

**CANADIAN WAR MUSEUM
ORAL HISTORY PROGRAM**

INTERVIEW TRANSCRIPT

INTERVIEW CONTROL NUMBER: 31D 6 MAINGUY

INTERVIEWEE: Dan. N. Mainguy

INTERVIEWER: Dr. Alec Douglas

DATE OF INTERVIEW: 27 October, 2005

LOCATION OF INTERVIEW: Ottawa, ON

TRANSCRIBED BY: L. Stimson

Transcription of Interview Number 31D 6 MAINGUY

Vice Admiral (Ret'd) Dan Mainguy

Interviewed 27 October, 2005

By Dr. Alec Douglas

INTERVIEWER: Vice Admiral Dan Mainguy recorded on 27 October 2005 at 66 Acacia Avenue, Ottawa. Interviewed by Alec Douglas. Tape one side one.

Your name, sir?

MAINGUY: My name is Dan Mainguy.

INTERVIEWER: We have both signed the legal release. Is that correct?

MAINGUY: Yes, it is.

INTERVIEWER: Could we start by just briefly telling us what your service career was and how you got to the position you were when you went to STANAVFORLANT, and when you did that?

MAINGUY: Well, I pretty well started at Royal Roads although, in fact, I had joined the Army Reserves as a gunner in order to break the floods of the Fraser River in 1948. A little while later I went to Royal Roads and I went there for two years. I graduated from there and there was an option of either going to RMC or going to sea and I chose the latter.

We were promoted to Midshipman upon passing out of Royal Roads. I became midshipman and the first ship I went to sea in, as a Midshipman was the ANTIGONISH, which was one of two frigates assigned to our collection of Midshipmen.

After we left Royal Roads, our group and myself went to HMCS ANTIGONISH. Together with BEACON HILL, we did a couple of great cruises of training up and down the BC Coast and down as far as Acapulco which was long before it had all the stuff that's there now. It was really a lovely place.

Eventually the ONTARIO got repaired and all those Midshipmen in my group went to the ONTARIO and we stayed there for a year cruising around the Pacific Ocean.

After the year we were assigned to the MAGNIFICENT aircraft carrier on the East Coast. We went there for about nine months. After that nine months was up we were given the board to qualify for the rank of Lieutenant. The chairman of my board became Rear Admiral Bob [Wellard?] and he passed me, and I think all of the others [laughs] of the board. We did a lot of training by this time.

The next thing we did was went to the so-called small ship time, which mine was a minesweeper, the WALLACEBURG. We sailed the anchor of the Atlantic Ocean for the winter to try to learn how to really handle the little boat, little ship.

After that I was appointed to the Royal Naval College at Greenwich along with the midshipmen that I was with and we became Acting Sub-Lieutenants and we studied there for, I think it was, nine months at Greenwich. Then we went on for another year of training in Portsmouth taking what was called Sub-Lieutenant's courses.

After this was over, then I was sent to HMCS ALGONQUIN where initially I became the laundry officer but not very long after I became the navigation officer of the ALGONQUIN. The captain, then-Captain Ralph Hennessy, and we together formed the anti-submarine squadron Atlantic. It was the first one. Then we had one destroyer, namely the ALGONQUIN, and four frigates which had been, as a result of Korea, bought back from industry because they all had been sold, because everybody knew [tape skips, interviewer interjects "testing", etc] ... 1951

We had some more training. We were learning actually how to run larger ships than the ones we had been in. About a year in the ALGONQIN, I was appointed as a divisional officer to HMCS CORNWALLIS down in Annapolis. By this time I had just got married so my wife and I went down to live in Cornwallis. After a year as a divisional officer in Cornwallis I was appointed to the Anti-Submarine School in Portsmouth. So I went back – in those days we were still training, so-called long courses, in UK. I think they were just getting ready to start up in Halifax. Now, this was in 1955. My wife and I set off there and started a family and things.

We came back in 1956 and went to Esquimalt because I was appointed to standby the FRASER while she was being built and she was one of the first group of Canadian designed and built ships. I became the TAS officer, torpedo anti-submarine officer, in the FRASER. I spent two years there I guess. I got my qualifications for commanding officer. In those days, I don't really know what happens now, but in those days you went through a board to find out if you would be fit to be a commanding officer.

So I passed those on the FRASER and was promptly sent off to the KOOTENAY on the East Coast. I think by this time they had found out that I came from Vancouver Island and therefore I was appointed off it. [laughs] I only went back once but it took a long time. So I was in the KOOTENAY, Commanding Officer Harry [Shortum?], and because the personnel got a bit muddled I was eventually appointed the first lieutenant of the KOOTENAY while the real one was supposed to turn up. It was very flattering that as junior Lieutenant I was appointed the first lieutenant. We ran a good ship.

Somewhere in there, I was taken, having had a TAS course – ah, yes, I went to the weapons school and trained as a weapons officer in the first class of weapons officers that were made. Other historians will remember that there was Admiral Tisdale [?] who was the chief of the group who wanted to make more efficient use, I think would have been

his word, a bit more efficient use, of the officers. They would be broadened out and they wouldn't be confined to TAS or navigation or anything like that. I was in that.

Then I went – no, sorry, that's when I went to the KOOTENAY after that. I was appointed as weapons officer of the KOOTENAY. I can remember going on board and the engineer officer that was there, the chief engineer, the gunnery officer, the TAS officer, and the electrical officer all got up on the gangway and left saying, “ So long, Dan. Good luck.” [laughs] I'm serious. This is actually what they did because they didn't want to have one guy doing this and it was a very, very tough year.

It was then I became first lieutenant after – we had the dreadful three inch 70 gun. Three inch meaning the diameter of the bore and 70 meaning its length, 70 calibres long. It was an absolute monster. It ran as roughly as a Coke machine runs, you know, with bottles hurtling around all over the place except these were shells of various types. They had an extremely high muzzle velocity those things. Engineering was so delicate and so badly designed that it would smash quite often. My first effort at running something like that. I had some wonderful assistants and all the rest of it, but it was smashing all by itself and so we took it off and stuck it on the jetty and we didn't put it back. Here we were the mighty KOOTENAY going around with no main gun. We didn't do badly but I wouldn't have liked to have gone to war with that vessel when we were in there.

After KOOTENAY, I was taken off because I was basically the TAS officer sent up to stand by the MACKENZIE, HMCS MACKENZIE which was being built in Vickers in Montreal – now, alas, gone. I became the first weapons officer of the MACKENZIE. She had another of these three and 60 guns, three and 70 guns, and good modern stuff. When we got her into service and when we got her done, the captain was Tony German, then-Commander Tony German. She was a fine ship. She was new. Everything that was on there worked. We had a real joy with the three inch 70 gun, which nearly gave me nervous breakdowns in the other one.

INTERVIEWER: Of course, Tony German was a gunnery officer...

MAINGUY: Tony German was a gunnery officer...

INTERVIEWER: Harry Shortum[?] was a salt horse.

MAINGUY: Harry was not. He was a communicator. That's right.

INTERVIEWER: A communicator.

MAINGUY: It's nothing to do with Harry. It was just a [mess?]. We haven't got the people [built?] that really knew what they were doing with that thing till after. I can remember the guy in Montreal. And I knew enough about the gun. I wasn't supposed to be a technician, but I went round and measured the ring in which it sat. It wasn't round. I could remember the British guy who was coming from England, the trials group and

everything like that, he said, “ I put it in and it was round and it was round. You can’t just say it’s turned oval. [laughs]

I said, “ I don’t care how we turned it, how you got it this way, but I haven’t accepted it yet and it ain’t round so get it round or to hell with you.” We got along quite well after that. Indeed, they did take it out. We were doing stuff like that to get MACKENZIE into really good shape and I hope they did it with all the others.

So I was in MACKENZIE...

INTERVIEWER: About 1960 now...

MAINGUY: It was, indeed, 1960 and I think I left there in 1964 and they thought I was by this time much to close to the West Coast, so better go to Ottawa. I came to Ottawa with my tiny family and some people, kicking and screaming. I was in the weapons department of the ... It was still Naval Headquarters, just...

INTERVIEWER: Were you were Lieutenant Commander at this time?

MAINGUY: I was Lieutenant Commander. Yes. I think I got promoted Lieutenant Commander in – no, I was Lieutenant Commander least half the time in the MACKENZIE.

INTERVIEWER: Would have been. Yes.

MAINGUY: Yes. Went to Ottawa and I remember my first thing I tried, this was the first time I had to go and actually buy something, or cause it to be bought, and my first thing was new torpedoes, anti-submarine torpedoes. I can remember the boss was Peter [Kailey?] originally. He was not keen to get into technical things at all but his boss and my super boss was Pat Ryan[?], no, not Pat Ryan[?] ... [tries to remember his last name] He just lives up here. Who was the captain of the Naval College?

INTERVIEWER: Nixon.

MAINGUY: It was his son. Nixon. Nixon. Yes, Pat Nixon. He was the boss. He had been our squadron commander while I was still on the KOOTENAY. Anyway, he was a good boss. He knew a lot of stuff. We got the torpedoes.

This is biographical but what I learned there was, rather than anything else, was that I didn’t have a clue and I dug around to find out who were the people who had clues and there was a little group down who knew a lot about what was going on. They were civilians. There was a bunch of Naval officers who didn’t have a clue and there were some civilians who did. Namely people like ... [thinking about names] this is silly. I know them and I know you know them, too. He was ADM Engineering for God knows how long.

INTERVIEWER: Carswell{?]

MAINGUY: Him and his wife we used to go to NATO meetings and stuff. By this time I was sort of a NATO rep. Oh, damn.

INTERVIEWER: It's not important at this point.

MAINGUY: What?

INTERVIEWER: It's not important at this point.

MAINGUY: Not important. OK.

INTERVIEWER: What we want to know is how this led you to be – did you go to sea again before you went...

MAINGUY: After I left, it was 66. I was appointed out of headquarters to go to Halifax as captain of HMCS ANNAPOLIS.

INTERVIEWER: This time you were a Commander?

MAINGUY: I got promoted to Commander, to my great surprise, after less than two years in the headquarters. Then I was promoted a commander then shoved off to sea. We had a lovely time. The ANNAPOLIS, once again I was privileged to get – we got the first helicopter detachment. We had to figure out all the stuff about how to run that. It was the first operational one. Of course, we were through...

INTERVIEWER: That's Beartrap.

MAINGUY: Sorry?

INTERVIEWER: The Beartrap

MAINGUY: Yes. OK, that's what I was doing. I had a lot of interesting things cause it was mostly during the big EXPO in Montreal and it was the centennial year. We became the escort of the royal yacht when the Queen Mother came to look around the Maritimes. That was a very interesting time indeed.

I left – not to go into to much stuff, I left ANNAPOLIS in 1968 and, to my great surprise, I was appointed to a job in NATO and I was told to go to England and report to the – whatever the big headquarters.

INTERVIEWER: So at this stage that you have reached the...

MAINGUY: I was still a Commander.

INTERVIEWER: Still a Commander, but you have really done been through the rites of passage and also through the extensive training necessary to make you an expert in anti-submarine warfare.

MAINGUY: I had no more formal stuff after that. I was held to be a reasonable – the guns still drove me nuts but I was able to use them. Anyway, went over and I hadn't got a clue. Nobody told me what I was going to do. It wasn't until I got to Northwood, is the name of the base, I got to Northwood that I met then Lieutenant Commander Chadwick. Who was the Canadian...

INTERVIEWER: Is that Morris Chadwick?

MAINGUY: Morris Chadwick. Yes. He was there as the Canadian sort of main anchor man that other Canadians would report to him when they came.

INTERVIEWER: At Northhold?

MAINGUY: At Northwood.

INTERVIEWER: Northwood.

MAINGUY: I got to Northwood, which was a great hole in the ground. Do you remember it?

INTERVIEWER: I was never there.

MAINGUY: Well, it had a deep hole in the ground studied to stop it if somebody dropped an atom bomb on it. It probably would knock off a few of the people but it was held to be able to stay there. I said, "What am I supposed to be doing? I am surprised to get a shore job in England after leaving the ANNAPOLIS."

He said, "You're not going to spend much time ashore. What you're going to do is be the chief staff officer for the Standing Naval Force Atlantic which is forming in about two weeks."

INTERVIEWER: This was in 1968?

MAINGUY: This was 1968. It was January. I reported to – well, anyway we set up a little organizational group in Northwood and got all sorts of advice from everybody. I think it was the 13th of January 1968 that we – we actually had arrived in England on Christmas Eve. Luckily, Sue had a sister who was ready to take us in and we had a very nice Christmas dinner and so on. Then we had this – just about getting the house and thinking about what are we going to do with three children who we're going to send to school and none of this. We haven't got a clue – it was really a piece of bad organization, I think.

Anyway, I took off, must have been the beginning of the second week in January. We went down – the admiral in charge of the Eastern Atlantic at this point was the chap called the “burning bush”. His name was Admiral somebody Bush. He was the one who opened this up. He came down and we got all the ships...

INTERVIEWER: What do you mean, “opened this up”?

MAINGUY: Opened up the Standing Naval Force Atlantic. There was no such a thing. They thought there would be a ship from each nation in it. In fact, there were four when we started out. A Canadian was not there. I was the only Canadian in the place because Admiral O’Brien had said he thought this was a total farce in the beginning and in the end, and he would provide one person to be there but not a ship until they showed it was worthwhile.

INTERVIEWER: For the purpose of people reading this or hearing it were talking about then Rear Admiral Scruffy O’Brien who was...

MAINGUY: He was commander of...

INTERVIEWER: Flag Officer Atlantic Coast?

MAINGUY: Flag Officer Atlantic Coast, but also the king of NATO in the area.

INTERVIEWER: MARLANT.

MAINGUY: MARLANT. Yes. He never came over. He was not going to have any part of this. He thought it was a whole lot of nonsense.

We got to Portland, where a splendid man was running Portland, which is the big work-up base in England. All ships got worked up there. Suddenly, our four ships arrived. There was an American, a British – it was this sort of Flag Ship, HMS BRIGHTEN – a Norwegian ship, which I can’t remember the name of at the moment and a Dutch ship which was the HOLLAND, funnily enough. We set up, I think it was, the 13th of January in 1968 and we were put into commission – if you prefer, to open up. We sailed that afternoon and headed up for – it was, this was winter, the 13th of January. Heavy, heavy, heavy gales.

We went up to Lamlash, which is in western Scotland, and came in and the captain decided we should do a formation anchorage upon arrival. It must have been blowing—I guess about it must have been Force Eight when we got there, increasing to Force 10. I mean, this was big stuff. We did a formation anchorage but I kept saying, “Do you think this is the sort of thing we ought to do first, sir? Maybe we should just get together and see how they behave.” [laughs]

“No, no, no, formation anchorage.”

INTERVIEWER: Tell me what were duties as that point as chief staff officer?

MAINGUY: I was the executive man doing what the boss said.

INTERVIEWER: Who was Admiral Bush?

MAINGUY: No, no. This was Captain Mitchell who was the squadron commander – Captain Geoffrey Mitchell who was a Brit. And he issued almost everything other than direct orders through me.

INTERVIEWER: And was he also commanding BRIGHTEN or was there a separate Commander ?

MAINGUY: No, no, there was a Commander in BRIGHTEN, Dicky Bird[?]. There was a CSO, namely me. There was a CO and the first attendant in the other three ships.

The thing we hadn't been told was, they were organizing for our amusement, right after sailing, we went and did a whole series of attacks out of the Irish – what's the place in the Irish Sea?

INTERVIEWER: Isle of Mann?

MAINGUY: No, no, no, no. No, no, no, no. This was the ASW School and I had trained there as a Lieutenant with my TAS course. We went storming around trying to get this group into actually making itself into anti-submarine group that would work. Not bad. This went on and we were...

INTERVIEWER: Can you just comment for the moment on the fact you had four different nations represented, all NATO, but not entirely compatible equipment presumably. Your signaling must have been OK, but what about the equipment and the tactics?

MAINGUY: Signaling was – we had a Canadian signalman and he was the only guy who had been trained to do all the customs of all the ships. He was Petty Officer and I can't remember his name either. I should. A marvelous guy. That was one of the probably – but actually, NATO communications by ordinary Naval means Morse, lights and all that sort of stuff, was still going then.

INTERVIEWER: And ATP1 was in force?

MAINGUY: ATP1 was still there and you could get across. That wasn't a big problem.

INTERVIEWER: What about equipment though? Were the radars and the sonars compatible?

MAINGUY: Well, compatible – well, you see, each nation ran its own ship and we didn't have to figure out – the data which they all got and were able to transmit out was fine.

I'm trying to think of what the name of the special sort of exercises with code names and stuff like that. We went storming around and they gave us a squadron of ships from Londonderry, the Londonderry School.

INTERVIEWER: Oh, yes.

MAINGUY: They gave us a small group of British ASW lot so we could work with them and they had a couple of submarines provided. It was well done. Oh, boy. It was a rough winter.

INTERVIEWER: When you say a rough winter, weather...

MAINGUY: Weather was terrible and Londonderry was really starting to get the wrong end of the Irish going. You couldn't just wander around by that time. And the other thing that happened to us was this was just about when the – which was the great... the horrible invasion – Eden and Egypt...

INTERVIEWER: Suez?

MAINGUY: Suez. That was on and Canadians had been told – and this was a little bit earlier than what I'm talking about – were all being told not to obey any instructions given by British [paper rustling sound drowns out words]. This was when I was back on the TAS course, it had happened in the middle of that, and we were not popular. There were four of us and we were not popular because we had to take the courses. We were not allowed to do anything that even to have seemed to agree with the British policy. Of all the stupid things.

Anyway, I think I've run out of steam for the moment unless you got some questions.

INTERVIEWER: At this point I'd like to go into a little more detail into the work of STANAVFORLANT which during the winter of 196...

MAINGUY: It was the winter of 1966, 67 and 68.

INTERVIEWER: A very bad winter.

MAINGUY: It was a bad winter all right.

INTERVIEWER: You were working in Londonderry most of the time during the winter?

MAINGUY: No, not at all.

INTERVIEWER: No.

MAINGUY: We had one exercise out of Londonderry. We were learning and then we had our four ships and we were directed to go to Puerto Rico. This cheered up everybody quite a lot because Puerto Rico was the big centre of the US Navy. They wanted to get us into stuff with the US Navy.

INTERVIEWER: What did you understand was the purpose and role of STANAVFORLANT? I realize you weren't even told, but did you find out quickly and did you develop an aim as an organization?

MAINGUY: Our aim was given to us, which was that we would have NATO, a NATO expression permanently. It was no good as far as the top NATOs [indistinct word?] who suddenly got this together for an exercise and for a little bit of time. They were trying to avoid getting ships together for a particularly exercise that they would have one group in operation all year. All year, every year. That was the aim. They were all to be fighting ships and they were all to be properly fitted out and all the rest of it. We had exercises. The next one, which was when we were told after this next exercise that I gave you a few points on, that we were [indistinct word?] out of Londonderry. We were then told to go to Puerto Rico and to join up with various exercises that were going on there.

It was quite an interesting thing because we got there and we were given a nuclear powered submarine to play with. Those ships were not up to handling a nuclear powered submarine and none of their Europeans had ever heard of one, let alone seen it.

INTERVIEWER: Can we stop at this point, because I want to change the tape?

MAINGUY: Yes.

END OF SIDE ONE

[tape not forwarded, blank area at beginning of side two]

INTERVIEWER: Tape one, side two of interview with Dan Mainguy by Alec Douglas 27 October, 2005.

We are at the stage where STANAVFORLANT has moved to Cuba...

MAINGUY: Not Cuba.

INTERVIEWER: Not – sorry, Puerto Rico to work with the US Navy.

MAINGUY: That was roughly what we did. We went there – there was a certain amount of painting ship and trying to get ourselves tidy because I must say the North Atlantic winter with people who never met each other before can really make a mess.

Anyway, we did lots of exercising with the submarine in the Puerto Rico area. We operated out of Roosevelt Roads. We were out of that. Sometimes we actually got into San Juan which is quite a nice run ashore if you could find it. It was interesting because – remember the aim was to try and get some kind of uniform group of countries operating – boy, were the Americans different from the way we operated, our people. We were finding if we sent our people, whoever they were, on leave or after working hours when we were in harbor, if they ever did anything or even looked sort of sideways at anybody they were beaten over the head with a club and returned. That was one of things that Geoffrey Mitchell and I did personally, which was to go and approach the Americans, and say, “ This is not how we play this game. We have respectable people and if they are truly bad then we will take it up. We can do things.”

We got a typical American reply, which was, “These are sailors here and they are in our land and they got to be done what we tell them.”

Anyway, it was Geoffrey Mitchell that it sorted out and said, “This is not on. We’re going to have to leave because we cannot stand having our honest sailor boys going and being knocked over the head by these people with clubs. Not for doing anything, just for being there and with a girl on their arm or something.”

So we did get that straightened out and we got it put into the agreement of the STANAVFORLANT that the ships look after their own sailors. They were not suddenly being put under American rules.

We had some pretty good shooting facilities there and we all – they were all four inch guns or thereabout. We didn’t have the three inch 70. Anyway, we eventually we went to – there’s an island. I should have remembered this before I started talking – not far from Puerto Rico. There’s an island with a resort and they figured it was pretty good to give everybody a bit of a shakedown with a bit of leave and beaches to swim on and stuff, which is not really useful for sailors in Puerto Rico itself. We went down there and we got a new ship. I remember that went very well. We were expecting a German ship to come. Interesting. It was 1968 and he was coming out and he was due into – what the heck is that place’s name? It’s a little harbor on another island. I’ll get it before we’re through. This guy didn’t turn up. I started calling the pilot and I said, “Have you seen any ship wanting to come in?”

Well he said, “ Well there’s a fellow out here. We don’t understand it. He’s a warship but he’s anchored and we can’t get him to move.”

He didn’t want to move at all. [laughs] I got hold of a boat and another guy and we decided to go out and try to lure this guy and tell him to bring in because we had a pilot who would come with us. So we went out and actually almost dragged this guy into the harbor. He wasn’t going to move. He was anchored right out in the middle of the ocean. He came in and then, I went on board – Geoffrey Mitchell had told me, “ There’s one thing I haven’t told you yet but I can’t deal with Germans. He said, “ I lost a father and I lost various others, cousins and stuff like that. I can’t stand them!”

I said, “ Aye, aye, sir.”

So all the stuff from them on pretty well done – he wanted something done, he would tell me and I would go and give the word. So you were asking what a CSO does.

Anyways, we got him alongside and I went paid the call on him. Geoffrey Mitchell wouldn't go near him. The COs of the other ships were not particularly keen. Actually, he was a very nice fellow, in fact. Fairly competent. See, in those days the German Navy was just starting to get back into having the odd seaworthy ship. They were all usually – they were running up and down the Skagerrak or something and they were just getting going so they could take part to an extent. They were extremely good gunners. I forget, I think they had about a four-inch gun, I think. And they were extremely good at that. But navigation and anything wrong with other ships, they didn't know anything about, so that was another interesting thing.

Then about a month after that – no, I'll say some weeks after that, who turns up but Bill Hughes in HMCS – which was it, another ship – Bill Hughes was assigned for an exercise to the Standing Naval Force Atlantic. You know whom I mean?

INTERVIEWER: Yes.

MAINGUY: So we finally had a Canadian there. He was there. This was Scruffy O'Brien again. He wasn't going to assign anything permanent to this shower. He would come down and if he wanted to have them down there to practice whatever...

INTERVIEWER: Was this new ship a Cadillac?

MAINGUY: Sorry?

INTERVIEWER: Was it a Cadillac. Was it one of the CadillacS?

MAINGUY: Oh, yes, it was a Cadillac all right.

INTERVIEWER: Not ANNAPOLIS?

MAINGUY: No it wasn't ANNAPOLIS. No, no, no, no.

INTERVIEWER: Not MACKENZIE?

MAINGUY: No, MACKENZIE wasn't around yet.

INTERVIEWER: GATINEAU? KOOTENAY?

MAINGUY: GATINEAU.

INTERVIEWER: GATINEAU.

MAINGUY: GATINEAU, I'm pretty sure. I can actually find it in my journal. [flips through journal]

INTERVIEWER: We'll confirm it.

MAINGUY: Let's see what happens then. I'm trying to think what we did then. We spent – It was really quite damning. We spent time in Puerto Rico and on this other island and then we went to Norfolk, that was what we did.

We went to Norfolk because, in fact, the instigator of the Standing Naval Force was Admiral Colbert. Does that name mean anything?

INTERVIEWER: Oh, yes. Oh, yes, indeed.

MAINGUY: A marvelous man, I thought, but he was very tough. He was the one who was driving this thing. I hadn't got a clue until we got to Norfolk and who do we meet, the SACLANT. But in the background is – we learned a whole lot about the US Navy very quickly. For example, if tennis courts were available, unless the SACLANT – there was also a CinCLANT fleet and all that stuff – if he was to play tennis then, in fact, nobody else could go on the court until it was cleared that he no longer wished to play tennis. [laughs] It was a whole weird set up. So there we were again. We were in there for maybe a week or so meeting NATO, NATO meeting us. Then Colbert said that he wanted to have this group have a personality in the US. What he was going to do to ensure was that it should go to New York. So off we went.

We went up to New York and got wonderful berths. We had all sorts of stuff going on. For example, all the commanding officers were invited to go to – who was the guy who had his television every once a week? And he always had – he was the first guy to bring in the Beatles.

INTERVIEWER: Oh yes. Sullivan. Ed Sullivan.

MAINGUY: Ed Sullivan. So they were all on Ed Sullivan. What were they doing. The wonderful things they were doing and that sort of stuff. Which he – I think he wrote the script for it. And there were various other things like that which were just going on and on so that as far as we knew – as far as I was concerned, we had four really clapped out frigates. No, I think GATINEAU had gone home. Scruffy O'Brien was just intransigent. He didn't want them around. If he wanted them for exercise, fill your boots, but he wasn't going to go sail with this guy.

What did we do then? You would have thought the only thing in New York – it was brilliantly done for this period. I think we were in there for a week. This was a sharing group of everything. They took us all to see – that's right, they took us all to see a movie. Nobody had seen it yet, about space travel.

INTERVIEWER: 1001? 2001?

MAINGUY: 2001, that was it. We all went to see that.

INTERVIEWER: A Space Odyssey.

MAINGUY: That's right. Anyway, we saw that. We were actually – New York really opened up to the Standing Naval Force. It was terrific.

INTERVIEWER: After New York, did you go back to the East Atlantic?

MAINGUY: We went to the East Atlantic. We had an exercise that went all across.

INTERVIEWER: That would be in the summer...

MAINGUY: That would have been in the summer of 1968. We went around – oh, I know what we did. We went out of New York and we went across the Atlantic and we – once again, Colbert had jacked up an exercise that he wanted the Standing Naval Force to do in Madeira. And so off we went to Madeira and there was nothing down there. It was Portuguese. Nothing down there so it was a self-generated exercise with four ships. We all got involved, but the captains had to stay in their ships or they were going to run aground. So they got guys like me and various others to actually control the thing directly.

INTERVIEWER: How do you mean control directly?

MAINGUY: I mean control directly. We wrote the plans of the exercise, we decided who was going to do what in this thing. The only object of the game, as Colbert had declared it, is there had to be an exercise done in the daylight.

INTERVIEWER: What sort of staff did you have to...

MAINGUY: I had a – that's a good question. I had a communications officer, a TAS officer, a gunnery officer and a navigator. He was the squadron navigator.

INTERVIEWER: Were they all British?

MAINGUY: No, they weren't. The communications officer was an American. He was a very sad fellow. I don't know what's happened to him now. He had awful things happen to him mentally and he also knew American ways of communication but not British ones. Boy...[laughs] The TAS officer was Norwegian. The gunnery officer was a German. He came a bit later. The navigator was a Brit.

INTERVIEWER: That makes sense.

MAINGUY: He was actually a qualified navigator. There wasn't one...

INTERVIEWER: Not among then

MAINGUY: Somebody thought I was a [longhand?] "Look" I said, "I'm not a [longhand?]" I'm good as any Sub-Lieutenant but that's about it. I had a command and I had been a commanding officer but I wasn't a nav.

INTERVIEWER: Would you say this is an effective staff?

MAINGUY: It was sure better than nothing. Actually they were quite good. It was difficult to run an international staff like that. We had a – this first one was a British ship, the BRIGHTEN and they were basically an ASW Frigate, fairly elderly, but we got this navigator because there wasn't anybody who was really fit to be charging around the rocks. Most of us were sort of ordinary navigators as opposed to...

INTERVIEWER: watchkeeping officers.

MAINGUY: Yes. I think was the only that we had, a special one. The signalman... The TAS guy was really good. He was a Norwegian and he had been a fisherman and when he left STANAVFORLANT he retired from the Norwegian Navy and ran a huge group of fishing boats up north of North Cape. He also had a huge amount of intelligence that was his real contract, about where the Russians were. He knew where everything was and there was no military thing involved at all.

INTERVIEWER: What do you mean no military thing involved?

MAINGUY: Sorry?

INTERVIEWER: What do you mean no military thing?

MAINGUY: He retired from the Navy. He was a civilian fisherman but he had a deal going with northern Norway that he was the one to go around and find out if there was any-- if don't know if you know, but probably still, the Norwegians always had a ship loaded with armed mines that they could go and if there was any, anything at all. They dumped their mines right in the fjord so anybody could go in but at the risk of their lives. This effectively kept out people who didn't want to go in there. People knew they would dump the mines but these were not dummies. they were exploding type mines.

INTERVIEWER: I'm a bit confused at this point because we went from the Norwegian TAS officer to this fisherman. What was the relationship?

MAINGUY: There wasn't a relationship. He, when he finished with his tour in the STANAVFORLANT, he retired from the Navy and went away.

INTERVIEWER: Did he have that kind of intelligence while he was in the Navy?

MAINGUY: I don't know. They were pretty secretive about telling anybody what they did. But the Norwegian Navy especially up in the North, was something that was very quiet. You just didn't go into a harbor and find a frigate there. You were jammed; you couldn't get in there. The base, at Bergen or near Bergen, is not, as far as I know, it is still not on the maps. There are no charts of it available. They had a bloody great mountain, which they had dug out, and a frigate could get in it and they would put this in the mountain...

INTERVIEWER: Inside?

MAINGUY: The submariners and the minelayers were all hidden in the mountain.

INTERVIEWER: In fact, did not Mike Lowery take his ship in and later cruises in STANAVFORLANT?

MAINGUY: He may well have.

INTERVIEWER: He's written a paper on this.

MAINGUY: Oh, is that right? He probably did but I don't know of it.

INTERVIEWER: [muffled word] Painted Ship.

MAINGUY: Well, it was fascinating. If you dug around enough with a Norwegian, and if you were a Canadian, you could probably get much more than an American could. They wouldn't want to tell them at all. They had no alliance with the Americans. They didn't belong to... I'm really running out of steam.

INTERVIEWER: They were members of NATO?

MAINGUY: They were NATOs. Yes.

INTERVIEWER: So they were, in fact, allies.

MAINGUY: There were certain rules. I mean, there were rules of their own that they didn't tell anybody about. They were free [indistinct?] "Oh, hi, sir, we're NATO alright."

[Readjusts the mike]

MAINGUY: This is getting a bit far away from my own career, isn't it?

INTERVIEWER: The point is, it is very important – this chief staff officer role and the role of STANAVFORLANT. What were trying to establish, how it was started and what

you did and what influence you may have had on it. But we're still in the summer of 68. How much longer were you with the...

MAINGUY: Well, I was there until 1969. I was there for a year. And the other thing that started to happen was others came in. For example, Geoffrey Mitchell left and Commodore [Brtus Veldkamp?] turned up. A wonderful guy. I got along extremely well...

INTERVIEWER: Mitchell was a Captain?

MAINGUY: Mitchell was a Captain. This guy was a Commodore. They decided to establish a Commodore...

INTERVIEWER: How do you spell that name?

MAINGUY: [Brtus Veldkamp?] [spells name]

INTERVIEWER: Dutch?

MAINGUY: Yes, he was Dutch. He was Dutch. Yes. Then guess what happened? We had his ship – had its own operations officer so I was – anything that happened in that place, everything switched to Dutch. NATO didn't understand this at all. They were damned good. He eventually became the Chief of the Naval staff. He was a wonderful guy.

INTERVIEWER: Did you have other ships join the group?

MAINGUY: I would have to get out a list or something because they came and went. We had a new American, for example. We had the first American ship. It was USS HOLDER. Then she left... I'd have to look up the rest.

INTERVIEWER: Well, it's important more to get a general idea of how the group developed, and did it grow anymore in size during this period?

MAINGUY: I could say not really. We had a case when we had six ships. But the Canadian ones didn't come for a year or anything like that.

INTERVIEWER: There were no Canadian ships, apart from GATINEAU, while you were chief staff officer?

[Looking through journal, comments on some dates]

MAINGUY: I think I left in 69 or somewhere in there. I can't remember what time. What was I going to say? Oh, I went home. The Canadian support for this was the silliest I've ever seen. For example, they hadn't got an organization that could pay me. So I said, "Come on, guys. Can't you send me a check once a month or something like that?"

“No, no we’re not [big] enough to do this.” This is the British High Commission there. So I went to...

INTERVIEWER: The Canadian High Commission.

MAINGUY: The Canadian High Commission in London. So the next time I was in London, I went to the Bank of Montreal down in the, near High Park, anyways, big Bank of Montreal there. I was always grateful to them because when I first arrived in England as a Sub Lieutenant there was a Chief Petty Officer waiting at the station when we arrived with 15 pounds each for the people that were arriving. This was marvelous because we didn’t have a nickel. This was on the way to Greenwich but there was a Canadian guy giving this, and also a ticket to get your booze, which was probably very... Do you remember that?

INTERVIEWER: No.

MAINGUY: You didn’t do Subs courses ?

INTERVIEWER: No.

MAINGUY: I guess...

INTERVIEWER: I did do Subs courses but we didn’t get that.

MAINGUY: No. Anyway, I couldn’t get the Canadians to pay me. That was thing one, and I went down to the Bank of Montreal and said, “Could you figure out a way that you can pay me? I’ll open an account and I’ll put money in there and you can send me some of it. I don’t want to carry around a big whack of money, even if I could get it.”

They said, “Oh, that’s very difficult and very irregular.” [indistinct words] But eventually, so I bought a, there’s a kind of bank document which I could buy an amount of money and then I could feed off it until it went away.

INTERVIEWER: A bank draft?

MAINGUY: What?

INTERVIEWER: A bank draft?

MAINGUY: A bank draft, exactly so. So I used that for about six months. They said every time I went anywhere near them, they told me, “This is very unorthodox, we don’t normally do this.”

INTERVIEWER: Well, you said the Canadian support of the organization was really silly.

MAINGUY: Yes.

INTERVIEWER: I get the impression that the Canadian support of STANAVFORLANT at this point was very half hearted.

MAINGUY: I think that's probably true. I don't know why they used the London group; I mean, they didn't try to throw me out or anything like that. They just said we're not just set up to do this sort of thing. The other thing that was interesting was this was the election of 1958 when in fact Trudeau got in. I also went back to the London group...

INTERVIEWER: 68.

MAINGUY: 68, sorry, 68, 68. – and said, “ I want to be able to vote.”

And they said, “ Well, you can vote any time you like just send it in we'll do so.”

And I said, “No, I want to vote. And I want it set up that I can vote. I noticed all the other people get to vote.” I became a...

INTERVIEWER: I know what you mean.

MAINGUY: -- a little – what are they, a little voting box that they could set up? And I got all this down and it turns out that the election was in, when we were Bergen. And Sue had come to Bergen. So the two of us locked ourselves in the bathroom and voted for – she, I'm sure, against Trudeau and I won't say who I voted for. [both laugh] Then we sent all this off. It was hilarious me, having done all this fuss we voted, had a nice big dinner and, I guess, we voted for different people. Two people in the voting booth. So we had a lot of fun.

END OF SIDE TWO

INTERVIEWER: This is tape number two in our interview between Vice Admiral Dan Mainguy and Alec Douglas 27 October, 2005.

Dan, we left the end of the last tape talking about your difficulties of getting Canadian support for STANAVFORLANT and when you were chief staff officer. Could you sort of go on from there and talk about the subsequent experiences you had.

MAINGUY: I left the STANAVFORLANT at the end of – early 1969 and went home and – trying to think what I did. I went to headquarters. A little later on, I can't remember the time, but eventually I became the captain of the PROTECTOR. I went from there to Ottawa in the personnel business as the chief of career management for all people.

INTERVIEWER: What we want at this period now, Dan, is the next time you went to STANAVFORLANT.

MAINGUY: I'm just getting there. So anyway and I went to the – no, I'll tell you what I did after I left the STANAVFORLANT. I went to the National Defence College in Kingston, that's what happened. I was there for a year. Great fun. Going around and learning a lot. Having spent most of my life in a tin box, it was rather interesting to get out in the fresh air and get all sorts of people's views on things.

I came back from the National Defence College and was appointed as the director of strategic planning in headquarters. Then, sometime after that I was appointed to HMCS PROTECTOR as the captain because they had run out of a commanding officers for the vessel and asked me if I would like to do it. Answer, "Yes, please."

I was captain of the PROTECTOR for a year and a kick. I did a lot of very interesting things in that ship. Then I left the PROTECTOR and was appointed to Ottawa in the personnel business. That's how it went. I was there for a bit. The Canadian commanding officer of the Standing Naval Force Atlantic fell into a thing of incapability and had to be relieved. One afternoon I was in my office and I got a phone call from the Chief of the Defence Staff who was General Dextraze and his opening remark, which I think, I hope, I'll never forget was, "Do you drink too much when you're working?"

I said, "No sir." [mumbling like he's drunk]

He said, "Do you chase your girls openly around the streets of Ottawa or anywhere else?"

[mumbles back like he's still drunk]

He said, "Well, your reputation is that you don't do either too much. I want you to go and take up the rest of the Canadian Commodoreship of the Standing Naval Force."

I said, "When do you want me to do it, sir?"

He said, "Tomorrow."

It was Friday afternoon. I started getting ready to go on Saturday. A monster snow came over. Most planes just were going straight over Ottawa and went somewhere else. They didn't stop or bother to land. I eventually got to Montreal and the only airplane that was going – the British airplanes had all stopped running for going to England but there was one that was going to Paris.

They were getting all ready to put the passengers on board then they said, "Oops, something terrible has happened. The door has blown open. I guess that's put paid to ... Oh, just a minute. Just go away and hang around for a bit." About 15 minutes later they said they had – this life jacket that had opened up and blocked all the things had been fixed. Would I still like to go to Paris? Why not? I didn't have a passport. I didn't have anything other than my pusser's ID card and my uniform. I was in uniform. I went down and, to my great surprise, got on board and we flew straight to Paris. I got off there. All I

had was a card and a hat. The hat got me through all the customs. It was absolutely magnificent. It was a Commodore's hat and it got me through all the lines and the miseries and everything else like this. I went across the airport and got a plane to London. The Brits let me on. I still had this hat, thank God. They didn't even question what I was doing. I went down – turned up in Northwood that night.

The chief of staff there was a Dutchman by this time. He said, "Nice to see you."

INTERVIEWER: Chief Staff Officer, your old job?

MAINGUY: What?

INTERVIEWER: Your old job?

MAINGUY: Not my old job. No, no, no, no he was the Chief of Staff of the headquarters. I said, "What do you want me to do?" I think there was two and half months left in the Canadian term.

He said, "Well, we need somebody to get going right in an hour or we're going to waste a lot of exercise time."

"So, what do you really want me to do?"

He said, "Treat them smartly."

I got on a plane that night and flew down to – no, sorry, I drove down to Portland and wandered on board about half past 11 at night. One of my colleagues just remembers seeing this new Commodore arrive. He's got a suitcase, a green hat on and no gear except a guitar. [both laugh] We went out the next morning. The unfortunate – you probably know who they guy I relieved was. He had a very bad time.

We had a great time. We found Russian submarines and we went roaring around all over the place in sort of an ad hoc fashion.

INTERVIEWER: What year was that?

MAINGUY: What year was that? That was 1975 or close to there.

INTERVIEWER: What was the mix of ships? The same as before or different?

MAINGUY: My Flagship was ALGONQUIN, Captain MacLean. I got it written down here somewhere. [looks through journal] Why can't I remember it. [indistinct words]

INTERVIEWER: HMS BACCHANTI [?]

MAINGUY: [spells ships name, but is drowned out]

INTERVIEWER: OK.

MAINGUY: I can probably lend you all this if you wanted.

INTERVIEWER: No, it's all right.

MAINGUY: I have masses of bits written down about it. There was ALGONQUIN. That was Mick MacLean. He's not, he's not, yes isn't he-- R.L. MacLean? A good guy. Picture of Commodore Mainguy returns from a flight. [laughs] One of things I got out of that, I remember that was I was doing a helicopter transfer and I was hanging on to, to the wire on this thing going from ship to ship. I go to the number two ship and somebody put his arms right around my legs right at that point and I got the worst electric shock that I'd ever heard of. He was absolutely loaded. It must have been 1000 volts just hit me. I said, "Just leave me alone." And I was trying to climb back into the helicopter. That's about what I remember there.

In here – I'm trying to remember who the – why don't you stop the tape and I'll...

INTERVIEWER: You were saying the American ship was the USS McDONNELL. I presume that's Mc...

MAINGUY: No McDONNELL[spells name] and the VAN NESS.

INTERVIEWER: The VAN NESS was Dutch?

MAINGUY: She was Dutch. And BACCHANTI.

INTERVIEWER: We got that.

MAINGUY: And LUBECK

INTERVIEWER: LUBECK. She was a...

MAINGUY: A German. I think that's all we had, roughly.

INTERVIEWER: It was more or less the same mix you had when you first started in 1968.

MAINGUY: Yes, I had sailed with the VAN NESS before. I hadn't met BACCHANTI. BACCHANTI was commanded by a – he's a very good officer and he was a very good poker player. He was a Captain. He was sort of upset because as soon as Glen was taken off, he thought he was the next in lead but it was JADDEX who said...

INTERVIEWER: "We'll have a Canadian."

MAINGUY: "I want a Canadian there."

INTERVIEWER: What we wanted really to do at this point was to make a comparison, if you feel there is one. The CSO in 1968, you started there, you really started the organization. Had the organization developed from there? Had they accepted your organization?

MAINGUY: They had the rough organization that I left with. This guy was a salt horse character. He was a Commander. He had been out...

INTERVIEWER: This is Barry [Clark?]?

MAINGUY: Barry [?] this is Barry [Clark?]. A very good officer indeed. The other staff officers – I'd have to look up the names. They weren't there long enough...

INTERVIEWER: The names aren't important. The general idea is, how did the staff compare with your staff when you were CSO?

MAINGUY: The US State – don't forget, this is right slap in the middle of the Vietnam War. They thought that this whole thing was ridiculous. Why would you take a good officer and put him in a crummy thing like the Standing Naval Force. It had no significance because they had been out for years in Vietnam. The communicator, I can't remember his name. I should give you his name anyway. He had been in Vietnam. He had a Silver Cross because he tried the rescue his chum who was a US Marine. Somebody shot him and he shot the guy that shot him. This is a quiet communicator in the Navy. Different world.

There was a chief of staff who relieved me and he was really ridiculed. He was a good officer.

INTERVIEWER: You mean chief staff officer?

MAINGUY: As chief staff officer, I got out in, what did I tell you, in Norfolk and I was going to back to England and get my family back and come home. In Norfolk he was ridiculed by many officers. [mimics] It was a different world. NATO was less important, I think it's fair to say, though we were still driving it on.

Colbert, unfortunately, he got to be a four-star admiral and then promptly died of cancer. It was too bad. He was a great guy. He had done so much to get us rolling and then this was long later, between 68 and 75. So that's a fair change to the world...

I think the Americans, the Americans are still rolling it, but I don't know what there doing now. I can't find anything out about them.

INTERVIEWER: I see.

MAINGUY: Tony Edwards got squadron for a while.

INTERVIEWER: Yes, I remember that. In fact I have his scrapbook from...

MAINGUY: Oh, is that right.

INTERVIEWER: Yes.

MAINGUY: Who else is there... Hugh McNeil. I think he did a great job there as Commodore.

INTERVIEWER: What about when you went to SACLANT, cause I remember you were on the staff at SACLANT when we came down for a conference in 70 sometime. That was after your STANAVFORLANT or before?

MAINGUY: After.

INTERVIEWER: After.

MAINGUY: I came down and I think the truth of the matter is, the reason I went to SACLANT was that Bob Falls, who was the CDS, he thought he had too few admirals around to have a good force of admirals available to running the various things in the Navy. I think, quite honestly, that I was not on top of the list for Doug Boyle. He was a – I was not on his list. He had the [names?] He had various others. I suspect that what happened was I was chief of Naval operations, in the CMO, Maritime staff, and I gotten the frigates going, that is to say it was part of the plan and all that sort of stuff. So I was getting out of my depth. It needed more engineering now and stuff like that. I think this is what happened. Falls said started – he creating a Canadian position, a Canadian admiral's position in SACLANT.

INTERVIEWER: Did your STANAVFORLANT experience help you in your SACLANT job?

MAINGUY: No, not really. I went to SACLANT...

INTERVIEWER: What was your job at SACLANT?

MAINGUY: SACLANT was quite interesting. What happened was, I was made – I was the chief staff officer of operations for SACLANT. There were a lot of people in a lot of countries that didn't like that at all. I mean, suddenly there was this Canadian admiral turns up. This cuts off a lot of other jobs that people thought [muffled?]. Then, after about two or three months, said he shyly, I got really tons of support from SACLANT Harry Train, the Brit who was there. The Brit was a typical Brit, a very good guy; very good Naval officer and he liked to put Brits into places.

So anyway he made me the – he put me in charge of drawing up the NATO Naval Concept of Operations. This was major stuff all over the place. I got it up and, suddenly, I realized, me, I'm doing this?. I got this thing and I sent it around to people like George Lindsay and said, "What do you think of this?"

And he said, "Well, that's pretty good, you know. Just do this and this." He had a few little recommendations that he wanted. I sent it to a couple of people that I knew really well and, if I do say so myself, it was an extraordinary good document.

INTERVIEWER: Good. Excellent.

MAINGUY: I had rather less to do with it [than I saw [on?]] but it was all the nations. So I was trying to feed in the Greeks and all the Italians and all this lot into a thing that could be comprehensible.

INTERVIEWER: Having this career behind you, and STANAVFORLANT, you say, was not a particular influence on the way you worked at SACLANT...

MAINGUY: There's a lot of difference between how you get 800 merchant ships across the Atlantic than the STANAVFORLANT, who's a guy that runs a little group of ships. It's useful stuff. They probably needed a major national defence course or something to try to understand it which, by the way, I had had.

INTERVIEWER: Did you think STANAVFORLANT was a good thing?

MAINGUY: Yes, I guess so. Yes, I did. Generally speaking, it was a good thing. It was quite a difficult to run it smoothly. I think probably the best of the lot was Hugh MacNeil. He ran it and then it was good – good discipline, popular chap.

INTERVIEWER: He followed you to SACLANT didn't he?

MAINGUY: I can't remember. No, Nigel followed me; Nigel Brodeur followed me to SACLANT.

INTERVIEWER: Hugh MacNeil was down there at one time, I remember.

MAINGUY: Maybe, well, he may have followed...

INTERVIEWER: Followed Nigel.

MAINGUY: Followed Nigel. In one sense, it was sort of a place to stash admirals if you wanted a couple of extra ones, sort of thing. But actually, it was good. One of things I really enjoyed – I guess STANAVFORLANT would have come in to an extent. I used to run the war game up in...

INTERVIEWER: Newport.

MAINGUY: Newport. That was fascinating. I actually had the great pleasure of nuking a couple of big wheel American admirals. [both laugh] Some of those guys are just awful crooks. I can't remember the guy's name right now. He was just known as a crook.

Harry Train, I think, I say shyly...

INTERVIEWER: He was a four-star?

MAINGUY: He got a lot of faith in me. I think it was a result of the strategic study. So then he decided he wanted to lay on the biggest naval exercise that the world had ever seen. It was going to be worldwide. "Sir, are you sure you want to do this?" and so on. The only way we could possibly do it was to find out all –I was put in charge of this damn thing. What we did was find out who was running exercises and you could see if you could get any kind of a groupage to them and use them. We had for example – there was one outfit that the Americans circumnavigated South America. Well, they would do exercises with other navies as they went round. Maybe we could make this part of the C in C's exercises and we did. This cheesed off an awful lot of people.

INTERVIEWER: OK. What I wanted to do at this point, [tape skip] we're just going to talk about the final reflections in your time at STANAVFORLANT and your relations with Admiral Colbert and the influence you both had on the organization of STANAVFORLANT.

MAINGUY: I worked with – the thinking was the start. We tried to draw up a set of standing orders. That was basically me and Geoffrey Mitchell. We found out quite quickly that the navies in detail do things quite differently. Dutch, very, very precise. Very, very, not loose. Canadians can get away with being fairly loose to a certain extent. If you do it right, people will buy it. If you've done something to account for something. The Americans were absolutely rule bound. Everything was laid done in a book and you did that or otherwise, except for Colbert. He was...

INTERVIEWER: Colbert is?

MAINGUY: Sorry?

INTERVIEWER: Colbert is who?

MAINGUY: Colbert, Admiral Colbert, sorry.

INTERVIEWER: You need to identify.

MAINGUY: Admiral Colbert, who to me was a marvelous admiral. He was capable of exercising his brain and getting things done which I should think most admirals would have had a very difficult time with, most American admirals. He was a great supporter of STANAVFORLANT cause everything – I'm not sure it wasn't his idea to get it rolling to

start with. I never did find out. I think it was probably. He had a monstrous amount, a great deal to do with it, not a monstrous...

INTERVIEWER: Do you think it helped that for the first time you had different navies working closely together?

MAINGUY: Yes. The Americans, I learned then – and I'm sure it's the same now – is you cannot, they won't drift off course at all. The course is not the best of way of getting there. The course is very often just what their boss said. A phrase can – all the sudden, the word is out and nothing can be changed from it. I'm not impressed by their capability.

INTERVIEWER: And yet, we work very well with the Americans now.

MAINGUY: We work with them, most of it bumming help when our ships break and they have to go into harbour and get fixed.

INTERVIEWER: But we did more than that in the Gulf.

MAINGUY: Oh, yes.

INTERVIEWER: They seem to trust us.

MAINGUY: Yes, I think that's true.

INTERVIEWER: More than other middle-size navies.

MAINGUY: I think so because we do operate closely with them. But when you get mixed up with them in detail, in an exercise, that's one thing. But if you get mixed up in detail, they do it there way period.

INTERVIEWER: But Colbert was an exception?

MAINGUY: Colbert was definitely an exception. He had a very nice English wife, which showed he had some brains. [both laugh]

INTERVIEWER: Well, thank you very much. That brings to an end...

MAINGUY: I've probably run out of poop.

INTERVIEWER: No, that's all right. You've covered everything I think that we wanted to cover, and if we want any more we'll be back.

MAINGUY: I'm at your service. What happens to all...

TRANSCRIPT ENDS

