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EDITOR: Bill Clearihue Volume 4, Number 4 ISSN 1709 – 3406

HMCS CARLETON RE-OPENS November 21, 2015

UNTDs attend Manning Ship Ceremony in Ottawa and find some surprises.



photo from Ed Arvisais

The guys from L to R:

Glenn Carroll, Glenn Calder, Ed Arvisais, Andy Shaw, Bill Jennings

The ladies from L to R:

Lynn Carroll, Jane Mace, Lynn Waghorne

See full story on page 2 by intrepid reporter Andy Shaw.

HMCS CARLETON RE-OPENS

UNTDs attend Manning Ship Ceremony in Ottawa and find some surprises.

by Andy Shaw (UNTD CATARAQUI '61)

The new HMCS CARLETON has no front door. Also, the new ship's first commanding officer, as well as her XO, and even the Navy brass hat who came to inspect the new Carleton, are all women – one of them a late-wave UNTD – and all with regular force service. Aboard the new CARLETON, the Captain's 'cabin' is just that, minuscule. The wardroom is cheek-by-jowl with the C&POs' and other ranks messes. And the 'manning of the ship' done by a smallish ship's company was nonetheless colourfully stirring. Such were among the first impressions of a UNTD gaggle attending the ceremonial opening late last November of Canada's newest stone frigate. They speak of a Navy Reserve with a new, leaner look and feel.

"The building is meant to have a bow and a stern," observed Bob Baugniet, helping to explain why, like sea-going ships, the new HMCS CARLETON, unlike the old one, has no front entrance. Rather, you cross her brow via a small door, port side. Once aboard, though, things are on a grander scale. Large 'portholes' give a sweeping view of Dow's Lake, the pork-chop-shaped backwater bay off Ottawa's famed Rideau Canal. Inside the 6,000 square-foot, two-deck, energy-efficient facility budgeted at \$18.5 million to build is a central, open to the roof, multi-use parade deck and gymnasium, much like the 70-year-old CARLETON had. What's different is along the new ship's two ground floor flanks are its three messes, a compact but well equipped galley, store rooms, and a fully operational diving unit complete with a Zodiac. It is one compact, functional facility that replaces the old Carleton's six squat buildings but that still sits elegantly on a 1.95-hectare site encircled by Ottawa's federally-maintained parkland and bike paths.

On the upper deck, looking down on the parade deck, is an open gallery put to clever use during the re-opening dedication ceremonies. Flanking it, port and starboard, are the ship's offices and a string of high-tech equipped classrooms.

"I was impressed to see that all of the trades had independent spaces for training, during a ship's tour we were given after the ceremonies. There was a lot more to the ship than I expected," says retired veterinarian and 1961 UNTD, Tony Bernard, out of HMCS STAR (Guelph campus).

Tony and wife Sharon were among the greying UNTD group of ex-cadets, spouses and partners, some who served at the old HMCS CARLETON, on hand for the festivities including twice CARLETON CO, Bob Baugniet (1977-78 and 1979-80) and partner Joy Youngblood of Savannah GA, Glenn and Lynn Carroll, Michael and Jane Mace, Bill Jennings, Glenn Calder, Gus Fraser, Chip Milsom, Dr. Ed Arvisais, Kelly Hart and one Andy Shaw with better-half Lynn Waghorne.

Not there in person but in spirit was UNTD Association of Canada board member, Bob Duncombe, CARLETON's CO, 1970-74. From 4,000 kilometres away in the Oro Valley, Arizona desert, Bob messaged the new Carleton: "... my mind will be with you all on ... a landmark day in the history of HMCS CARLETON."

HMCS CARLETON RE-OPENS - cont'd

Bob pointed out that CARLETON first opened its doors in 1923 on Wellington Street near the current site of Canada's Supreme Court. Bob also offered kudos to re-opening organizers George Ingraham and Marie Cotter who are now in the throes of organizing a Carleton alumni association. "What a great idea!" notes Bob.

CARLETON's re-opening ceremonies featured a series of speakers representing the builder, Ruitter Construction Ltd. of Kanata, various military and government officials topped by local and recently elected Ottawa MP, Catherine McKenna, now the federal Minister of Environment and Climate Change. No doubt she appreciated the new Carleton's 'LEED' energy efficiency certification for sustainability. Some among the UNTDs felt the speeches ran too long, including one squalling baby in the parade deck bleachers, but the speakers nonetheless illuminated in detail the on-time, on-budget success of tearing down the old and building the new CARLETON in just three years. It will serve as a model for other Canadian stone frigates planned.

Following the speeches, prayers, the Naval Hymn, the Naval Ensign hoisting, and O Canada dutifully sung, came CO LCdr Carolyn Lapointe's remarks. From rising through CARLETON's ranks to Master Seaman she went on to enroll in the 1989 version of the UNTD connected with Carleton University.

LCdr Lapointe invited Commodore Marta B. Mulkins, current Commander of Reserves for the Canadian Navy, to inspect CARLETON's sailors while the band of the Governor General's Foot Guard played. (The new CARLETON has no band.) The Commodore, a landscape architect on civvy street, has 30 years of Navy reserve service, seagoing, and battle credentials, including as a former CO of the old HMCS CARLETON and on the watch-keeping waves commanding for two years HMCS KINGSTON, the lead ship of the Kingston-class Maritime Coastal Defence Vessels. She also participated in Operation Argus in Afghanistan.

In a rousing finale, some 35 of the ship's company (of about 160 total strength) supplemented by sea cadets from RCSCC FALKLAND now housed at CARLETON 'cheered ship', standing ringed and at attention around the overhead gallery. Just below them hung "H-M-C-S C-A-R-L-E-T-O-N" spelled out in Navy signal flags. With over 200 of the ship's company, guests, visitors, and even the noisy kid now marched off, the messes opened up and tours of the ship began while the parade deck was cleared for an evening buffet dinner and boisterous dance.

Finally, on an encouraging note for the gone-but-not-forgotten UNTD, CARLETON is looking for memorabilia to fill its ample quarterdeck display cases. The glockenspiel Glenn Carroll once tinkled is already there from his days as an HMCS CARLETON bandsman, but there's room for more. Also, mess managers told our UNTD gaggle that the new HMCS CARLETON is keen to host any UNTD Association meetings or other planned activities in the Ottawa area. People attending just won't be able to get in through a front door.

[Bob Baugniet later commented that he thought the Ceremony was well carried out and that he felt proud to be an ex-CARLETON. He travelled far to attend in support of both the unit after a 36 year absence and of the NavRes after a 20 year absence. - Ed.]

Minister of National Defence gets Untidy

With a new Government and a new Defence Minister, the military community in Ottawa are jostling to get face time to make the case for their particular Service or project. Meanwhile out in Vancouver on February 27, 2016 UNTDA President Roger Elmes not only had dinner with the Minister but gave him an Untidy experience as well. That civilian-military synergy is a hallmark of the UNTD and Reservists generally and it was put to good effect in this case.

Roger is also President of the Board of PICS (Progressive Intercultural Community Services Society), a not-for-profit society in the Vancouver area. The society, in addition to running over 60 programs focused on the settlement and integration of newcomers, provides subsidized Independent Living apartments for seniors and subsidized culturally-sensitive assisted living care for seniors.

Its latest project is to create PICS Diversity Village, a 140 private room long term care village that will also provide culturally sensitive care but of a more complex nature. The Minister of National Defence, the Honourable Harjit Sajjan PC OMM MSM CD, was the keynote speaker at their recent fundraising gala, which attracted 850 people to a sit-down dinner and show. Many people took advantage of the Minister's presence at the head table to chat with him while Roger chatted with his dinner partner, the Minister's wife Kuljit, a family doctor in Vancouver. King Wan (ROUTP '72) and former CO of HMCS DISCOVERY also dropped by the table since he and the Minister, who commanded The British Columbia Regiment (Duke of Connaught's Own), knew each other in Vancouver military and other circles.



Harjit Sajjan receives UNTiDy Tales from Roger Elmes

Minister of National Defence gets Untidy - cont'd

Roger presented the Minister with a hot-off-the-press inscribed copy of Bob Williamson's well-known "UNTiDy Tales of Naval Officer Cadets". The story of Canada's University Naval Training Divisions. In addition to an inscription on the inside cover, Roger included a few teasers like the JFK story and some of the VIP list with the suggestion that the Minister would have a fun time reading it on his many flights around Canada and the world.

The inscription reads:

Presented to
The Honourable Harjit Sajjan PC OMM MSM CD
At the PICS Gala 27 February 2016
By
Roger Elmes
President of the Board - PICS Society
And
President - UNTD Association of Canada

UNTiDy Tales was recently reprinted on the west coast.
See Ad on page 8.

UNTDA Mess Dinner in Victoria, BC

Thursday, April 28, 2016

Under the artful guidance of Vancouver Island Regional Director Russ Cape, a UNTDA Mess Dinner has been laid on to induct two new Honorary Life Members into the UNTDA.

This will be a black-tie affair to be held in the Royal Victoria Yacht Club, Cadboro Room, 1630 for 1900. Tariff \$75.00.

The Honorees are Ret'd VADM Robert Earl George and Ret'd CAPT(N) Christopher Gratrix Pratt, both of whom during their illustrious RCN careers have had significant interface with and were major supporters of the UNTD program.

In attendance will be RADM Gilles Couturier, current Commander Maritime Forces Pacific/Joint Task Force Pacific. He will probably be the youngest ex-Cadet present and will be amongst an array of 40 or more UNTD and RCN luminaries who are planning to attend.

We look forward to reporting on this event.

Russ Cape can be reached at russcape@shaw.ca

More on Sir Gordon Wu (UNTD CHIPPAWA '53)

"In the Fall 2015 Newsletter I was particularly interested in the article about Gordon Wu since he and I were in that same Antigonish Division. I recall him telling me that he had chosen his Anglicized surname as a reasonably phonetic version of his native surname. He said that he regretted his selection since it would have sounded better if he had chosen a name with two syllables. He asked how I thought it would sound if he were able to change it to McWu. I lost track of him so was pleased to learn about his career and that he had retained the original spelling of his name. I appear in the same photograph in the very centre of the second row."

Douglas McWhirter (UNTD YORK '53)

... and how was your 1952 summer vacation ?

On the Riviera

by Ron Beals, UNTD STAR (OAC) '50 U-5100

Her Majesty's Canadian ships, Swansea, La Hullose and Crescent entered the French port of Toulon June 4, 1952. Toulon is situated on the Mediterranean coast about 100 miles west of Nice, and 30 miles east of Marseilles.

Toulon was going through some hard times in June. The Communists were rioting in full force. The dockyard was held by French Marines against the invaders. Armoured cars patrolled the streets to keep the shooting down to a minimum and into this atmosphere stepped 120 U.N.T.D.'s from Canada armed only with Canadian dollars and foolish curiosity.

Our first contact with the French was on the black market where we sold Canadian dollars for francs; 380 francs to the dollar (legal exchange 350). We also sold cigarettes on which we could make 300% profit. To give you an idea of the buying power of the franc a pint of beer cost 40 francs and a bottle of coca cola 80 francs; for a steak dinner you paid 150 francs and a hotel room for two cost 500 francs.

As soon as leave was posted, we left Toulon for some of the brighter spots on the Riviera. Some went to Cannes, others to Nice and Monte Carlo. I visited the last two places.

Nice is a fabulous spot of the nobility of Europe. The Aga Khan and King Fahrouk have made the city their second home. It is situated on one of the many bays of the French coast. This particular bay is called "Baie des Anges".

The streets are narrow, except for the thoroughfares such as "Boulevard Victor Hugo" and "Promenade Des Anglaise". The district has three kinds of buildings — casinos, sidewalk cafes and cabarets. The casinos are large buildings of exquisite structure. Inside are all the gambling devices known to mankind. The sidewalk cafes are like you see in the movies, table, chairs and a large umbrella with palm trees placed throughout the area. The cabarets are like nothing you'll ever see on this continent. The floor show especially in the "Plantation" would make Mae West blush. The prices in these cabarets are fantastic; five thousand francs for a bottle of cheap wine; 10,000 francs for a bottle of champagne but the floor show is worth every franc.

We ate one meal in the St. Moritz on "Rue de Congres". This is where anybody who is somebody eats. Again the prices are high — to keep out undesirables such as U.N.T.D. cadets, but the meals are beyond comparison. There are two main courses besides three or four smaller ones. Any one of the smaller ones is a meal in itself.

I finally made my way to the beach where I received quite a shock. I had pictured a long beach of golden sand that ran for hundreds of feet out into the water. In reality, the beach is long but only about 30 feet wide and is all pebbles, not a grain of sand could be seen! The water was a brilliant clear blue and very warm, often between 70 and 80 degrees F. However, the stones didn't seem to bother the numbers of people which frequented the beach. The girls wore abbreviated Bikini bathing suits and the boys wore little more than a "G" string. Anybody in a conventional bathing suit was out of place and no doubt, felt very embarrassed.

... and how was your 1952 summer vacation ? - cont'd

After two nights and a day touring Nice's brighter spots, a group of us rented a car and headed for the kingdom of Monaco of which the principal and only city is Monte Carlo. Here we visited the gambling dens known all over the world. The atmosphere in the casinos reeked of money. The patrons were all in full formal attire and very quiet. If a man made four straight passes with the dice, he wouldn't whoop it up for joy, because he knew he'd likely lose it on the next toss. The smaller bets were equivalent to two months pay for us.

We were not allowed to gamble; house rules. The manager of one of the casinos told us the reason why and I'll pass it on to you for what it's worth.

In the very early 1900's, a Russian gunboat visited Monte Carlo and the captain, being a good sport, took his personal wealth and wandered into a casino. One toss of the dice and two spins of the roulette wheel later he left without a franc. The next night he returned, with the ship's money and lost that also. The poor captain returned to his ship, thought things over and decided he could return to Russia without his own money but he had to have the ship's money back. The manager refused. The captain said: "Very well, I'll have to commit suicide, but first I'll turn the guns of my ship on Monte Carlo and remove it from the map. The captain got the ship's money back and departed. Ever since then no one in any of the armed services of any country has been allowed to gamble in Monte Carlo.

We left Monte Carlo and returned to Nice in our rented car. The owner of the car was slightly put out about a crumpled fender. None of us could remember seeing the airplane hitting us so we paid for the fender.

The train ride back to Toulon was uneventful, we stood up all the way squashed between locals like cattle, but arrived with no broken bones.

We sailed from Toulon the next day, heading for Gibraltar, Spain, The Azores and home.

So ends my tale of the French Riviera.

[This story appeared in the The O.A.C. Review VOL. LXV 65 GUELPH, FEBRUARY, 1953 No. 5.

Ronald Edward Beals was born in Peterborough ON, on May 27, 1930. He joined the UNTD at STAR(OAC) in the Fall of '50 and had 3 UNTD summers; '51, '52, '53. He was promoted to SLT RCN(R), seniority Sep 1 '53, O-5077, attached to STAR.

On Sep 1 '55 he was promoted to LT RCN(R) attached to YORK and by 1960 was on the Ret'd List.

Ron crossed the bar in Lindsay ON, on December 13, 2012 at the age of 82. - Ed.]

Did you know ?

That the WWII UNTD intakes "voluntarily" gave up their Winter Phase pay to support the building and refurbishments of the on-campus Armouries to which they were attached ?

That unlike their COTC and UAS/URTP colleagues, who were treated as junior officers, the WWII UNTDs were on strength as lower deck RCNVR and so were not entitled to enter the Officer's Mess at those on-campus Armouries nor the Wardrooms of the NRDs to which they were attached ?

Pearl Harbor Report - Tora Tora Tora

by Dave Tildesley
UNTD DONNACONA '64 U-2313

On November 27, 2015 I had the good fortune to visit Hawaii's most significant historic attraction, namely Pearl Harbor. In so doing I ticked off one more of the many items remaining on my bucket list.

This report is a review of my visit to these facilities and my observations. Considerable effort has been made to respect the tragedy which occurred on Dec. 7th 1941 as well as to document the important events that occurred on this day as well as subsequent events. I signed on to an 11 hour tour called "Beyond the Call of Duty" we started at 0630 as tickets generally sell out quickly.

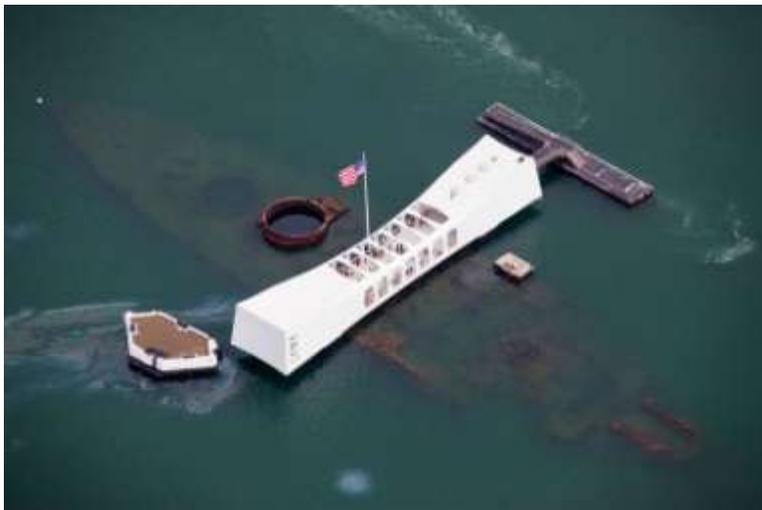
It would be impossible to enjoy the entire program without an informed guide and chauffeur as each event is remote from the other.

The USS ARIZONA, numerous other ships, as well as numerous aircraft were damaged or destroyed. All but 3 of the 20 damaged ships were eventually repaired and returned to service. In fact several of these ships subsequently participated in battles against the 6 Japanese carriers involved in the Pearl Harbor attack and sunk 4 of the 6. This broke the back of Japan's air arm.

The first event is a theatrical review of the attack followed by a boat trip to Ford Island where the main attack initially occurred. (Numerous attacks also occurred at other installations located around Honolulu).

Our first stop was the USS Arizona Memorial. The names of all 1,177 men who were killed are listed as well as crew members who died subsequently over the years. A total of 2,400 Americans at Pearl Harbor died that day during the 2-hour raid.

Built in 1962 this white eye-browed structure is a covered walkway which spans the ship. The flagstaff is attached to the former after-mast of the ship. One gun turret as well as some of the hull is still visible. All the ship's structure above the water line has long since been removed. Small amounts of fuel oil, 2.4 quarts per day, continue to seep from the ship. There are still 500,000 gallons on board. On Dec. 6th the ship's tanks were filled to capacity (1,500,000 gallons) as the ship was to sail to the mainland several weeks later. Some believe the faces of former crew members are visible in these slicks.



USS ARIZONA Memorial - Pearl Harbor

Pearl Harbor Report - Tora Tora Tora - cont'd

Next stop was a tour of the 311 ft. Balao-Class submarine USS Bowfin (known as the Pearl Harbor avenger) a highly decorated submarine. This ship is well preserved and a perfect example of the superiority of US submarine technology vs the U Boat. During WW2, it sank 44 Japanese ships on 9 war patrols. HMCS Grilse was also a Balao-Class submarine.



USS BOWFIN - Pearl Harbor

We had lunch as well as a tour at the Pacific Aviation Museum located on Ford Island on the site of the air raid. Hangars at the museum still show the bullet-ridden windows made by Japanese planes.

The US authorities in Honolulu and Pearl Harbor had for some time been afraid of sabotage as many Japanese and Japanese-Americans lived there. In fact they feared this much more than a remotely possible invasion. For this reason, to ensure visibility, these fighters were parked wing tip to wing tip on the runway and were also disarmed and low on fuel. Accordingly these planes were sitting ducks when the Japanese attacked and 300 were destroyed. The few planes that did survive had to be fueled and armed prior to a scramble. Few planes ever became airborne.

Although one runway is open to small private planes, the main runway has long since (1966) been grassed over as at 4,800 feet it is considered too short for modern aircraft. This facility has great examples of US and Japanese WW2 fighters including the Zero as well as a large number of post WW2 aircraft from several countries. One thing we were told about was the vast US content within Japanese weapons. This is believable as both countries were trading partners prior to Dec. 7th.

For example a Japanese fighter used US tires (Goodyear) and an engine (Pratt & Whitney Japan). Most instruments were American as well. I believe the guns, bombs, and ammunition were also from the US.

The Japanese had planned this raid with impeccable precision and attention to detail. Their aim was to disable the US fleet and aircraft with a preemptive strike as they were certain the US would eventually be involved in the war. Their aim was also to destroy the facilities at Pearl Harbor including tank farms, repair facilities and dry docks as well as the US fleet, mainly aircraft carriers and battleships which had recently been moved to Pearl Harbor.

Their fleet left Japan several weeks before the attack and the US was unable to track them even though they knew of the departure. Radio silence as well as their avoidance of shipping lanes and considerable luck made this possible. Pearl Harbor was cloud covered until shortly before the attack.

Pearl Harbor is a very shallow harbor. In battleship row the water was roughly 5 feet under the hull. For this reason it was mistakenly thought that torpedo attack was impossible. When launched from the air, a Japanese torpedo of this era normally dropped to about 100 feet underwater before rising to near surface and then pursuing its target. The Japanese refined the torpedo by adding wood to its fins, fuselage and tail assembly. This gave them the ability to drop torpedoes from very low altitudes without hitting the harbor floor.

Bombs were also designed with armour-piercing capabilities as well as delayed fuses. One of the bombs dropped on Arizona penetrated 7 decks before exploding in the forward magazine. This caused the death of the ship. The other bomb exploded in the stern.

Unbelievably, the Japanese completed 2 attacks but cancelled a 3rd attack as they were unsure of the location of US carriers. Accordingly they left all the tank farms and other fuel storage facilities, drydocks and all repair facilities untouched. Many believe that had these assets been destroyed, the US would have delayed its entry into the war by 18 months.

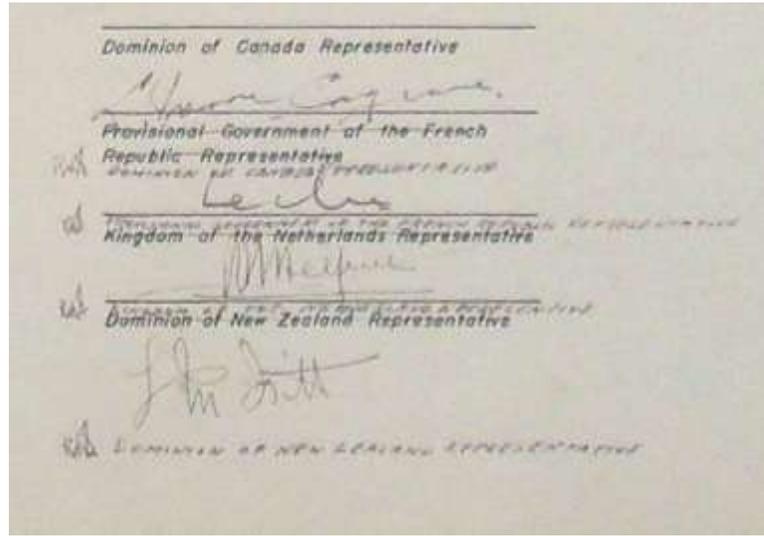
The final stop on the trip was a tour of USS MISSOURI BB 63 the last completed Iowa Class battleship and the site of the Japanese Surrender in Tokyo Bay. Missouri was chosen as it was named after President Truman's home state.



USS MISSOURI (Mighty Mo) at Pearl Harbor

In viewing the surrender document it can be seen that the Dominion of Canada, represented by COL Lawrence Moore Cosgrave, signed on the wrong line thus causing the French, Dutch and New Zealand reps to also have to sign on the wrong line.

MacArthur's Chief of Staff, General Richard Sutherland had to scratch out the now-incorrect list of Allied delegates and handwrite and countersign the correct titles under each signature (see below).



MISSOURI is the antithesis of a gate vessel. Nearly 900 feet and 45,000 tons, crew of 2,700, speed of 33 knots. It is in pristine condition. One needs at least a full day to inspect her properly. The Mighty Mo, laid down in Jan 1941, was completed in June 1944 so missed all but one year of WW2. In its life it was commissioned for only 16 years: 1944-1955; 1986-1992. Uniquely each of the 4 Iowa Class Battleships have been preserved. I know of no other class of ship where this has occurred:

- USS Iowa BB61 - Los Angeles, CA
- USS New Jersey BB62 - Camden, NJ
- USS Missouri BB63 - Pearl Harbor HI
- USS Wisconsin BB64 - Norfolk, VA

[Dave and I joined together as latter-day Untidies. We did NOT get to Pearl Harbor courtesy of the RCN, nor to Europe nor the Caribbean for that matter. So I'm glad to see that Dave is finally making up for some of that shortcoming - Ed.]

UNTD 75th Anniv. Reunion in St John's, NL

September 9 - 12, 2018

This event was announced by Art May in June, 2013 in Victoria, BC. With Art's untimely passing on January 30, 2014 the baton was passed to Bob Jenkins who with a committee of local UNTDs are well into the planning for what is shaping up to be a major event of Untidy proportions. In the more than 2-1/2 years that has since passed, the initial enthusiasm has not waned. Educated guesstimates are that 100 or so may attend. St John's is fairly dripping in History, RCN and otherwise, and there are numerous sites at which events can be centered. Details will emerge as we get to the end of this year, but expressions of interest would be welcomed at this point.

Bob Jenkins can be contacted at rjenkins@nl.rogers.com

ANOTHER EUREKA MOMENT!

Since the publication of the first edition of "UNTiDy TALES", the story of Canada's University Naval Training Divisions in 1993, one of the mandates of the UNTD Association has been to identify former UNTD cadets who have made outstanding contributions to the Navy, to Canada and to the world. The late Vice-Admiral John Allan, CMM, CD, himself a UNTD, set the tone when, as a former COMMARCOM, he wrote that one of the great "benefits of the UNTD program was the constituency that the members provided to the Navy in the cities, towns, and villages across the nation due to the impact that they made as graduates to the business and social activities of their communities."

It has not always been an easy search because some UNTD graduates, once employed in civilian careers, do not identify with their navy or UNTD origins. However, by various means we have discovered: a Lieutenant Governor, 10 Admirals, 13 Commodores, dozens of senior politicians and diplomats, a Minister of Defence, 38 Order of Canada recipients, countless judges, doctors, presidents, chairmen, lawyers, authors, church leaders, at least two knighthoods, and most recently a Nominee for the Nobel Chemistry Prize in 2011. His obituary statistics identify him as: BADER, Richard Frederick William [UNTD HMCS STAR, McMaster University 1950 U-3630] (1931-2012) Age 80. For his life story go to:

https://en.wikipedia.org/wiki/Richard_Bader

When our UNTDA archivist, Bill Clearihue, was asked how he found our Nobel Chemistry Prize Nominee, he explained that somewhere everyone leaves a trail of breadcrumbs. In our online world, there has been a huge escalation in interconnectivity and available information. It is just a matter of patience and computer tech skills. Bill was going through a random block of names with incomplete information from the 1950 intake list of over 500 Cadets. A simple hit connected Bader to McMaster University. When the dates on Bader's Wikipedia page and obituary matched with the UNTD Nominal List, our archivist had ANOTHER EUREKA MOMENT!

Bob Williamson, CD, CDR (ret'd.)
UNTD McMaster University 1958-61

[Bob was Editor of the UNTD Newsletter from 1993 to 2014. This story will run in an upcoming edition of NAC's Starshell as will some other commentary from Bob on recent UNTD reminiscences. - Ed.]

Carleton was quite the Guy

He was Wolfe's Quartermaster during the siege of Quebec City in 1759. 16 years later as Governor of Quebec he himself was laid siege to by the infamous Benedict Arnold during the early days of the American War of Independence. Months later he defeated Arnold's naval forces on Lake Champlain with one of the locally built British schooners having being named for him. It was from that vessel that HMCS CARLETON takes her name. When Commonwealth Naval Battle Honours were created in 1954, LAKE CHAMPLAIN 1776 was awarded to CARLETON. Neighbouring Carleton University was named for Carleton County which in turn was created and named for him in 1800. He became Sir Guy Carleton in 1776 and Lord Dorchester in 1786.

CLARKSON, Stephen Hugh Elliott

[UNTD YORK '55 U-15185] (1937 - 2016) Age: 78

A few years ago the UNTDA decided not to feature Obituaries in the Newsletter. This was because there were becoming so many of them due to aggressive searching techniques that it would have consumed the Newsletter. We replaced this with email notifications and a website page containing those notices and updated Lists. On March 5th we were notified of the recent passing of UNTD VIP Stephen Clarkson and received numerous reminiscences in reply, two of which are below.

"I was Stephen Clarkson's Cadet Captain at Naden in 1957. He was part of a crew from U of T that included Terry Grier who later became the President of Ryerson. I had just become a Canadian about 7 years previous so it was a real education for me. But I couldn't have found a better venue for becoming Canadian or a better group of guys. Stephen was constantly alert and cheerful and ready for excursions. I was a couple of years older so they had their own courses and activities and we saw most of each other on shore leave. We were on Sussexvale, I recall, but I'm not sure which cruise. But we had good times ashore all of which Stephen joined in with alacrity. His gaze was direct and the crinkles at the corner of his eyes were those of an essentially happy man who was open to others and to the world.

Later we would encounter each other at Liberal functions in Toronto and Ottawa. His finest work was on Pierre Trudeau. I was in Trudeau's Cabinet, although I don't think I contributed a great deal to his research. We exchanged Christmas cards but otherwise kept to our worlds.

I was shocked by his passing. I have lost a friend and Canada has lost an eminent teacher and scholar. He will be missed and remembered.

Bill Rompkey, CABOT '54 U-64455"

"Stephen and I were on UNTD Cruise Alfa 1956 (first year) to Lamlash, Scotland in the Firth of Clyde (paint ship), then through the Irish Sea, around Lands End, up the Dover Coast and into a giant fog bank delay in the Thames estuary (bells ringing and fog horns blowing), then under the opened Tower Bridge to be greeted by the Lord Mayor of London (first Canadian ship to moor in the Pool of London = between Tower Bridge and London Bridge). There was also a "Hands to Swim" pipe as we entered the Gulf Stream in mid- Atlantic. Quite a start to UNTD summer training!

Fort Erie came alongside in the Pool. Lauzon tied up alongside at the Royal Naval College.

Ted Gibson, later Canadian Ambassador to Colombia, was also aboard as was the late Hal Davies and the late President of Memorial University of Newfoundland and Canadian Minister of Fisheries and Oceans, Art May.

Bob Duncombe, DONNACONA '55 U-22115"

[Former MP and Senator Bill Rompkey, LT(N) Ret'd, and former CO CARLETON Bob Duncombe, CAPT(N) Ret'd, are two of the six Ottawa Old Oars, formed in 2005 - Ed.]

Trafalgar Day 2015 in Los Angeles

Last October 21st we received the picture below with the following short message.

"I imagine that this is the only White Ensign in Los Angeles celebrating the Battle of Trafalgar."



The sender was Tom Kuiper UNTD DONNACONA '62 U-1833 and that flag flying over his front door was found at a local flea market. Tom has been for many years the Lead Radio Astronomer for the Deep Space Network of NASA's Jet Propulsion Lab in Pasadena. Although he's been in the USA since starting his PhD studies at U Maryland in 1966, Tom has maintained a strong interest and connectivity with Canada and the UNTD/NavRes.

In 1995 Tom submitted the piece below to the Newsletter and I think its worth a repeat airing.

"I joined the UNTD in 1962 at HMCS Donnacona. After two summers at HMCS Cornwallis, I took the Navigation Instructor's Course and in the summer of 1967 I was sent to HMCS Porte de la Reine as Engineering Officer. In August, Lt. Rideout, the CO, was succeeded by Lt. J. Hannam. One fine evening shortly thereafter, most of us were in our Red Sea rig on the open bridge enjoying an after dinner smoke.

As the sun dipped lower, Hannam turned to me and said, "What time is sunset, Subby?"

I pulled the almanac down from the navigator's bookshelf, flipped back and forth quickly between the appropriate data in the daily table and the interpolating table near the back, and gave the answer.

Having expected me, a UNTD product, to plod laboriously with the mechanics of the problem, he scowled and said, "I don't want a guess. Calculate it properly."

I replied, "That time is good to the nearest minute, sir."

Hannam seemed speechless at my temerity until in the pregnant silence, the XO leaned over and whispered to him, "Sub-Lieutenant Kuiper is an astronomer, sir."

That in fact is how I have been earning my living. Presently I am a research scientist at Caltech's Jet Propulsion Laboratory and Radio Astronomy Manager for NASA's Deep Space Network.

Sunset? What a piece of cake! "

Trafalgar Day 2015 in Los Angeles: - cont'd

Shortly after LT Jack Hannam's encounter with SLT Astronomer Tom Kuiper, Jack became a LCDR, retiring as such in 1972. Jack joined the RCN as a Boy Seaman in 1941 and was CFRd as a Commissioned Gunner post-War. Jack had an action-packed WWII. He was an AB in HAIDA on B-Gun and was present during the rescue operation of ATHABASKAN G07 on April 29, 1944. Jack was famously one of the three ratings who perilously took HAIDA's cutter the 100 miles back to Penzance with 11 G07 survivors. The story of the preservation of HAIDA on the jetty attached to STAR in Hamilton, is well known and Jack participated in a number of events there over the years. Jack crossed the bar in 2009 at the age of 84. Later that year HRH Prince Charles and Camilla were at HAIDA to dedicate the restored ship's cutter which is now on permanent display.

UNTD Archives Update:

The UNTD Master List database is continually receiving information from a wide variety of sources.

As of March, 2016 we are accumulating data on 7,863 individuals. Of those, 6,946 are UNTDs from the 1942-1968 period, 637 are ROUTH+ from 1969 to the present and 9 are Honorary UNTDs.

301 are closely associated with the Program such as Founders, Staff, Trainers etc.

From the UNTD/ROUTH group, 679 are known to have Crossed the Bar and 525 are on the UNTD VIP List.

Lists are updated frequently and are available on the UNTD website, on the Members Page:

<http://www.angelfire.com/on2/UNTD/members2.html>

and on the In Memoriam page:

<http://www.angelfire.com/on2/UNTD/IM.html>

The Webmaster maintains a growing collection of UNTD Obituaries, also available on the In Memoriam page.

Our collection of 22 UNTD and ROUTH Yearbooks has been converted to .pdf files and can be viewed and downloaded from:

<http://www.angelfire.com/on2/UNTD/WT.html>

UNTDy TALES OF NAVAL OFFICER CADETS

The Story of Canada's University Naval Training Divisions
By: CDR Robert J. Williamson CD RCNR (Retired)

The 2013 70th Anniversary edition of this 424-page classic is recently back in print. The digital version is also available on a CD. The price for either format is \$20 including tax. Shipping is free for the CD but not for the book.

To order a CD, send a cheque payable to Robert Williamson at: 1 Clonmore Ave. Hamilton, ON. L9A 4R2

To order the book contact Russ Cape at russcape@shaw.ca

The UNTD Association of Canada publishes this Newsletter twice a year. Send letters, anecdotes, or suggestions to: Newsletter Editor:

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