

The Bosun's Call



"PASSING THE WORD"



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**SOCIAL EVENTS**

**NSNOA CHRISTMAS LUNCHEON  
FRIDAY 12 DEC. 2014  
R.A. PARK, 1130 FOR 1200**

Fellow members,

This year's Christmas reception will be held at R.A. Park Friday 12 Dec., 1130 for 1200.

After a glass or two in the Lower Bar, where we will share some Christmas Cheers, we will then repair to the main floor for a buffet luncheon laid out in the Sun Room, with tables set up in the Dining Room.

The cost will be \$20.00 per person for what I believe will be a fine repast. If you plan to attend, please contact me at: [bncredible@hfx.andara.com](mailto:bncredible@hfx.andara.com) or by phone at 902-405-1557, or Anne Knight at [abkg@ns.sympatico.ca](mailto:abkg@ns.sympatico.ca) or 902-443-0707.

Consider bringing a guest who you think might enjoy the event and might even be interested in joining our association.

As was done last year, your executive has decided to start another campaign to provide a service dog to a deserving veteran. Our experience last year was very rewarding and it is sincerely hoped that we can repeat it in 2015. We will kick off our fund-raising during this function and contributions will be gladly accepted. There will be more information on the Paws Fur Thought campaign later.

Looking forward to seeing you on 12 Dec,  
Bernard Derible

**Trafalgar Lunch**

Trafalgar Lunch at the Saraguay Club was another very successful event; an NAC Gold Medallion was presented to Bryan Elson, in recognition of his accomplishments in support of the Canadian Naval Memorial Trust, of which he is currently the Vice-Chair of the Board, and the three books he has written about Canadian naval history.

For those wanting to know more about the PAWS program, please go to the following web site:  
<https://paws4people.org>

Fellow members,

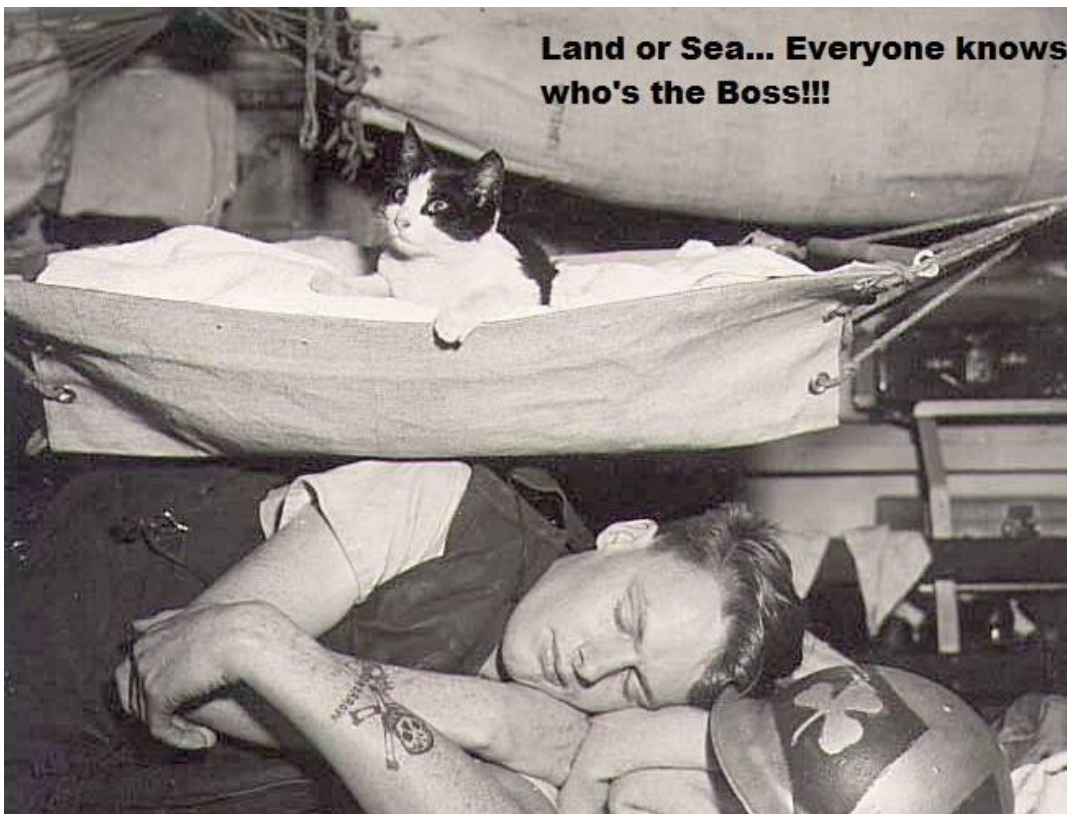
Last year's NSNOA campaign to provide a service dog to a deserving veteran was highly successful and rewarding. As a result, it was decided by the executive to run a similar campaign next year with a presentation at our Summer 2015 mixed Garden Party.

As was done last year, our treasurer will provide an official donation receipt for donations over \$10.00. You can make a cheque payable to NSNOA and mail it to: NSNOA, P.O. Box 801, Halifax N.S. B3J 2V2, attn Treasurer.

The cost of a service dog is in the vicinity of \$5,000.00, so let the donations begin.

Thank you,  
Bernard Derible

Speaking of furry creatures, look at the following photo of HMCS *Iroquois*' ships mascot in 1944:



#### **Mystery Photos:**

Photos in the BC Spring Issue are of: Bonaventure after her big refit – note removal of forward 3”50 gun sponsons; Arctic Offshore Patrol Ship (steel should be cut on the first-of-class in the autumn of 2015); and the Polish destroyer *Blyskawica*, which operated with *Haida* and *Athabaskan* in the 10<sup>th</sup> Destroyer Flotilla in 1944, and retains a connection with *Haida* as a fellow-member of the Historic Naval Ships Association.





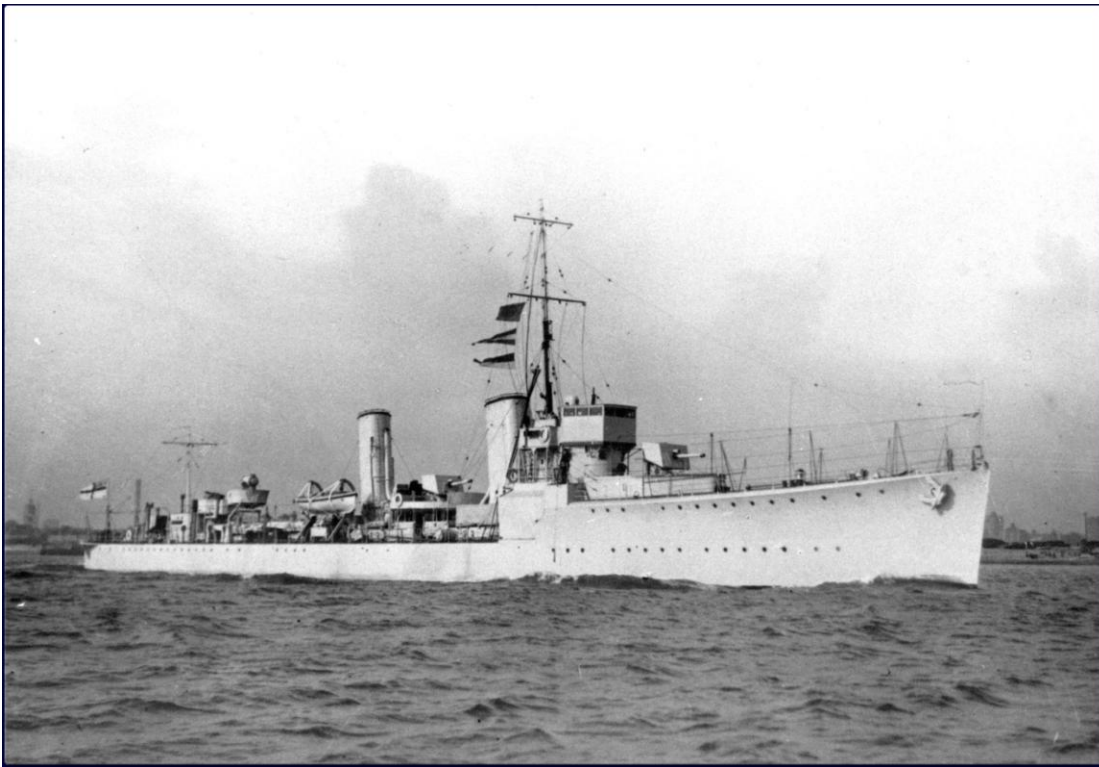


## MYSTERY PHOTO

Here are several that might take a little research – over to you, dear readers!



Answers required: What ship or class of ship and a rough guess on when each photo was taken.



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**1944 GREY CUP CHAMPIONS**





## 1944 Grey Cup Champions - Navy Combines

1st Row: Charlie Ellis, Wally Charron, Curly Hiltz, K. Clarke (mascot), Ginger O'Brien, Bucko McLeod, Coach Glen Brown

2nd Row: Roy Kirbyson, John Taylor, John Crncich, Steve Levantis, Jack Wedley, Al Hurley

3rd Row: Wally Patch, Malcolm Baker, Hal Chard, Tom Bainbridge, Ian Barclay, Sam Abbott, Whitey Leonard, Dick Swarbrick, Pat Santucci,

4th Row: Dutch Davey, Mickey McFall, Dave Kotavitch, Al Symms, Jim Spicer, Des Campbell, L. Raymond

5th Row: W.O. John Montague, P.O. George Reid, Bill Kydd, Slug Segatore, Fred Porter, Sugeon Lt. Comdr. Richard Lane, Lt. Christopher Ellis



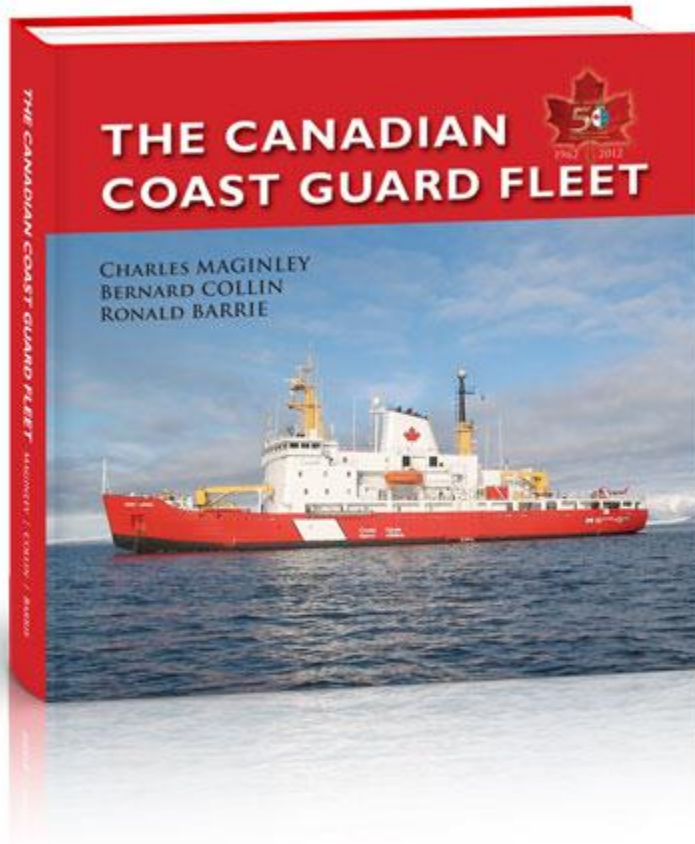
CNMT's new calendar is now available for \$17.00, tax included. This would make a great Christmas present for friends, relatives, and especially for you to give to yourself!! Available from Sackville's Gift Shop and at the NS-NAC Christmas Reception.



I rear-ended a car this morning...the start of a REALLY bad day!  
The driver got out of the other car, and he was a DWARF!!  
He looked up at me and said 'I am NOT Happy!'  
So I said, 'Well, which one ARE you then?'  
That's how the fight started.

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## The Canadian Coast Guard Fleet 1962-2012



Our member Doug Maginley has written a new Coast Guard book, his third. In this he was assisted by Bernard Collin and Ron Barrie; all are former Coast Guard members. The book is a pictorial and technical survey of the ships, hovercraft and helicopters that served in the Canadian Coast Guard during its first fifty years. There are over 300 photographs in black and white and in color with ship descriptions and technical details. The authors have all served in the Coast Guard and have written or contributed to other books about Canada's nautical heritage. The Canadian Coast Guard Fleet 1962-2012 is available in either hardcover (\$50) or paperback (\$40) from Long Hill Publishing, Mahone Bay, [www.longhillpublishing.ca](http://www.longhillpublishing.ca) Phone 902 624 6243.

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## ROYAL NAVY TYPE 26 FRIGATES

By Simon Johnson, 01 Dec 2014

The Defence Secretary has said there should be “no confusion” Britain’s new warships will be built on the Clyde after the head of the Royal Navy suggested the work may go abroad.

Speaking on a visit to Scotland, Michael Fallon said complex design work was under way on the new generation of Type 26 Global Combat frigates and there would be an announcement about their construction early next year.

He was speaking after First Sea Lord Admiral Sir George Zambellas was quoted in an industry publication suggesting the £4 billion contract to build the 13 ships should not "necessarily" go to British industry.



**The move would jeopardise thousands of jobs on the Clyde and potentially spell the end of shipbuilding there. It would also contradict warnings during the independence referendum that a separate Scotland would lose Royal Navy contracts because warships are only built in the UK.**

**The Ministry of Defence issued an immediate statement making clear the frigates would be built on the Clyde but this did not prevent the SNP claiming that Scottish voters had been betrayed.**



**A computer generated image issued by BAE Systems/Ministry of Defence of the basic specification of the Type 26 Global Combat Ship**

**Mr. Fallon, who received a tour of HMS Queen Elizabeth and an update on the progress on it and a second carrier, said both are on schedule. He said they represented a “huge investment in jobs” at the Clyde and Rosyth yards “and that investment will continue.”**

**Last month it was announced that two of the Royal Navy's Trafalgar Class submarines are being moved from Plymouth to Faslane, meaning it will become home to all the UK’s submarines.**

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### **Somali Piracy Still a Burning Issue**

Meeting to discuss the current situation off the Horn of Africa, the Operation Commander of the EU Naval Force, Major General Martin Smith MBE, and the Secretary-General of the IMO, Koji Sekimizu, agreed that Somali-based piracy remains a threat to international shipping, saying that there was no room for complacency where pirates are concerned.



Naval forces are still very much required in the West Indian Ocean, and merchant ships should continue to apply IMO guidance and Best Management Practices with diligence.

To that end, Secretary-General Sekimizu welcomed the extension of the EU’s Operation Atalanta counter-piracy mandate to the end of 2016, which was announced in Brussels at the end of last week.

The EU Naval Force’s main tasks are to escort merchant vessels carrying humanitarian aid for the World Food

Programme (WFP) and vessels of AMISOM as they transit along the Somali coast, and to deter and disrupt piracy in the Gulf of Aden and Indian Ocean. EU Naval Force units also monitor fishing activity off the coast of Somalia.

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## **THE NECESSITY OF A NAVY**

by Norman Jolin (from Oct/Nov 2014) on November 25, 2014  
Navy Appreciation Day

On 25 November, Parliament Hill will host Navy Appreciation Day 2014, bringing together Parliamentarians, the Royal Canadian Navy, the maritime education sector and the maritime defence industry in an effort to showcase Canada’s navy. This annual event is sponsored by the Navy League of Canada, a national organization that was founded in 1895 with a broad-based mandate to promote maritime affairs in Canada.

Navy Appreciation Day was born from a personal commitment of a dedicated few to celebrate Canada’s Navy and impress upon Parliamentarians the importance of the Navy, its role and, most importantly, its people. As part of the day’s activities, there is a Navy Hero program where a collection of exceptional Canadian naval personnel, who quietly make a difference on a daily basis, are recognized.

One may ask in these times of fiscal restraint, why does Canada need a navy? A quick look at a map of Canada graphically illustrates the often unrecognized reality that Canada is indeed a three-ocean maritime nation. Moreover, as a sovereign nation we have a duty to know who is using our waters, whilst maintaining authority by being able to respond quickly and effectively to threats to our national security and sovereignty.

These are not just platitudes. As a sovereign nation Canada must be able to control whatever takes place in the waters under its jurisdiction – Canadian territorial waters, the 200 nautical mile exclusive economic zone and the continental shelf. It is worth noting the legal ramifications of not maintaining a capability to control ones waters: it is an abrogation of sovereign authority that can impact on bona fide claims over territory and the resources therein – the Canadian Arctic being a case in point.

In a country as vast as ours, where the majority of Canadians live far from the sea, it is easy to lose sight of the importance of maritime issues. But it is our economy, the lifeblood of our nation, that demands free access to the global marketplace and it is through the 324 ports and harbours, over 243,000 kilometres of coastline, that our economy passes daily. In 2010 alone, Canada’s international maritime trade accounted for \$170 billion, so it is no surprise that Prime Minister Stephen Harper in 2012 opined that “Canada is a maritime nation, a maritime nation with trade, commerce and interests around the world. Surrounded as we are by three oceans, it can truly be said that Canada and its economy float on salt water.”

The need for domestic maritime security does not alone describe the type of navy Canada needs, because navies offer much more than constabulary roles. Their inherent flexibility allows the government of the day to be able to respond to global situations, natural or man-made, with measured options that reflect the will of the Canadian people. This is why a navy is important to Canada, be it in local waters protecting our trade or implementing our national foreign policy abroad by upholding national and international law governing the use of the oceans.

Our navy must be able to be an effective deterrent in a multitude of situations short of combat whilst always maintaining the ability to exert force should it become necessary to defend Canada and its interests.

Understanding that navies do their business out of the public eye, Canada's navy has significantly contributed to the security of our nation for over one hundred years. It has always been a national institution and from its founding in 1910, through war and peace, it has consistently reflected Canadian values and priorities. Of the three traditional services, it is the navy that is invariably the first responder, be it defending sea-borne trade in the Atlantic during the Second World War against the U-boat attacks, throughout the Cold War against the Soviet ballistic missile submarine threat, post-Cold War operations in the Persian Gulf in 1990, contributing to the international campaign against terrorism from 2001, or humanitarian operations off Haiti in 2010.

History has shown that a navy must be able to quickly deploy worldwide, without neglecting domestic maritime security and sovereignty. This demands a balanced force that has capabilities above, on and below the oceans to counter threats to global and national security. But a navy is not something that can be purchased "off the shelf" when the need arises; it is a complex organization that must be built and nurtured through constant maintenance and ongoing equipment renewal.

While procurement of navies are expensive, they are truly a national investment that Canadians across the country benefit financially through continued employment in their construction and ongoing maintenance. Thus, it is important to maintain a continuing program of renewal as equipment reaches the end of its service life, even though it may be very expensive. Not doing so can dramatically constrain Canada's future ability to respond to unforeseen situations.

It is easy to forget that Canada has a long tradition of success in shipbuilding and warship modernization programs. From the unparalleled surge in national shipbuilding capacity during the Second World War, through the Cold War construction of 20 destroyer-escorts and four Iroquois-class destroyers, to building the 12 Halifax-class frigates, this nation has proven its capacity to design and build extremely capable and durable ships. Past and present modernization programs have successfully sustained the fleet, and continue to do so today – the ongoing frigate modernization program and the introduction of the Victoria-class submarines are both on track to produce vessels that will give Canada an unparalleled range of options into the next decade.

What are the likely future maritime interests for Canada? While any accurate prediction is impossible, it is fairly certain that there will be security issues facing Canada, be they man-made or from natural causes, and there will always be a role for a strong, balanced navy that reflects Canada's global position.

Areas such as the fisheries, environmental pollution, countering illegal immigration and criminal activities such as narcotics smuggling, as well as protecting our ability as a nation to trade freely by getting Canadian goods to the global market are foreseen. Furthermore, the switch to "just-in-time" delivery of goods, instead of stockpiling, means the Canadian economy depends on predictable shipping cycles and countering those situations that would interrupt these cycles – an example being counter piracy operations in the ocean choke-points of the world.

Finally, there remains an unstable world with changing threats: 70 percent of the planet is covered by ocean, 80 percent of the world's population lives near these oceans, and 90 percent of global trade moves through these



oceans. This is not lost on new and emerging economies, where heretofore non-maritime focused nations are rapidly investing in navies, particularly submarines. Canada must maintain the ability to protect our maritime interests from international threats and a navy is the means whereby we can exercise control over areas that are in our national interest.

Navy Appreciation Day 2014 is an opportunity to remind Parliamentarians of Canada’s maritime vulnerability and how a navy enforces our claims of sovereignty. As former Prime Minister Paul Martin noted earlier this year, “If any single country characterizes our blue planet, it’s Canada. It’s not just that we have the longest coastline and border three oceans. We have substantial ocean research capabilities; we are a major exporter by sea; we have the world’s eighth-largest fishing and seafood industry; and our companies are active players in the oil and gas industries and more recently, seabed mining. It is only logical that Canada should play a proactive, forward-looking role in ocean protection and governance.”

Wise words indeed, but to do this Canada needs to maintain the capability to react to a broad spectrum of maritime threats – and that is why we need a navy.

Capt (Ret’d) Norman Jolin is a former naval officer who retired from the Royal Canadian Navy after 37 years of service in 2011. He is currently an independent defence and strategic analysis consultant.

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**NSNAC MEMBERSHIP RENEWAL FORM**

**Members are reminded that it is time to renew your NSNAC membership for 2015. Please complete the form below, include a cheque or money order for \$65.00 and mail it to:**

**Treasurer NSNAC  
P.O. Box 801  
Halifax N.S.  
B3J 2V2**

**Name:**-----  
**Address:** -----  
-  
**Phone #:** -----  
**E-mail address:** -----