

Up Spirits



FRIENDS OF H.M.C.S. HAIDA



Volume 24, Number 2 December 2014

PRESIDENT'S MESSAGE

Ken Lloyd C.D., M.A. President, The Friends of HMCS Haida

HMCS Haida still moves before autumn blows and her profile blends into the steel grey of winter skies. It's time for the Fall edition of "Up Spirits". Perhaps it is appropriate that November is a time for reflection and that this edition should look back over our year.

Happily we have maneuvered through the shoals of the new Charities Directives under the guidance of Rick Bialachowski and conformed within the deadline. Our landing parties were active with the Schools Education Programme under Michele Taylor and Mike Vencel while the Visual Signal team with George Stal and Andy Barber carried our name to the Hamilton International Tattoo; "It's Your Festival" in Gage Park; The Canadian National Exhibition; Royal Canadian Legion Week on the Danforth; the RCMI Band Concert; the Flanders Fields Exhibit and the Medichair Veterans Luncheon. Purser Herb Holst counted the doubloons and ensured that our ship remains well victualled and in a good state. Barbara Shackleton again organized our Annual Dinner and has also begun the restructuring of our website and our move into e-commerce. This is ably assisted by one of our new Directors Walt Dermot who has taken guidance of our Quay side shop

www.hmcshaida.com

which was successfully staffed through the summer by Crystal, Holly and Paula-Anne.

Within our small Quayside boat shed Bruce Tidd, continues the often sad and poignant task of cataloging donated items from the families of deceased members. Bruce has been giving particular care to a series of Naval prints from Don McMillan and three wonderfully detailed models of HMCS HAIDA, including one of 58 inches in length by Fred Parsons and donated by Al Oleksuk of Niagara Falls. Often, there are stories and leads to locating living veterans with stories that can be shared for "Up Spirits." Steve Jackson our new Editor actively seeks these members and Veteran memories for "Up Spirits".

Our veterans were further honoured by our Visual Signals Team who used traditional Semaphore, Signal Projector and Heliograph to transmit a message from the Canadian National Exhibition to HMCS HAIDA to

commemorate the beginning of World War One and the role of the CNE as a primary staging Centre for Ontario's recruits. Just to prove this signal first was not just a photo op for Mike Vencel, the team did it again from the Hamilton Lift Bridge across the Bay to HMCS HAIDA for the benefit of a visiting group of Sea Cadets. Andy Barber quipped, that the last time he had fired up a Signal Projector was off the coast of Korea.

In all organizations we have constant change and it was with a rousing chorus for good sailing that we said farewell to Rev Bill Thomas; and George Stal who have both done sterling work for our ship. We also bid farewell to Lt(N) Ashley Beatie and our old friend Fern Viola. We welcomed Gisela Hum as Secretary; Walt Dermott as Director and Steve Jackson as Editor.

As we move forward, our organization has all Executive positions filled and all Directors with portfolio. The coffers are filled and our projects await. Good sailings to all.

CROSSING THE BAR

Twilight and evening bell,
And after that the dark!
And may there be no sadness or farewell,
When I embark;
For tho' from out our bourne 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.

John Lipton
Roderick Morrison
Kathy Morrison
CDR William J. Waldron
Paul Coates
John Rigo



FRIENDS of HMCS HAIDA

Honourary Patron

The Honourable Senator Yonah Martin

Honourary Vice Patron

The Honourable Sheila Copps, PC

Saviours of HMCS HAIDA (Founders Haida Inc.)

Neil Bruce, Allan Howard, David Kidd, Norman Simpson, Hayward Sibbald, Peter Ward

Board of Directors:

Ken Lloyd	President
Andy Barber	Vice-President and Director of Volunteers
Herb Holst	Treasurer
Giesela Hum	Secretary

Directors with Portfolio:

Peter Dixon	Recording Secretary and Director of History
Rick Bialachowski	Director of Governance
Barbara Shackleton	Director of Events and Marketing
Walt Dermott	Director of Retail and Membership
Bruce Tidd	Director of Museum and Collections
Mike Vencel	Director of Education
Clayton Outwater	Director of Grants and Fundraising

Directors:

Joe "Doc" Homer	Director
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Up Spirits is the Newsletter of
Friends of HMCS HAIDA
Newsletter Editor: Steve Jackson

THE FIGHTING TENTH

There are specks on the horizon
As familiar as can be,
D.10 with his flotilla
Proceeding in from sea.

Battle ensigns at all mastheads,
An impressive sight to see,
The Tartar with the Tenth D.F.
Come in Triumphantly.

The pendants now come visible,
Four-three, Five-one, Two-four,
Tartar, Ashanti, Huron
Astern there loom five more.

Blyskawica, Haida, Javelin
Piorun, Eskimo,
Buntings on the Signal Bridge,
Stokers down below.

Passing through the gate at last
They move more cautiously,
The same old signal flying
"Act Independently"

We hope we'll always see you thus
With ensigns flying free,
For the Fighting Tenth's a lovely
sight
When coming in from sea

*Attributed to a Wren in Plymouth
Command 1944*



SHIP KEEPER RETIRES

JIM BREWER has retired after forty-two years aboard. We hope to feature an in-depth interview in our next issue.



SHIP KEEPER HIRED

RON SEAGER first sailed on HMCS Haida in 1958 when he visited his father's workplace ... yes, *HARDOVER* turns!

TREASURER'S REPORT Herb Holst

Time for all of us to take a breath and relax - just a bit. The ship is closed for the season and the hectic pace of summertime has subsided. That being said, the education program has ramped up as school is back in session. Mike Vencel and the team are no doubt geared up to handle the schedule. As I write this, Remembrance Day is just around the corner. Always things happening for this most important event.

In terms of ongoing treasury business, at this time of year it is mostly taking care of bills that continue all year long. These include phone, internet and hydro. Memberships and donations continue to come in as well. We are always grateful to our members as they make our organization possible. Your continuing generosity has not gone unnoticed.

In terms of the state of the treasury we are in a good place in that our finances are good and stable. We have enough of a buffer in our bank account to take care of business without concern. The books are up to speed and it is business as usual. The ongoing challenge is in fundraising in that the more we have, the more we can do. This should

not come as a surprise to anyone. We are always open to suggestion and to any assistance that is offered. We also continue to monitor our expenses in that the more we save by intelligent spending, the more we can divert to our core mission of promoting and preserving HMCS Haida.

At this time I would like to thank George Stal and Bill Thomas for their efforts as directors of the board. Both have stood down in this regard. George came on board a few years back at the same time I did and Bill was already a veteran director. I'm positive we haven't seen the last of either of them and they will remain a presence in different capacities. Each has contributed immensely to the cause and it has been a privilege to serve with them. All the very best in their future endeavors.

I would like to personally thank all who participate and make the Friends of HMCS Haida work. In the relatively short time that I have been involved, I have witnessed an organization that I am proud to associate with. I would also like to wish everyone joy, peace and happiness for the upcoming holiday season. Meanwhile stay warm, stay safe and stay well.

MIGRATING TO THE CANADA NOT-FOR-PROFIT ACT

Rick Bialachowski, Director of Governance

The Friends of HMCS Haida was incorporated on December 21, 1988 by way of Letters Patent under the provisions of the federal Canada Corporations Act. The Friends of HMCS Haida is a Not-for-profit Corporation that is registered as a charity.

Many of the governing Acts for Canadian nonprofits date to the early 1900s, meaning that nonprofit legislation has not kept pace with legislation that governs for-profit corporations; particularly with regards to corporate governance. Federal, and in some provinces (such as Ontario), incorporation is by way of Letters Patent, and any change to the Letters Patent (even a simple name change) requires formal approval by the appropriate level of government, as do by-law changes. In the case of Friends of HMCS Haida, the corporation was required to obtain the federal Minister of Industry's permission to amend its bylaws. Other provinces (such as Alberta and perhaps one day soon, Ontario) permit incorporation as of right, by the filing of Articles of Incorporation or Articles of Association.

The Canada Corporations Act originally governed both for profit (businesses) and not-for-profit (e.g. a club, a society or an associations). The federal government split off Part II of the Canada Corporations Act which dealt with Not-for-profit Corporations and replaced it by enacting the Canada Not-for-profit Corporations Act which came into force on October 17, 2011.

The Canada Not-for-profit Corporations Act enacted a whole new set of rules for federal

Not-for-profit corporations in Canada. Every existing federal Not-for-profit Corporation, including Friends of HMCS Haida, was required to take action to transition to the Canada Not-for-profit Corporations Act.

The transition process involved replacing the corporation's Letters Patent with new charter documents which in the case of Friends of HMCS Haida included Articles of Continuance and new bylaws that followed the new legislation. These charter documents set out the primary rules governing the corporation.

All federal Not-for-profit Corporations were required to make the transition to the Canada Not-for-profit Corporations Act before October 17, 2014. The old Act, Part II of the Canada Corporations Act, was repealed on that date and corporations and corporations that did not make the transition by the deadline will be assumed to be inactive and will be dissolved. For registered charities, dissolution will most likely lead to revocation of their status as a charity.

The Friends of HMCS Haida Governance Committee reviewed the original by-laws, the new legislation and its requirements and prepared a draft set of bylaws.

On November 27, 2014 we received the Certificate of Continuance confirming that FOH was continued under the Canada Not-for-profit Corporations Act.

The new by-laws can be found at www.hmcshaida.com. Of course you can always request a printed copy from:

Friends of Haida,
658 Catharine St. N.
Hamilton, ON L8L 4V7.

A WORD ON THE SOVIET UNION'S FABLED NORTHERN SEA ROUTES (NSR) DURING THE 1950's - 70's.

Dennis Stapleton

Once the heavy arctic ice cleared in the spring, the NSR sprang into action to open this east-west corridor spanning the top of the Soviet Union to shipping. This fulfilled several mandates - the main benefit being economical - the raw material, transported north up the many rivers from the vast interior by the river fleet would stockpile at the estuaries to await loading by commercial bulk carriers transiting the NSR - precluding expensive overland transport (there were few roads), and away from western prying eyes. Resupply of arctic bases and communities was also an important role under the auspices of the NSR.

Western governments had deep interest in these operations. During the summer months the NSR became a brief but very convenient east-west route for the transportation of massive tonnages of raw material to locations both internal and beyond it's own borders. Russia has always suffered from lack warm water ports and has failed miserably trying to find one. Access to the Atlantic from St. Petersburg in the Baltic is torturous through narrow waters and under surveillance by several countries, access is also possible from the Black Sea via the Bosphorous, also watched, especially for warships. From the NSR commercial carriers could reach both Atlantic and Pacific ports unobstructed with relative ease - via the Barents north around the tips of Finland and Norway (WWII hands would recognize this as the Murmansk Run) and south via the Bering Strait to Pacific ports.

The main means which the Soviets managed and serviced the NSR was their impressive icebreaker fleet. At least two or three of these were very powerful nuclear breakers - enabling them to remain along the NSR for extended periods, escorting shipping even beyond freeze up - they were very large. In addition to the nuclear breakers there were several conventional

powered breakers at work along the Route.

As well as civil shipping operations the Soviets also transited naval warships in both directions destined to join the Pacific Fleet at Vladivostok in the Pacific or to naval bases in the western arctic at Severomorsk in the Barents or Archangel in the White Sea.

These warships were allocated viable Soviet commercial civil radio callsigns to hide behind during their transit (which were usually winkled out forthwith). Military parlance or references were never used in traffic addressed to these vessels, but message contents were closely studied.

To support this heavy commercial shipping endeavour, several shore based radio stations were positioned along the arctic littoral to relay information and instructions to and from ships plying the Route.

In later years, the NSR was opened to international shipping but I would assume the basic operation remains the same. With climate warming causing rapid changes to arctic sea ice along the NSR along with internal political changes, management of the Route will have adapted as well.

The NSR should be treated with considerable admiration. Successfully managing such a complex endeavour deserves earned respect. One could be critical to say that it could only have been brought off by a socialist regime, maybe, but nevertheless ...

Just how prepared is Canada to exert it's territorial rights over Arctic waters against the juggernaut preparedness of Putin's Russia? We have similar scientific and technical knowledge on the Arctic basin above and below the water, but absolutely no heft - nothing compared to the resources Putin is ready to deploy to enforce Russian hegemony over this enormous area and all the goodies that lie beneath. We will present our claims to international referees in the not too distant future. Their decision is supposedly binding which is all well and good, except Russia has a history of ignoring anything that impacts on what it believes is rightfully their property, that is, what is theirs is theirs, and what is yours is theirs too.

MUSEUM Bruce Tidd, Director

From the Archives:

In 1998 when Haida was in Toronto a list of items including the Battle ensign from HMS Sikh was donated to the ship by Mike Cole-Kingston son of Rear Admiral Philip Sharpe CB, DSC Royal Navy 1913 1988.

The list of items donated were as follow:

Hand carved model of HMS Sikh made by Admiral Sharpe as a Lieutenant when in captivity in Tobruk along with the above

ships documentation:

Five naval books

Battle Ensign from HMS Sikh showing holes from battle

The Admirals cocked hat and epaulets

The Admiral's dress belt

The Admiral's telescope

The only item now in our museum is the Battle Ensign, anyone knowing where the balance of the artifacts is kindly requested to contact our Museum Director, Bruce Tidd via email bruce.tidd@sympatico.ca

Battle Ensign



H.M.S. Sikh

This white ensign was worn by the Tribal Class Destroyer H.M.S.Sikh during an action in the Mediterranean in March 1942.

As part of a small force of four light cruisers and eight destroyers, Sikh was escorting a convoy of merchant ships from Alexandria in Egypt to the besieged island of Malta. During passage between Sicily and North Africa, the convoy was attacked by a superior Italian force of one battleship, eight cruisers and many destroyers, with the added advantage of air cover.

Making skillful use of smoke screens, the British force repeatedly attacked the Italian ships and beat them off, thus allowing the convoy to reach Malta with the loss of only one merchant ship. In his signal to Admiral Vian, commander of the smaller British force, Winston Churchill made his famous reference to the Navy's "Fighting Spirit". The action is closely re-told in C.S.Forester's book "The Ship" and is shown in detail in the adjoining extracts from the British Press.

After the action, Sikh's smoke-blackened and tattered battle ensign was presented to Lieutenant David Cole-Hamilton DSC*, her First Lieutenant. For many years it hung in Llangattock church, S.Wales, his parish church. In April 2001, his family presented the ensign to H.M.C.S. Haida, who serves as a museum to the Tribal Class of destroyers.

David Cole-Hamilton was killed in action while returning to the U.K. to take command of his own destroyer. He was aged 28.

HAIDA ASSOCIATION SCUTTLEBUTT

Andy Barber - Vice-President FOH

Greetings former Haida Association Members. This will be the first edition of the "Old & New" information regarding our former HMCS Haida Association.

As you all know by now, our Association was dissolved this past April 1st 2014. We transferred the names and the corresponding funds of all whose dues were paid up for 2014 and/or 2015 to the Friends of HMCS Haida which is our new outlet for maintaining the welfare of our beloved ship.

I will try to pass along any news or scuttlebutt relating to our now defunct Haida Association. This will include updates on those who are a bit under the weather as well as those who have "Crossed the Bar"

Membership

Unfortunately there was a bit of confusion during the cut-over. Our members didn't know who to send their membership dues to. This has mostly been resolved, although we did receive a cheque last week made out to the Haida Association for 2015 dues. This has been sent along to the FOH for processing and the individual involved will be receiving a membership card in the new year.

Therefore from now on and effective as of last April 1st, all membership dues should be sent to the Friends of Haida. There is a membership form attached to this newsletter. Please bear in mind that our new fiscal year is now from January 1st to

December 31st annually. Please either give me a call at 905 820-5683 or e-mail me at andrew.barber@sympatico.ca should you have any questions on this.

Sickbay

Ralph Frayne is in the hospital in St. Catherines with a leg infection. He is progressing well and hopefully will be out before Christmas. He turned 89 this year. Ralph is an original crew member whose action station was at "B" Gun. He certainly saw a lot of combat action during Haida's WWII reign.

Jim (Tug) Wilson has settled in at the Sunnybrook Health Centre Veterans' "K" Wing. He's now actively involved as V.P. of their Veterans Committee. I try to visit him at least once a month.

Jim Gower is now residing in an assisted living facility at the Lodge in Broadmead Victoria. He turned 98 on Saturday October 18th.

George Mannix is also in the same Lodge and he and Jim meet regularly to reminisce about their days aboard the Haida.

Crossed the Bar

John Lipton on August 3th 2014 age 95
Rod (Moe) Morrison November 2nd 2014 age 80. Founding Member of the Friends of Haida

That's it for this edition.

Aye Ready Aye
Andy Barber



HMCS Micmac (on which I was a gunner) - a Sister to Haida. A glorious Tribal in full splendour, under steam, with a complement of great Canadian Sailors. Built in Halifax Shipyards!
Dennis Stapleton

NEW WEBSITE!

Barb Shackleton Director, Events & Outreach

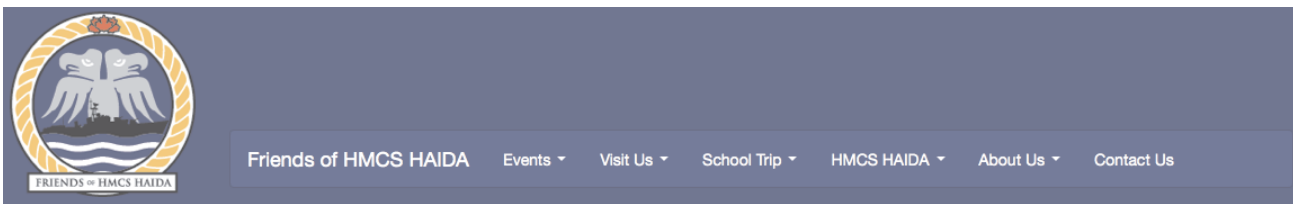
Greetings Up Spirits readers! It's been a busy few months as we wrap up 2014 and start planning for 2015 and I have a few updates to share with you.

Over the past while, several requests have come into our inbox asking when we plan to update our web site. Well I am very pleased to let you know that our new, interim web site is now live so be sure to visit us at www.hmcshaida.com. When you visit, one of the first things to notice is our fresh new logo, which symbolizes the spirit of Friends of HMCS HAIDA. With a new menu to navigate and learn about the ship and activities, the new web site will make it a pleasure to promote and to share details about the ship, its history and to open up our organization to a new generation of volunteers

You heard me correctly when I said interim.

Although we like the updated web site, it is in fact just temporary. The plan is to launch early in 2015 with a totally new redesign making it even easier to navigate and to drive interest in Friends of HMCS HAIDA. We are also making it simpler to plan visits, view pictures and to generally get involved and share the passion of HMCS HAIDA. The plan is to include an events calendar making it easy to learn about and participate in 2015 events. Your feedback and opinions are important to us so drop us a line and let us know what you think of the new web site at info@hmcshaida.com.

And speaking of events HOLD THE DATE! Sunday, June 7 is our annual Gala D-Day Dinner and do we have an extraordinary event planned this year. It's never to soon to get your tickets and to plan your day visiting the ship then attending our yearly party. Details are on our web site under Events with additional information coming into 2015. Wishing you and your family the very best in 2015.



HAMILTON UPDATE - NOV 13, 2014

Ken Lloyd

Location: Hamilton Lift Bridge Pier

"Currently 4 degrees Celsius with gusty winds, making it feel like 2 degrees." 680 News is right again. There is no problem parking today, we are the only people at the Hamilton Lift Bridge and Pier. George Stal, dressed in thin khaki drill, braced against the wind, his Semaphore flags flapping and cracking in the gale. "Vee..Vee..Vee.." Rick Little, Mike Leatham and Don McGilvray peered across the Bay towards the Hamilton Piers. "There it is!" a spot of bright light glowed and faded, glowed and faded again. It was HMCS Haida moored alongside the Naval Quay at HMCS STAR. At a distance of five and a half nautical miles

away, Andy Barber and Mike Vencel had nursed an old Signal Projector back to life, set it up on HAIDA's Bridge and were transmitting the Morse signal "WE REMEMBER". Andy had last used a signal Projector in the Korean War and admitted to a myriad of mixed thoughts as he clacked the shutter handle in reply. In the grey sky, clouds began to move and suddenly the sun cut through. In a flurry of action George and Rick quickly aiming the Heliograph and the Signal Lamp sent and repeated "Dee.. Dah.. Dee", MESSAGE RECEIVED. Helios the sun god was kind and we were able to repeat our message several times and pass simple conversations to the joy and applause of a group of Sea Cadets on Haida who were spotting the Heliograph flashes for Andy and Mike, a great way to end the Haida season.



During the Summer the Visual Signal Team had the privilege of providing First World War signalling to the 32 Brigade Trench at the Canadian National Exhibition. We combined with Jimmy and Associates and headquarters 32 Sig Regt to provide the 18 day venue. Wonderful moments were experienced by all

We became so busy with our impromptu "Ancestor Search" that Julie Lloyd came down and shared her experience on searching ancestor records. This was so in demand that even as we were tearing down on the last day, there were two previous visitors who had returned to ask for her advice. Of the more unusual visitors we believe we were privileged by the visitation of a Yeti. Unusual as this is, the Yeti was very friendly and visiting from Borden. (The Yeti even posed for a picture)

Our venues have moved indoors with Legion Week at RCL Branch 11 on the Danforth where 293 school children experienced our signalling before radios exhibit. Semaphore and signalling from the trench were amongst the favourite of our displays. Questions posed by our young visitors included "What was a Cadeus"? And "What was the code of the Greeks in the Persian wars?" Another young girl accepted our Morse code challenge and flawlessly tapped out her name without hesitation. Where does all this unusual skill and knowledge come from...computer games!

Other prestige venues for the Visual Team have been the RCMi Military Band Spectacular at the Roy Thompson Hall; the Flanders Field Exhibition by the Belgium Embassy and the City of Flanders and the Medichair Veterans Luncheon. At all events, the magneto phones, Heliographs draw most commentary while the energetic use of Signals flags is guaranteed to draw a crowd.





On August 23 and 24, Visual Signals using flags and lights were relayed from Exhibition Place to Haida via two Coast Guard vessels, TOWHARF and HBRU, some 80 km!

It was the first light transmission from the Haida since she moved to Hamilton a 11 years ago. It was also the first time Ron Kirk and I communicated by lamp since we were in Korea 60 years ago. He was on HMCS Iroquois and I was on the Haida. It sure brought back some great memories. It was a great and exhilarating weekend and exercise. Andy Barber

MEMBERSHIP Walt Dermott, CD, Ph.D.

The Friends of HMCS HAIDA
Want YOU!

Lots of activities have been going on over the last six months. Membership lists are now finalized and a final mailing was completed in October to some 300 plus members to confirm both street and email addresses. Please send any updates to our email address hmcshaida@bellnet.ca or via post to Friends of HMCS Haida, 658 Catharine St. North, Hamilton, Ontario, L8L 4V7. Please put "Membership" in the subject line of your emails or to the Attention of in you letters!

Renewing your membership.....becoming a new member..... "Be Part of the Legend". As the last Tribal Class Destroyer in the world, Canada's most famous warship inspires countless adults and children. Drawing visitors from Ontario, across North America and from around the globe, her pedigree and stories are what legends are made of! The Friends of HMCS Haida are dedicated to gathering, preserving, and promoting the legacy of Canada's most experienced and honoured warship, her crews, and her significance as a National Historic Site.

By actively seeking new membership and

sponsors, we work to ensure the preservation of all artifacts, documents, and media related to HMCS Haida, her operations, and her crews.

Run entirely by dedicated volunteers, we are a non-profit, registered, charitable organization. We continuously strive to increase the awareness of the ship, her structure, operations, crews, accomplishments, and significance in the Royal Canadian Navy from 1943 to 1963 to visitors from all over the world.

In cooperation with Parks Canada, and through our dedicated volunteers and facilities, we promote, interpret, and make accessible, an experience of life aboard the ship in times of both war and peace.

Be a part of the legacy...be a member!

All levels of membership are tax deductible and we issue a receipt that can be used with your annual tax return.

As we begin to re-invent ourselves to promote HMCS Haida to a new generation of Canadians. We have a local vendor that has a Special Offer for the Friends of HMCS Haida and Canadian Armed Forces members.....see the article on Bush's Men's Wear.

Please see below for further information on both Memberships and Donations levels.



Friends of HMCS HAIDA

Revenue Canada Business Number 1 4077 3649 RR0001

Membership / Donation Options

Please check off your choices below:

<input type="checkbox"/>	DONATION		\$_____
<input type="checkbox"/>	MEMBERSHIP	\$50	Membership Card, E-mailed issues of "Up Spirits", 1 vote at AGM
<input type="checkbox"/>	SHIP SUPPORTER	\$100	As above, plus Day Pass to HMCS HAIDA *
<input type="checkbox"/>	GOLD SUPPORTER	\$250	As above, but with Family Day Pass to HMCS HAIDA *
<input type="checkbox"/>	PLATINUM SUPPORTER	\$500	As above, but with Family Season Pass, Hat & Golf Shirt *
<input type="checkbox"/>	LIFE SUPPORTER	\$1500	As above, plus opportunity to fire the "Noon Gun" + Certificate *
<input type="checkbox"/>	RESTORATION FUND - maintenance & restoration projects in and around the ship		\$_____
<input type="checkbox"/>	EDUCATION FUND - school visits to promote the history of HMCS HAIDA and other educational projects		\$_____
<input type="checkbox"/>	IN MEMORIAM OF - a donation in the memory of an individual that has "Crossed the Bar"		\$_____

Name: _____ Amount Enclosed: \$_____

Address: _____

City: _____ Province: _____ Postal Code: _____

Email Address: _____ Phone: _____

Please make cheques payable to "Friends of HMCS HAIDA" and mail to: Friends of HMCS HAIDA

658 Catharine Street North, Hamilton ON L8L 4V7 OR visit www.hmcshaida.com to join, volunteer or donate.

Tax receipts are issued at the end of each month.

* Redeemable with membership card in our Gift Shop at time of visit only.

EDITORIAL Steve Jackson

I am delighted to serve as the newest Editor of Up Spirits!

My late father was an RCNVR SLt on the River Class HMCS Assiniboine (formerly HMS Kempenfelt) in 1943. He was all of eighteen years of age. Dad could never share his naval experiences, so I have joined Friends of Haida to learn as much as I can about this crucial period of Canadian history, when we came of age on the international stage.

The Tribals were Fast, Ferocious, Menacing, Beautiful - and yet supremely vulnerable to attack, as is every ship. They wore just a thin skin of steel plate, and no armour.

The Royal Navy was made of wooden ships and iron men. The Royal Canadian Navy turned city boys and farm lads into a supremely effective naval force, the third largest! They were tough guys ("You had to be!") and HMCS Haida was the best of the best! She was a happy ship, and a lucky ship, and it was the crewmen who made her so.

We have many exciting personal stories to share in our upcoming Newsletters. And many of you have Navy recollections that

MUST be recorded, for posterity. I would love to speak with you! (519-752-4889). A few ex-sailors have already called me to share their Navy experiences. Is Friends of Haida just about HMCS Haida? No - we want to hear and publish every Naval story!

This edition of Up Spirits is dedicated to Ralph Frayne, the last surviving member of Haida's 1943 commissioning crew. It is a long interview article, and you need to know the Tribals for it to make much sense. That is my editorial mission - to capture and record the gritty experience of war at sea. What to do when sea water pours into the boiler room air intakes and pops every light bulb!

If you would kindly send us your (or a friend's) e-mail address to:

hmcshaida@bellnet.ca

then your next copy of Up Spirits will arrive in your inbox in full vibrant colour!

Truthfully, we would rather purchase paint for Haida than postage stamps.

Please mark your calendar to re-visit your favourite Tribal Destroyer in 2015. But be warned that **HMCS Haida is ADDICTIVE!** If you get too close, she will capture you for life!



UP SPIRITS!

I assume that **Up Spirits!** means both:

1. Don't worry. Be happy!
2. Raise your mug of Rum!

Please let me know your view of this.

Steve Jackson

On HMCS Prince Robert, hammocks were scrubbed on the upper deck on Saturday afternoons.
(Photo from MacFarlane Family collection.)

FRIENDS OF HMCS HAIDA LIFE MEMBERS

John Allan
Dr. M. Anvari
Richard & Shirley Atkinson
Mary Barnett
Pat Barnhouse
Lt.(N) Ashley Beattie
Paul Beeston
John Boucher
Bert Braiden
Kathleen Bruce-Robertson
John Byrne
Tom Cahill
Ken & Betty Christie
James Cimba
Charles Colenutt
Linda Conroy
A. (Bob) Cornfoot
William Davey
Bette Davis
Tom Dean
James DeWolf
Ethel Flewelling
Sandra Frayne
Joan Gee
Eleanor Gillespie
Kathleen Gold
Dorothy Gordon
Dr. Barry Gough
Richard Guinan
Edward Halcrow

Hamilton Naval Veterans
Assoc.
James & Elizabeth Heslop
Frances Hill
RADM. W. Hughes
Bryce Hunter
Steve Jackson
Darryl Jones
John Juras
Joseph Lelievre
George Mannix
Marg Mathers
Donald McCartney
David McLay
Helen McLellan
Earl McWhinney
Michael Meighen
Donald Melville
Gerry Miles
George Mills
Paul Milne
Robert & Laura Morris
Stella Morrow
Susan Munro
Constance Newton
Bruce Oland
Joseph Peters
Ingo Petersen
Joseph Poon

Richard Rinn
Dorothy Robertson
Bruce Robinson
Douglas Rowland
Nancy Schwenger
Graham Scott
George Sharp
George Skinner
Edna Snelling
Dennis Stapleton
VADM Robert Stephens
Mr & Mrs H. Irwin Stutt
William Thomas
Jette Thomas
James Thompson
Margaret Thrasher
Ralph Townsley
H.M. (Mac) Upton
Lawrence Waghorn
W. Alan Wallace
Frances Waters
Alan Watson
Gordon Willard
Cecil Williamson
Jim Wilson
Jerry Wynnyk
Terry Yates
William & Joyce Young

 FRIENDS OF
H.M.C.S. HAIDA
658 Catharine St. N., Hamilton ON L8L 4V7



We hope you enjoyed this edition of "Up spirits"

THE LEGEND CONTINUES...



The new logo draws upon elements from the official ship's badge of HMCS HAIDA. The continuous rope encircling the logo links past to present and symbolizes the bond between the ship and all those who sailed on her as well as those who serve as her stewards, now and moving forward. Her distinctive outline pays homage to the practical importance of the silhouette in identifying ships at sea while her position riding solidly on the waves – blue for calm and white for stormy seas – is a testimony that well-built craft in the hands of a fine crew can face any weather. The cluster of three maple leaves marks a ship's badge as truly Canadian. Finally, the grey Haida Thunderbird is a tribute to the vessel's name and her heritage as a Canadian Tribal class destroyer, the last of her kind.



Growing up in Toronto, Dr. Fedunski remembers visiting HMCS HAIDA when she was berthed at Ontario Place. After working as a journalist, she completed her PhD (Toronto) followed by postdoctoral fellowship at University of Oxford (UK). An historian and award-winning author of three books and more than 100 articles and plays, she has also designed logos for various companies and not-for-profit organizations. Dr. Fedunski lives in Toronto and is the current President of The Arts & Letters Club of Toronto (2014-2016).

LOGO DESIGN BY DR. M.P. FEDUNSKI | ARTWORK BY ORANGECAP.CA | PHOTO BY CHRIS REARDON

INTERVIEW WITH RALPH

FRAYNE Oct 19, 2014

EDITOR'S NOTE:

This interview is not for everyone. If you know the Tribals well, then you will be able to follow Mr. Frayne's memories. I have made just a few mild edits. This is the first of two installments.

RF – Ralph Frayne

SJ – Steve Jackson, Friends Of Haida

SJ What did you do before the navy? Were you in school?

RF I left home when I was 14 and I joined the merchant navy. I was with the merchant navy for about 18 months. The convoy would meet down in South America and come up along the coast of the US. Meet in Halifax / Newfoundland and then go on from there. On the last ship I went with the merchant navy, we went through a whole group of men in the water. The ship ahead had been sunk. We didn't even slow down! I thought this is not for me! I gotta shoot at these (men). So when we came back to Canada I joined the Navy. I was then still under age. So I was about 15 1/2 approximately when I joined the Navy.

SJ What was it like in the training for the Navy?

RF You got me thinking for a second. Oh, there was no real training, you learned aboard ship. That was where you picked it up. Now, we did take Gunnery training, and that was firing false shells and so on. That was in Halifax and in Sydney. And from then on it was just on the ship period. I christened the Haida and I always thought I was the youngest man – I know I was the youngest man on the ship at that time. I'd been on the ship maybe 6 months when another young man came aboard. I knew I was the youngest on there. I always felt that because I was the youngest, I'm one of the very few that are still alive. They were all older.

SJ Now Haida fired very quickly, a very rapid rate of fire. How did you do that?

RF Well we worked like heck. I forget the rate of our fire. But we ran out of ammunition once.

SJ Really.

RF And – we had it set up so I was the cartridge carrier all the time. So I would grab the cartridge and run. There was a tray on the gun for it and by the time I got back the last cartridge had been fired so I just loaded a new one. I'd run those 10 feet and the man behind me, he'd have his shell and there was an automatic loader that would then ram it home. So we could get the gun loaded very, very fast.

SJ You drove a German ship onshore and their comment was "That English ship fired so fast!" But it wasn't an English ship, it was Haida!

RF We sunk one German ship, it was a troop ship and we were close enough to them that we went and poured small gun fire into them, not just the big gun. We could see them jumping over the side. They were fleeing, let me get it straight now, Brest and going down south intending to join the German troops further down. As I said we hit this ship and there was supposed to have been over 800 men and we poured it into the (enemy). I had somebody say to me one day, "Weren't you ashamed of shooting people like that and killing people?" I said No, I always figured, how many Canadians did we save? Hammer them. But it was all orchestrated.

SJ You said that you got in trouble a lot, for playing pranks.

RF I can't keep track of all the . . . We did play pranks! A trick we used to do – we slept in hammocks and men would leave their arm hanging over the side of the hammock. Well, we found that if you got warm water and soak their hand hanging over the side, they would invariably pee their bed!

SJ Did you speak to the Captain, DeWolf?

RF Did I speak to – you don't speak to the Captain! No, if he speaks to you, you respond. But you sure don't speak first!



http://jproc.ca/haida/1943_commissioning_crew_b.jpg



SEAMAN RALPH FRAYNE

Centre Row 3
(or perhaps Row 5).

*I can't keep track
of all the . . .
We did play pranks!*

I got in trouble ...

I got in trouble A LOT!

SJ Did you know that he was seasick?

RF No

SJ He had to sleep sitting up.

RF I didn't know that.

RF Now I don't know how it worked out. I know that every time we got a ship he cut a notch. Now I can't find those notches. They smoothed them off.

SJ They replaced that piece of wood, I think.

RF I'm not sure, I don't know. But we always understood he was cutting a small notch on the Bridge rail. But I could never find it.

SJ Now that went from 12 notches to 14. There was no 13th. There was a gap between 12 and 14.

SJ Haida was a happy ship?

RF Oh, absolutely!

SJ Why? Who set the mood. How did that happen?

RF It was just the crew. When you're fortunate, lucky, when you're successful, you're happy. And we were all of those. It was a very, very good ship.

SJ You were proud.

RF Yes. I got in trouble. I got in trouble a lot! I was not a good seaman. Oh boy, I'm trying to think what it was now. When I first joined up I was in the barracks and there was an ex-soldier from the First World War there as well. And I had a little joke sort of, I said, Give me some advice. He said What advice? I said, You have been through one, now just give me some advice. He said, first of all, always look busy. If you look busy, the Officers won't bother you. So he said whatever you do, look like you're working like heck. And he said Show them the respect that they think they deserve. The third thing he told me was Never volunteer for anything. I followed and that worked in

my career. You show them respect but you still made them behave too.

SJ Were you on Haida when it left the Vickers-Armstrong shipyard in Newcastle?

RF Yes, I commissioned her.

SJ And did you salute the dockworkers?

RF Oh, yes. Now that's a little story for you. We said we were the lucky ship. The Athabaskan was the unlucky ship. Athabaskan was a Tribal Class destroyer. They had a lady, they get these Duchesses and so on, to come in and break a bottle of water - supposed to be wine - on the bow of the ship. And we were there when the Athabaskan was launched and she flung the bottle very ineffectively. Didn't break the bottle. And one of the crewmembers jumped in and broke the bottle. She was called the unlucky ship. But we knew at the start that something was not going to work with her. We thought that was a bad, bad sign. So when it came down time for the Haida to be launched, we said Make sure that darn bottle breaks! So there was a seaman up there as well and the Lady she goofed it up too, and he moved in fast and he broke the bottle! So we said that the Athabaskan was a bad ship from day one. If they couldn't do it right then - that was just one of our superstitions.

SJ What was it like sailing through the Arctic?

RF Cold.

SJ Ice all over the ship?

RF Yes, I froze my - frostbitten face. We weren't really prepared for that. And I got frostbitten on a great deal of my face. And the result - I only shave once every two days or maybe 3 days. And they say that's because of the frostbite.

FORBES	JAMES W.	A.B.	V-386	Mother, Stella
Frayne	Ralph			Father, George D.

But that was cold that year. We went to Russia, we arrived at Russia Dec 23. Don't ask me what year. I knew it was just at Christmastime because we had our Christmas party in Russia. In Russia when we gathered up all our medical equipment, all the medicine we had and we took it into the Russian hospital. Then as we came out I looked and there was something between 8 and 10 bodies just lying in a pile. We asked how come, what were these bodies? Well the ground was too frozen to dig for burial. They were Russians.

Andy Gillespie started to get appendix pain but he refused to report it because he was afraid they'd take him into the hospital. So Andy had his operation on the Captain's dining room table.

SJ And that worked out OK.

RF Yes.

SJ Can you tell me about the cat?

RF What the heck was that story? Had to be the Athabaskan. The ship's cat jumped over onto our ship. We put it back and it immediately jumped back again. We said, leave it then. Of course that was the ship that was sunk.

SJ Now in the Arctic, wouldn't you be below deck until there was something to shoot at? Did you have to be at the gun all the time?

RF Oh, absolutely! Absolutely. I was B Gun which is the second gun up. It would be the first gun to be fired. But the other gun crews would replace us. We'd do four hours there. Then they'd go down and another crew would come up for four hours. Once firing started, we went to our proper guns. It was an American merchant ship. We signal challenged them but they didn't respond. I think they had three seconds to respond. And Boom we were firing! Well God, he responded very quickly. That was an American ship.

SJ DeWolf was called Hardover Harry.

RF Yup.

SJ If he was straddled, a splash to port

and then starboard he would say, I can't be on this course 10 seconds from now. I've got to be far on a different course.

RF Usually if we could put a shell each side of a ship then the third shell would take it. Hardover Harry he didn't have any problems with that. Hard to Port or Hard to Starboard. Boom. We'd just wheel around!

SJ So he was just a man in a hurry?

RF Well he wasted no time. His mind was already made up what would be, and he did it. Oh, he was a good skipper!

SJ I'm amazed that the Bridge was open – such hard service. So cold, so wet.

RF Well, you wore rubber jackets. I was the only man who stood a watch in the crow's nest. That was a punishment. I didn't see, I didn't report. I saw the darned ship coming in, but it was so close that I didn't report seeing it. And I should have reported it so as punishment a junior officer put me up in the crow's nest. Well, Hardover Harry came up shortly afterwards and saw me in the crow's nest. "Get him out of there."

SJ The superstructure changed with Radar, right? It started out as a simple light tripod thing and then it became huge with the reinforcement to carry the weight of the radar.

RF Yep. It was a marvellous experience. You wouldn't want to keep doing it.

SJ You said that firing the gun was anti-climactic because you'd fired it a thousand times before.

RF Oh yeah. A thousand times exaggerates. I probably fired it 400 times in action. You weren't cheap about getting rid of shells. Our shells came up from directly down below it. Well, being on B gun we were one of the first guns firing. And we got into this one battle and because we were driving into them, we were firing like a son of a gun. We ran out of shells and they had to bring them up to us from Y Gun. That was a crazy night. They carried the shells and the ammunition on the deck and passed them up to us and then we would fire them.

SJ You had to set the fuze?
RF No, no. No fuze to attach. We're not firing at airplanes. If you fired at planes, then you could adjust the fuze, so that after a certain length of time it explodes. But I doubt we fired at planes more than twice through the whole time.
SJ You were firing at night and your target was far away. How could you see them?
RF Radar.
SJ And Radar worked that well, did it? You were able to straddle using Radar? Even the primitive Radar.
RF We were straddled once and Harry put her hardover to port. Because if you get straddled, the third round should be on you. We saw the shells hit in the water alongside the ship. And he immediately hard to port. Then back on again.
SJ But it only happened the once?
RF That we got straddled, yes. Oh, I remember that warship that straddled us, we drove it ashore. We hit it, and it drove ashore in France. I couldn't tell you just where it was now.
SJ You were clearing the Channel just before D Day. That made a difference!
RF Just before D Day is the day we got the sub. We were clearing the channel then. We had been up near Norway and we came down and we went around England so we were coming in from the south. And that was when we caught the sub. Used ASDIC and we brought it up
SJ Well done!
RF Well we were pleased to get it! That was the closest we ever came to a sub.
SJ Was that with depth charges?
RF Yep. It took us some time with the depth charges to get the beggar. We saw it come up and it was rather humorous in a way. When it came up, surfaced, the first man up took a look at us and he went back down. He was the only one that was lost! Now what the Hell he went back down for I don't know. I have no idea.
SJ Early in the war they said, Don't worry about the Canadian Navy - they'll sink

themselves.
RF Well we did pretty well over there.
SJ You did! You were the third largest Navy!
RF Yes, the Haida stood up to any of their ships. We were sucker bait when they got the Scharnhorst. We were on a convoy, deliberately with a convoy going to Russia in the hopes of pulling this Scharnhorst out. It was a German cruiser, bigger than us. Had it got out, it would have creamed us. But what they didn't know was that the English had it all planned. As soon as it came out they cut it off so it couldn't get back. And then they pummelled it. That was the end of it. We were told at that stage the Germans were using boys so when this Scharnhorst came out there were 400 young boys on it at the time. But the Scharnhorst was their last biggest.
SJ Now, we had broken Enigma so we knew what the German orders were. Didn't that win the war, make the difference in the battle of the Atlantic?
RF Oh yeah. But they didn't know that we knew that.
SJ They should have figured that out!
RF I couldn't tell you what the stories were all about. But they deliberately – aah – did things that made no sense ordinarily unless they were following what the Germans thought we were getting. So the Germans thought we were getting this false information, instead of that we had the true information coming as well.
SJ You were a junior crewmember, but you knew a great deal about where you were – the cities and the course.
RF Oh yes, we all knew.
SJ Were you down in the Magazines very often?
RF No. Only – you had to load it all on the ship, and down in the Magazine is where it was stored. And then there were – we called them dollies that would push them all to the top. There'd be no need for me to go down there, other than to clean up or something of that nature. I was just a seaman.

SJ Did the artillery hoist work in reverse, to re-load the magazines?

RF When we re-loaded, yes we could put it back down that way.

SJ One time the crew of the Huron came over and re-loaded for you?

RF One time we just used up all our ammunition. We had none. And we had done a two-day stretch and that's not easy! When we came in we were beat. And the Huron crew all volunteered to re-load us. We were very, very pleased to have that done!

SJ Other ships liked having Haida around? Even Royal Navy ships liked to sail with Haida? Is that true?

RF Well they were pretty well assured that there was going to be action. Harry, Hardover Harry DeWolf sought that. He asked for it and they gave it to him. Wherever there was any action.

SJ How did you overcome your young age?

RF Lied. I was 14 when I left home. Merchant Marine and then lied again to get in the Navy. They weren't questioning. I was told that in actuality a dentist could almost pick the month you were born. We of course saw a dentist and if the dentist – there were stories about some of the dentists who had said He's under-age. And refused to keep him. But it was a Hell of a good life as far as I was concerned!

SJ Haida was bristling with electronics. It was a brand new ship and it had everything.

RF We had everything! Up to date. She was a good ship! We pronounce it the Haida. Named after an Indian tribe on the west coast. I understand out there they pronounce it the Haida.

SJ The American ships had closed Bridges. They were looking through glass.

RF I don't know.

SJ The British Navy was wooden ships and iron men.

RF We had little wood.

SJ You were tough guys!

RF You had to be. You can do it from an open bridge I think more easily. You could see the enemy.

SJ The night Athabaskan was lost. Can you tell me about that? (Long pause)

RF Well, it was a strictly ordinary night going out. We came under fire. We were firing. And we got the word that the Athabaskan had been hit. We saw a flash, but not a big one. And of course we just kept on. And then we got a call that the Athabaskan had just taken another hit. This time we could see it – it was a bigger hit. Then seconds afterwards, Athabaskan was sinking. At that time we were after one of their destroyers and we got that destroyer and drove a second one ashore. There were two of them. And then we went back to where the Athabaskan had been and (long pause) picking up survivors. We lowered our whaler. Our whaler was a big - loaded with everything. When we came in amongst our survivors, we cut everything off on our ship that would float, that could help them.

Carleyboats, Carleys – that's a cork – we cut them and dropped them. Aah, we lowered our cutter. We had a cutter there a motor operated - lowered it and I think there was about four of our crew piled in extra to help them come out. That was against Orders. And, uh, and then we (pause) had, had to leave. And the cutter got back without any difficulties whatsoever. The cutter that we had dropped down to them. Um, that was the sum and substance of it. We were of course picking up survivors too, every chance we got. And, uh, it started to get daylight. We were still within firing range of the coast of France. So they had, they had shore batteries there, and if we had stayed, the shore batteries would have made mincemeat of us. So we had to leave.

SJ The Athabaskan's Captain John Stubbs was in the water and he said Get away Haida!

RF Yep. Well, they reported that. Whether that's really true or not, nobody will deny it. But I don't know if it was true.

SJ My father was a SLt on Assiniboine and Stubbs was his first Captain.

End of Part One

FRENCH AIRCRAFT CARRIER BOIS BELLEAU and the Haida Crew Member

HMCS Haida served two tours of the Korean War as many know. I was on the second tour.

During that time it was normal procedure to depart the war zone after 30 to 45 days for a bit of Rest & Relaxation (R&R). We called that (w)Rack and Ruin as we were usually granted shore leave to do whatever we wanted to do within the limits of the "Admiralty Rules".

It was during one of these R&R's in Hong Kong that the Communicators along with a few other crew members decided to rent the third floor of the famous (at that time) Central Hotel. You must bear in mind that in 1954 Hong Kong was a small town with very few tall buildings. It also had what we called "sampan city" stretching out about 15 kilometers into the harbour and was probably 3km's wide. A huge swath of humanity, some of who had never set foot on dry land during their lifetime. The Communists got rid of this waterborne community when they took over in 1999.

It was in this setting that I went ashore that day in 1954 to await my fellow shipmates. I stopped in a bar along the waterfront to have a beer while I was waiting. I noticed a French sailor (matelot) sitting at a table nearby trying desperately to order a beer for himself with no luck, as the waitress didn't speak French and he couldn't speak either English or Mandarin. I was from Montreal and was fairly bilingual at that time. I since lost a lot of that capability but I can still "parley-vous" if called upon. So I called out to the matelot in French asking him to join me, while I ordered his beer in the meantime. We had a great conversation. I found out that he was stationed aboard the French Aircraft Carrier Bois Belleau as a mechanic (stoker) and that they had just

returned from fighting the French Vietnamese at Dien Bien Phu, and had blown a boiler. They were there to have it repaired.

I asked him if he was doing anything that night, as we were having a party at the Central Hotel. I told him that there would be some of our Haida crew from Quebec that spoke fluent French a lot better than I could.

That night we wined, dined and primed him if you know what I mean. :-) He was as happy as a lark and had a great time. Unfortunately I had to return to the ship before the next morning and I had to leave the party in the wee hours so that I wouldn't get in trouble. I only heard about the antics and carryings on after the fact, but needless to say those who could stay ashore for a couple of days did the Haida proud in the drinking capacity, including our French guest.

The next day around noon hour I heard a pipe "Able Seaman Barber to the brow". I thought to myself, hey! I didn't do anything wrong last night what the heck do they want.

It turns out that there was a jeep from the Bois Belleau sitting on the jetty and they requested my presence as they wanted to take me aboard the Carrier for lunch. I explained that I couldn't make it because I was on duty, but 3 of the guys who were with him last night could go if that was alright. They readily agreed, and I was left to ponder my misfortune.

When they returned they called me names for not accepting the invitation. They said that they had a sumptuous 7 course meal prepared by their own French chef. It had everything from the opening hors d'oevs, cocktails, French wine, followed by deserts and French pastries, then by cognac and cigars. They were treated like Kings.

By now I was feeling a really bad about missing that wonderful meal, as those things don't come along very often when you're overseas.

They did have a package for me though. They said "the Captain said to give you this for taking care of his crew member yesterday".

It contained a beautiful hand painted silk scarf showing the Carrier Bois Belleau super-imposed over the actual WWI battle of the Belleau Wood in France in 1914. It was won by the French. Inside was a note in French saying "thank you for taking care

of one of my sailors" and was signed by the Captain. That note has disappeared during the last 60 years. I'm guessing that my late Mother may have stowed it somewhere.

And that as the late Paul Harvey would say "is the rest of the story". I have never told anyone except my late Wife and some members of my family about this incident, and I only showed the scarf to my youngest daughter Tracy this past Summer. My older daughter Tara and her husband and my grandkids still haven't seen it yet, but I will rectify that when I visit them in January in Calgary.

Aye Ready Aye
Andy Barber



Bush's Mens Wear at 375 Brant Street Burlington, ON is offering an extra discount during January 2015 for FOH Members! <http://www.bushs.ca/>