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THE WAY WE WERE 1962

Acting Sub Lieutenant William Thomas and Jette Petersen pose for their photo in the parlour of Spencer Hall, Women's Residence of the University of Western Ontario. The occasion was the Trafalgar Ball at HMCS PREVOST in October 1962. Inset, today - Jette and Bill, The Reverend Canon William C. Thomas, President of the UNTD Association of Canada. Cover Story Inside.

COVER STORY

Me and Admiral Hose

Admiral Walter Hose and I met at the commissioning of a Sea Cadet Corps in the Spring of 1956. It was a highly formative event that eventually transformed me. Upon entering High School, I was the archetypical nerd – I even wore a pocket protector with 4 different coloured pens and a pocket slide rule. I was an academically brilliant, but socially backward: - painfully shy, a complete physical klutz. The navy changed all of that and, in a curious way, it all started with Walter Hose.

The founder of the Canadian Navy Reserve, Rear-Admiral Hose, retired on July 1934. In retirement he took up residence in Windsor, Ontario, much to the delight of HMCS Hunter. In 1955, at age 80, he agreed to having a Sea Cadet Corps named after him, and in the spring of 1956, he was present for its commissioning. He continued to attend each of its annual reviews and Trafalgar Balls, until his death in 1965.

When RCSCC Admiral Hose was first formed, I was attracted to the Corps for two reasons. My uncle had served as Chief Petty Officer and Engine Room Artificer on board a corvette, HMCS Port Arthur, during WWII, and had given me one of his old worn caps and a raft of stories to take to school for show & tell. I was both excited and terrified by them. Secondly, boats were familiar grounds for me, and one area where I had some practical skills to offset my “nerdy” reputation. I grew up living on the shores of the Detroit River, and my father always had a boat around. At first it was a Peterboro streamliner, powered by one of those delightful war-surplus 22 HP Johnson motors. Then in 1950, he bought a 40ft trawler, and we literally lived aboard; cruising the Great Lakes every summer for the next 5 years.

So, when the cadet corps was formed, I was a bit of a shoo-in for the corps acting petty officer. But technical knowledge is not enough – leadership also requires some solid training and discipline, and those I got in spades!

I was one of twelve cadets selected to travel to North Sydney NS in the summer of 1956 to participate in basic training at HMCS Acadia and the old Port Edward naval base. In those days it was an impressive place, with HMCS Quebec tied up alongside. That summer, I passed my formal exams as an Able Cadet, and also earned my communicators badge. By the end of the year, I had completed the exams for Leading Cadet, and by April of 1957, had

completed the exams for Petty Officer 2nd class. It was a pretty meteoric rise. However, it could not have been accomplished without the incredible support and advice of both the officers and my fellow cadets.

In the summer of 1957, along with two other cadets, I spent 7 weeks on the East Coast at Cornwallis, Stadacona, and Shearwater, earning badges in Gunnery, small arms Marksmanship, and anti-submarine operations.

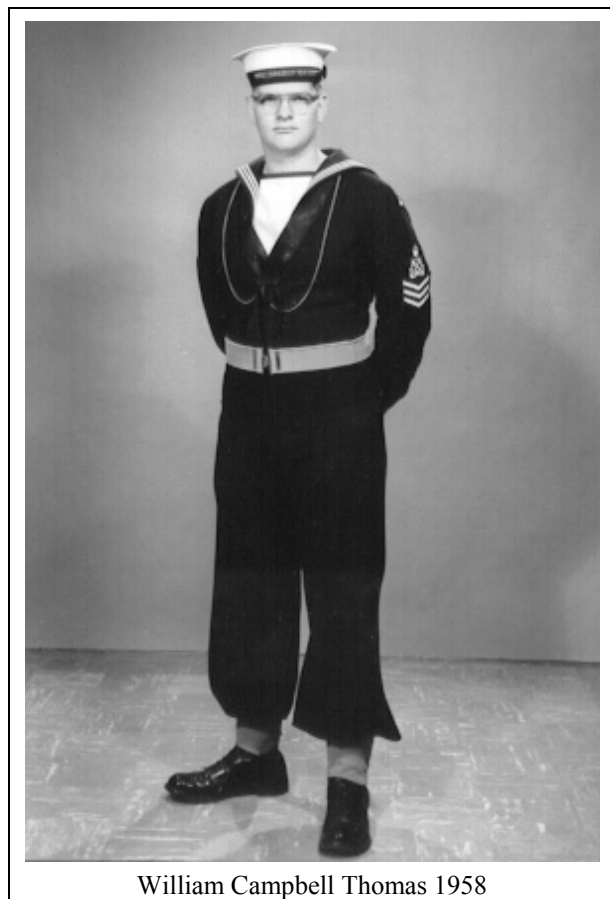
In the fall of 1957, I was promoted to Chief Petty Officer for the corps. The school year of 1957-58 saw the Corps gain a whaler, kept at the Windsor Yacht Club, where my father was then Commodore of the Windsor Power Squadron. We rapidly learned never to sail down wind in the same direction as the river current. You just couldn't tack a whaler into the wind with the same efficiency as you could a dinghy. A 20-minute sail could result in a two-and-a-half hour row back.

That was also the year our enthusiastic little corps received the Lord Strathcona Shield for General Proficiency among High School Cadet Corps. We also took the Lord Strathcona Shield for Marksmanship, scoring 497 out of a possible 500 in the finals, to the great delight of Admiral Hose.

It is perhaps no small wonder then, boosted by such an exciting year, that in the summer of 1958, I was amongst the top-rated PO's in Canada selected for the 7-week Leadership Training Program, again out of HMCS Acadia in North Sydney. In addition to all of the various classroom, shipboard, and sailing sessions, every week involved serious drill work in performing the Sunset Ceremony each weekend at various Highland Games throughout Nova Scotia.

Chief Petty Officer Coles was our drill instructor, and an absolute terror on the drill deck. Even though I towered over him by a full foot and outweighed him by 80 lbs. or more, he never failed to intimidate by presence & voice alone. But I at least managed to get myself coordinated enough to function as PO for the guard. At the end of the course, I had not only earned my Leadership Star, and regulating rate, but also was awarded the coveted silver bos'n's pipe for top cadet, having scored 100% on the exams in all 8 sections of the course.

Later that summer after returning to Windsor, I was aboard HMCS Sault Ste. Marie for a 4-day cruise from Warton to Windsor. We experienced the roughest weather I have ever seen.



William Campbell Thomas 1958

Rounding Tobermory just an hour after a major cold front had passed, Lake Huron was vicious. Streams of green water from the hawse pipes shot well over the bridge, and waves were breaking over the quarter deck, preventing us from getting to our mess for 8 hours. But at least I learned, having survived that trip that I was unlikely to suffer from seasickness.

In September of 1958, I was commissioned at age 18 as a Midshipman and told that I was the youngest Sea Cadet Officer in Canada. It was mind-boggling to find myself now welcomed into the male staff room in the school, not only on parade days, but at any time. Suddenly I found myself on a first-name basis with my teachers. However, that boundary between upper and lower decks significantly changed my relationship with my fellow students. It was a rich, but uncomfortable year.

It culminated in my being selected to represent my school and be personally received by the Queen and Prince Philip in the summer of 1959 when they visited Windsor aboard the Royal Yacht Britannia.

In the summer of 1959, I again returned to HMCS Acadia, but this time as Term Lieutenant for the first

year cadets – where I had been only a short 4 years before.

In the fall of 1959, I moved to the University of Western Ontario, to begin what I thought would be a degree in nuclear physics and a parallel career in the Naval Reserve. However, I caused an administrative nightmare for my divisional officer when it was discovered that I was already on the Naval List as a Sea Cadet Officer. So, at the tender age of 19, I had to resign my commission in order to be signed on as a Cadet.

But the Sea Cadet experience stood me in good stead, winning the Shield as best first year cadet at Prevost, and being appointed Cadet Captain of Nootka Division the following summer at HMCS Cornwallis. It was deja-vu all over again. Do you do anything at Cornwallis as much as march or double at high port on the parade square!!!!

Our 1960 cruise that summer aboard Cap de la Madelaine took us to: Argentia, Nfld, a regatta in Pacentia Bay, the Magdalene Islands and up the Saguenay River to Chicoutimi. When off watch we took an illicit trip to Quebec City with a couple of delightfully exotic Quebecoise.

I also received another important lesson in political reality in the forces. At the end of the summer, my Term Lieutenant called me in. He explained, that although I was a clear leader in points for best cadet in the division that summer, ours was the only division in which there was a Francophone cadet who came even close to award levels. For the good of the service, he hoped that I would understand when the award was given out. It was an omen.

1960-61 was not a good year. For the first time in my life I encountered an academic subject I could not master – the use of transformations in solving differential calculations in calculus. Good-bye career in nuclear physics. It was a hard lesson, but a valuable one. I learned that I was not invincible! It also led to a messed-up summer with the navy. In switching majors from pure to applied sciences, I had to cut short my summer training to return to complete 2 summer courses at Western. The good side was that I discovered that although calculus was out – Boolean algebra was in. I scored an “A” in math and a “C” in French. The down side was that I missed a cruise to Iceland and fell out of step with my peers.

In the summer of 1962, when the rest of my peers headed for the West Coast, I found myself again appointed to the East Coast and HMCS Cornwallis. I

spent the first half of the summer as a member of the staff of the Leadership School with the rank of Cadet Captain.

My duties were split between a desk job looking after updating manuals and hounding newly recruited seamen and 1st year cadets around the drill square and obstacle course. All the time I tried to look like a cool, unruffled, smartly-turned out drill instructor. Memories of PO Coles haunted those early months...

The last half of the summer was spent on a cruise to the British Isles aboard HMCS La Hullose, with stops at Tor Bay, Portsmouth, the Solent, and Dublin, Ireland. I created another kerfuffle in Portsmouth when I listed as my address while on a three day leave as "The Women's Residence, The London School of Economics". Even though it was legitimate (my cousin was Dean of Women and had a separate apartment), it took several phone calls to Prevost and Windsor to convince the Training Officer. While on leave, I kept delaying my return to Portsmouth until the last possible train, planning on arriving back on board 30 minutes before we were due to sail. You can imagine my panic, when, turning past the warehouse on the jetty where I had left the ship, La Hullose was nowhere to be seen. She had changed berths in the midst of my leave - and Portsmouth is a very large dockyard. But with the aid of dockyard security, I managed to get to the ship a bare 5 minutes before she cast off.

In the fall of 1962, I was commissioned as a Sub-Lieutenant on return to HMCS Prevost. With seniority as of 1 May 1962, I spent the winter as an Instructor. My intention was to become career officer, but...Paul Hellyer was already announcing plans to unify the Armed Forces. Rumours had it that there would be a surplus of junior officers - and no new intakes to the regular forces. HMCS Prevost was to be decommissioned and turned over as diesel training centre.

So I was forced into an alternate career - teaching. I was hired by the high school in Napanee, Ontario. The next two years were to be spent moving frequently between Napanee & London. There was no opportunity to connect with the reserve division in either Kingston or London and so I entered the retired list for the second time at age 23. Eventually I lost track of the navy and the UNTD until the 50th Reunion in Halifax 1993.

However, I had been transformed by my training as a Sea Cadet and a UNTD Cadet. I had gained immeasurably in confidence, maturity, and

leadership. All of my navy experience contributed significantly to my 13 years as a Secondary School teacher/administrator and, in the end, to my 27 years as an ordained cleric and senior diocesan staff person.

But one other great benefit to naval training has had the longest-lasting impact on my life. The naval officer's uniform never fails to attract the most beautiful and intelligent young women. Jette and I have been married for 43 years.

And, in many ways, it all began with Walter Hose. My fellow Sea Cadet, Rick Faulker, wrote, "It was my good fortune from 1957 to 1961, to belong to the Royal Canadian Sea Cadet Corps Admiral Hose of Riverside High School. Riverside, is now amalgamated into Windsor. I even lived on the same street as Rear Admiral Hose but saw him only at cadet annual inspections and one of our Trafalgar Balls. As memory serves, at my last Trafalgar Ball and being chief petty officer of the corps at the time, Hose asked my escort to accompany him for the opening dance. This small in stature, sly, mid-80s gentleman and my escort glided over the dance floor in true classical ballroom style. It was a sight to behold".

Indeed! Walter Hose certainly inspired me. Sadly, he died on June 22, 1965 - my 25th birthday. Thanks for letting me bring to light, part of the story of one of our great Canadian naval heroes.

S/Lt. The Reverend Canon William C. Thomas RCNR (Ret'd), President, UNTD Association of Canada
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UNTD RENDEZVOUS, Ottawa 2007

The Arctic - Whose is it Anyway?

On Saturday afternoon October 20, 2007 some 60 UNTDs and 15 partners gathered in the Committee Room of the Senate of Canada as guests of the Speaker of the Senate, the Hon. Noel Kinsella. They were there to hear a seminar on the subject: *The Arctic - Whose is it anyway?* Senator Bill Rompkey, UNTD (1957), was the Master of Ceremonies and Dr. Michael Byers, Canada Research Chair in Global Politics and International Law at UBC was the principal speaker. Professor Byers engaged our attention by reminding us that we are very much a maritime nation inasmuch as Canada has the longest coastline in the world and it fronts on three oceans. Most of that coastline is in the North, on the Arctic Ocean, which extends 1000 nautical miles across the North Pole from Canada to Russia. Other countries

Continued on page 6

UNTD REUNION, KINGSTON May 2-4, 2008

The year 2008 marks the 65th Anniversary of the formation of the UNTD in 1943. The Queen's/RMC Organizing Committee decided it would be an appropriate time to hold a UNTD Reunion in Kingston, Ontario on the weekend of May 2-4, 2008. **All former UNTD cadets from every university division across Canada**, as well as former naval cadets from RMC, our post-1968 successors, the former members of the Reserve Officer University Training Plan (ROUTP) and members of the Kingston naval community have been invited to attend.

Sunday, May 4, 2008 is celebrated across Canada as Battle of the Atlantic Sunday, when the entire naval community commemorates the indispensable contribution to victory in World War II of the ships, men and women of the RCN and its Reserves and Canada's merchant marine. At the Reunion, we will have the opportunity on Sunday morning to participate with HMCS Catarqui in the annual march past and service of commemoration at Kingston's Naval Memorial.

We are greatly honoured that **V/ADM (Ret'd) John (Jock) Allan has agreed to serve as Patron of our Reunion**. He is himself a former Queen's UNTD Cadet and a graduate of the University in Electrical Engineering ('55). He is the sole UNTD Cadet to rise through the ranks to the highest rank in our Navy.

The following documents are available for your consideration:

Registration Form *

Available at http://adv.queensu.ca/navy_mail/UNTD_Registration_Form_02-07-08.pdf

Dinner Preference Form *

Available at http://adv.queensu.ca/navy_mail/UNTD_Dinner_Preference_Form_02-07-08.pdf

I Was In The Navy Too (Naval Career Information) *

Available at http://adv.queensu.ca/navy_mail/UNTD_Naval_Career_Information_Form_Item_4_02-07-08.pdf

Program (and Notes)

Available at http://adv.queensu.ca/navy_mail/UNTD_Formal_Program_Item_2_02-07-08.pdf

Contact List (Organizing Committee, etc.)

Available at http://adv.queensu.ca/navy_mail/UNTD_Organizing_Committee-Item_3.pdf

In order to register for the UNTD Reunion, please return the documents above that are identified with an asterisk (*) and your cheque to our **Treasurer, Donald Carter, at Queen's UNTD Reunion, 42 Clergy Street East, Kingston ON K7L 3H8**. His other contact information is set out in the Registration Form. The deadline for registration is April 2, 2008.

The registration fee is \$80.00/person. **Spouses and other guests are welcome to attend all events**. For the convenience of out of town visitors who may wish to stay at the Downtown Holiday Inn Kingston Waterfront, a block of rooms is being held in the name: "**Queen's UNTD Reunion**". Individuals must make their own reservations with the hotel. See Registration Form for more details.

In order to open/view the five documents above, you will need Adobe Acrobat Reader. If you do not have it installed, please click here to download it now: <http://www.adobe.com/products/acrobat/readstep2.html>

We look forward to welcoming you at the Reunion.

Yours Aye!

UNTD Reunion Organizing Committee



L. to R. – Senator Rompkey, Captain (N) Bertrand, Professor Byers and Speaker of the Senate, the Honourable Noel Kinsella. *Photo courtesy R. Duncombe*

* * *

on the perimeter are the USA, Denmark (Greenland) and Norway. To get our minds reoriented northward he pointed out that the distance from Point Pelee, Ontario to Alert, Nunavut is the same as that from St. John's, NL to Tofino, BC. Byers dealt with two issues: the sovereignty over the Arctic seabed and the sovereignty over the Northwest Passage.

In terms of the seabed, he emphasized that the issue is being addressed in a peaceful and orderly manner by the five countries concerned under the terms of the 1982 United Nations Convention on the Law of the Sea (UNCLOS). Each country is preparing to file a claim of sovereignty taking into account their exclusive 200 nautical mile economic zones, but also taking into account "natural prolongations" of seabed shelves extending from the shelves in the respective economic zones. If and when there are competing claims to the same seabed, those issues will be dealt with by a special commission of scientists provided for in the UNCLOS process. Each country has 10 years after ratification of UNCLOS to file its claim. Meanwhile the U.S. is mapping the seabed by sonar and by submarine north of Alaska. At stake on the entire seabed is an estimated 25% of the world's undiscovered fossil fuels (oil and gas), plus other resources.

One area of future contention could be the Lomonsov ridge, which prolongs from Russia, Canada and Denmark (north of Greenland). Denmark has until 2012 to file its claim. Byers said that Russia's placing of a titanium flag on the seabed last summer was a publicity stunt because at 12,000 feet there could be no legal consequence where there was no sediment.

The second sovereignty issue Dr. Byers described was to do with sovereignty on the surface of the sea, notably the Northwest Passage (NWP), which passes between Canadian Arctic islands and the mainland. Canada's position is that this Passage is Canadian internal waters just like Lake Winnipeg. The U.S. and other countries are currently of the opinion that this is an international waterway much like the Dardenelles or the Bosphorus. Now that the Passage is virtually free of pack ice and therefore 4000 Km's shorter than the Shanghai to New York City trade route through the Panama Canal, the issue becomes immediate. **In 2006 there were 86 ocean going ships active in Canada's Arctic** (many non-Canadian), **including 11 NWP transits, 5 by cruise ships**. (In 2007 there was an over the Pole transit by the Russians from Murmansk to Churchill).

The issue is what legal system should be used in the NWP to: 1). monitor ship hull safety (double vs. single hulls), in the face of floating multi-year ice chunks; 2). monitor the credentials of embarked ice navigators; 3). monitor ships against emptying ballast tanks releasing invasive species (such as the zebra mussels in the Great Lakes); 4). monitor other environmental concerns (oil spills); 5). monitor the off-loading of illegal immigrants; 6). monitor the trafficking in armaments, etc.

Professor Byers reviewed the various arguments. He likened the NWP to the foot paths or walking trails that cross large estates in the UK, where the farmer has title to the land, but the hiking public has a long established access to the land for purposes of transit from one side to the other. Byers indicated that Canada and the U.S. should seriously consider the proposition put forward by former (2000-2004) U.S. Ambassador to Canada, Paul Cellucci. In the age of terrorism, it is in the security interest of the U.S. for the NWP to be a sovereign part of Canada. Hence

Canadian maritime and other laws would clearly be applicable. The U.S. would then cooperate with us, as we have done with the St. Lawrence Seaway.

He concluded that the threat does not require a naval presence. The Coast Guard has the necessary expertise, but needs a couple of new Arctic capable vessels to carry out greater sea enforcement of Canadian sovereignty, together with Cormorant search and rescue helicopters based at Resolute Bay. He suggested that the proposed Navy ships would be very helpful in Baffin Bay, the south Beaufort Sea and the Gulf of St. Lawrence.

The second speaker was to have been the Director of Maritime Strategy but he was unavailable. In his place there was a very upbeat presentation on the state of Maritime Command by Captain (N) Serge Bertrand, Chief of Staff to the Chief of Maritime Staff. He touched on the Canadian Navy's return to the Arctic in 2002, including more recent activities to test Arctic resupply involving the frigate, HMCS Fredericton.

Two distinguished visitors at the Seminar were Doreen Larsen Riedel and Gordon Larsen, the son and daughter of Captain Henry Larsen, Master of RCMP St. Roch, the first vessel to transit the Northwest Passage in both directions. The two voyages took place between 1940-42. The Larsens were guests of Jim Kinley (1943 UNTD Cadet and former Nova Scotia Lieutenant Governor) and his wife, Grace. It was the Kinley's Lunenburg Shipyard that refitted the St. Roch for its return NWP voyage.

When the Seminar adjourned, LCDR Terry Christopher, Gentleman Usher of the Black Rod, conducted a tour of the Senate Chamber. He pointed out in particular, the eight very large paintings on the gallery walls, which portray Canada in WW I. They remind us all of how Canada came of age as a nation during that conflict.

Down the corridor leading to the Speaker's paneled apartment, Senator Kinsella greeted each UNTD by shaking hands and inviting him to sign the guest book. An open bar and buffet was provided. Before it all ended Senator Rompkey found a piano and started an hour-long sing-song. It included, of course, the Song of the UNTD, the North Atlantic Squadron and many other Gunroom Weepers songs compiled in a songbook by the Old Oars organizing committee of the Rendezvous Ottawa annual October events. Suggestions for an October 2008 and 2009 Weepers would be welcome. Let the Old Oars know via an email to: bobduncombe@gmail.com.



Senator Bill Rompkey at the piano with Bob Wooton directing a sing along from the 2006 UNTD Songbook. *Photo courtesy Bob Duncombe*

IN MEMORIAM

Gordon Alexander Wright 1911 – 2007:

An educator, athlete, naval officer, government administrator, author and leader of youth, died in Beeton, ON at the age of 96 on Thursday, November 15, 2007. A memorial service was held in the Alliston Legion Hall on Saturday, January 19, 2008.



As frequent attendees at our UNTD Association Reunions, we all knew Gordon and Ruth (Baker) Wright as the parents of Alec Wright a UNTD Association founding member. As a founder, Alec was following in the footsteps of his famous grandfather, Ontario Agricultural College (OAC) Professor, A.W. "Jack" Baker, founder of the UNTD program in 1942.

Gordon Wright was a member of Guelph's OAC Class of 1933 and married the professor's daughter, Ruth Baker. They were supporters of the University of Guelph and contributed the Baker-Wright Walkway through the university's research arboretum.

After completing post-graduate research at the University of Toronto, Gordon joined the RCNVR

and was a decorated convoy encryption officer. From 1947 to 1962 he was the Director of Physical and Health Education for Ontario where he pioneered leadership education camps for youth. Until his retirement in 1974 Gordon was the school administrator at Banting Memorial High School in Alliston.



Ruth and Gordon Wright at their last UNTD Reunion Dinner.

Photo by R. Williamson

Gordon won many awards during his lifetime, the latest being the Ontario Senior Achievement Award in 2006 and at age 90, wrote the book, **Leadership Beyond the Playing Field**, a critically acclaimed guide to leadership via athletics. His obituary appropriately stated that Gordon Wright taught us much and gave us the spirit to try. *Alliston Herald*

LETTERS TO THE EDITOR

Dear Editor,

I was rereading your stories from SPRINDRIFT, UNTiDy Tales last evening and was particularly interested in your historical description of Captain Cook's fatal experience at Kealakekua Bay on pp. 111 - 114. It involved his attempt to recover a stolen cutter from the natives. We went ashore by boat and I took pictures at Captain Cook's grave cairn in 1959, but I don't remember a tour guide, so you obviously did some research! Were we in the same whaler? I was a supernumerary Sub in HMCS Antigonish. We had been alongside in Hilo on the eve of Hawaii's

Statehood Day on Aug. 21. Antigonish had the senior LCDR C.O. in the person of P.F. Wilson. As the senior ship we hosted a celebration on the quarterdeck under awnings and signal flags. I drank gin until it came out of my ears -- never had much gin since in the past 50 years.

I don't know if I told you that I have a great ghost story from being billeted in the Castle at Royal Roads in 1959. The ghost reappeared in the same place and at the same time in 1960. I have a buddy, Sub Lieutenant Bob Porter, currently a lawyer in Kelowna, who shared both experiences with me. We revisited the place where the ghost revealed itself to us - while we were at the UNTD Reunion in 2000. The ghost is still in the Castle per the Website: <http://bcspirits.com>. You can see the ghost on the Home page by scrolling down and down. It would have been a good SPINDRIFT story and it could still be a good UNTD Newsletter chuckle or an interesting reality story if you believe the two Bob's.

I also experienced a serious swimming incident in mid-Atlantic in the Gulf Stream during a dog watch when "Hands to Swim" was piped. It was May 1956 during UNTD Cruise Alfa to London. For some reason HMCS Lanark drifted in one direction and the swimmers in the other. Urgently the OOW piped "Sea boat crew to muster". I was in the sea boat crew, which had never been in a whaler before. We rescued several crew members including UNTD Cadet Art May who went on to become the federal Deputy Minister of Fisheries and Oceans and is now the President Emeritus of Memorial University of Newfoundland and is an Officer of the Order of Canada. We have kept in touch and I showed him my UNTD Journal account of the incident at the Rendezvous Ottawa 2006 Dine the Ladies. It was 50 years later. He confided to me in 1989 that he was on the verge of drowning that afternoon and he realized it. There's more to the story, involving another UNTD, Commodore Basil Moore, and even a humorous moment during the panic.

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The UNTD Association of Canada publishes this Newsletter twice a year. Send letters, anecdotes, or suggestions to Newsletter Editor: Robert Williamson, 1 Clonmore Ave., Hamilton, ON. L9A 4R2; Ph (905) 383-6084 or e-mail <williamson@mountaincable.net>

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