From the President

By J. Gaylord Kingston

I, once again, have the privilege to serve as your President for the foreseeable future. I would request that if you have any suggestions, complaints or comments to make on the management of our Association, please feel free to forward them to me at your earliest convenience.

We have a suggestion for a future reunion. The details and a form are enclosed in this issue. I trust that we will receive speedy replies to the form as it will take a good detail of planning, if the reunion is to be held.

Our new web page location is acpoa.net. I think that you will approve of the new format. It is still under construction and any comments are welcome.

As everyone likes to see their name or special occasion in print, I would request that you forward the event to be in C and A at least one month ahead of the date as our printing of the issues vary with the month.

At the April General Meeting, a motion by Ken Maybury and seconded by Vince Carr that By-Law 9.4. Quorum be amended to red “six (6) Board of Directors shall constitute a quorum for any Board of Directors meeting” was tabled. It was approved unanimously by the General Meeting.

Quote of the Month: “Life isn’t fair, but it’s still good.”
Sick & Visiting Committee Report
Chair – Albert Bishop (902) 469-2829

Bridgewater
Doc Halliday Tele (902) 685-2342
FAX 685-3452

Fishermans Memorial
Maurice Legault (902) 527 2912

Liverpool
Larry Truelove (902) 354-2901

Shelburne,
Fred Molyneau (902) 875-4271

Truro
Joe Fillion (902) 662-2459

Annapolis Royal
and Valley
Doug Moore (902) 638-8700

Springhill & Area
Richard McCormick (902) 597-2090

Windsor & Area
Spike Sullivan (902) 798-3580

Middleton
George Thomson (902) 847-3308

St. John’s, NF
Ron Coles (709) 834-4751

Charlottetown, PEI
Hari Boggs (902) 368-2248

Petit de Grat & Isle Madam
Robbie Roberts 226-3476

Moncton, NB
Carl (Pete) Petersen (506) 384-8984

Fredericton, NB
Rev. Reg Miller (506) 457-1118

Quebec Area
Frank Cholette (450) 699 6770

Montreal
Frank Cholette (450) 699 6770

Brockville & Area
Rev. Paul Gordon (613) 865 8378

Omemee, ON
George ‘Josh’ Warner (705) 799-2863

Camp Hill Veterans Memorial Building
5955 Veteran’s Memorial Lane,
Halifax, NS, B3H 2E1

3rd Floor West
G. Jamieson - 3223
John Kehoe - 3235

4th Floor East
Jack McMahon - 4427
Ernest Baker - 4526
Thomas Gilford - 4227
Donald B Dixon - 4524
Annie Cormier - 4423

4th Floor West
Bernard Churchill - 4231
Alfred Tremblay - 4122
Ernest Finter - 4128

5th Floor East
Charlie Hall - 5421
Eric Publicover - 5525
John Duncan - 5435
Percy James - 5523
Mike Salkin - 5522

5th Floor West
Bennett Barrett - 5126
Gerard Sampson - 5121
John Lipton - 5130

6th Floor West
Frank Hansen - 6127
Hector Farmer - 6121
Gordon Tomlinson - 6124
Sydney McNevin - 6222
Reginald Pitts - 6120
James Mowery - 6130

6th Floor East
Ernie Thompson - 6427
Orville Murray - 6528
Thomas Tonks - 6525

Ocean View Manor, 1909 Caldwell Road
Eastern Passage NS B3G 1M4
Fernand (Pedro) Guinard (902) 406 6056

Soldiers Memorial Hospital, Middleton NS B0S 1P0
Harold Jackson Rm. 263
John Reagh Rm. 256
Curtis McKinnon Rm. 262

Fishermen’s Memorial, Lunenburg NS B0J 2C0
Clayton Reinhardt John James Kinley
Leo Ouellette George Robertson
Roy St. Almo Hirtle

Oakwood Terrace
10 Mount Hope Ave. Dartmouth NS B2Y 4K1
Joseph Heclimovich - Home Phone - (902) 434 5558

Sunnybrook Veteran's Hospital, K2C10
2075 Bayview Ave. Toronto ON M4N 3M5
James (Tug) Wilson - (416) 488 8550

Maplestone Enhanced Care, 245 Main Ave. Halifax
Bill Comeau - (902) 446-4019

Valley Regional Hospital, Kentville, NS
Karl White - (902) 679 3315

At Home
Iris Johnson - (902) 443 7683
Kenneth Peach - (780) 727-2747
Bill Skeffington - (902) 435 3292

*TIME TO GO ON A DIET CHEF?*
LAST POST
THE FOLLOWING SHIPMATES CROSSED THE BAR RECENTLY

Jean Brodie 86 LSWW 11
Paris, ON 20 10 10

Ed Rodgers 73 CIER
Peachland, BC 11 03 11

John Currie 95 CIER
Halifax, NS 13 04 11

Roy Coupe 92 C2WU
Halifax, NS 12 04 11

Danny Dagenais 74 C1FC
Renfrew, ON 24 04 11

For though from out our bourn of time and place
The flood may bear me far,
I hope to see my Pilot face to face
When I have crossed the bar.” — Alfred, Lord Tennyson

MEMBERSHIP REPORT
Membership Chairman: Ray Harvie (902) 462 7633
E-Mail: r.harvie.home@eastlink.ca

MEMBERSHIP STATISTICS
Total Membership – 690

NEW MEMBER
Boyd Thomas P1CK, 0-3130 Dartmouth NS

NOTE: ANY MEMBERS WHO HAVE NOT RESPONDED
BY THE 29TH OF APRIL, 2011, WILL BE
REMOVED FROM THE MAY MAILING LIST.

Membership dues are $25 per year

SUBMARINERS’ ASSOCIATION OF CANADA
For information contact:

East (Halifax)—Buster Brown at 902 477-9148
http://www.sacoeast.com
Last Wednesday of every month
in Halifax Dockyard in the MOG-5 Messes

Central (Ottawa)—Bob Wallace, 819 994-4931
http://www.saoc-central.com

West (Victoria)—Jim Scott, 250 370-2359
http://members.shaw.ca/saocwest

Naval Weapons Association (Ottawa Chapter)
Meet: Third Wednesday of the Month HMCS Carleton
Chief’s & PO’s/ WO’s & Sgt’s Mess Dows Lake
79 Prince of Wales Drive Ottawa
President: Ron Robertson
Vice President: Ross Raymond
For Information Contact:
Hazen Harris 613-738-2880, OR
Ross Raymond 613-834-0105
ross.raymond@forces.gc.ca

NB Naval Association
President: Claude Smith - 506 633 0655
Secretary: Terence M. Dexter - 506 357 8158

CANADIAN NAVAL AIR GROUP
Shearwater C&POs Mess 1st Sunday each month
From the longest outset of hostilities in WW 2 the Atlantic supply route from North America to the United Kingdom was threatened. Eventually gaining control of the entire coast of Europe from Narvik to the Pyrennes, German forces set out from every major harbour and airfield to sever the lifelines to Britain.

For six long years hard-pressed British-led forces including the Royal Canadian Navy, the Canadian Merchant Navy and the Royal Canadian Air Force, were among the principal contenders in what was to be known as the Battle of the Atlantic.

The sea lanes of the North Atlantic formed a grim battleground. Navigation in a blacked-out convoy at night in rough seas was hazardous and the sailors died not only from enemy attack, but from exposure and accidents in the fog and winter gales. Nor was the protection sufficient to prevent heavy losses. There were too few naval vessels and maritime patrol aircraft available, as well as a severe lack of training and modern equipment and technology. Bridging the Atlantic was the key to strategic supply and it was in maintaining the Atlantic lifeline that Canadian naval and air personnel played an increasingly important role.

In order to transport safely the vast amounts of goods and troops that were needed, ships movements had to be organized and controlled. In August 1939 Canadian registered merchant ships and ships in Canadian ports passed from the control of their owners to that of the RCN. It was the navy that would determine routes and departures. Shipping on the more important and vulnerable routes was placed in convoy as the best means to regulate traffic and provide protection from the sea and air.

On September 16 1939, the first convoy set out from Halifax for the United Kingdom closely guarded by the cruisers HMS Berwick and York and by the Canadian destroyers, St. Laurent and Saguenay. Soon, two convoys a week were sailing from Halifax. By the end of 1939, 410 ships in 14 HX convoys had crossed the Atlantic. Escort duty would remain the RCN’s main responsibility for the duration of the war.

Although Britain had managed to stave off Hitler’s planned invasion, the U-boats, using their bases in France and Norway, attacked convoys and independently routed ships almost at will. The young aces, the German elite, raced each other for tonnage. German naval commanders referred to this period as “the happy time.”

In September, for the first time, U-boats began using the so-called “wolf pack” tactics. At night as many as six and sometimes more U-boats attacked convoys sailing from North America to Britain. The results were calamitous. As many as 20 percent of a convoy’s heavily-laden cargo ships being sunk. The Channel was closed to shipping and all Atlantic convoys were rerouted north of Ireland to Liverpool and the Clyde. Four Canadian destroyers, which had been stationed in British waters strove to fend off submarine attacks while rescuing survivors of torpedoed merchant ships. The shipping losses were staggering. Canada embarked on a massive shipbuilding program.

In the spring of 1941 the enemy stepped up the scale of attack. In June alone, 454,000 tons of shipping was lost to U-boats. The U-boats concentrated on the weakest points of the Allied defences. Ships were lost because their escorts had reached their limits of endurance and had to turn back.

The corvette, a new type of escort vessel with an improved sea-keeping endurance was soon reaching the fleet. It could be produced quickly and cheaply and had the ability to outmaneuver a submarine. Highly seaworthy, but small, conditions aboard these ships were often miserable. Water seepage was inevitable in the rough seas making the crowded messdecks wet. Generally the living conditions aboard for the crew of 60 or so men were very uncomfortable. Nevertheless, these small ships became the mainstay of the anti
submarine war. Of the 123 Canadian-manned corvettes that served in the war, 10 were lost to enemy action.

The RCAF had been flying patrols over Newfoundland's waters and coasts since 1939. At this time however, the aircraft lacked the range to cover the central part of the Atlantic, an area that became known as "the Black Pit". It was here that the U-boats were able to inflict their heaviest toll.

In January 1942 the Battle of the Atlantic reached the Canadian and American seaboards where Grand Admiral Donitz suspected shipping would be poorly protected. The Canadians, with two years experience, quickly began sailing in organized, defended convoys. Often the only protection was an armed yacht but it worked. On the American Eastern Seaboard where ships were sailing alone, nearly 440 ships were sunk between January and July 1942, for the loss of only seven U-boats.

A large vulnerable Canadian area was the Gulf of St. Lawrence, where on the night of May 1-2, a 5000 ton freighter was torpedoed eight miles off the coast and, within hours, a second one was hit. The war was suddenly at home and in the sight of land. By early October, seven U-boats had sunk two naval vessels and 19 merchantmen in the Gulf and River. Then on October 14, the Newfoundland ferry, Caribou, was sunk just 40 miles short of her destination. Of 257 passengers, 125 men, women and children perished. The Gulf had to be closed to overseas shipping.

In 1942 Donitz, with nearly 300 submarines available, was able to send 20 or more against a convoy. As the size of the wolf packs increased and winter storms swept the Atlantic, several convoys escorted by the RCN suffered heavy losses. By late 1942, Canada had 16,000 men serving in 188 ships.

The Battle of the Atlantic reached its climax in March 1943; in that month the U-boats sent 108 Allied ships, 569,000 tonnes of vital shipping to the bottom. The only glimmer of hope lay in the success of the air and naval escorts exacting a toll of 16 U-boats. During April and May 1943 the tables were turned and the U-boats suffered such severe losses that Donitz was compelled to recall them from the North Atlantic for regrouping.

Large Canadian-built frigates expressly designed for transatlantic escort were reaching the escort groups in increasing numbers. The RCAF had received better equipment, including long-range Consolidated Liberator bombers, which could make patrols right across the Atlantic, helping to close the Black Pit. Thus the RCN and the RCAF had a major presence across the whole Atlantic.

Canada's now very substantial and capable anti-submarine forces played a prominent role in the protection of the Allied invasion fleet as it crossed the English Channel for the D-Day invasion.

The battle took a heavy toll of Canada's Merchant Navy. Many of the sailors and ships that had survived the mines and submarines of WW I chose to sail again some two decades later. They sometimes sailed in rusty old tubs, but more often in highly flammable tankers and munitions laden freighters. With each voyage the odds of survival seemed to grow longer. Still, voyage after voyage, men who had been torpedoed or had seen ships go down about them, sailed and sailed again. The most important achievement of the Atlantic war were the 25,343 merchant ship voyages made from North America to British ports under the escort of Canadian forces. In all, 794 U-boats were destroyed by Allied air and naval forces in the Atlantic and Mediterranean. In the process Canadian warships and aircraft sank or shared in the destruction of 47 U-boats.

Beginning the war with just 13 vessels and 3500 personnel, the RCN grew to become, for a brief time, the third largest of the Allied navies. At war's end, the RCN comprised 373 warships and over 110,000 personnel, including 6500 women who served in the Women's Royal Canadian Naval Service. All but a handful of the ships were built in Canada.

The RCAF's Eastern Air Command reached a peak strength of 21,233 personnel, including 1735 of the Women's Division at the end of January 1944. Of this total, 1200 men were air crew. At the same time nearly 2000 RCAF air crew were serving in both Canadian and British squadrons of the Royal Air force Coastal command.

The number of ships produced by Canadian shipyards was remarkable. From the first delivery in December 1941 to shortly after war's end, Canada produced 354 – 10,000 ton, 43 – 47,000 ton, and 36 – 36,000 deadweight ton cargo ships. Simultaneously, they turned out an astonishing numbers of naval ships including 281 escort ships (destroyers, frigates, corvettes), 206 minesweepers, 254 tugs and 3302 landing craft.

With the expanded participation came a high cost. More than 2000 members of the RCN were killed by all causes, in all theatres, the majority in the Battle of the Atlantic; more than 900 members of the RCAF died in maritime operations as a result of enemy action and flying accidents in the unforgiving environment. There were 350 aircraft lost. The Book of Remembrance for the Merchant Navy lists by name nearly 1600 Canadians and Newfoundlanders or those who served on ships of Canadian or Newfoundland registry. It includes the names of eight women. There were 70 ships lost. Many other Canadians, whose names are unknown, were lost serving on ships of Allied navies and merchant navies.

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**Days of Yore**

May 7, 1944
HMCS Valleyfield torpedoed - 125 lost

May 7, 1915
SS Lusitania sunk - 1198 lost

May 8, 1945
V E Day

May 28, 1953
Edmund Hillary scales Mount Everest

May 2, 1964
1st. Canadian horse, Northern Dancer, wins Kentucky Derby
Will Canada Revenue Agency Go After Military Personnel for Their Free Parking?

*By David Pugliese, Defence Watch*

Dave Pugliese has made a new post at David Pugliese's Defence Watch

The parking issue within DND continues to heat up, but particularly in Halifax. However, the ramifications are great for all CF and DND personnel, particularly if Canada Revenue Agency becomes involved.

DND’s policy is that it does not want to be seen as providing taxable benefits to its employees (and Canada Revenue Agency considers employer provided parking as such).

So MARLANT (and likely other commands/bases/locations) will have to assign a fair market value to the parking areas and charge monthly fees.

Scramble parking (which I’m told is defined as first come first serve and which has a much greater demand than there are actual parking spaces) is not considered to have a fair market value.

MARLANT has assigned fair market value to a number of parking areas:

According to information provided to *Defence Watch,* the MARLANT properties that are affected are Stad ($65.00), Dockyard ($65.00), RA Park ($80.00), Halifax Armoury ($70.00), NAD ($30.00), DRDC ($30.00) and one site in New Glasgow ($39.00).

This push to charge parking is a result of the recent Tax Compliance Audit of the City of Toronto by CRA (Canada Revenue Agency) that resulted in over 1800 city employees being retroactively assessed for parking back to 2006 and 2007. Further retroactive assessments are likely as the audit only covered 2006 and 2007 and another audit is forthcoming for 2008 and 2009.

Halifax’s charges come into effect on April 1, 2011, for those with reserved parking places, according to sources.

Here is the concern voiced by a number of individuals in uniform:

Given that CFB Halifax will not begin charging until then, and that Revenue Canada considers the taxable benefit to be retroactive to July 1 2010, it would appear that at some point, those with parking passes will owe back taxes ranging from $270- $720. That doesn’t include penalties and interest.

Will CRA come after these folks?

Further charges could happen, if CRA decides that scramble parking at CFB Halifax (and other bases) is a taxable benefit, literally thousands of sailors could end up owing the above noted back taxes.

And what about military and DND personnel at other bases?

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**Promotions**

*May 1959*

Hall, Stewart . . . . . . . . . . . . . P1ED
Prokopow, Lionel . . . . . . . . . . . . . LSED
Sackfield, Clifford S . . . . . . . . . . . . . . P1GA
Williams, Donald . . . . . . . . . . . . . . LSRC

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One of the many things no one tells you about aging is that it is such a nice change from being young.

Ah, being young is beautiful, but being old is comfortable.
Atlantic Chief & Petty Officers Association
Executive and Board of Directors

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<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Home Phone</th>
</tr>
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<tbody>
<tr>
<td>J. Gaylord Kingston</td>
<td>President</td>
<td>446 8001</td>
</tr>
<tr>
<td>Ken Maybury</td>
<td>1st. Vice</td>
<td>462 7807</td>
</tr>
<tr>
<td>Dennis May</td>
<td>2nd. Vice</td>
<td>477 1615</td>
</tr>
<tr>
<td>Cathy Belanger</td>
<td>Treasurer</td>
<td>463 7800</td>
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<tr>
<td>Jim Cummings</td>
<td>Secretary</td>
<td>455 1483</td>
</tr>
<tr>
<td>Mike Bidnook</td>
<td>Associate</td>
<td>461 0826</td>
</tr>
<tr>
<td>Albert Bishop</td>
<td>Sick and Visiting</td>
<td>469 2829</td>
</tr>
<tr>
<td>Yvon Brunet</td>
<td>Volunteers</td>
<td>826 7671</td>
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<tr>
<td>Charles Cannon</td>
<td>Associate</td>
<td>469 7699</td>
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<tr>
<td>Vince Carr</td>
<td>Entertainment</td>
<td>466 6756</td>
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<tr>
<td>Gilles Dore</td>
<td>Community</td>
<td>865 7972</td>
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<tr>
<td>Hank Einarson</td>
<td>Service Officer</td>
<td>435 66811</td>
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<tr>
<td>Ray Harvie</td>
<td>Membership</td>
<td>462 7633</td>
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<tr>
<td>Graham McBride</td>
<td>Special Projects</td>
<td>443 0916</td>
</tr>
<tr>
<td>Bet Noyes</td>
<td>Office Manager</td>
<td>865 5225</td>
</tr>
<tr>
<td>Guy Ouellet</td>
<td>Ways and Means</td>
<td>876 7159</td>
</tr>
<tr>
<td>George Stark</td>
<td>Storesman</td>
<td>435 2228</td>
</tr>
</tbody>
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Men strike back!

How many men does it take to open a beer?
None. It should be open when she brings it.

Why is a Laundromat a really bad place to pick up a woman?
Because a woman who can’t even afford a washing machine will probably never be able to support you.

Why do women have smaller feet than men?
It’s one of those ‘evolutionary things’ that allows them to stand closer to the kitchen sink.

How do you know when a woman is about to say something smart?
When she starts a sentence with ‘A man once told me....’

How do you fix a woman’s watch?
You don’t. There is a clock on the oven.

If your dog is barking at the back door and your wife is yelling at the front door, who do you let in first?
The dog, of course. He’ll shut up once you let him in.

Scientists have discovered a food that diminishes a woman’s sex drive by 90%.
It’s called a Wedding Cake.

Why do men die before their wives?
They want to.

Women will never be equal to men until they can walk down the street with a bald head and a beer gut, and still think they are sexy.

Honour Roll of Age
Happy Birthday To All Concerned - April, 2011

Members 90 years and over that age will have an honourary place in the Golden Memories article.

May 2011:

James Bain 73 Bowser, BC 20-11
Jerry Bodnarchuk 84 Edmonton, AB 13-11
David Cain 73 Toronto, ON 30-11
James Casey 82 Bedford, NS 04-11
Norman Chalmers 74 Wasaga Beach, ON 20-11
Ken Chisholm 69 Halifax, NS 01-11
James Clemens 73 Victoria, BC 22-11
Earl Corn 62 Lower Sackville 11-11
Ken Crooker 79 Morrisburgh, ON 29-11
James Dean 70 Perth, ON 15-11
Marie Dixon 88 Dartmouth, NS 13-11
Wayne Dupuis 71 Lake Echo, NS 25-11
John Fitzpatrick 80 St. John, NB 18-11
Bryce Gadbois 83 Dartmouth, NS 11-11
Edgar Gaudet 81 Halifax, NS 20-11
Ronald Girard 68 Lake Echo, NS 20-11
Rendell Guinchard 78 Dartmouth, NS 29-11
Walter Hall 87 Brampton, ON 08-11
Michael Henderson 77 Parrsboro, NS 06-11
James Knox 80 Port Mouton, NS 02-11
Ed Leppard 84 Head of Chezzetcook, NS 07-11
Ron Marshall 73 Annapolis Royal, NS 21-11
Ron McCorvie 64 Dauphin, MB
Richard McNair 65 Halifax, NS 18-11
Terry Meloche 64 Woodstock, ON 27-11
Dennis Norquay 69 Dartmouth, NS 04-11
Bet Noyes 78 Lower Sackville, NS 19-11
Ken Orchard 84 Dartmouth, NS 20-11
Roy Robertson 86 Lake Echo, NS 22-11
David Russell 82 Dartmouth, NS 28-11
Cyril Ruth 79 Hammonds Plains, NS 05-11
Donald A. Smith 87 Whitecourt, AB 06-11
Norman Smith 71 Kanata, ON 04-11
George Thomson 77 Kingston, NS 13-11
Bruce Tobin 84 New Glasgow, NS 21-11
Ed Toombs 80 Bridgewater, NS 01-11
Tom Walton 74 Coaldale, NB 16-11

(These figures are taken from application forms when submitted. Discrepancies are to be forwarded to gaylordk@yahoo.com or the Association office 902 420-0370)
This the monument located on the Dartmouth waterfront that the Association, in partnership with the WRENS Association, is investigating for the possible purchase.

Vets Entertainers: Don Decker, Bob Strong, Pearl Seaward, Jonathan Seaward.

Leader's naval sock