

UNTD PROFICIENCY TROPHY



The UNTD Proficiency Trophy established by UNTD Staff Officer LCdr. Noel Langham, presented annually for the best UNTD Division in Canada was last seen at *HMCS Discovery* according to Ottawa Old Oar, Bob Wootton.

Photo courtesy Bob Wootton

UNTD TRAINING VESSELS SOLD

The days of helping UNTD Cadets and Junior Officers Under Training (JOUTs) obtain their navigation and ship handling experience have come to an end for several Yard Auxiliary Gate (YAG) vessels formerly known as Yard Ferry Personnel (YFP). These wooden hulled harbour boats began as a UNTD experiment in 1960 when YFP 320 and Yard Maintenance Tender (YMT10) were signed over as UNTD training platforms. The YFP was converted easily from a ferryboat configuration to a patrol naval vessel. The concept proved so successful that five other YFPs were eventually converted to training vessels. Their shallow draught allowed these vessels to visit marinas, resorts, and the breathtaking scenery of coastal fjords untouched by the rest of the navy. With these vessels, the naval reserve developed a real sense of ownership and independence.

As the new Orca class PCTs came on line between August 2006 and October 2008, the YAGs became surplus and were auctioned off on

June 2-10, 2011 in Esquimalt for the price of a used car.

VESSEL	NAME	SALE PRICE
YAG 308	Cougar	\$4,000.00
YAG 306	Grizzly	\$3,675.00
YAG 314	Caribou	\$1,153.00
YAG 312	Otter	\$1,651.00
YAG 319	Badger	\$4,680.00
YAG 320	Lynx	\$11,378.00

Information provided by Stew Churlish

Roger Glassford, having spent much of his career to date in the boat industry, suggests that if any of you aspire to fulfilling the dream of owning and then restoring a YFP/YAG, get a few of the boys together along with a healthy supply of Pusser Rum, repair aboard one of the boats in question, relive the great experiences of the past, take a look around and then walk away. You have already had the best memories possible at sea in these craft. You would have to get all of your UNTD friends to contribute \$15,000.00 each to get one of these gems close to being sea worthy. *Editor*



Photo courtesy Tad Roberts

The UNTD Association of Canada publishes this Newsletter twice a year.

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UNTD QUEEN MARY CRUISE

COVER STORY
THE UNTD CRUISE 2011
 "In all respects ready for sea"

In the late afternoon of Sunday, October 23, 2011 RMS QUEEN MARY 2 (CAPT Kevin Oprey) slipped and proceeded from her berth at the Brooklyn Terminal, en route to Southampton, UK. Onboard was a Division-sized contingent of ex-UNTDs and their significant-others, family members, friends and associates. A year in the planning under the stewardship of Andy Shaw and ably assisted by Lynn Waghorne and June Longpré, the main purpose of the trip was to experience first-hand the University Royal Naval Units (URNUs - pronounced 'ernews') and to assess their relevance to Canada today.

The last time that such a large muster of UNTDs had simultaneously crossed the Atlantic, was in the summer of 1965 onboard the WWII Frigates. Notwithstanding the 46-year gap, the UNTDs were once again about to prove that they were "In all respects ready for sea".

The trip had started the day before with the bulk of the contingent being from southwestern Ontario, flying Porter out of Toronto Island (Billy Bishop) Airport to Newark, NJ. A modern version of a pusser-bus trip brought us to the Millennium Broadway Hotel, our NYC headquarters, within hailing distance of Times Square. For the 24 hours that we were in town, UNTDs fanned out to visit numerous NYC landmarks.



Another pusser-bus trip brought us all to the Brooklyn Terminal where boarding the QM2 was uneventful and well-organized. Between boarding and departure the mandated Lifeboat Drill was carried out. Photo courtesy Clearihue

From the starboard side of the ship we could see the Brooklyn Bridge, the Lower Manhattan Skyline (with 2 notable tower absences) and the Statue of Liberty. Once under weigh, Lady Liberty's torch blinked a farewell and in the waning light QM2 barely squeezed under the Verrazano Narrows Bridge and shaped a course eastward into the Atlantic Ocean, the most celebrated body of water in RCN history. The UNTDs held a Battle of the Atlantic Service onboard, later in the week.

UNTDs settled into shipboard life with accommodation and victualling being substantially upgraded from that of a frigate, including fifteen restaurants and bars, room service, 24/7 'eats', five swimming pools, a casino, a ballroom, a Spa, a theatre with live shows, a planetarium, library, game rooms, upscale shopping and boutiques, a modern sick bay and a large wireless internet 'Cafe'.

Daily morning musters were held to update the details of events for the current day and to revise details for upcoming events both on ship and ashore. They were held in the well appointed meeting rooms in "ConneXions", which also housed the Wireless Internet stations. Andy Shaw was also available at 6 a.m. at a table in King's Court for clarification of items that cropped up from time to time.



ConneXions Daily Muster Briefing. Clearihue photo

Monday, October 24th, the first full day at sea, the weather was mild bordering on balmy, with calm seas and air temperatures touching 20C. The traditional Captain's Reception was held that night in the Queens Room, a formal affair where senior officers were available for handshakes, and photo-ops. The ship's crew were very accommodating to the UNTDs throughout the Cruise, more than helpful I'd say in providing assistance and solutions for events

If that bit of information about the UNTD connection with CNMT Sackville does not astound you, then try this on for size. Bill Clearihue has been doing some information and number crunching in the UNTD archives and the following fact emerges. UNTDs have been invested into the Order of Canada at **eleven times the national rate**. Such revelations about "UNTDs being Front and Centre", make for an interesting conversational tidbit and challenges the comprehension as well as the motives of past bureaucrats and RCN naval officers who said the UNTD program was not good value for the money spent!

IN MEMORIAM



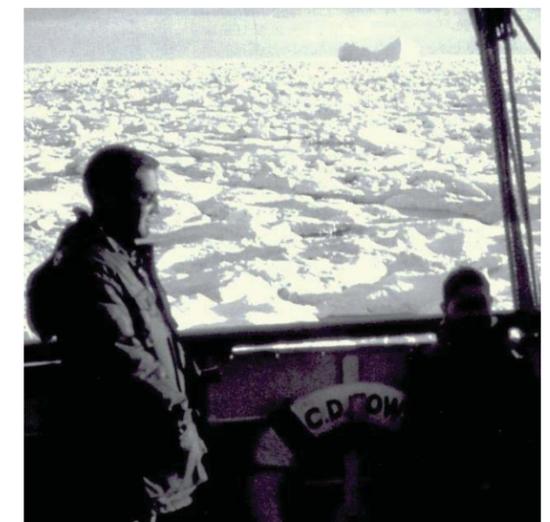
Cdr. Frederick Joseph LEE, CD, RCNR (Ret'd), UNTD 1957 McMaster University**

At the Hamilton Mountain Hospital, Fred Lee, BA, LLB, OStJ, passed away suddenly from cancer at eight bells September 30, 2011 in his 76th year. A Memorial Service was held on October 5, at Marshall Memorial United Church in Ancaster. A civilian honour guard of NOAC and UNTD members gave a farewell salute as the casket was leaving the church. Cremation took place at a later date.

Like many former UNTDs, Fred Lee served the naval community faithfully throughout his life, holding many prominent positions: Commanding Officer H.M.C.S. Star 1971-75, Military Judge, President of the Naval Officers Association (Toronto Branch) 1983 - 1984, Chairman of Friends of H.M.C.S. Haida, Patron of the Hamilton Naval Veterans, C.E.O and Board Member of the Canadian Corps of Commissionaires (Hamilton Division).

Fred had a strong desire to make the world a better place, choosing a long career as a prominent Hamilton lawyer, and serving as the President of the Hamilton Philharmonic Orchestra, a Board member of St. John Ambulance, and President of the Canadian Cancer Society.

Perhaps indicative of his future naval and humanitarian service was his first summer job in 1957 before signing up for the UNTD. In June he joined his father, Dr. Joseph Lee, who was Chief of Medicine at the Hamilton Sanatorium, aboard the Department of Transport's supply ship, C.D. Howe. The ship served as a floating triage unit doing chest x-rays and transport in the high arctic where TB was approaching epidemic proportions. The ship carried TB-stricken Inuit to southern sanatoria for treatment and returned those who had recovered, to their arctic villages. Fred always remembered the effect the ship's arrival had on an Inuit community. Half the village would rush down to the shore to greet returning relatives. The other half would head for the hills to hide.



Fred Lee with Inuit child aboard C.D. Howe in the ice flows of Pond Inlet in 1957. Lee photo

As a student, Fred played hockey until a knee injury ended that career. In the winter he loved to ski and in the summer the golf course was his second home. Those who knew him will remember his calm and dispassionate manner and an amazing ability for name recall. His service to the community and the country and his friendship made us all a lot richer

R. Williamson, Editor

Vessels, then headed west to join the 2nd-year cadets at *Naden*. They had their own Division (*Yukon*), and were commissioned at the end of the summer along with the 2nd-year cadets. So, it took 1 summer to get their commissions. **True 90-day wonders."**



Yukon Division, The Last UNTDs 1968

Rear: Robt. McCartney, Rudi Wycliffe, John Scott, Dave Luton, Greg McKenzie. Front: Gallagher, John Laing, Term Lt. R. Elmes, Ken Strain, Brian Rideout. (McKenzie CO *HMCS Tecumseh* 1987-90)

THE LAST SUPPLY CADETS

In reviewing stories for the end of the UNTD era in 1968, this memorable photo came to light. Of special interest is that it shows Captain A.W. Baker, founding father of the UNTD, sitting in the front row with the **last class** of UNTD Supply Officer candidates, (Acting Sub Lieutenants) at CFB Borden in 1968.



Photo credit 1968 White Twist

Five of the eleven Supply A/SLTs are shown in the back row, L-R: **M. L. Phelan**, (Judge of the Federal Court of Canada), **Alec Wright** (grandson of Capt. Baker and a founding member of the UNTD Association), **Ron**

Harrison (Executive Archdeacon of the Anglican Diocese of New Westminster and former National President of NOAC), **Ken Nason** (Cmdre RCN Retired and former Commandant of the Canadian Forces Staff College and CO of *HMCS MacKenzie & Yukon*), **Stew Churlish** (former CO of *HMCS Malahat* and former Assistant Deputy Minister of Alberta Environment).

Ironically, the other naval officer in the front row is Cdr Robert Darlington CD, RCN, probably one of the **first Supply UNTDs** to transfer to the Regular Force. In retirement he co-authored two naval histories with Cdr Fraser McKee: **The Canadian Naval Chronicle** and **Three Princes Armed** (See Fall Edition 2009).

Time and time again, by reviewing artifacts such as this photo, we are reminded of the magnificent manpower resources that the UNTD made available to the Navy. *Editor*

SACKVILLE AND THE UNTD UNTDs Front and Centre

In the last issue of this newsletter Bob Middlemiss wrote how the Queen's visit to *HMCS Sackville* had brought back navy memories for him. What we did not know at that time is that the Royal Visit meant a great deal to other UNTDs. It may surprise a few people that HRH Prince Philip and PM Harper are shown here being received at *HMCS Sackville* Canadian Naval Memorial Trust (CNMT) by: (right) Capt. RCN Ret'd Hal Davies U-18998 UNTD *York* 1955, **Chairman** of the CNTM Board and (centre, wearing sun glasses) Cdr Wendall Brown RCN Ret'd U-561 UNTD *Queen Charlotte* 1958, **Director** CNMT and current **Commanding Officer** of *HMCS Sackville*.



Photo courtesy Bill Clearihue

and issues that would crop up from time to time. As we numbered 70 guests that might have been expected anyway, but I think the overall demeanour of the group, being ex-military and Canuck, might also have played a part.

Tuesday, October 25th, in one of the ConneXions meeting rooms, Aubrey Millard gave one of his patented presentations on his and wife Judy's continuing adventures sailing their *Veleda IV* around the world. A slide show and narrative to rival any professionally produced travelogue. This was followed by a DVD screening of Monsarratt's "The Cruel Sea", the classic gritty tale of the Battle of the Atlantic through the eyes of the ship's company of the corvette *HMS COMPASS ROSE* and the frigate *HMS SALTASH*. It is notable for its accurate portrayal of life in the Commonwealth Navies in WWII. During the day in keeping with the movie, the wind picked up and the sea became a little more lively.

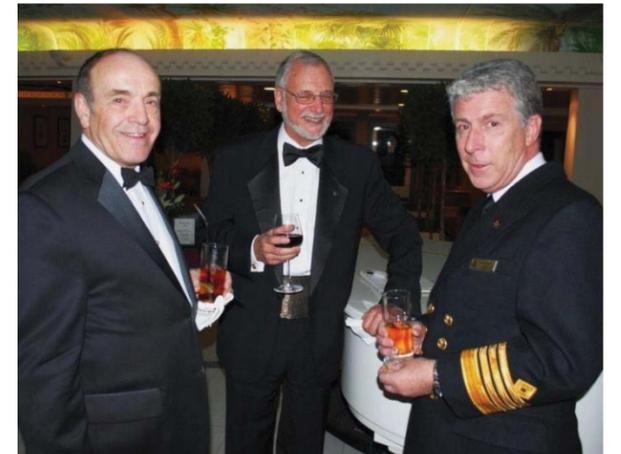
The major event of the day on Wednesday, October 26th, was the UNTD Dine-the-Ladies Mess Dinner for which we had exclusive use of the Todd English dining room.



L-R: Bill & Pat Mavis, Barb & Joe Konst, June Longpré, Maryann & Dave Tildlesey (VP), Dave & Dick Mulholland, Jan & Glen Calder, Val Balogh and Doug Slack.

Photo courtesy Bill Thomas

The dinner was preceded by a group photo session on the Grand Staircase in the Grand Lobby, and a Reception for the Ship's Officers in the Winter Garden Room. The sea was rough at that time and those who had to stand did well to hold on to their table. By then everybody had found their sea legs anyway and enjoyed the motion of the true Atlantic sea state.



QM2 Captain Oprey is shown here exchanging salty dips with UNTDs Ron Paquin and Michael Mace.

Photo courtesy Bill Clearihue

We became aware that ex-PM Brian Mulroney and Mila were onboard and they were invited to the reception. It didn't happen, possibly due to the rough weather. It was under Mulroney's tenure that the name UNTD made a brief re-appearance, the distinctive naval uniform was brought back and the currently in-service frigates and MCDVs were approved. Needing a gavel for the event, the Supply Officer had the 'Chippies' make one out of broken bits of furniture spindles. That same gavel was used eight days later at the Dine-the-Ladies in London. The halfway point of the Atlantic crossing occurred during the dinner.

Thursday, October 27th at 2 p.m., a Battle of the Atlantic Memorial Service was held by the UNTDs.



Wearing UNTD issue caps at the Battle of Atlantic Service L-R: Michael Mace, John Sharp, Noel Gaspar and Jerry O'Brien.

Photo courtesy Bill Thomas

The memorial service was concluded by a burial at sea, the Committal of Ashes of Gil Hutton and Eileen [Church]. It was held on the Deck 5 (Crew's) Quarterdeck, officiated by Bill Thomas with ship's crew in attendance. It had been delayed by a day because of bad weather and the closure of the open deck spaces. It was intended to be carried out mid-Atlantic but we were a day east of there.



Burial at Sea conducted by Chaplain Bill Thomas, assisted by Tony Bernard. The Hutton urn rests under the Canadian Naval Jack.
Photo courtesy Bill Clearihue

Later in the afternoon a rare Bridge Tour was laid on for 36 UNTDs in groups of 12. Given by a 3rd Officer, a bright lad in his 20s, it was unhurried, very detailed, with many pointed questions being answered patiently and completely. Although it was of course a very high-tech bridge with digital controls and readouts, conventional logs and charts were still required to be kept.

Although no major events were scheduled for Friday/Saturday October 28/29th, the 10 a.m. musters in ConneXions were still held to update the evolving itinerary for the upcoming week in London and other UK cities.

Sunday, October 30th, the English Channel was entered in the wee hours, the Isle of Wight was rounded in darkness and the QM2 tied up at Southampton by sunrise. Overall, the ship had 'steamed' from LAT 40.68N LONG 074.02W to LAT 50.89N LONG 001.40W, logging in 3,297 nm. At 8:30 disembarkation commenced. Luggage retrieval was quick and easy. UK Immigration had been cleared onboard QM2 a day earlier; making clearing Customs much more civilized.

The contingent boarded another 'pusser-bus' at the terminal and arrived at the Victory Services Club VSC, our London headquarters, in the early afternoon. The VSC, located in the Marble Arch area of London, is the largest All-Services, All-Ranks Club in the UK. The plentiful accommodation, dining, bar facilities and Military ambience, made it the perfect choice for our large group. After everyone had checked in and gotten squared away, a UNTD Reception was held in the Trafalgar Room.



Victory Services Club, central London.
Photo courtesy Bill Clearihue

Later, Dave Field, as a typical UNTD, directed us to the nearby Duke of Kendal Pub, a gem of a spot where he had a family connection.
End of Part 1. Continued in the next issue.
Bill Clearihue, Assistant Editor.

NOTICE

The Directors of the UNTD Association commend the following projects to you as important for the preservation of Canadian Naval History, and worthy of your personal support:

The Restoration of the Crow's Nest Officers Club

For more information see
<http://www.angelfire.com/on2/UNTD/CNFR.pdf>
or call (709)753-6927

A Permanent Home for HMCS Sackville

For more information see
<http://canadasnavalmemorial.ca/projects-programs/>
or call Winter: 902-427-2837
Summer: 902-429-2132

UNTD DISBANDMENT

In the last issue of the newsletter we printed some research information about the Beginning and Disbandment of the UNTD. In this issue we report on some personal observations submitted by Bob Duncombe and Bill Clearihue.

On or about September 30, 1967 at HMCS Cornwallis, Bob Duncombe was alone in the UNTD Administration Building completing his End-of-Training written report as Officer in Charge First Year UNTD Summer Training. It had been a good summer training experience involving six divisions of 25 cadets each, taking the usual basic courses and travelling to Halifax for a week of exposure to the real Navy. It also included participation in a major UNTD Canadian Centennial project. Each division spent a week: mapping, discovering, mile-posting and footbridge building for the reopening of the historic, 100-mile Old Military Road linking Fort Anne in Annapolis Royal with the Citadel in Halifax. The Premier of Nova Scotia, the Maritime Commander and the Stad Band greeted the last group of 25 UNTDs on arrival within the walls of the Citadel. Two weeks of Post Summer Ship Deployments followed in September for about a dozen cadets. Bob's personal account follows.

"As I composed the report in the silence of the Admin. Building the phone rang. It was a staff officer at COND in Hamilton calling to tell me that an Army Captain was on his way from somewhere in central Canada to interview me about the UNTD training program. -Army? How unusual, I wondered to myself!. COND did not elaborate. They were just giving me a courteous, but simple head's up.

I was told clearly that there was nothing COND could really add to the telephone message. Headquarters appeared to be as baffled as I was about why the interviewer was making this trip to Cornwallis. I remember asking whether I should describe the contents of the report I was just completing in front of me. The reply was that I should concentrate on responding only to the questions that would be asked and reply in a straight forward way -- but not to initiate discussion or to elaborate. Oh! -- I remember thinking to myself -- maybe even Uh oh!

The Army Captain arrived on schedule. We sat in my office in the otherwise empty building. I

answered questions for only an hour or so. There was nothing untoward about the questions. Interview 101 as it were. A non event. Unfortunately I can't remember the line of questioning because it had no sharp edges. I think I did describe, on request, the what, where, who, how, and why of the program as I saw it. He did not manifest any personality, not even a smile. He thanked me, got up and left without elaborating leaving me scratching my head. An "Uh oh" event with no context and no "life" to the questions -- a vacuous hour.



Bob Duncombe Photo credit 1967 White Twist

Forty-three years later in 2010, still scratching my head, I read, in passing - for the first time - that the tri-service university based training programs had been cancelled in November 1967, about five weeks after the interview. I thought it had all ended with the Canadian Forces Reorganization Act of Feb. 1, 1968 - three months later. But it now appears that the cancellation was a precursor of the larger changes to come".

Bill Clearihue writes that he underwent his UNTD training from 1965-68 and picks up the threads of the previous account.

"A witness to history, in the truest sense, I'll add a little postscript to Bob Duncombe's story. In the fall of 1967, there should have been no UNTD intake, yet at least eight cadets were enrolled and underwent summer training in 1968. Six were from *Star* and two from *Tecumseh*. They spent the first half of the summer, as a group, on the Lakes in Gate