell on June 1, he returned down the channel, taking a route which he thought was at greatest risk from mines. He then made a third pass through the narrows until he could make no progress against the ebbing tide. With sea conditions deteriorating, Mackay sank the magnets on the seabed, before rendezvousing with *Intrepid* in the early hours of June 2.

In his report Mackay wrote that all the men of Naval Party 1880 had "carried out their duties in a highly professional and efficient manner, well aware of the risks to their own safety in possibly mined waters and knowing that if their sweep had actuated a mine, their craft would undoubtedly have been sunk".

He was mentioned in despatches.

Iain Bruce Mackay was born on November 19 1934 and educated at St Edward's, Oxford. After failing the Admiralty Interview Board for entry to Dartmouth, he signed on as a boy seaman (second class) just before his 16th birthday. He later recalled that, having been a boarder at St Edward's, he found life under training at the Navy's new-entry establishment, HMS Ganges, "very easy".

Over the next five years he concentrated on enjoying himself — later confessing that he had “switched off” — until an officer in the carrier Eagle “read the Riot Act over me”, motivating him to study hard for his GCEs. He was commissioned in 1957.

By 1960 Mackay was a lieutenant and a ship’s diver, and three years later he qualified as a clearance diver and was given command of the inshore mine hunter *Dingley* . In 1966 he commanded the minesweeper *Iveston*, and in 1973 was officer in charge of the Scotland and Northern Ireland Bomb Disposal Team. From 1975 to 1977 he was first lieutenant of the frigate *Londonderry* and he then served two years as commanding officer of the training ship *Dee*. In 1980 Bruce was seconded to the US Navy to experiment with underwater explosives.

After the Falklands conflict Mackay worked on further weapons trials until 1991, when he retired to Somerset.

He married, in 1963, Cynthia Fraser-Harris, who survives him with their three daughters. Lt-Cdr Bruce Mackay, born November 19 1934, died October 8 2012

Navy detects Russian sub off U.S. East Coast

By Mike Mount, November 6th, 2012

The U.S. Navy detected and tracked a Russian nuclear-powered attack submarine less than 300 miles from the southern U.S. East Coast last month, according to U.S. defense officials. While the submarine did not enter U.S. territorial waters or follow any U.S. Navy ships, its arrival came while a Navy carrier strike group was training off Florida, according to defense officials who could not speak publicly because of the sensitivity of the issue.

The move by the Russians to put the ship close to the U.S. demonstrates its desire to ramp up deep-water patrolling by its submarine fleet - something the Russian government has said it would do, officials said. The newer Sierra-2 submarine is thought to be part of the Russian Northern Fleet, and this is the first time this class of sub has been detected this close to the U.S., the officials said.

The sub was discovered about 275 miles off the southern East Coast in international waters about two weeks ago and has been followed by the Navy since, defense officials said. Officials said the sub did not come close to the major U.S. Navy submarine base at Kings Bay, Georgia, home to attack and ballistic missile submarines.

"Things worked the way they were supposed to," according to one of the officials when referencing how the Navy discovered the submarine.

While the officials would not disclose how the submarine was detected, the Navy has sensors in the air and water to detect and track such vessels.

The submarine has since turned back, and on Tuesday, it was about 600 miles off the U.S. coast heading eastward toward Europe, according to Navy officials.

It is not clear what the submarine was doing this close to the U.S., but officials say they assume it was conducting anti-submarine exercises, a return to a Cold War activity.

"They are doing what the U.S. does, patrolling and conducting exercises," one of the officials told Security Clearance.

The detection of the sub was first reported in the Washington Free Beacon.

The Sierra-2 is similar to the U.S. Los Angeles-class attack submarine and does not carry ballistic missiles - only torpedoes and other anti-submarine weapons. The last time a Russian sub was detected close to the United States was in 2009, according to defense officials.

THE MEMORIAL RIBBON

OTTAWA – The Honourable Peter MacKay, Minister of National Defence, along with the Honourable Steven Blaney, Minister of Veterans Affairs Canada, announced today the creation of the Memorial Ribbon. The Memorial Ribbon will be offered to close family and friends of deceased Canadian Forces (CF) members as a memento of personal loss and sacrifice.



“Our Government has enormous respect for the men and women who have made sacrifices in service of their country. The introduction of the Memorial Ribbon reflects our Government’s desire to provide a small token of remembrance to those close to our military members who passed away while in service of Canada,” said Minister MacKay. “The Government of Canada is determined to do everything it can to support Canada’s heroes and their families. With the new Memorial Ribbon, our Government’s ensuring that those who are not usually designated as potential recipients of the Memorial Cross will be able to honour their loved ones by wearing this Ribbon with pride.”

Memorial Ribbons may be issued in commemoration of every CF member whose death is attributed to injury or illness sustained on or after October 1, 1947, due to military service. This date coincides with the first date inscribed in Veterans Affairs Canada’s Seventh Book of Remembrance.

“The Memorial Ribbon is a profound demonstration of our care and concern for Canada’s military families — not just the men and women who bravely serve our country, but their families and other loved ones who have sacrificed so much for us,” said Minister Blaney. “This is a fitting complement to the Memorial Cross. It reflects how deeply loved and dearly missed our fallen heroes are.”

The Memorial Ribbon will now be part of the Memorial Package, which currently includes the Memorial Cross, the Memorial Scroll, the Memorial Bar, the Sacrifice Medal, and inscription in the Seventh Book of Remembrance. For those eligible recipients whose beneficiaries have previously received the Memorial Package without the Memorial Ribbon, the ribbons will be sent separately to the executor of the estate upon written request.

The Department of National Defence’s Directorate of Honours and Recognition is the office responsible for the administration of the Memorial Ribbon, which will be available in early 2013.

For more information on the design, the eligibility criteria, the application process, and to view an image of the new Memorial Ribbon, please consult the Directorate of Honours and Recognition's website at: <http://www.cmp-cpm.forces.gc.ca/dhr-ddhr/chc-tdh/chart-tableau-eng.asp?ref=MemR>.

UK CDS GENERAL SIR DAVID RICHARDS ATTACKS ARMED FORCES CUTS

Daily Telegraph, 14 Nov. 2012

Sir David was speaking in a lecture to Oxford University's Department of Politics and International Relations last week. Addressing about 70 students, academics and members of the public, he spoke of the limitations put on the Armed Forces by the Coalition's spending cuts.

The defence budget is being cut by 8 per cent and the Armed Forces are losing 30,000 personnel. The Navy has no working aircraft carrier and its surface fleet is based on six destroyers and 13 frigates. Gen Richards said he was particularly worried about the size of the fleet and suggested that a shortage of ships meant resources were being allotted to the wrong tasks.



“One of my biggest concerns is the number of frigates and destroyers the Navy has,” he said. Gen Richards cited the Navy's Operation Atalanta to counter piracy in the Indian Ocean. A lack of ships has forced admirals to use the most advanced warships for relatively simple operations, the general said. “You get to this ridiculous situation where in Operation Atalanta off the Somali coast, we have £1 billion destroyers trying to sort out pirates in a little dhow with RPGs [rocket-propelled grenades] costing \$50, with an outboard motor [costing] \$100,” he said. “That can't be good. We've got to sort it out.” Sir David also suggested that the Coalition's plans to cut the number of senior officers would weaken Britain's international standing.

Ministers have claimed that the Forces are top-heavy with star-ranked officers: brigadiers and generals in the Army, commodores and admirals in the Navy and air marshals in the RAF.

The general said that having fewer senior officers would make it harder for the British forces to form effective working relationships with other military services. “As we shrink the Armed Forces, you require more defence engagement. The reduction of numbers makes that more difficult,” he said.

“If you can’t do some of the more obvious things that mass allows, you need more defence attachés, more students in foreign war colleges to influence them, to engage in more partnering. The reduction of our numbers makes this more difficult.”

He added: “We are under very great political pressure, from the very top down, to look at our star count, the number of generals you have in relation to the overall size of the Armed Forces. The same equation applies all the way down the officer ranks.

“The irony is that if you want to retain influence, you actually need more officers and more [star] ranks.”

Sir David, a former NATO commander in Afghanistan, also gave a frank assessment of NATO’s 11-year mission, suggesting that several opportunities had been missed.

Politicians, diplomats and generals had all failed to seize chances to build a more stable country, he said.

“All the military can do is buy space and time and opportunity for a political resolution of a problem. It is a great shame that we have not understood this. This is not a matter for military, diplomats, politicians. This is a matter of collectively failing to exploit the opportunity the military gained.”

The general also admitted failings in the conduct of the military operations: “This is not a model of how to conduct a counter insurgency operation.”

Sir David last night said that he supported the Government’s strategy, but that it was right to be “candid” about military resources.

“It is the job of senior military commanders to help the Government assess priorities against the resources available, especially in the current economic conditions,” he said.

“It is right that candid military analysis keeps the Government aware of constraints while the Government, rightly, seeks to achieve the maximum effect with the assets available.

“I and the Chiefs of Staff agree that we can deliver the military capability required with the resources available.”

On Afghanistan, he said: “We all agree that you cannot win an insurgency through military means alone, it has always been understood that a political solution will ultimately be required.”

Cable Layer - ALC 532

HMCS SACKVILLE as a research vessel for the Department of Marine and Fisheries. The armament was removed, the hull was repainted black in place of the original dazzle camouflage and the new pennant number 532 painted on the hull (changed to 113 in the late 1950s). This photo is thought to have been taken in 1954.



THE NAVY WINE TASTER

There are particular second-careers that we naval officers are well-suited for: International financiers, yacht captains, cruise ship dance partners, and, of course wine tasting. Here is a short “dit” about a very accomplished but somewhat bedraggled expert in fine wines.



At a wine merchant's warehouse the regular taster died, and the director started looking for a new **one** to **one** to hire. A retired Lieutenant-Commander, somewhat inebriated and with a down- at-the-heels look, came to apply for the position. The **director** wondered how to send him away.

They gave him a glass of wine to taste.

He tried it and said, "It's a Muscat three years old, grown on a north slope, matured in steel containers. Low grade but acceptable."

"That's correct," said the boss. "Another glass, please."

"It's a cabernet, eight years old, south-western slope, oak barrels, matured at eight degrees, and it requires three more years for best results."

"Absolutely correct: a third glass."

"It's a pinot-blanc champagne, high grade and exclusive," was the comment.

The director was astonished and winked at his secretary to suggest something. She left the room and came back in with a glass of urine.

The old sailor tried it.

"It's a blonde, 26 years old, three months pregnant, and if I don't get the job, I'll name the father!"



A CP-107 Argus at the RCAF Museum at CFB Trenton.