



NAVY
CALGARY

NEWSLETTER
SUMMER 2021



**NEWS, VIEWS AND SEAGOING TALES FOR
THE NAVAL COMMUNITY OF CALGARY**



facebook.com/navycalgary

From the editor

Scott Hausberg

This edition of the Navy Calgary Newsletter includes our regular reports from HMCS Calgary, HMCS Tecumseh, Friends of HMCS *Calgary*, NAC, NMAS and CNVA. I am so pleased that all of these organizations are contributing every issue.

This edition also previews another chapter from Terry Thompson's unpublished book. This will be the last chapter featured here and profiles three incredible contributors to the Calgary naval community: Laraine Orthlieb, Frank Saies-Jones and Bill Wilson. While the entire chapter is too long for this newsletter, it is available at navycalgary.ca.

Lastly, I will point out that events are starting to be scheduled after being absent in 2020. So, you will see the NAC is organizing the naval community BBQ for Aug 7. Next in line will be CNVA's casino Aug 25-26. Lastly, Navy Day returns on Aug 28 at the Military Museums, in conjunction with TMM's Summer Skirmish. The BBQ and Navy Day are for the entire naval community, so keep an eye out for details on the [Navy Calgary Facebook](https://www.facebook.com/navycalgary) page or the NAC and NMAS websites.

Navy Day 2021

- Saturday August 28 from 1000-1500
- at the Naval Museum of Alberta
- In conjunction with TMM's Summer Skirmish
- Books, uniforms, and miscellaneous items for sale
- Hourly door prizes and a silent auction
- History lectures
- Displays and a band concert

Our Cover

Members of HMCS *Calgary* stand with over a metric ton of heroin seized from a dhow during a counter-smuggling operation on 23 April, 2021 in the Arabian Sea during OPERATION ARTEMIS and as part of Combined Task Force 150.

This was the largest seizure of heroin in Combined Maritime Forces history.

Photo by: Corporal Lynette Ai Dang, Her Majesty's Canadian Ship CALGARY, Imagery Technician ©2021 DND/MDN CANADA



Navy Calgary



The Navy Calgary Facebook page promotes all things naval in Calgary. Please note you do not have to be on Facebook to view Navy Calgary posts. The latest posts are viewable at navalmuseumofalbertasociety.ca and cnva.ca

HMCS *Calgary* Report

Captain Jeff Klassen, Public Affairs Officer

So much has happened since Her Majesty's Canadian Ship (HMCS) *Calgary* last checked in with Navy Calgary. We've travelled to the other side of the world, worked with several countries and navies, and had record-breaking success on operations. In the spring edition, we told you about how we were travelling towards the Indo-Asia Pacific and Middle Eastern waters on Operations (Ops) PROJECTION and ARTEMIS. Both of these have been very successful for us.

Op PROJECTION's goal is to show the world how the Canadian Armed Forces' (CAF) is ready to support Canadian values and interests across the globe. While on these operations this spring, HMCS *Calgary* made port visits to Hawaii, Guam, Brunei, Vietnam, and

Singapore and we were able to conduct "Cooperative Deployments" (CODEPs) with the Australian, Japanese and Bruneian navies. During these CODEPs, as we call them, we performed maneuvers with each other's ships and air assets.

Throughout each of our port visits and CODEPs, *Calgary* worked to build relationships with our partners and we often generated quite a bit of media coverage and attention. In Vietnam, the ship went viral on Vietnamese social media after our Vietnamese coffee-tasting video got picked up by the country's largest news site. In Singapore, the ship's Commanding Officer, Commander Mark O'Donohue, and Canada's High Commissioner to Singapore, Lynn McDonald, conducted a joint interview via Zoom with a prominent Singaporean radio station. However, if you searched for "HMCS *Calgary*" on Google during that time, what you would most likely come across were several Canadian and international news stories regarding our transit through the Spratly Islands.



Her Majesty's Canadian Ship CALGARY conducts an exercise with Kapal Diraja Brunei (Royal Bruneian Navy Ship) Darussalim, just off the coast of Brunei on 28 March, 2021. Photo by: Corporal Lynette Ai Dang, Her Majesty's Canadian Ship CALGARY, Imagery Technician. ©2021 DND/MDN CANADA

In April, *Calgary* began Op ARTEMIS, a counter-smuggling and anti-terrorism mission that falls under Combined Task Force 150, a part of the 34-nation strong Combined Maritime Forces (CMF). This mission has us patrolling off the coast of Oman working with other assets for suspicious vessels (known as “dhows”). Depending on the legal circumstances, we may board and search these vessels, and we seize any illicit cargo we find.

we got to Bahrain, we were honored by a very rare visit from Vice Admiral (VAdm) Brad Cooper, Commander of CMF, who said some incredibly kind and motivating words about our work. VAdm Cooper is among the highest ranking officers in the United States Navy and has worked with countless ships throughout his career, so his words meant a lot to us.

Working as part of Combined Task Force 150 while on Operation ARTEMIS in the Arabian Sea, members of the Naval Tactical Operations Group boarding team from HMCS CALGARY search a suspicious dhow and find 360 kg of methamphetamine on 24 April, 2021. Photo by: Captain Jeffery Klassen, Her Majesty’s Canadian Ship CALGARY, Public Affairs Officer Produced by: Corporal Lynette Ai Dang, Her Majesty’s Canadian Ship CALGARY, Imagery Technician ©2021 DND/MDN CANADA



Typically, this is narcotics (heroin, hashish, or methamphetamine), however other ships in the region have confiscated illegal arms or even certain types of charcoal. At a strategic level, these interdictions aim to disrupt the revenue streams of regional criminals and terrorists. It’s rewarding knowing the work we are doing is having a direct positive impact on the world.

On Op ARTEMIS, HMCS *Calgary* is having huge success. During our second interdiction we set the CMF record for most heroin seized in a single counter-narcotics bust and, just after our mid-deployment rest and maintenance period in Bahrain, the ship broke the record for the most ever narcotics busts on a single Combined Maritime Forces rotation. When

One thing I haven’t mentioned is how much COVID-19 has changed our deployment. Besides our pre-deployment quarantines (which were not always easy), all our port visits have been on isolated jetties, physically distanced from the populations of our host countries. As well, our naval boarding teams wear masks and go through decontamination procedures when conducting interdictions of suspicious vessels. Thankfully, we received the first shot of the Moderna vaccine in Bahrain and are expecting the second shot further in our sail.

As I write this, *Calgary* is finishing up Op ARTEMIS, and in two weeks we will begin conducting operations while heading back towards Canada. On this last leg of the journey, *Calgary* will again be on

Op PROJECTION and will be making stops in Australia and New Zealand. Our next big post-Op ARTEMIS event will be Exercise Talisman-Sabre, a biennial joint exercise put on by the United States and Australia. That exercise will finish at the end of July and we are expected home at the beginning of September.

I've glossed over so much that happened to us. I didn't tell you about the XO bringing the ship alongside in Hawaii, about us participating in the Calgary Flames' CAF-Appreciation night, about all the awards and Sea Service Insignias that have been granted, about our charity event for the Calgary Firefighters Burn Unit Society, our ship-to-shore program, our donation to an orphanage in Vietnam,

the list goes on.

I may be biased as the ship's embarked Public Affairs Officer but, if you want to see all the amazing stuff we've been up to, or follow along with our future adventures, please find us on Facebook, Twitter, and Instagram. Even we can't believe at the amazing success we've had and we love having the opportunity to share it with you. We really appreciate all the support we receive from the City of Calgary. Until next time...

Onward!

Friends of HMCS *Calgary*

Janeil Lentz

The spring has been a busy time for The Friends of HMCS *Calgary* Committee. We have continued to work towards refining and establishing our mandate to foster recognition, support, celebrate and improve our unique ship-city relationship.

With the leadership of our Chair and Vice-Chair we amended the terms of reference and are working towards establishing sub-committees to better achieve our goals as outlined in our mandate. Our goal is to make Calgarians aware of our namesake ship and the work it does representing and projecting Canadian values on an international stage.

One of our first priorities has been to work towards providing the ship's company with an internationally recognized symbol of the City of Calgary; the white Smithbilt hat. Recently, with help from the Mayor's Office, Smithbilt, the Command Team of HMCS

Calgary, and a generous anonymous donor; we are excited to say that we will soon be able to deliver over 200 hats to the sailors aboard HMCS *Calgary*. Our next goal with this project is to coordinate delivery in time for the ship's return home.

In the meantime, we are busily preparing care packages full of goodies to send to the hardworking men and women on ship. These will be full of different tastes of home including: candies, beef jerky, local coffee and other treats. We would like to thank all of those who have already contributed to this initiative and we will be sure to include the names of our generous donors in a future article.

As we move into the long-awaited summer, we as a committee are excited to move forward and share with Calgarians the news of the good work of the ship and sailors aboard HMCS *Calgary*. We encourage everyone to follow their social media accounts for a glimpse into life on the ship; Facebook @HMCSNCSMCalgary; Instagram @hmcs_calgary



HMCS *Tecumseh* Report A/SLt Sharma, PAO

Including Cox'n Corner by CPO2 Beaudoin

Even though the COVID-19 pandemic continues to disrupt our daily lives, for the past several months vaccination programs are aiding our fight against the virus. Members of Her Majesty's Canadian Ship (HMCS) *Tecumseh* continue to train and maintain their preparedness while following COVID-19 health guidelines.

In March 2021, members of HMCS *Tecumseh* and other units in Western Canada worked together both on the water and in the Operations center to successfully execute a small boat exercise in Vancouver, B.C. (pictured below). Well done to all participants and everyone involved in the planning and for representing the Royal Canadian Navy. HMCS *Tecumseh* welcomed eight new recruits into the Navy





family during a physically distanced enrollment ceremony on March 17, 2021 (pictured above).

Once again, this year due to COVID-19 restrictions, HMCS *Tecumseh* commemorated the 76th anniversary of the end of the Battle of the Atlantic virtually. The commemorations were recorded and shared with the public via our social media platforms. Additionally, the members of the HMCS *Tecumseh* band recorded a medley of songs popular during WWII and shared it on our Facebook page for everyone to reflect as we considered the great sacrifices made by the sailors, airmen and soldiers of the war.



Photo credit: Lt(N) Donaldson

On May 17th, the International Day Against Homophobia, Transphobia, and Biphobia, we reflected on our attitudes towards others, to confront and overcome our biases. We acknowledge that around the world, LGBTQ2+ individuals are still victims of violence. HMCS *Tecumseh* has launched their Diversity and Inclusion Team, with the aim of promoting a positive workspace by fostering an awareness of equity, inclusion, and diversity. We raised the Pride flag to show our support for and solidarity with LGBTQ2+ members, and to reinforce the message that everyone belongs (pictured at left). Together we can help create safe, inclusive, and respectful workplaces that allows everyone to bring their whole selves to, free of any phobia, bias, and judgement.

HMCS *Tecumseh* sailors continued to excel in their training. Sailor 3rd Class Ingram was named "Top Student" for THUNDER platoon at the Basic Military Qualification training at the Naval Fleet School in

Québec (pictured below). More locally, members



Photo credit: Naval Personnel and Training Group

participated in small arms training, honing their marksmanship skills, and achieving requalification to maintain readiness (pictured below).



Photo credit: A/SLt Sharma

On June 5th, HMCS *Tecumseh* Change of Command Ceremony between departing Commanding Officer, Commander Banke and incoming Commanding Officer, Commander Paschke, took place in a modified ceremony following all the COVID-19 restrictions in place with reviewing officer Captain (Navy) White.

Thank you, Cdr Banke, for your steering the ship during a stormy time! We have made it alongside. Cdr Paschke, we are looking forward to sailing with you and moving forward to new, positive challenges.

Cox'n Corner

Bonjour tout le monde! Hi Everyone!

I am Chief Petty Officer second class Ben Beaudoin and I took over the Coxn 's position last July. I have been a member of the Naval Reserve for the last 34 years. In my career, I have had the opportunity to spend time at sea, work in various CAF training schools as an instructor and travel to many countries. I am originally from Quebec City and moved to Edmonton in 2001 and then Calgary in 2004,. Since then, I have been teaching in the French immersion program for the Calgary Board of Education.

This past Covid year has been very challenging and full of changes. *Tecumseh* has been one of the most active units in the country. Our sailors continue their training in small groups at the unit, on water, at the range, and online virtually, giving them the opportunity to stay current in their trade and also with general military knowledge. As the Coxn, I am proud to lead a great group of dedicated people ready to serve the Royal Canadian Navy and their country. In the coming months, I am positive to be able to go around some events and meet some of you in person. Stay safe and healthy!

Au plaisir de vous rencontrer!
CPO2/ PM2 Ben Beaudoin, CD
Coxn/ Capitaine d'armes



Photo credit: SLt Foster



the Ensign

President's Report:

Scott Hausberg

As you read this, we will be very close to returning to normal operations. So, get your membership card ready and plan a visit to the NMA.

The upcoming lifting of restrictions has led to discussions on whether to hold Navy Day this year and, if so, when and in what format.

One of the challenges with running Navy Day is that it involves a lot of planning and execution and it is always a challenge to get volunteers. Another challenge is marketing the event, so as to get a decent level of attendance.

In consideration of these challenges, a few options were considered and it was decided to partner with The Military Museums and its Summer Skirmish event. This event runs from Aug 25-29 and draws a pretty good crowd.

So, it has been decided to run Navy Day on Aug 28. This allows us to piggyback on TMM's advertising and Summer Skirmish attendees. As an added bonus, the weather may permit us doing some activities outdoors.

So, mark your calendar for Aug 28. If anyone is interested in helping out, let any NMA board member know.

Director's Report:

Eric Kahler

The Naval Museum of Alberta reopened its doors on 11 June 2021. Over the first weekend there were less than 100 visitors but as it becomes more widely known it is expected that those numbers will increase dramatically, especially now that the summer weather is upon us. The museum is open but some of the interactive displays will remain in limited operation to err on the side of caution with Covid-19.

Once again, we are pleased to announce that the new CO of HMCS *Tecumseh* has graciously agreed to provide and pay for sailors to help monitor the Covid-19 protective measures in place at the museum. It is a welcome sight to come to the Naval Museum and actually be greeted by a sailor. These sailors do not replace our regular volunteers, as we are still encouraging them to participate as well, rather they enhance them.

The NMA is prepared to be your venue of choice for small gatherings. If you would like to host an event in the gallery be sure to give us plenty of notice to help set something up for you. While there are no guarantees we would be pleased to do what we can.

In the coming months we expect to host a Navy Day celebration and we are preparing an exhibit for the Naval Reserve centennial in 2023.

Now that the museums are open again, why not plan a day to come out and visit The Military Museum complex? There are seven museums for your viewing pleasure. We look forward to seeing you.

HMCS Calgary's Bell

Brad Froggatt

Those who know the Naval Museum of Alberta know that the ship's bell from the original HMCS *Calgary* (K231) is on exhibit in the gallery with a model of the ship, and a White Ensign that flew on her. Adjacent to her are models of the current HMCS *Calgary* (FFH 335) in her original and post-delex configuration.

Recently, an article from the Calgary Herald from 11 June 1947 emerged, describing how the bell was presented to the Mayor of Calgary at City Hall. Following is a transcription of the article, which was copied as per the original, with some changes for clarification in square brackets.

Corvette's Bell Presented to City

The brass bell which rode out the battle of the Atlantic and the invasion of Normandy below the bridge of the corvette HMCS *Calgary* was received into the hands of the city Tuesday to repose permanently in a place of honour in the city hall public lobby.

The bell was presented to Mayor J.C. Watson by Commander Reg. Jackson OBE VD [VRD] RCN at the opening of Tuesday's city council meeting. [CDR] Jackson was attended by Lieut. H.S. Squire, staff officer of HMCS *Tecumseh*.

[CDR] Jackson presented the bell to the city on behalf of the service as a token of appreciation for services rendered the men who served aboard the ship by the Calgary citizens. A scroll accompanied the bell.

The mayor, in taking the bell, said it would be treasured long in memory of the brave men of the senior service.

[CDR] Jackson told the story of HMCS *Calgary* saying

it was a warship whose history most nearly summed up the epic Battle of the Atlantic. It was launched at Sorel Que. Aug. 31, 1941, and was commissioned the following December. Nearly four years later, June 12, 1945, it was paid off and turned over to War Assets for disposal.

The *Calgary* helped escort convoys to Britain and Gibraltar. She took part in two invasions, was a victor in one U-Boat encounter and possibly in others. She rescued torpedoed merchant ship survivors and on one occasion rescued three survivors of a U-Boat she helped destroy.



CMDR. REGINALD JACKSON, R.C.N. (R), is shown above, left, presenting to Mayor J. C. Watson the ship's bell of H.M.C.S. Calgary.

In May 1942, she attacked and damaged a submarine off eastern Canada. In July 1943 she picked up the crew and passengers of a torpedoed merchant ship from her convoy and landed them at Halifax. Her most exciting escort trip came in November of 1943 when travelling with a big convoy on a southerly Atlantic route. An aircraft located a submarine just ahead of the convoy at dawn and the *Calgary* dashed

up to attack it but was unable to find it. A few hours later, a second submarine was detected and attacked. A periscope broke the surface and noises were heard indicating a U-Boat went down.



HMCS *Calgary's* bell, as it appears in the Naval Museum of Alberta gallery.

Attacks continued throughout the day and night. The *Calgary* and HMCS *Snowberry* came upon two subs on the surface. One submerged and the other fled away on the surface. German aircraft began to shadow the convoy but were driven off.

Four days after the first attack, U-Boats closed in again at night and the Canadian corvettes, with the help of star-shells and depth charges, brought one to the surface and blasted it to pieces with their guns. Of a crew of 55, only 18 were rescued from this sub, three being picked up by the *Calgary*.

On the evening of Nov.21, more U-boats attacked, and more battles ensued. Final score of the long-

drawn-out battle was one submarine destroyed, two probably destroyed, and three other attacked with unknown results.

When the ships were about 600 miles off Gibraltar German airplanes attacked with glider bombs. HMCS *Prince Robert*, Canadian anti-aircraft cruiser, joined the convoy at this stage and entered the battle. R.A.F. Coastal Command planes also joined in. The enemy were beaten, and the convoy reached Gibraltar without loss of a ship, only two being damaged. The British press referred to this as one of the greatest air-sea battles of the war.

After her Normandy invasion duties ended, the *Calgary* went on cross-channel escort duty and at Sheerness, March 1945, she was rammed by a tank landing ship and returned to Canada for permanent repair which was incomplete when the war ended.

A motion by Ald George Brown to provide a glass exhibition case for the ship's bell was adopted by council.

Jackspeak

Jackspeak: certain words or terminology that are commonly used in the RCN.. Many of these terms derive from the Royal Navy. Source: ReadyAyeReady.com

Lose the Bubble

Means to be confused, or to lose track of what is occurring. Nautical sextants have a bubble that must be kept level in order to make a proper sighting. Losing the bubble means that you had no reference to level, and have lost the fix.

Touch and Go

The bottom of the ship touching the bottom, but not be stuck on the bottom (grounding). ie. The ship temporarily went aground, or touched bottom, then continued on its way.

HMCS *Tecumseh*

Commanding Officers

Greg McKenzie

Commander AWH (Casey) Hale 1975 - 1978

Alan (Casey) Hale was born in Alberta and lived in many small towns while growing up. He eventually served in all three of Canada's Armed Forces: Air Force, Army, and Navy. He began in Air Cadets, then as an Air Reservist in Edmonton where he earned his wings as a pilot. He was then accepted into Collège Militaire Royal (CMR) in Quebec, where he also became fluently bilingual. He left CMR to pursue a BSc at the University of Alberta and joined the Loyal Edmonton Regiment (3 PPCLI) as an infantry lieutenant. In 1967, he joined HMCS *Tecumseh* as an Acting Lieutenant, rising to Lieutenant Commander by 1974 and Commander in 1975 (upon appointment as Commanding Officer).

Commander Hale had the nickname "Midnight Banshee Rider". He earned this affectionate moniker by acquiring the Banshee jet fighter for display at HMCS *Tecumseh*. It had become surplus to SAIT's aeronautics program. The aircraft was rolled down the 10th Street hill from SAIT, across on 5th Ave to Crowchild and onward to *Tecumseh*. A flatbed truck wouldn't do, as there was an overpass to get under, so the plane was towed during the middle of the night, to the great jubilation of the many HMCS *Tecumseh* volunteers who helped with the move and enjoyed a generous tot following.

In civilian life, Casey Hale worked for Schlumberger in oilfield services throughout Alberta and the North, including the Beaufort Sea. In 1963, he joined Gulf Oil where he spent the next 25 years of his career. An early fascination with computers led him back to

University in the new field of Computing Science where he again graduated as a Programmer. In 1967, he was transferred to Calgary to help set up Gulf's first IBM 360. After retiring from Gulf in 1991, he spent the next 20 years doing consulting work in the industry.



Commander M P Hayes 1978- 1980

Mike Hayes grew up in Saskatoon. In 1953, after Sea Cadets, he joined HMCS *Unicorn* as an Ordinary Seaman. In his youth, he worked several years in both a uranium mine in Port Radium on Great Bear Lake and for Imperial Oil in Regina. He later graduated with a BSc from the University of Saskatchewan. Upon moving to Calgary, he became a teacher who

taught science at Henry Wisewood, and Western Canada High Schools. While learning Spanish, he later earned an MA from the University of the Americas in Mexico City.

Commander Hayes joined HMCS *Tecumseh* as a Sub Lieutenant in 1962, was promoted to Lieutenant later that year, and Lieutenant Commander in 1974. After serving three years as Executive Officer, he was promoted to Commander and appointed Commanding Officer.

During his 18 years in the Navy, Commander Hayes accumulated nearly 20 months of sea time as a watchkeeper and navigator. He sailed out of Halifax and Esquimalt in numerous ships including harbour craft, gate vessels, destroyers and the sailing ship HMCS *Oriole*.

Concurrent with his naval and teaching careers, Commander Hayes was a successful land developer in Canmore and Calgary. After retiring from the Navy and teaching, he continued in land development in Kimberley where he now resides.

Commander Hayes and his spouse Jane are avid downhill skiers, often logging 100 days/ year on the slopes in Kimberley from their home on the

mountainside. He has been an active volunteer with many Kimberley town initiatives including the Sullivan Mine Museum, where he was the tourist train engineer who would take tourists into the mine and explain the geology and the life of the miner underground. He continues as a member of various naval associations.



New T-Shirt For Sale

This new design will soon be for sale at the TMM gift shop for \$25. But anyone can buy it now via navalmuseumofalbertasociety.com for only \$20.

NMAS members can get it for only \$15.

In navy blue and heather grey.

Get yours today!





The Naval Museum of Alberta Society

1820 - 24th Street, SW, Calgary AB T2T 0G6
Telephone 403-242-0002
Facsimile 403-240-1966
execdir@navalmuseumsociety.ca

Join the Naval Museum of Alberta Society

Don't delay! Your membership is a key part of what keeps the Museum going.

For only \$10 you get:

- To support the preservation of Canada's naval heritage
- The Navy Calgary Newsletter four times per year
- Free entry to The Military Museums and the Naval Museum of Alberta all year (regular \$15 per entry)
- Free entry to 'Navy Day'
- Volunteer opportunities galore!

It's the best deal in town!

Join in just five minutes with a credit card at
navalmuseumofalbertasociety.ca

the Ensign

DIRECTORS

Scott Hausberg - President
Gary Whitehead - Vice President
Nancy Olmstead - Secretary
Robert Sivertsen - Treasurer
Johanne Aylett - Director
Len Hendricks - Director
Eric Kahler - Director
Gordon MacIvor - Director
Rob MacLeod - Director
Anita Von - Director
Cameron Waddell - Director

HONOURARY DIRECTORS

Merritt Chisholm
Lorne Hanson
Glenn Hardie
Laraine Orthlieb
Ken Sivertsen
Bill Wilson



The Naval Museum of Alberta

Is located at The Military Museums

4520 Crowchild Tr SW

Calgary, AB T2T 5J4

Admission Prices:

Adults \$15, Seniors \$5, Youth \$5

NMAS members FREE

Serving members and veterans FREE

Free parking



the Bowline

President's Report:

Jessica Tedford

Hello Navy Calgary! I am Jessica Tedford, the new president of the Naval Association of Canada – Calgary Branch. Thank you to everyone who attended our AGM in April, we had a lot of great discussions, and I'm excited to see what the next year holds for us. I would like to thank our members that stepped up to join the board of directors, your hard work is appreciated, and I look forward to working with you all.

The NAC – Calgary Branch has selected five recipients for the 2021 Robert Hampton Gray Bursary. The criteria is based on location (have they resided in Southern Alberta), post-secondary acceptance and financial need. Congratulations to Naziim Gure, Haley Poirier, Grace Lydon, Katie Hanik and Freddy Bhatena! We wish you all the best in your post-secondary studies.

Don't forget to register for your free 2021 NAC membership! Our board of directors decided to offer free membership for both NAC – Calgary Branch and NAC National for the 2021 membership year. All existing memberships have been automatically renewed. If anyone is interested in applying for a membership, please visit our website: <https://naccalgary.ca/services>.

We are cautiously optimistic that the summer months will allow us to gather to enjoy events that we have had to put on hold for so long. While planning for these activities is underway, we are also closely watching the guidance from the province on the re-opening plan and will plan all activities in accordance with the public health measures. Some of the activities we are working on planning are:

- Annual Summer BBQ – Saturday, August 7th
- Regatta – More details to come
- Trafalgar / Niobe Mess Dinner – More details to come

Mark Saturday, August 7th on your calendars, for our annual summer BBQ! We are working on finalizing plans to provide a safe, fun activity for everyone! Keep watching our website, naccalgary.ca for more details.

The NAC – Calgary Branch board of directors is looking forward to the opportunity to gather in-person again, and we hope to see you all at our Annual Summer BBQ! I wish everyone a safe and enjoyable summer.



HMCS Harry DeWolf Marks Milestone with Helicopter Landing

Navy News / June 24, 2021

In an historic milestone for Her Majesty's Canadian Ship (HMCS) *Harry DeWolf*, a CH-148 Cyclone helicopter landed on its flight deck May 19, 2021.

Over the course of several weeks until early July, *Harry DeWolf*, the Royal Canadian Navy's first Arctic and Offshore Patrol Ship (AOPS), will operate off the coast of Nova Scotia conducting Ship Helicopter Operating Limits (SHOL) trials.

These trials are a lengthy process to ensure helicopter operations are carried out safely and effectively. A calm sea state is needed and the Cyclone operates astern and from the sides of the ship to see how the winds interact with the helicopter, as well as to confirm there is no electronic or radar interference.

"Basically, the Aerospace Engineering Test Establishment, a specialized group of engineers, pilots and technicians, needs to verify that *Harry*

DeWolf will be safe to work with and land helicopters on our flight deck," explains Lieutenant-Commander Jim Little, *Harry DeWolf*'s Executive Officer. "This work is extensive but critical in certifying the ship for helicopter operations not only with the Cyclone, but also with the multitude of Allied helicopters flown throughout the world."

Like all air-capable Royal Canadian Navy ships, the necessity for *Harry DeWolf* to embark a full air detachment will be determined by requirements for helicopter support to complete any assigned mission.

For instance, when operating in the North, the helicopter will be used for ice surveillance and building the recognized maritime picture (RMP), as well as for transferring both personnel and parts. In a coalition supporting maritime interdiction operations, it will be used for RMP, boardings and similar logistical functions. In support of counter-narcotics operations, it will assist in evidence gathering, monitoring shipping and contributing to the RMP. As well, when assisting in a humanitarian assistance or disaster relief mission, it will increase the ship's capacity to bring various lifesaving stores ashore such as water, food, tents and cots.

In all cases, an embarked helicopter will assist with

A CH-148 Cyclone helicopter approaches the flight deck of HMCS Harry DeWolf during Ship Helicopter Operating Limits trials, off the coast of Nova Scotia on June 3, 2021.



search and rescue events, medical evacuation and resupply.

LCdr Little says helicopter operations are a little different in an AOPS compared to a Canadian Patrol Frigate (CPF), with a flight deck in an AOPS that is three metres wider and about four metres longer than a CPF.

“That is significant, but you really don’t know quite how significant until you speak to a pilot who has operated from both platforms. They have commented how much more flight space to land and recover there is on an AOPS flight deck, but the expression on their faces says it all.”

Completion of SHOL trials will ensure the appropriate flight safety program is implemented, and that the Cyclone and other helicopters can safely operate from the deck. This greatly increases the capability of the ship in virtually all assigned missions.

LCdr Little says the capabilities of *Harry DeWolf* far outweigh anything he could have imagined.

“Whether it is working with the helicopter, operating in ice, launching its rescue boats, crane operations or operating in warm weather, the ship has the ability to conduct a wide range of missions and operations in support of Government of Canada and Canadian Armed Forces agreements and strategic objectives.”

HMCS Oriole: Still Sailing at 100!

Navy News / June 21, 2021

The Royal Canadian Navy’s (RCN) longest-serving ship is a sailing vessel, and is still looking sharp and working hard at 100.

Say Happy Birthday to Her Majesty’s Canadian Ship (HMCS) Oriole, built in 1921 as a private yacht, commissioned as a Navy ship in 1954 and used by the RCN today for sail training and public outreach. Over its nearly seven decades in the Navy, Oriole has trained many a young sailor,

taken part in races and tall ship festivals too numerous to name, visited ports the world over, and hosted military leaders, prime ministers and royalty.

“Any command appointment is special, but being in command of the oldest commissioned ship and a sailing vessel like Oriole is unique,” says Lieutenant Commander (LCdr) Robert Pelton, Commanding Officer of HMCS Oriole. “Only a select few people have had the chance to do that, and on such an occasion as the ship’s Centennial, is very special indeed and is such an honour.”

Technically a Bermuda-rigged sail training ketch, Oriole is a close cousin to a schooner, except its mizzen mast is smaller than its mainmast and is steeped further aft. Fully rigged, HMCS Oriole sets more than 1,200 square metres of sail – every inch of it worked the old-fashioned way, by hand: no winches on this ship except the one that lifts the anchor. The hull is steel but the decks, cabin house, skylights and hatches are all teak.



Originally built for George Gooderham, commodore of the Royal Canadian Yacht Club, the ship was launched in June 1921 as Oriole IV and served as the club’s unofficial flagship from 1924 to 1928. In 1941, Oriole was sold to the Navy League of Canada for Sea Cadet training, and in 1943 it was chartered to the RCN as a training vessel. After the

war Oriole was returned to the Navy League, was chartered again by the Navy in 1950 for training purposes, then finally commissioned as HMCS Oriole in 1954. Oriole even has a unique battle honour, the only Canadian Navy ship that has it: "Dunkirk 1940," granted by perpetuation because she shares the name of a Royal Navy ship that won that honour.

Time spent training in Oriole teaches more than basic seamanship: it fosters teamwork, self-confidence and leadership.

"Oriole is the only sailing vessel in the RCN and those members that have a chance to sail on board get an experience like no other," LCdr Pelton says. "You are exposed to the elements (wind, sea, rain), it's hard work and requires a lot of teamwork as well as individual leadership. Everyone that comes on board gets at least some sailing experience which will complement their career within the Navy when they go back to their respective units."

Just as important is Oriole's role as a floating ambassador for the RCN, a way to reach out to the public like no other. The ship sails the Great Lakes every summer (except during the pandemic) and hosts many day sails, port visits and other events to show Canadians their Navy up close.

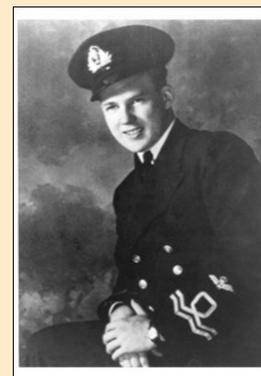
"When we're in port, the ship turns heads and people want to see the ship and just ask questions," the commanding officer says. "During non-COVID times, you can come onboard, touch, feel and walk on the ship. We go to places and ports that other RCN ships are unable to get to. We help to connect with Canadians on a different level."

Robert Hampton Gray Memorial

The dedication ceremony for the new Lt Gray memorial will take place at North Saanich's BC Aviation

Museum. Regrettably due to Covid-19 not all as had been intended and previously advised, nor the necessary dignitaries can attend. The invitations to those selected should be in the mail by mid-

July for RSVP by end of the month. If anyone has a connection to the Gray family that desires attendance please contact Stan Brygadyr at 250-727-2243 for special consideration.



Memberships
are free for
2021
Summer BBQ
August 7

NAC Calgary Contact Info

Website: <https://naccalgary.ca/>

Email: info@naccalgary@gmail.com

Facebook: <https://www.facebook.com/naccalgarybranch>





THE BOSN'S CALL

The Bosn's Call is the official newsletter of the Calgary Naval Veterans Association. The Navy Calgary Newsletter includes excerpts from the Bosn's Call. The complete version is available to CNVA members at cnva.ca



Skipper's Log

Jim Golbourn, CNVA President

Greetings everyone and welcome to summer. With a little luck and cooperation from our health system we should be open for regular Saturday gatherings in September. Once we know more information, it will be posted on the website.

A big thanks to Bob McCartney for running our Mother's Day Draw on 8 May 2021 during our virtual general meeting. The process we followed this year was a random draw of a number picked by a meeting attendee. The happy recipient of this year's draw was Roberta MacIvor who was presented with her prize on Mother's Day at the club. The prize package included a visa gift card, chocolates and a nice indoor plant. Congratulations Roberta and hope you enjoy the prize. A picture of Roberta receiving her prize can be seen on our web site. We will be doing a similar draw for Father's Day so please make sure your membership information is accurate. You may be a lucky winner. (Editor: the Father's Day prize was won by Tom Conrick).

The morale package sent to the crew of HMCS

Calgary from the CNVA was a big hit with the crew. A big thanks to Kathy Olinskie-Stacey who contacted the ship to find out what morale package items the crew would like, did all the shopping and packaging of the items for shipment. She is currently repeating the process and will be sending another package to them from us in the near future.

We have sent a questionnaire to all members asking for their opinion on our current web site and your thoughts on how to improve what we have. The web site was developed to serve the membership and inform the public about the club to develop interest and attract new members. For the members only section, we are looking for ways to serve you in an easy and informative way. This would include easy to register for events, view pictures from events, access our publication (The Bosn's Call), renew memberships, view regalia items for sale and access our club bylaws or minutes of meetings. Any suggestions or thoughts you have on this is greatly appreciated.

The board has agreed to purchase a credit/ debit card payment system so members can easily make payment for meals, beverages or regalia items at the club using their credit or debit card. We plan to have this operating when we open in September 2021. Cash and cheques are still happily accepted also.

We still have the galley manager position open and are looking at our galley operations to better serve our members with food choices, price and consistency. To help us achieve that goal, PO2 Keith Bowen, retired navy cook and former chief cook at HMCS *Tecumseh*, volunteered to assist us. Part of this help will be to instruct galley volunteers in food service prep and menu planning. While Keith is not a club member, he is willing to help us out as part of the naval family. He had heard about us over the years but had never been able to come down and actually visit us. It appears we are still the best kept secret in the naval and military community.

I would like to wish everyone good health and look forward to seeing everyone at the club soon.

Your shipmate, Jim

Jackspeak

Jackspeak: certain words or terminology that are commonly used in the RCN.. Many of these terms derive from the Royal Navy. Source: ReadyAyeReady.com

After Supper Sailor

Reservist who conducts training on weekday evenings. Also see "Weekend Warrior".

Visit cnva.ca to find club information, the Navy Calgary Facebook feed and upcoming events.



CONTACT US

Calgary Naval Veterans Association (CNVA)

Corvette Club

2402 2A Street SE

Calgary, AB T2G 4S2

Phone: [403-261-0530](tel:403-261-0530),

Saturdays 10:00 - 13:30 hrs.

Email: calgarynavalvets@gmail.com

We are located on the Calgary Stampede grounds, 100 yards east of the Erlton Stampede LRT station in the basement of the Trailblazer Centre. We are open every Saturday (except during Stampede) from 1000-1330 hrs. Come out and join your shipmates! Everyone is welcome.

Visit the Corvette Club on Saturdays!

The CNVA Corvette Club is located on the Stampede Grounds at 2402 (about 100 yards east of the Erlton Stampede LRT station) open every Saturday (except during the Stampede) from 1100 to 1400 (Galley Service from 1100 to 1300).

CLOSED UNTIL FURTHER NOTICE

Come out and join your Shipmates!



The Ships of Alberta

The “Ships of Alberta” is a series of profiles of the many RCN ships named after Alberta cities. This issue features HMCS *Drumheller*. Source: <https://www.canada.ca/en/navy/services/history/ships-histories.html>

There has been only 1 vessel named *Drumheller* in the Royal Canadian Navy.

Commissioned at Montréal, Quebec, on September 13, 1941, the Flower Class corvette HMCS *Drumheller* arrived at Halifax, Nova Scotia, on September 25. She joined Sydney Force in November after completing workups, but soon afterward transferred to Newfoundland Command and left St. John’s, Newfoundland, on December 11 to join her first convoy, SC.59, for Iceland. HMCS *Drumheller* was employed for 2 months on that convoy run, but on February 6, 1942 arrived at Londonderry, Northern Ireland; she was one of the first Canadian ships to do so. She left for St. John’s the following week, but developed mechanical defects en route and returned to the United Kingdom to refit at Southampton, England.

On completion of the repairs she arrived at Tobermory, Scotland, on March 22 to work up, resuming ocean escort service at the end of April as a member of Escort Group C-2. She served with the group until April 1944 with respite only from mid-November 1943 to mid-January 1944 while undergoing a refit, including forecastle extension, at New York City.

Her most hectic convoy was the combined ON.202/ONS.18 of September 1943, which lost 6 merchant vessels and 3 escorts. On May 13, 1943 while escorting convoy HX.237 HMCS *Drumheller*, the frigate HMS *Lagan*, and a Sunderland aircraft collaborated in sinking U-456. In April 1944 she was allocated to Western Approaches Command, Greenock, for invasion

duties, transferring in September to Portsmouth Command and in November to Nore Command. She served with the latter until the end of the war, escorting convoys in United Kingdom coastal waters, and returned to Canada in mid-May 1945.

Paid off on July 11, 1945 at Sydney, Nova Scotia, HMCS *Drumheller* was broken up in 1949 at Hamilton, Ontario.



Builder: Collingwood Shipyards Ltd, Collingwood, Ontario.

Laid down: December 4, 1940

Launched: July 5, 1941

Date commissioned: September 13, 1941

Date paid off: July 11, 1945

Displacement: 950 tons

Dimensions: 62.5 m x 10.1 m x 3.5 m

Speed: 16 knots

Crew: 85

Armament: one 4-inch (102-mm) gun, one 2-pound (0.9 kg) gun, two 20-mm guns (2 x 1), one Hedgehog mortar and depth charges.

Battle Honours

- Atlantic 1941-45
- Normandy 1944
- English Channel 1944-1945

A HISTORY of GARRISON CALGARY and The MILITARY MUSEUMS of CALGARY

by Terry Thompson 1932-2016

Terry joined the Royal Canadian Air Force in 1951, where he served primarily as a pilot. Following retirement in 1981 at the rank of Lieutenant Colonel, he worked for Westin Hotels, the CBC for the 1984 Papal visit, EXPO 86, the 1988 Winter Olympic Games and the 1990 Goodwill Games. Following these busy years, he worked in real estate and volunteered with the Naval Museum of Alberta. Terry is the author of 'Warriors and the Battle Within'.

This article is an excerpt from Chapter 16 of his unfinished "History of Garrison Calgary and The Military Museums of Calgary". The full chapter can be viewed at navycalgary.ca

CHAPTER SIXTEEN CANADIAN NAVAL HISTORY PRESERVED – THE FOUNDERS

Chapter Fifteen outlined the founding and growth of the Naval Museum of Alberta and the three key players in that evolution, Laraine Orthlieb, Frank Saies-Jones and Bill Wilson. This chapter aims to provide some highlights of the lives of these three players.

Commodore Laraine Orthlieb CMM, CD

Laraine Orthlieb was born and educated in Saint John N.B. She was an R.N. nursing instructor and worked in various hospitals in New Brunswick and Alberta. She enrolled in the Naval Reserve at HMCS *Brunswicker* as a Sub-Lieutenant in 1959. In 1960, she moved to Edmonton and transferred to HMCS *Nonsuch*.

In 1974, she moved to Calgary and joined HMCS *Tecumseh*. On promotion to Lieutenant-Commander in 1977, she attended the Senior Officer's Study Course at Royal Roads Military College. As a Naval Control of Shipping officer, she worked on naval exercises in Norfolk, Seattle Montreal and Halifax. She was appointed Aide

de Camp to the Lieutenant Governor of Alberta in 1980 and in 1983 as Aide de Camp to the Governor General of Canada.

She was promoted to Commander in 1980 and appointed Executive Officer. All the while, she was balancing a civilian career that had evolved into her being a real estate developer and Vice-President of Orthlieb Associates Ltd., an international management consulting company.

She was appointed the first female Commanding Officer of HMCS *Tecumseh* in 1983. She attended the Naval Reserve Officer's Course at the NATO Defence College in Rome in 1984 and was promoted to Captain (N) in 1985.

September 28, 1985 marked the official sod turning for the new HMCS *Tecumseh* building. In that same year HMCS *Tecumseh* was named the "Best Naval Reserve Division in Canada", this despite the tumult of the previous four years resulting from the devastating 1981 fire. The new HMCS *Tecumseh* building was officially commissioned on March 1, 1987. Laraine was attended the National Defence College of Canada from 1987 to 1988.

In 1988, she was assigned to NDHQ Chief of Reserves and Cadets as Senior Staff Officer (Sea). In 1989, she was promoted to the rank of Commodore and was appointed the Senior Naval Reserve Advisor to the Commander of Maritime Command. She was the first female flag officer in the Canadian Navy.

She was elected President of the Maritime Defence Association of Canada in 1987 and received the Woman of Distinction Award Y.W.C.A. Calgary, for Business, Labour and Professions in 1988. She has been the proud sponsor of HMCS *Regina* since 1991 and she was made a member of the Women's Hall of Fame, New Brunswick Branch of the United Nations Association of Canada in 1993. She retired from active service in 1993. She was

employed as a management consultant in Santa Cruz and La Paz Bolivia by Petro Canada from 1994 to 1998.

In summary, the young lady who began her career as an unassuming nurse in the Naval Reserve rose to meet the challenges presented to her at every turn of her career. Reaching more senior rank in what was once thought of as a man's career, she demonstrated her natural leadership abilities and resolutely faced the extreme challenges of the *Tecumseh* fire and the renewal and preservation of her "Ship". Her enthusiasm and 'can do' attitude was emulated by the ship's company turning a disaster into an exciting future for HMCS *Tecumseh*. Her recognition of the need to preserve elements of naval history motivated her to mobilize the naval community to participate in the clean-up after the fire. Inspired to don gumboots and sift through ashes, HMCS *Tecumseh* Ship's Company and the naval community joined forces to restore HMCS *Tecumseh* to its intended role and form the beginnings of the Naval Museum of Alberta.

Now retired, Laraine Orthlieb looks back with pride on the events that occurred during her lengthy tour of duty in HMCS *Tecumseh*. She is quick to reflect on a long list of those who worked so hard under her command. Her Executive Officer, Cdr Greg McKenzie, said that he had always admired her leadership abilities and that she appreciated straight talk and had little time for circumvention of issues.

Lieutenant Commander Frank Saies-Jones, CD

The establishment of The Tecumseh Historical Society by Laraine Orthlieb marked the beginning of an institution that has become one of the best of its kind among scholars and general interest students of military history. As one of her major contributions to the naval community prior to her retirement as Commanding Officer, she sought to recruit LCdr Frank Saies-Jones, who at the time was Commanding Officer RCSCC *Undaunted*, a Calgary sea cadet organization

Responding immediately to her request, Frank replied enthusiastically that he was 'ready aye ready' to take on any role assigned to him. His knowledge of naval matters was based on his vast experience in both the RN and the RCN in both peace and at war. In his book "Joining the Grey Funnel Line", Frank provides a unique

history of many of the naval battles of WW II. The following biography provides a sketch of the Saies-Jones story in encapsulated form.

Frank was born in Jamaica, British West Indies. He was the eldest son of Donald Saies-Jones, a Canadian merchant marine officer employed by Canadian National Steamships and his wife Edith, a British nurse, daughter of Methodist missionaries living on the island.

He attended school in Kingston, at which time his parents agreed to his enrolment as a cadet in the naval training ship, HMS *Conway*, located in Liverpool, England. The outbreak of war in 1939 called for these plans to be changed and in 1940 he travelled in his father's ship to Vancouver, British Columbia, where he attempted to join the Royal Canadian Navy. Due to his age, he was unable to enlist in the RCN, and on his return to Jamaica in January 1941, he persuaded his parents to allow him to follow the original plan to enter the Royal Navy through HMS *Conway*.

Leaving home in March 1941, Frank took a passage to Bermuda in the CN liner, Lady Rodney, expecting to transfer to another vessel in Hamilton for onward passage to England. On his arrival in Bermuda, he learned that all convoys across the Atlantic were being formed in Halifax, Nova Scotia, and sought help from the naval authorities in Bermuda for a passage to Halifax. His request being granted by the Commander-in-Chief, West Indies, he travelled to Halifax in HMS *Buxton*, a former American destroyer loaned to the RN. On arrival in that port was able to enlist in the Canadian Navy at HMCS *Stadacona*, claiming to be 17 years of age. When his true age was discovered in a matter of days, he prevailed on the authorities to transfer him to the Royal Navy, and in due course was drafted to the armed merchant cruiser HMS *Rajputana*, which sailed from Halifax on March 22, 1941, as the sole surface escort for Convoy HX-117 comprised of 40 ships bound for Britain.

On meeting escorts based in the UK, *Rajputana* sailed independently to Iceland, where it was expected that Frank would be transferred to another vessel for passage to England. Before this could be arranged, however, she was dispatched to intercept a German raider reportedly attempting to break out into the Atlantic through the Denmark Strait. Three days later *Rajputana* was torpedoed and sunk by the

German U-Boat, U-108 and, on being picked up by the destroyer HMS *Legion*, Frank finally landed in Iceland.

Sailing from Iceland in the rescue ship, SS *Copeland*, Frank arrived in Greenock Scotland on April 18, 1941, where he was enlisted into the Royal Navy as a Boy Seaman, once more having claimed to be 17 years of age. On being rated an Ordinary Seaman the following year, he saw service in the Mediterranean in the destroyer HMS *Kelvin* in 1942, following which he returned to the UK for training in anti-submarine warfare.

He was later posted to the Anti-Submarine School in Bermuda as an instructor for the next nine months and, on his return to England in 1944, joined the Submarine Branch of the Royal Navy in which he served until his transfer to the Royal Fleet Reserve and return to Canada in April 1949. During his nine years in the navy, Frank served in the Mediterranean and in South African, Indian, Australian, US, and Canadian waters.

After leaving the navy, he settled in Toronto, and at the outbreak of the Korean War enlisted in the Royal Canadian Regiment. On being injured in Fort Lewis, Washington, prior to sailing for Korea, Frank received a medical discharge from the army and spent the following five years living in the USA. Returning to Toronto in 1957, he joined the Toronto Scottish Regiment (Canadian Militia) in 1958, later moving to Calgary in 1959 and transferring to the Calgary Highlanders.

While serving as a Warrant Officer III with the Calgary Highlanders in 1969, Frank was commissioned as a Sub-Lieutenant in the Canadian Forces Reserve (CIL) and joined the Royal Canadian Sea Cadet Corps based at HMCS *Tecumseh*, Calgary.

The Tecumseh Historical Society was formed in late 1984 and Frank became one of its first directors. During one of the early meetings of the Society, the discussion turned to how the interior of the new building housing the aircraft should be decorated. Following lengthy discussion, Frank suggested that other artifacts could be added. This suggestion was accepted by all board members and because of this meeting the museum broadened its mandate

.Captain (N) W.H. Wilson OMM, CStJ, CD

Another of the important central figures in the early NMAS story and who dedicated his energies full time to the development of the Naval Museum of Alberta was Capt(N) Bill Wilson. Bill Wilson had a 37-year career with the Canadian Naval Reserve. At the age of 18, Bill Wilson joined the Royal Canadian Naval Volunteer Reserve in 1942 for the duration of the Second World War. For three years he served as a seaman gunner in destroyers and minesweepers in the North Atlantic, English Channel and Bay of Biscay. At the end of the War he continued in the Naval Reserve in HMCS *Chippawa* (Winnipeg), HMCS *Donnacona* (Montreal) and HMCS *York* (Toronto) where he was commanding officer.

After leaving the wartime Navy, Mr. Wilson joined Canadian Pacific Railroad in 1947 and was employed at the Winnipeg Head Office. He transferred to the Corporate Research Department in 1954 and served in a variety of transportation research positions in Winnipeg and Toronto. In 1968, he was appointed Director of Industrial Engineering, System Headquarters, in Montreal and then as Director Operations, CP Transport in 1973. Subsequently, he was seconded to the Mackenzie Valley Pipeline project in Calgary as Director of Transport in 1976 and then to Foothills Alaska Highway Gas Pipeline Project in 1978. He returned to CP Rail in 1982 as Special Assistant to the Vice-President Engineering, Rogers Pass Tunnel Project. He retired from Canadian Pacific in 1984 to join the organizing committee of the XV Olympic Winter Games as Manager of Transportation. Following the Games, he became President of Transnova Transportation Consultants.

Bill Wilson maintained close ties over the years with HMCS *Tecumseh*, various naval organizations and as an early chairman of the Tecumseh Historical Society. He was a member of the National Advisory Committee to HMCS *Haida* and a Trustee of HMCS *Sackville*. Bill is a member of the regimental associations that together represent The Museum of the Regiments. He was appointed from 1993 to 2014 as an Honorary Captain (N) RCN SUBRON1, MOG4 (Minesweepers, Fleet Diving Unit, Maritime Forces Pacific).

An enthusiastic supporter of the establishment of a naval museum in Calgary, Bill Wilson joined forces with Laraine Orthlieb in her drive to resurrect the old Stone Frigate from her fiery grave. He brought another strong voice to the lobbying strategy.

“Captain Bill”, as he is known in the local community, also became renowned throughout naval circles as the “Rabbit”. At this point it is useful to note a colourful saying relating to naval history. The word rabbit has in the past been frequently used as another word for a gift or something that has been ‘acquired’, which is a euphemism for the illegal, or barely legal, process of obtaining a naval stores item that is in short supply.

In his book, *Sea Slang of the Twentieth Century*, Wilfred Granville describes a rabbit as “illicit goods, smuggled ashore by naval ratings proceeding on leave”. At one time men were allowed to take food with them such as pieces of prime meat and rabbits which, with their insides removed, made excellent hold-alls for pouches of duty-free tobacco or flasks of the naval rum issue which had been saved over a period of time. Thus, a “rabbiter” is one who makes a habit of smuggling rabbits ashore.

Capt(N) Bill, in his adopted role as ‘Rabbit’, began his quest across Canada, North America and the Commonwealth, to let it be known that a naval museum on the prairie was underway and all contributions would be gratefully received. Artifact donations began with a trickle gradually building to a crescendo where finally, five years after its construction, the Naval Museum of Alberta added an extension to the existing building. This provided an additional and much needed 15,000 square feet of floor space in which to display the now constant flow of donated artifacts. The “Rabbit’s” persistent campaign for valuable artifacts from the beginning complimented the growing NMA collection that has expanded well beyond all expectations of the early organizers. These contributions were turned over to The Tecumseh Historical Society and now form part of an extraordinary collection under the ownership of the Naval Museum of Alberta Society.

Throughout the period beginning with the Tecumseh Historical Society, through the fund raising and construction of a new building that

began its life as cover for naval aircraft and evolved into a museum of major proportions, and finally into the folds of Calgary’s Military Museums, Capt(N) Bill has made a major contribution throughout the life of the Naval Museum of Alberta. He also served on the Sharing Our Military Heritage Campaign that raised over \$26 million for construction of the new Military Museums facility. He later served on the Board of Directors of the Calgary Military Museums Society

It is Laraine Orthlieb, Frank Saies-Jones and Bill Wilson to whom the Naval Museum of Alberta owes its fundamental beginnings. Today, the unique affiliation between the Naval Museum of Alberta and the University of Calgary, Faculty of Military Studies has combined to provide the most comprehensive history of the Royal Canadian Navy. The intense activity by so many willing people over the years has marked the evolution of what the Naval Museum of Alberta has become today, the largest naval museum in Canada. It will be preserved for generations to come.

ISSN 1483-7080

THE NAVY CALGARY NEWSLETTER is published on a quarterly basis by the Naval Museum of Alberta Society and the Naval Association of Canada Calgary Branch and is delivered to all who are members of these organizations. Portions of this publication may be copied without permission provided specific copyright is not indicated and full credit is given to both the author(s) and **THE NAVY CALGARY NEWSLETTER**. The editor is solely responsible for content; any opinions expressed herein are solely those of the author(s) and do not necessarily reflect the opinion or positions of the Department of National Defence, the Naval Museum of Alberta Society, the Naval Museum of Alberta and/or the Naval Association of Canada Calgary Branch. The Naval Museum of Alberta is a fully accredited Canadian Forces museum and the Naval Museum of Alberta Society and the Naval Association of Canada Calgary Branch are duly registered not-for-profit organizations.