



Graham Scott: "He **would** ask that."

Marta Mulkins: "Can't wait to see how he answers this one."

Daniel Haché: "Nooooo!... don't ask him! We won't get out of here until midnight!!"

May 2024

INSIDE

Looking forward

Meet our new NRAC
President | p.2,7

Seasoned stoker

Darrin Mcagy – defined by
his passion for the sea | p.3

Citizen Sailor tributes

'The CSVC Corner' salutes
our naval past | p.6

A Magnificent tale

Dr. Granville Nickerson
recounts a harrowing
transfer at sea | p.9

Annual General Meeting 2024 – Marking milestones.

The Apr 15th AGM marked another milestone in the stand-up and advancement of NRAC. Not only do we now have a new President at the helm but the Board, after extended discussion, endorsed a new logo for the organization.

Not unexpectedly, the introduction of the logo (not to be construed as a new badge) raised certain angst among some members who were uncomfortable with the change from the traditional naval 'look'. While time-honored anchor and ship's helm visuals were carefully discussed by the selection committee and the Board, it was thought a break from those particular nautical symbols would provide a uniquely recognizable platform for our Association. And hence the incorporation of our bilingual signal flags logo – a unique and colourful brand.

It was explained that over time the organization will develop a crest or badge with further input from members. For sure, it is a gradual process to find the right identifiers which will represent our forward looking organization while appealing to young and old members from all ranks and backgrounds.

This was the inaugural AGM for NRAC and despite a few technical glitches with some new technology the online meeting went remarkably well. It was attended by approximately 60 members remotely and about 25 members at HMCS *Carleton* from where the meeting originated.

The smooth transfer of power from the unflappable and experienced Graham Scott after 3½ years on the Conn to the most capable and



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DE LA RÉSERVE
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DU CANADA

personable Marta Mulkins will ensure the vision and continued growth of the new organization is realized. This was further supported by DNAVRES Cmdre Pat Montgomery who was serving as MARPAC commander at the moment.

In a separate event, the Commander of the Navy, VAdm Angus Topshee said how delighted he was with the participation of the Naval Reserve Divisions in recruiting for the regular force, and in particular for the exciting Naval Experience program.

The new Board of Directors were also blessed at the meeting and are now settling into their management roles. We wish them all smooth sailing ahead.

For the President's Report check it out [here](#). +

Looking forward.

By *Marta Mulkins, President,*
Naval Reserve Association of Canada

The April 2024 Annual General Meeting marked the change of watch after the last 3 ½ years under Graham Scott's excellent leadership – a period which witnessed the review and commitment to renewal of the University Naval Training Division Association as the Naval Reserve Association of Canada, and which also celebrated the centennial of the Naval Reserve. An exciting time, the Association could not have achieved the success it did without the commitment and vision not only of the President but of many of the Board and members as well who rolled up their sleeves to honour the spirit of the UNTDA and Naval Reserve traditions – but also with a hopeful and confident eye to our next steps together as NRAC. Over the past year, the Association expanded to all-ranks membership and reformed the Board

I know we will do great things together, thank you again for your faith in your new Board of Directors and I look forward to the shared effort ahead!

and committee structure; has made a concerted effort to restore linkages with Naval Reserve Headquarters and local Naval Reserve divisions, modernised communications platforms and has recently elevated a third line of activity to the already existing 'Connect' and 'Remember' themes – that of 'Support' – which seeks to provide a source of awareness of the spectrum of services and benefits of which Naval Reserve veterans may take advantage.

As we grow into our new membership model, the question we hear from potential recruits is 'why should I join?' We want to answer that question by demonstrating the real effects and impacts membership can have at national, regional and local levels as follows:

We will **'Connect'** by offering existing and prospective members opportunities to connect with each other through ongoing communications and social events at regional and national levels – including some which may be specifically geared to attract and engage new members, which bridge and unite the generations and encourage engagement. This also includes exploring how we

can collaborate with and support local alumni associations, wherever they exist. In aid of connecting, the Board is contemplating a survey to elicit the interests and ideas of the membership;

We will **'Remember'** by continuing ongoing efforts with the UNTD archiving project, establishing a sustained effort to complete the remarkable Citizen Sailor Virtual Cenotaph project, and collaborating with other institutions in the preservation of the history of the Canadian Naval Reserve, focusing on the more recent era of Reserve sailor experience.

We will **'Support'** by researching and establishing dialogue with key stakeholders which provide or enable various veterans' services, supports and benefits. The vision is to provide a hub of helpful information to NRAC members, and also in turn to help refine the various service providers' understanding of the Naval Reserve and its veterans along the way. We hope to have this effort well defined and underway by the end of the year.

As I said in my remarks at the end of the April AGM, my own motivation to join the Association was largely rooted in my respect for and curiosity about the extraordinary legacy of the UNTD and the difference they made in Canada. Notwithstanding our remarkable transition over the last few years, I believe we remain truly anchored in that excellent tradition – even as we expand, engage and warmly welcome the whole constituency of the Naval Reserve to our ranks. I know we will do great things together, thank you again for your faith in your new Board of Directors and I look forward to the shared effort ahead! Yours, aye,

Marta Mulkins

Battle of the Atlantic observance.

Sunday, May 5, 2024

The Battle of the Atlantic opened in the first days of the Second World War as Fascist warships, mainly submarines, roamed the North Atlantic sinking merchant and naval vessels. While a terrible toll was inflicted on the convoys, which were desperately supplying Britain, the Royal Canadian Navy, along with her Allies, ultimately overcame the menace, and the Allies were able to turn the tide of the war. +



What a miserable, rotten hopeless life... an Atlantic so rough it seems impossible that we can continue to take this unending pounding and still remain in one piece... hanging onto a convoy is a full-time job... the crew in almost a stupor from the nightmarishness of it all...

...and still we go on hour after hour...

Frank Curry of the Royal Canadian Navy wrote these words in his diary aboard a Corvette in 1941 during the Battle of the Atlantic, the longest battle of the Second World War.

A Sailor for All Seasons.

PO1 DMech (ret), Darrin Mcagy

When you talk about Citizen Sailors PO1 DMech (ret) Darrin Mcagy is one of those old salts who ships' captains would give their eye-teeth to have onboard... and they did.

Defined by his passion for the sea and 20 years experience as an engine room technician in the RCN and Naval Reserve, "Intrepid" is Darrin's moniker.

Darrin Mcagy served in the Royal Canadian Navy from 1977-1986. He then worked offshore on the oil rigs. When that industry began to collapse he parlayed his considerable marine engineering experience to get an active job with the Naval Reserves through HMCS *Scotian* in 1987. "I had no trouble getting in when they heard I was a certified 2D," he recounts.

Darrin had left the RCN after achieving certification in various engineering departments in many types of vessels and becoming an expert on gas turbines. "We stokers were the real ship's engineers. I felt we had the admiration of all the senior officers who knew we were the essential maintainers of the ticking heart of the ship."

Darrin was a stoker in the newest class of ship in the Canadian Navy and recounts his level of competency with pride. "I knew virtually every valve in HMCS *Iroquois* and HMCS *Algonquin*. I literally had taken their engines apart, the gas turbines apart, the generators, the diesels, the fuel systems, etc. And I certainly knew how to repair the gear boxes."

Darrin keeps coming back to a personal mantra – "It's about getting the job done."

With all that experience, he laments he didn't progress in rank faster. "When I went to the Naval Reserves as a Master Seaman, I found I was light years beyond them and I was specifically recognized for my engine-room experience. One CO said to me, "I have the driver's license but you are the key."

"I did a lot of things in a relatively short time in the Reserves. Early on I became President of the Mess at HMCS *Scotian*; I was in the first military tattoo; I trained junior officers; and I sailed in every class of vessel the Reserves had."

His first sea-going tour with the Reserves came right after he joined HMCS *Scotian* when he was assigned full-time to the Gate Vessel HMCS *Porte St. Jean*. He later sailed in HMCS *Porte St. Louis* for two years solid.

Darrin recalls one summer of officer cadet training when the *Porte St. Louis* was doing a Towex off the West Coast. Frighteningly, the towing hawser got caught up in their prop during recovery mode. Revolutions were immediately stopped and the Captain wanted to chop the line.

Darrin relates the incident: "I was not a deck hand but was second engineer of the Pig-boat. At the time André Benato and Eric Valentine, both Bosns in the deck department, were caught up in the action. We had a heavy swell. And just before they were going to chop the line I convinced André and Eric to help me over the side to see if I could see anything. They grabbed me by my belt and bootstraps and lowered me over the stern head-first and timed me with the waves, lowering me down and then lifting me up. After the prop was briefly kicked into reverse we were finally able to clear and save the line."

When officers came through the NRD to get their watch tickets or train to become a ship's CO they would inevitably be put under the scrutiny of PO Mcagy. "Over the run of a season I'd

get 12 would-be COs from the Gate Vessels and I would train them to have a general competency about the stoker trade. Often we'd pull pranks to keep them humble and it made the learning environment much more relaxed."

Darrin later sailed with one of those commanding officers, Cdr Dave Edmonds who became Captain of the minesweeping training vessel HMCS *Anticosti*. Mcagy remembers the day *Anticosti* was alongside in Bridgewater: "During a combined mess party, I and Dave Edmonds together with some Chiefs and POs and several officers, were on the wing of the bridge drinking Moose Milk. Onto the jetty comes Dave's wife to pick him up in their classic green Cadillac, all-dressed in chrome and honking huge lights."

HMCS *Anticosti* served in Maritime Forces Atlantic from 1989-2000 as a minesweeping training vessel in preparation for the Maritime Coastal Defence Vessel Project (MCDV) which produced the Kingston Class ships in the late 1990s.

HMCS *Porte St. Louis* and **HMCS *Porte St. Jean*** were among a number of Gate Vessels built in the early 1950s to tend to anti-submarine nets that would protect major Canadian harbours in the event of war. Their primary peacetime function was to give naval reservists sea-going experience.



HMCS *Fort Steele* was formerly an RCMP vessel until 1973 when she was recommissioned and transferred to the Naval Reserves. She and the former Coast Guard Cutters *Rapid* and *Rally* were chiefly used for training Naval Reservists.

HMCS *Iroquois* was the lead ship of the Iroquois-class destroyers of the Royal Canadian Navy, also known as the Tribal class or the 280 class.



Darrin Mcagy's boat *Absolutely* prior to going into luxury refit. Mcagy plans to retire in a few more years and together with his wife Terri will sail *Absolutely* to Atlantic Canada via Anticosti Island and the îles de la Madeleine.

"By this time we were 'loaded'. Dave Edmonds, half lit, tottered his way down the gangway to join his wife. Now here she is, muscling the car back and forth trying to turn it around. We were roaring with laughter and I said to our signalman, "Let's sound the ship's horn for every movement she makes." And we did so with gusto!

"Dave was such an elegant man... but there he was flipping us the 'bird' as they accelerated up the hill from the jetty. We had so much fun in that little ship. In the course of our onboard friendship Cdr Edmonds thanked me for the huge impact I had had on his 'operational success'."

Mcagy sailed in HMCS *Anticosti* from 1990-94.

Darrin keeps coming back to a personal mantra –"It's about getting the job done." He recalls in 1984 serving in HMCS *Iroquois* during a NATO exercise when he volunteered to crawl inside a gas turbine closure to look for a fuel leak. "I sat inside while they did a hot start to attain 25,000 shaft-horse power. Amid the heat and howling noise I managed to find the leak and we completed the repair. Had I not done that we might well have had a fire in our engine and been all the worse for it."

He says, "I used to volunteer for just about everything. And this is something I have always championed for my nephews who are both in the military. The varied experience gained through volunteering will always hold one in good stead."

Darrin Mcagy, like his beloved gas turbines, can't help ratcheting up the tempo when he talks about his varied years in the Reserve. He admits his risk taking almost got the better of him on occasion but then his luck usually held, such as the time when he was given an option of spending some time in the brig or 'volunteering' for the first military tattoo. He chose the latter and says he had the time of his life.

Darrin has fond memories of sailing up the Lehavre River in HMCS *Cormorant* and his time in what he called the mini flotilla of Patrol Boats – HMC Ships *Rapid*, *Rally* and *Fort Steele*. He was always the special sea duty man on the throttle

of *Fort Steele*. "I've been up the St. John River to the Reversing Falls and right up to Gagetown with those three little vessels. We went into hundreds of ports to show the flag during my time with them."

In 1994 Darrin played a key part in a 14-month refit of *Anticosti* and *Moresby* in Marystown, Nfld. He then went to Saint John's Shipyards to help with a massive hydraulics refit. He was soon being solicited by the maintenance group which wanted him to work on the forthcoming MCDV program. But the lure of a whole new career direction in Windsor, Ontario called to him and he subsequently left the Reserves in 1996 for employment at the Windsor Chrysler factory.

"I worked in production at Chrysler with all the intricacies of bolting cars together, and in other parts of the company, which I really enjoyed. Eventually another opportunity came along and I became an apprentice plumber at the age of 56. I'm now a skilled tradesman."

Darrin would have retired years ago were it not for his passion for boats. He and his wife own their third boat. "We completely re-gutted her and replaced the engines, thrusters, all new electrics, etc. I'm really into boats and have sailed from Fort Myers, Florida to Windsor, Ontario mostly under my own steam. I was chased up the coast by Hurricane Dorian... now that was fun, but a story for another time!"

PO1 Darrin Mcagy, 64, has an inexhaustible supply of stories and anecdotes which he enjoys sharing and no doubt some of our readers have had the good fortune to raise a glass with him. He is clearly a thankful man who attributes his love of life and successes to his many years in ships and the other opportunities and friendships gained in the Reserves.

NRAC welcomes him aboard as a new member in the Association! +

Darrin Mcagy



NRAC cheque presentation.

Dave Winkler, on behalf of NRAC, presents a cheque to HMCS *Venture* Mess Vice-President LCdr Riley Monsour in appreciation for the support given to the UNTD Association Conference and Centennial celebrations held in Victoria, BC in May 2023. This was one of three cheques presented by NRAC to recognize the contributions of the Officers, NCOs and NCMs at HMCS *Malahat*, 443 Maritime Helicopter Squadron and the junior officers attached in various ways to *Venture* who helped with tours of *Venture*, Dockyard, the Ships, Damage Control and Diving Schools. The cheques will help in the enhancement of local facilities and activities. +



Survivors of the minesweeper HMCS *Esquimalt*, awaiting rescue at sea off Halifax, 16 April, 1945.



Service held for the casualties of HMCS *Esquimalt*.



The CSVC corner.

Sinking of HMCS *Esquimalt*, 16 April, 1945

HMCS *Esquimalt*, a Bangor-class minesweeper, was conducting anti-submarine patrols near the approaches of Halifax harbor on the evening of 15 April, 1945 when she was hit by a German U-boat torpedo and sank in under 5 minutes. Her crew was unable to send a distress signal or launch boats but the few survivors were able to cling to four over-crowded Carley floats. From the crew of 71, 44 men died as *Esquimalt* sank or while awaiting rescue. Forty-three of the dead served in the RCNVR and RCNR. Three of the war dead were recognized for their Gallantry. They are:

Leading Steward, James Ralph Conn,
from Hillcrest, Alberta

Engine Room Artificer 4th Class, Carleton John Jacques,
from Windsor, Ontario

Leading Seaman Herbert Russel Knight,
from Cottom, Ontario

For more details link to CSVC [here](#). +



Spotlight on our new NRAC President.

Commodore Marta Mulkins, OMM, CD

Credit – DND

Commodore Mulkins is a professional landscape architect, an executive in the Federal Public Service and officer in the Naval Reserve. She began her naval career in 1985 in Montreal and has since served as a Naval Warfare (formerly Maritime Surface) officer in Reserve units across the country and as a ship's officer in several classes of ships. Taking time while in university and through occasional leaves of absence from her civilian career, she served in sea-going positions of increasing responsibility which culminated in July 2003 with her assumption of command of HMCS *Kingston*. After two years in command at sea, she worked in Strategic Communications at National Defence Headquarters and in 2006 deployed to Kabul, Afghanistan for a six-month tour with Operation ARGUS, the Canadian Forces' Strategic Advisory Team – Afghanistan. Once back in her civilian career she served in other part-time appointments with the Naval Reserve including as the Operations Branch and Maritime Surface Occupation Advisor, and the Commanding Officer of HMCS *Carleton*. In late 2014 she was appointed Regional Captain for Central Region (Ontario), and was subsequently appointed as Commander, Naval Reserve, in June 2015. Since 2018 she is the Reserve Special Advisor to the Royal Canadian Navy and advisor to the Chief of Reserves.

Commodore Mulkins holds a Bachelor of Landscape Architecture from the University of Toronto, a Master's Degree in Defence Studies from the Royal Military College of Canada (RMC) Kingston, and, after a year attending the United States Navy War College in Newport Rhode Island, obtained a Master's Degree in International Relations from Salve



Commodore Marta Mulkins

Regina University. Upon completion of a three years as Commander of the Naval Reserve she returned to her civilian career, now as an executive in the Department of National Defence where she has worked in the Data, Innovation, Analytics (DIA) branch and currently leads the Departmental Litigation Oversight team. Commodore Mulkins is a member of the Ontario Association of Landscape Architects and the Canadian Society of Landscape Architects. +

NRAC extends a huge welcome to Marta as the Association's new President and affirms its endless gratitude to Graham for his years of dedicated leadership.



Videos on the NRAC website.

Check out “**How and Why the Haida Was Saved**” The story of the purchase of HMCS *Haida* from the Navy to save it from the scrapyard and it's journey to Hamilton as told by Peter Ward. This adds to the historical material gathered [here](#). +





Letters

Fig. 1 –
Flag Kilo
*I wish to
communicate
with you*

RIP – LCdr (ret) Ron Ritchie, Malahat '64

I have the sad duty to inform you that Ron Ritchie passed away peacefully on February 23. His celebration of life was held in Courtenay BC on April 6.

We will miss Ron, especially his pleasant easy-going manner. Always cheerful and caring, his life long career was teaching young people science skills in High School.

His second career was in the Navy Reserves where he joined HMCS *Malahat* in the UNTD Program while at UVic. He stayed on in the Naval Reserve for many years after. He later joined the Sea Cadet organization where he taught and lead young people at *Quadra* Sea Cadet Camp every summer for many years until he retired.

Here is a quote from Bill Clearihue that really sums up our feelings about Ron:

“Neil (Sorsdahl–*Unicorn* '64), Glen (Power–*Tecumseh* '64) and Ron and Art were together in the 1967 version of the Nav-AIO course, living on the “*Fred*” in Esquimalt. In the cast of characters that we all encountered in those days, Ron was voted Mr. Nice Guy in Perpetuity.”...

Regards,
Art Kuiper, *Donnacona* '64

VAC Benefits

I developed hearing loss a few years ago and needed hearing aids. My MD suggested that I apply to Veteran's Affairs for financial assistance, even though I was never in the regular Navy, and never past the rank of Officer cadet. I applied, referencing the fact that at UNTD gunnery practice at Cornwallis there was no hearing protection, nor on board when using the big guns. I forgot about the application after about six months. Then I unexpectedly received a letter from Blue Cross approving hearing aids, which I am now benefiting from. Be sure to check VAC for **all possible benefits**.

John Paul Bertram, *Donnacona* '62

DVD Search

I moved out to Calgary last summer to be closer to one of our sons in our old age.

In the process, I joined a small group of UNTD who joined in the shoulder year before its demise. Good people.

I tried purchasing that DVD “No Country for Young Men” but it seems out of print!

Is there anyway or anyone you might know who would have a copy?

I'm sure my UNTD group would appreciate it.

Ed Arvisais, *Carleton* '60

We look forward to receiving your letters at:
Connexions@navalreserveassociationofcanada.ca

Ed: From time to time we get wind of great stories and seek to share them with our readers. Here is a terrific reminiscence, beautifully written, by Dr. Granville Nickerson who was in the RCNR out of Montreal from 1950-1953. He was the father of a good friend of Ross Connell and we thank Ross for sending this along to "Connexions".

Dr. Nickerson relates his harrowing tale when as a young Surgeon Lt he had to transfer in heavy seas from the aircraft Carrier HMCS Magnificent to render emergency medical help to a sailor in one of the accompanying destroyers. What follows are brief excerpts from the full article which can be found [here](#).

How I almost won the George Medal.

By Dr. Granville Nickerson

Our ships had been at sea for two weeks - an aircraft carrier and two accompanying destroyers. An uneasiness pervaded the crew as the warning of an impending gale spread throughout the carrier, twenty-two thousand tons of steel with a complement of two thousand men. Young men are anxious while awaiting a storm; older seamen become somewhat superstitious.



A Canadian aircraft carrier in heavy seas.

When we encountered the gale, more like the bastard offspring of a tempest and hurricane, it struck like an exocet missile. As night descended, the carrier it self seemed to sense the anxiety as she nosed down into the deep and the naked propellers groaned with their labored and weird vibrations. A storm at sea in the night is an eerie experience, and among the two-thousand seamen aboard there was little noticeable activity. Like birds in a storm, the crew all seemed to disappear.

The following day was a spectacle of magnificent and tempestuous beauty. The sky was an ugly and menacing grey; yet an appropriate background for the blue-green frenzy of the sea, with waves as high as houses. Jets of blown white spray shot scornfully by as if spitting at the ship, striking its bulwarks like shrapnel, and the wind wailed desperately, not stopping to take a breath. Unexpectedly, we had lost sight of the destroyers in the storm. More unexpectedly still was a signal, "Seaman unconscious; crew unnerved; please send Medical Officer."...

The sky was an ugly and menacing grey; yet an appropriate background for the blue-green frenzy of the sea, with waves as high as houses.

...At 1500 hours, I climbed over the side of the monstrous ship, dressed in Burberry, life jacket, and shoes, with a rope around my waist, the only security to save me from the sea, I felt somewhat like Jonah or maybe Moby Dick as I descended the side of the behemoth on the dangling elastic ladder. Two thousand men observed my descent.

As the great monster rolled over to starboard, I was rushed toward the churning sea with waves of murderous intent. A huge cheer went up from two thousand throats like a great diapason, giving me an unexpected exhilaration. Suddenly, I was shocked into reality when my knees buckled, and I was borne swiftly upward with the roll of the great ship to port. Up-up-UP, and a voice yelled from aloft, "Jaysus Doc, you'll get the George Medal for this!"...

...There was a most vicious pounding as the launch rocked and dived toward the destroyer, which I could not see over the height of the tempestuous waves. It seemed that I had gone from one hopeless position to another, and once again a great enthusiastic roar from the crew of the ship brought new resolve and strength. It all seemed like some great act of entertainment - exhilarating foolish, and rather funny. The landing on the destroyer was another round of confusion and madness. Initially,

the bow and aft were secured while two dozen husky seamen fought with the ropes and pulleys to bring the launch on board, but the stern security slipped, and the craft swayed in the air like a pendulum, or a condemned man hanging from a gallows.

We swung first to port and then to starboard, crashing against the side of the destroyer. At this point, I had endured enough. Disobeying the Lieutenant's ludicrous order to "sit still", for at most I was hanging on desperately, with the next crash against the side of the destroyer I

jumped, grasping the steel cable rail and pulled myself on board. I made it and was given an enthusiastic welcome by the anxious Captain who smiled when I stated, "Every man for himself in a storm." I was taken to the wheelhouse forthwith...

...I commenced my examination with the vital signs - Pulse 84, temperature normal, respirations 16, without any odor of acetone, blood pressure 120/60. The general examination otherwise was non-contributory, and in particular the central nervous system appeared intact, tendon and cutaneous reflexes present, plantar flexion and optic fundi normal. I looked up into the astonished faces, and in spite of the violent sea outside all seemed still as I announced, "He's faking!" The Captain severely retorted, "You're crazy!" +

Ed: To find out the entertaining conclusion of the Surgeon's tale go to the full story [here](#).

Dr. Nickerson (1922-2020) served in the RCNR at HMCS *Donnacona* from 1950 -1953. The aircraft carrier in his story was likely HMCS *Magnificent*. The story is published with the permission of his daughter, Marnie Marler, March, 2024.

HMCS Hunter welcomes HMCS Windsor crew members.

In mid-March LCdr Harrison Nguyen, Commanding Officer of the Canadian submarine HMCS *Windsor* and three members of the ship's company made a good-will visit to the City of Windsor, the namesake of their submarine.

In addition to being welcomed by the city fathers and the Naval Association of Canada, HMCS *Hunter* hosted Cdr Nguyen and his team who provided a Submarine101 briefing to members of *Hunter* and other military contingents from the city of Windsor. +



HMCS *Windsor* presentation to HMCS *Hunter*.

L to R - Lt(N) Virgin, CPO2 Smith, S1 Trask, LCdr Harrison Nguyen, Cdr Richard Hillier (CO of HMCS *Hunter*), LCdr Elliott and Lt Jessica Elliott.

HMCS Discovery's sailor pays tribute at the Tomb of the Unknown Soldier.

A/Slt Alexandre Khoury, MARPAC PA,
(Courtesy of "The Lookout")

Standing guard at the Tomb of the Unknown Soldier at the National War Memorial in Ottawa is a great honour and privilege few military members receive. It is a remarkable task that involves strength and endurance.

As part of the National Sentry Program (NSP), the Canadian Armed Forces have had sentries stand guard at the Tomb from Apr 9 to Nov 10, seven days a week since 2014.

Sailor 1st Class (S1) Steven Wei of HMCS *Discovery* was pleasantly surprised to be chosen as one of two Naval Reserve representatives to participate in this year's NSP.



For almost one month, two hours a day, S1 Wei fulfilled his solemn duty of standing guard at the Tomb, where he and another member would be the center of attention and in full view of the public.

"Seeing friends and families of those who are serving or have served pass by to pay their respect,

I felt proud to directly honour that service member." S1 Wei said.

While S1 Wei was on duty one day, the mother of Corporal (Cpl) Nathan Cirilio visited the Tomb. Cpl Cirilio lost his life in 2015 while on duty as a sentry in the same place S1 Wei was now.

"It was at that point the significance of everything we were doing, where we were, and why we were doing it came together," said S1 Wei. "We were standing where he once stood, and he deserves to be honoured and remembered."

S1 Wei enrolled with HMCS *Discovery* in 2014 as a Naval Combat Information Operator. He served Canada worldwide with many ships on various deployments and exercises. Amidst the COVID-19 pandemic, he served as the in-command and then as the second-

Seeing friends and families of those who are serving or have served pass by to pay their respect, I felt proud to directly honour that service member.

in-command on Operation Laser, assisting government entities such as the Canada Border Services Agency with setting up COVID-19 testing sites. He is back at HMCS *Discovery*, where he serves as the Recruiting File Manager and Alternate Information Systems Administrator.

He has this advice for his fellow service members regarding the Sentry program:

"I recommend putting your name forward for the program and getting the experience, even if it is just once," he says. "I gained a new perspective, appreciation and understanding of Remembrance Day after this opportunity." +

“The Wind From All Directions” by Ron Thompson.

Review by Jennifer Bennett, RAdm (ret)

This book will appeal to readers of many genres as Ron Thompson skillfully blends historical figures, events, and settings through multiple voices and cultural, historical, nautical, and ethical perspectives, into a tale that had me engaged to the very last page.

I found the title intriguing and took it to be a nautical reference, given the setting of the book in the “days of sail” but it comes to mean much more as the story unfolds. Early on, the author uses the line “A rising tide lifts all canoes; a storm can turn them over” that gives a hint of what is to come, and the reader will soon become drawn deeper into a mystery interwoven with a tale of the challenges and quandaries faced by three leaders and the far-reaching impacts and consequences of their decisions and actions.

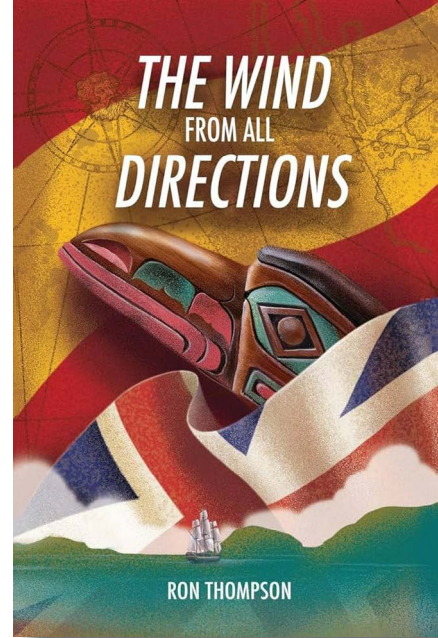
Set in a time of exploration and discovery on Canada’s West Coast led by competing sea faring nations, the principal characters – two Naval Commanders and an Indigenous Chief, based on historical figures, are brought together with an initial common mission and goal set out by their nations, but are soon faced with personal and professional dilemmas, diplomatic challenges, and the obligations of duty, made more complicated by the actions of those they lead that could have far-reaching impacts and consequences.

As we come to know more about the three key leaders at the centre of the story, we see them deal with the unique “Burden

I appreciated the authenticity of the characters, and the author’s ability to bring to life the period, place, and the naval setting in such an engaging and entertaining story.

of Command” as they all struggle with responsibility, authority, and accountability that set apart command from other types of leadership, coupled with expectations of intended outcomes and the internal, external, and self-imposed obligations of duty.

As you turn the pages of this book, the tide will also turn, and you will soon become immersed in the story and lessons in leadership through the author’s vivid descriptions and attention



to detail plus exceptional character development and engaging writing style I soon found myself hearing the voices of the characters and visualizing the ships and places in the story. Having been a Naval officer with an interest in the history of the period of this story and the immense challenges of the voyages of maritime explorers and international emissaries who had to lead in such unique settings where it truly was “lonely at the top”, I appreciated the authenticity of the characters, and the author’s ability to bring to life the period, place, and the naval setting in such an engaging and entertaining story. As we say in the Navy “Bravo Zulu” (Well done) to Ron Thompson for this engaging and intriguing book. +

Ed: The book “The Wind From All Directions” came out on February 22 and immediately trended as Amazon’s #1 Best Seller in its category and #1 New Release.

Kitbag humour.

(Courtesy of "Legion Magazine")

Retired Commander Fraser McKee of Toronto recalls a memorable ceremony of the Naval Reserve on HMCS *York*. The 120-member ship's company was drawn up on the inside parade deck with medals, swords and a band.

To begin the proceedings, the commanding officer mounted the dais ready for "Colours," the hoisting of the white ensign. Because the ceremony was indoors, the bundled flag would be run out on a three-metre staff projecting from a balcony and at the proper moment, a tug on the lower hoist would let the folds unfurl.

McKee reported to the CO that all was ready and marched to his assigned spot.

Signalman at the hoist on the balcony:
"Colours, sir."

McKee: "Make it so. Bugler, sound the Still.

"Guard, present arms."

The band began "O Canada."

The flag slid up the staff, the signaller tugged the lower hoist and the red-and-white Victor flag dropped free. Wrong flag.

The company stood amazed. The CO cast a jaundiced eye on the scene.

"Guard, shoulder arms," shouted McKee.

The hapless signaller was called on the carpet.

"But sir, in the flag locker they looked the same when all rolled up."

McKee was having none of that. "You should look where you take it from. Never be duty signalman again." +

We are calling on you to help bring a little levity to our publication by sending us any personal stories, cartoons, or archival cartoons depicting our Reservists at their humorous best. Send your contributions [here](#).



Hey PO... do ya think this would qualify for diving pay?

Check out Darrin Mcagy's account of Port St. Louis' fouled propellor on page four.

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