



SOUNDINGS



**PATRON H.R.H. THE PRINCE PHILIP
DUKE OF EDINBURGH
OTTAWA BRANCH
THE NAVAL OFFICERS ASSOCIATION OF CANADA
Box 505, Station B, Ottawa, ON K1P 5P6**

“To make all levels of Government and the general public clearly aware of the vital need for, and value of adequate and effective Maritime security forces to protect and further the interests of Canada.” (Branch Constitution, Article III.)

43.01

“Trying the depth of the water and the quality of the bottom line....”

May, 2007

First USCG National Security Cutter Nears Completion



USCGC Bertholf (WMSL 750), 4,300T, is being delivered under the US Coast Guard's Integrated Deepwater System, a US \$24 billion, 25-year program to replace existing ships, aircraft and communications. See the article on the USCG's modern approach to coastal defence on page 7.





From the President

By Richard Gimblett

Greetings All,

It's been a very busy year, and it's not over yet! On balance it was quite a good one – the Speakers Program and Fall Reception were the highlights of a fairly active social schedule, and the new infusions onto the Board of Directors (described in my column in the last Soundings) gelled very quickly to effect a smooth transition. But life is never perfect, and there remain a few issues of concern to me.

I won't go through the whole "year in review", but the line-up of speakers covered quite a broad range of nautical interests, from a *tour d'horizon* by **Vice-Admiral Drew Robertson**, Chief of the Maritime Staff, to the working level of fleet activity with presentations on recent changes to the Sub-Safe program and the experiences of a naval officer embedded with the Strategic Action Team in Kabul, plus diverse subjects such as the transformation of Royal Roads to a civilian university, an exploration of some forgotten episodes in Arctic exploration, and the revitalization of the Canadian shipbuilding industry.

The downside to this was that attendance was rather slim most Monday evenings, other than the couple dozen old stalwarts



whose appearance you can set your clock by. We have a large membership in the Ottawa Branch, and potentially one of the most vigorous in the land, so it really would be nice to see a lot more of you come out. And what you have to do is bring a friend with you, preferably a serving or recently retired officer who is not yet on board with us. Because fully one-half of our membership has reached the category of "honorary lifers", we need the infusion of fresh blood to ensure generational revitalization (their money would be a tangential benefit – I urge you to read the Treasurer's Report elsewhere in this number). Bottom line – I remain open to any suggestions as to how we might improve the program to better satisfy your needs.

The Annual General Meeting always does lure quite a crowd, in part I suspect because the weather is much improved. Last year we had the draw of ratifying the revised Constitution. To keep things on a roll, this year the Board of

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Directors thought that perhaps we should have a high-profile guest speaker on deck for a short presentation before the business meeting. I am delighted to advise you that as I commit this note to paper (or more accurately, turn it into electrons), **Alec Douglas** has just confirmed he will throw a little light on the publication of the long-awaited second part of the official history of RCN operations in the Second World War, covering roughly the years 1943-45, the quite appropriately titled, A Blue Water Navy.

To whet your appetite, this is history that is entirely relevant to present-day challenges – managing the equipment crisis, learning the complexities of amphibious operations, establishing the foundation of a viable fleet for a dynamic future security environment. The official launch will be on Tuesday, May 1st on the Main Concourse of National Defence Headquarters, where the Battle of the Atlantic display already will be set up for the week as a most appropriate backdrop. The NDHQ ceremony regrettably must be restricted to invitation-only due to new security arrangements, but Alec & Co.

and the publishers will shift for lunch to the Bytown mess, where copies of both this volume and part one (which covered 1939-43) will be on sale; anyone already in possession of a copy obtained elsewhere can certainly bring them along to collect some autographs. I have said it before in my e-mail traffic to you, but it is worth capturing for this more enduring format – congratulations, Alec, to you and all your team who have laboured with such dedication for so long to make this superb volume happen.

Speaking of the Second World War... The day before our AGM is **Battle of the Atlantic Sunday**. The routine this year again follows established practice of the past several: the weekend kicks off with the Spring Ball at the Delta Hotel on Friday evening, with the parade Sunday morning at the War memorial, followed by a reception in the old train station (I struggle to call it the Government Conference Centre) – anyone participating in the parade wearing uniform or NOAC regalia is most welcome at the reception.

And with our own **Spring Reception set for Monday 4th June at Bytown**, it is a great way to end off the season. I'll look for you all at all of the above!

Yours aye, Rich



Ahoy!
Annual General Meeting
Bytown Crowsnest
1900 for 1930
Monday May 7th, 2007

*Opposite: Guest Speaker VAdm[R] **Peter Cairns** with **Heather Armstrong** at the Branch meeting on April 2nd. Peter is the President of the Canadian Shipbuilding Association.*





Guest Editorial

By J.L. Granatstein

*Given the cover story on US coastal defence, this guest editorial is apropos. Jack Granatstein writes for the Council for Canadian Security in the 21st Century (www.ccs21.org.) Dr. Granatstein is also a member of the Conference of Defence Associations (CDA) Institute Board of Directors. This oped first appeared in the *Globe & Mail* on August 30th, 2006, and was also published in the RMC Ex-Cadet newsletter *E-Veritas* of September 19th, 2006. It is reprinted here with the permission of the author. The opinions expressed here are the author's own, and do not necessarily reflect those of the Ottawa Branch, NOAC, nor of its Officers or Directors.*

The Conservative government in Ottawa is obviously more friendly toward the United States than its immediate predecessors. Thus far, however, nothing the Harper government has done has eased Washington's growing concerns that Canada's defence weaknesses threaten the U.S.'s own continental security.

There are two factors at play here. The first comes from the United States military's view that the capabilities and equipment of the Canadian Forces have atrophied so much that the CF is no longer interoperable with US forces. Given that, why should the United States share command with Canada in the North American Aerospace Defence Command? As Bernard Stancati writes in the current issue of *Parameters*, the journal of the U.S. Army War College, "The reality of the situation...is this: if Canada permits doubt to continually creep into the Canada-US defense and security partnership in the post-9/11 environment, it may find itself slowly being ushered out."

The second factor is political will. A former U.S. Air Force staff officer at NORAD, Dr Stancati writes bluntly that doubts about Canada could drive the United States to question "whether its northern partner has the political will to pull its share and to do its

part to secure the continent from attack. Historical and recent events demonstrate a willingness on the part of the United States to take unilateral action on the continent if it believes such is necessary to protect its own interests. In terms of either a ballistic missile or maritime attack, the possibility exists that the United States would consider defecting from the partnership if Canadian policymaking causes the United States to lose confidence in its partner's willingness, resolve, or ability to take action."

It is not in Canada's national interest to have the neighbouring superpower harbour such doubts. Nor is it in the national interest to lose the cooperative relationship in defence because that means one of two things: either Canada pays the full cost of providing its own defence to a standard that does not cause concern in the U.S., or Canada cedes its defence to the United States. The first course will be ruinously expensive in cost. The second will be completely destructive to Canadian sovereignty and nationhood.

Canadians have always assumed that the United States will protect Canada in extremis, and this is surely true. In their own interest, Americans can never accept that any hostile power will entrench itself on Canadian territory. That is legitimate and reasonable, not aggressive and overbearing, and Canadians should thank their lucky stars that they live next door to the United States and not Germany or Russia. We might have been the Poland of North America, subject to the ruthless demands of aggressive neighbours.

But what if, as Stancati suggests, American national interests some day force the United States to pull out of the defence partnership? That will likely mean that the U.S. assumes full responsibility for the defence of Canadian territory--with or without Ottawa's consent. If Canadian military incapacity is such that the existence of a vacuum to the north poses a threat to American national interests, then the U.S. will be forced to act, no matter what Ottawa says and no matter the violation of Canadian





sovereignty such a policy would entail. This is not a course the United States would follow lightly, and obviously it would always prefer to have Canadian concurrence in any actions it might take on or over Canadian territory. But necessity knows no law, and it is entirely possible that, under threat, the U.S. might believe itself forced to act. Indeed, it is all but inevitable. If the United States defends us, then our independence will be a sham and our sovereignty will have disappeared. We truly will be a vassal state.

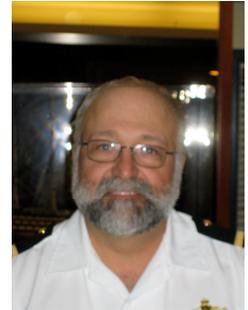
How can such an eventuality be prevented? There is only one way: Canada must genuinely have the military capacity to be able to tell Washington truthfully that the Canadian Forces can stop any threats from reaching the United States from, through, or over Canadian territory. This means that our military must be of sufficient size and have the right equipment to be able to counter any possible incursion or to deal with any terrorist threats from the sea, by air, or over land. Obviously, such capacity will protect Canada's population and territory at the same time as it meets the concerns of the United States. The protection of our people is the first priority of every government, and it is one that Ottawa historically has shrugged off. This was never desirable or acceptable.

Now, in the age of terrorism, it is no longer possible. Being a sovereign state carries responsibilities with it, and being capable of mounting your own defence is a basic requirement.

The Harper government has begun the process of re-building the military. If Stancati's article is any guide to present U.S. thinking, Ottawa needs to speed up the process.

Financial Report

By Rick Guitar



My first six months as Treasurer for the Ottawa Branch have been interesting and enjoyable. It's been a while since I've worked using a synoptic journal and had to balance a cheque book, but it's all coming back to me.

The branch is healthy enough, but we do have some longer-term challenges to face on the revenue front. In the past we have been a little casual about carrying members who have not paid their dues for the current year. This is no longer a sustainable policy because we can't manage the cash-flow anymore without drawing on our investments. This fiscal year the Branch had to withdraw \$3,600 from investments to cover cash shortfalls resulting from the old level of dues. Currently, the balance of our investments stands at \$40,888. At the moment I don't expect to have to repeat that that big a withdrawal this year, and I'm hoping that if I do that the money can be quickly replaced. Along with the auditor, I am reviewing the way some transactions have been accounted for in the past, and may have to bring up an issue at the AGM.

In the short term, the Ottawa Branch needs to navigate some tight waters. I'm not sure if we will succeed or not, but the increase in dues has helped considerably.

The big challenge right now is to have enough money to pay the bills as well as pay for our assessments to the National Association. The key to getting through this time of the year, which is difficult because of the need to pass all of our revenue through the National Association, and then receive our share back, is to continue to receive dues and donations from the membership.

I haven't completely closed the books on the year yet, but will shortly. There may be a requirement to accept some bad news, but I expect that we can weather these times.



**Spring Reception
For Branch Members & Partners
Monday June 4th, 1700-1930
Bytown Crowsnest**





Pat Nixon Made *Chevalier* of the *Légion d'honneur*

In a ceremony held last year at the French embassy in Ottawa, Pat Nixon was invested into the *Légion d'honneur* as *Chevalier*. The citation read by Ambassador Daniel Jouanneau was as follows:

You were 26 years old when you commanded HMCS *Chaudiere* during the Battle of Normandy. Your ship was part of Escort Group 11 assigned to Plymouth Command to provide an anti-submarine screen on the flanks of the assault area.

It was as part of a highly complex naval and air organisation that Group 11 carried out a large variety of tasks in the English Channel and the Bay of Biscay, carrying out anti-submarine sweeps, escorting the auxiliary aircraft carrier HMS *Striker* and patrolling close inshore.

Under your command, *Chaudiere* participated in the destruction of U-744 on 6 March, 1944 in the North Atlantic, and U-621 off La Rochelle on 18 August, and in the sinking of 11-984 in the English Channel off Brest on 20 August. In the case of U-621, two of the three ships attacking had to return to port, leaving *Chaudiere* to keep contact and ensure the final destruction of the U-boat.

During the period May to December 1944, HMCS *Chaudiere* experienced difficult conditions in the English Channel, the Bay of Biscay and the North Atlantic, when she was handled in a most loyal and efficient manner. You displayed outstanding ability in action against enemy submarines, when under fire of shore batteries, and during a bombardment of Concarneau. Your leadership, unflinching cheerfulness, outstanding skill and devotion to duty were responsible for a most efficient ship.

For your outstanding behaviour, you were awarded the Distinguished Service Cross and twice Mentioned in Dispatches.

You fought gallantly and bravely and your extraordinary action during the fierce

battles at sea in 1944 was your personal contribution to the liberation of France.

Today, I am particularly honoured to award you the *Légion d'honneur* a testimony of grateful thanks from my country to a gallant soldier, a talented officer and a Second World War Canadian hero.

Captain Nixon, *au nom du Président de la République française, nous vous faisons chevalier de la Légion d'honneur.*

All members of the Ottawa branch congratulate Pat on this well-deserved honour.



Pat on the Chaudiere bridge.





United States–Canadian Coordination in a Layered Approach to Maritime Security A Counter to All Threats, All Hazards

By Commander (ret) Chris Doane, USCG, and Dr. Joe DiRenzo III



Introduction During the Cold War the United States and Canada formed the North American Aerospace Defense Command to form a joint security posture against the Soviet threat. The Global War on Terrorism presents the two allies with a new threat that is best defeated through cooperative security measures. This is particularly true in the maritime domain, which is ripe for exploitation by terrorists seeking to smuggle members and/or weapons, including weapons of mass destruction, into these nations. This maritime terrorist threat is in addition to the traditional transnational maritime threats, including piracy, drug smuggling, migrant smuggling, and poaching, that have plagued the two nations.

The maritime domain is critical to the economies of all nations. It is a source of food and natural resources as well as recreational enterprises and provides a medium for over 90 percent of the world's international trade in goods and materials. This trade supports a global industry that has trimmed down its expensive on-hand inventories and instead relies upon the just-in-time delivery of the materials needed to continue production, making any serious disruption or delay very costly. Yet the maritime domain is a huge global common mostly outside the jurisdiction of any nation, accessible to all and without defined lanes, across which moves an incredible volume of cargo. Clearly it is an environment offering

ample opportunity for criminals and terrorists.

The U.S. Strategy for Maritime Security signed by President George W. Bush in September 2005 provides a road map for bi-national and multi-national cooperation to defeat transnational maritime threats. According to the strategy, "The ability to achieve maritime security is contingent upon a layered security system that integrates the capabilities of governments and commercial interests throughout the world. The public and private sectors acting in concert can prevent terrorist attacks and criminal acts only by using diverse and complementary measures, rather than relying upon a single point solution. Specifically, a layered approach to maritime security means applying some measure of security to each of the following vectors of vulnerability: transportation, staff, passengers, conveyances, access control, cargo and baggage, ports, and security *en route*."

The newly published U.S. Coast Guard Strategy for Maritime Safety, Security and Stewardship directly supports the U.S. national strategy. Signed by U.S. Coast Guard Commandant Admiral Thad Allen in January 2007, the Coast Guard Strategy also identifies improvement in International Maritime Regimes as a key component of defeating transnational threats, noting, "The United States Coast Guard is a versatile instrument of the interagency, multinational, multilateral world of United Nations-affiliated standards and policy setting organizations. Blending civil, regulatory and military competencies, the Coast Guard is well positioned to collaboratively advance global maritime governance." The Coast Guard strategy further solidified the concept of a layered defense, stating, "Layered security





and overlapping safety programs are key concepts in many national strategies. Layers of security are built by addressing each point of vulnerability – e.g., people, cargo, conveyances, facilities, transportation routes, and more.”

One means of understanding this concept of layered security is to use geographic regions to see how different security measures are applied to reduce vulnerabilities within the maritime domain. For this article we will use four regions or zones: Worldwide, the territorial waters and lands of foreign nations; In-transit, the high seas between the territorial waters of nations; Pre-Arrival, the economic exclusion zone beyond the territorial waters; and Arrival, the territorial waters including ports and internal waters of a nation. In each of these layers U.S. agencies have implemented a variety of security measures in cooperation with other governments and industry to prevent illegitimate uses of the maritime and maritime transportation system. Let us deal with each zone in turn.



First flight of the EADS CASA CN 235-300M, the USCG's Medium Range Surveillance Maritime Patrol Aircraft, in June 2006 at Seville, Spain.

Worldwide The cornerstone for ensuring maritime security in foreign nations is the International Ship and Port Facility Security (ISPS) Code. Developed by the International Maritime Organization, the code established minimum security requirements for vessels and maritime

facilities involved in international trade. Effective July 1st, 2004, these vessels and facilities had to have developed and implemented security plans approved by their respective governments. For vessels, they needed to have an International Ship Security Certificate issued by their government attesting to their ISPS compliance. Both Canada and the United States are both signatories to the code. In Canada, Transport Canada is the lead agency for ensuring compliance with these international requirements. In the U.S., it is the Coast Guard who has supervised compliance by overseeing implementation of the Maritime Transportation Security Act of 2002 or MTSA, which set even stricter requirements than those put forth by ISPS.

As part of its MTSA/ISPS effort, the U.S. Coast Guard has established an International Port Security Liaison Program. The goal of this program is to develop professional relationships with government and industry port security personnel from other nations. Through these relationships, security personnel are able to examine each other's security measures and share best practices. A key feature of this program is reciprocal port visits to allow first hand exposure to security operations which also builds confidence in the integrity of maritime commerce emanating from these ports.

In addition to the U.S. Coast Guard's efforts, the U.S. Customs and Border Patrol (CBP) has initiated various programs to ensure cargo security. Their two most prominent programs are the Container Security Initiative (CSI) and Customs-Trade Partnership Against Terrorism (C-TPAT).

A February 2006 CBP press release described CSI this way, "CSI proposes a security regime to ensure all containers that pose a potential risk for terrorism are identified and inspected at foreign ports before they are placed on vessels destined for the United States. CBP has stationed multidisciplinary teams of U.S. officers from both CBP and Immigration and Customs Enforcement (ICE) to work together with our host foreign government counterparts. Their mission is to target and pre-screen





containers and to develop additional investigative leads related to the terrorist threat to cargo destined for the United States.”

There are four core elements of CSI: identify high-risk containers, pre-screen and evaluate containers, screen high-risk containers, and use smart containers. Automated targeting tools are used to identify containers that pose a potential threat based upon advance information and intelligence. Containers identified as potentially high-risk are then pre-screened and evaluated as early in the supply chain as possible, usually at the port of departure. Pre-screening uses technology such as large-scale X-ray and gamma ray machines and radiation detection devices to allow rapid evaluation and to avoid slowing trade. Those containers that are considered suspicious after pre-screening are subject to more thorough manual inspection. To ensure the continued integrity of containers that pass screening, CBP is testing a variety of technologies to identify at the port of arrival if a container has been tampered with in transit.

The CSI program is facilitated by the 24-hour Manifest Rule, which became effective on December 2nd, 2002. This rule required changes to the shipment processes for all cargo on vessels that call that make ports of call in the United States. The 24-hour Rule required manifests be submitted electronically to CBP on vessels calling on U.S. ports 24 hours prior to loading from an overseas port. The submitted manifest must have: a detailed description of all cargo; full consignee/shipper details; and complete container seal numbers. This information is then fed into the CSI screening process.

C-TPAT also provides a critical link with host nations and industry. CBP describes C-TPAT on their web site as, “a voluntary government-business initiative to build cooperative relationships that strengthen and improve overall international supply chain and U.S. border security. C-TPAT recognizes that U.S. Customs and

Border Protection (CBP) can provide the highest level of cargo security only through close cooperation with the ultimate owners of the international supply chain such as importers, carriers, consolidators, licensed customs brokers, and manufacturers. Through this initiative, CBP is asking businesses to ensure the integrity of their security practices and communicate and verify the security guidelines of their business partners within the supply chain.” Shippers voluntarily participate in C-TPAT implementing prescribed security measures and agreeing to compliance inspections by CBP. Shipments from compliant C-TPAT companies are deemed low risk and therefore pass through the screening processes much more rapidly, which provides a financial benefit.

In October 2005, the Canada Border Services Agency President and the Commissioner of CBP signed a CSI partnership agreement. This agreement confirmed participation in the CSI program and the Free and Secure Trade (FAST) initiative. FAST is a bilateral agreement between the U.S. and Canada that incorporates C-TPAT and aligns cargo clearance, security and risk management processes to streamline requirements for cross-border trade. The Canadian ports of Montreal, Vancouver and Halifax all participate in the CSI program.



The USCG's upgraded HH 65C helicopter





In-Transit For the In-Transit layer there are four key security initiatives: the 96-hour Notice of Arrival rule, CBP's National Targeting Center and the Automated Targeting System, the Maritime Operational Threat Response (MOTR), and the Proliferation Security Initiative or PSI. Under the 96-hour Notice of Arrival Rule, vessels over 300 gross tons in route to the U.S. must provide information such as flag, cargo, crew identity, last ports of call, next port of call and so on. This information is received by the U.S. National Vessel Movement Center and the Coast Guard Captain of the Port that is the vessel's destination. The information received is run through a variety of data bases to look for anything suspicious. The Captain of the Port also uses the information to conduct a risk assessment in determining whether to board the vessel before it is allowed to enter port. The results of the national and port level assessments are shared with other security agencies.

The National Targeting Center Automated Targeting System was explained by Department of Homeland Security Secretary Michael Chertoff speaking before the U.S. Senate's Committee on the Homeland Security and Governmental Affairs on March 1st, 2006, who noted, "CBP's National Targeting Center (NTC) is also a critical component of our layered port security efforts. The NTC provides tactical targeting and analytical research support for CBP anti-terrorism efforts." The NTC evaluates the information provided under the 24-hour Manifest Rule in a manner very similar to how the 96-hour rule information is processed. The NTC also shares its information and findings with other security agencies.

This sharing of information between security agencies is a critical ingredient toward developing Maritime Domain Awareness and a Common Operating Picture amongst maritime security agencies. It is also key to informing the MOTR process developed in support of the U.S. National Strategy for Maritime Security. Under MOTR, when suspicious information regarding a vessel destined for the U.S. is

obtained a national level conference call amongst appropriate agencies is initiated to agree on the requirement to take action, the action to be taken and what agency will take the lead and which agencies will support for various facets of the planned response. This ensures a unity of effort amongst federal agencies in responding to a perceived threat. The response itself may involve boarding the vessel on the high seas in coordination with the vessel's flag state. It may also include joint action with forces of other governments. For vessels approaching the U.S., this may very well include the Canadian Forces, as the great circle routes used by many U.S. vessels for transatlantic voyages bring the vessels close to Canada.

The three-year old PSI program is an agreement between nations to cooperate in interdicting shipments of weapons of mass destruction-related materials. Initially there were 11 countries, including the U.S. and Canada, participating in PSI. This number has now grown to over 70 participating nations and has resulted in the interdiction of more than 30 WMD-related shipments.

Pre-Arrival Security activity in the Pre-Arrival layer consists primarily of MOTR-initiated at sea boardings and detection and monitoring operations. Coast Guard and Navy deep water ships supported by fixed-wing surveillance aircraft patrol this layer looking for suspect activity. They also act as the primary platforms to execute a MOTR-directed operation.

Arrival As vessels enter the Arrival layer, the Automated Information System (AIS) becomes an important new technology for locating and tracking vessels. The IMO has mandated the fitting of AIS to virtually all maritime transport vessels. According to the Coast Guard Navigation Center, "AIS is a shipboard broadcast system that acts like a transponder, operating in the VHF maritime band, that is capable of handling well over 4,500 reports per minute and updates as often as every two seconds." It provides automatic distribution of information on the





ship's name, position, port of registry, destination and cargo, among other data.

AIS aids the U.S. Coast Guard and other maritime agencies in identifying vessels approaching or transiting through the port. AIS also assists the Coast Guard Captain of the Port in identifying those vessels predetermined for a pre-arrival security boarding during the In-Transit screening. These vessels are then boarded by Coast Guard personnel, at times with CBP, ICE or other law enforcement officers participating, to ensure the legitimacy of the vessel, crew and cargo prior to allowing entry into the port. In some cases, boarding personnel remain on board, and/or armed Coast Guard boats escort the vessel for the transit into port.

For vessels approaching the St. Lawrence Seaway in route to the Great Lakes, Canadian and U.S. law enforcement agencies cooperate to ensure security. In Montreal, Transport Canada Inspectors board the vessels with U.S. Coast Guard observers to ensure compliance with safety, security and environmental regulations. Canadian and U.S. officials also share security information at Maritime Centers located in Halifax and Victoria. A third center has now begun operations for the Great Lakes and St Lawrence Seaway.

Once vessels arrive in port and begin to transfer cargo, CBP officers examine previously-screened containers for any sign of tampering. They also pre-screen containers not previously screened through the same x-ray and gamma ray devices used in foreign ports. Simultaneously, Coast Guard inspectors ensure that the vessel and facility have appropriate security in place in accordance with their respective security plans. On the waterside, waterborne multi-agency security patrols are conducted in accordance with the port's Area

Maritime Security Plan for the current Maritime Security level. These operations are all coordinated by the Coast Guard Captain of the Port as the Federal Maritime Security Coordinator.

Conclusion As described above, a comprehensive multi-agency, multinational layered security strategy is in place. Each layer provides a risk-based filter for ensuring the legitimacy of people, vessels and cargo engaged in international maritime trade while minimizing the impact on the flow of trade. While no filter in any given layer completely eliminates the chance of illegitimate activity, the serial filtering through the various layers compounds to significantly reduce risk. The key is partnership, and the long-standing and ever evolving U.S.–Canadian partnership is a model for other nations.

Commander Doane and Dr. DiRenzo III are both retired U.S. Coast Guard officers and Senior Fellows at the U.S. Joint Forces College. They have written extensively on maritime security topics.



USCG's newest Polar Icebreaker/Research Vessel USCGC Healy (WAGB 20) breaking ice for the first time.





Canadian Naval Air Group (CNAG)

By Gord Moyer

Last December the Hampton Gray VC (Ottawa) Chapter of CNAG assumed the responsibility of Headquarters Chapter for the next three years. This involves providing a National Chairman, normally the Chapter's Director, (Past President). From volunteers, the Chairman appoints persons to perform the tasks of Secretary, Treasurer and Membership.

The challenges facing CNAG are those of continuing an active organization in view of a decreasing membership, which of course is age-related. It's a fact of life that there are no new Canadian naval aviators coming along.

The Chapters program until June is: 4 March - Dine the Ladies; 27 March - briefing on RCN Centennial Activities; 26 April - lunch and visit to Vintage Wings of Canada (Gatineau); 29 May - briefing on DND Capital Acquisition; and 16 June - BBQ.

Next years Reunion will be held in Halifax on Thanksgiving Weekend.

Those who have served at Shearwater, on the carriers or DDHs as a member of Naval Air or in supporting roles are welcome to participate in our activities.

Anyone wishing information about CNAG and Hampton Gray VC Chapter activities can contact Gordon.moyer@sympatico.ca 613-824-0555. Website //cnag.ncf.ca.

Members AWOL

Our Membership Secretary reports that we have lost track of the following members: **Leslie Fitch, Sam McNicol, Fran Ryan, Mari-Ann Wendler-Turner, and Bill Wilkinson.**

If you know of their whereabouts please pass their coordinates to Membership Secretary **John Bell** at (613) 729-8835 or johnandjanetbell@sympatico.ca.

ALS Walk D'Feet - June 10, 2007

By Fred Herrndorf

This year the ALS Society of Ontario (Champlain Region) has organized again the ALS Walk D'Feet for Sunday, June 10, 2007. The Walk will start from the Coliseum Building (at Bank Street side) at Landsdowne Park, registration will start at 1300 (1pm). The Walk D'Feet will start at Landsdowne on the Queen Elizabeth Drive to Dow's Lake and back, a total distance of 5 km. This is the seventh time the walk is being held, last year the Walk raised \$ 80,000.

This year we will walk in memory of Pat Van Loan of Manotic, who passed away on March 6, 2007 after a valiant struggle. Pat was the wife of Col. Nigel Van Loan (Ret'd) and she was very active in the ALS Society and Nigel was the President of the local ALS Chapter.

The ALS Society is expanding its Research Programme as a result of the success of its ALS Walk D'Feet and other fund raising projects. Well done to the NOAC Ottawa Branch Members, who have continued to support this worthy project so generously. Any one interested in participating in the ALS Walk D'Feet, please contact **Fred Herrndorf** at (613) 226-2964

Salty Dips Committee has Books...needs money

By Merv Cameron

Hi there everybody! It's me again, calling your attention to Salty Dips. But I am not looking for books this time, just for customers.

"One Hundred Years of Salty Dips", ninth in the Salty Dips series, is taking shape and we have to start looking at the end product. Publishing any book costs money (more every year it seems). The Salty Dips Committee has some money from sales of published books, but more is needed. The reason for this is that we have copies of previous volumes that have not yet been sold.





Rather than ask each member for a gift of a few dollars to pay for the publishing of the new book, we suggest that you should give us some money and we will give you the book(s) of your choice (except Vol. 1 or 4). Then you give the book to someone who would have an interesting read and learn some history the easy way.

As ever, our aim is to spread the word about those who did their bit for their country in peace and war. More books in circulation will help our aim and it will also help your project succeed.

Please give some thought to our idea and call **Merv Cameron** at 613 237 5908 or email him at mdcameron@rogers.com.

The Library

By GG Armstrong

As reported in the last issue of Soundings, the *Bytown* Wardroom carried out some extensive renovations to the Reading Room and Library last year. Not only did this enhance the décor, but we saw an increase in the amount of shelf space. We are, as a consequence, again able to accept donations to the Library. The Library currently has almost 1000 volumes including videos, and is particularly desirous of increasing the holdings, particularly of Canadian military and political history.

In addition to the Library in *Bytown's* Mack Lynch Reading Room, the Ottawa Branch NOAC provides surplus books to HMCS *Ottawa*, HMCS *Kingston* and HMCS *Carleton*. Donated books from our membership that duplicate current holdings are offered to the ships or to The Friends Of The Canadian War Museum, who maintain a library of used books for sale. This relationship with the Friends enables us to exchange books, thus filling in some of our blanks. For example, we were able to add 10 editions of the TimeLife WW II series to the original 24 donated by Bud MacLean. See the list of new additions that follow.

Members of the NOAC and of *Bytown* Mess are encouraged to borrow from the Soundings May 2007

Library. Please remember to sign books out and in using the register provided on the shelf under the window, and to return the books after a reasonable loan period.

New Additions

| Title | Author(s) |
|--------------------------|----------------------------|
| Admirals, The | Whitby/Gimblett/ Haydon |
| Bodyguard Of Lies | Anthony Brown |
| Century Of Conflict | Joseph Rutledge |
| Cry From The Deep | Ramsey Flynn |
| Custom Of The Sea | Neil Hanson |
| First Salute, The | Barbara Tuchman |
| Flames Across The Border | Pierre Berton |
| Friends In High Places | Claire Hoy |
| Generals, The | Jack Granatstein |
| Gentleman Aviator, A | Peter Lawson |
| Here Be Dragons | Peter Newman |
| Make Another Signal | Jack Broome |
| Observed Secretly | Dan Harris |
| One Man's War | Stu Soward |
| On Guard For Thee | Hillmer/Kordan/ Luciuk |
| On The Battlefields | Michael Benedict(ed) |
| Operation Apollo | Richard Gimblett |
| Parcel Of Rogues | Maude Barlow |
| Red Sun Setting | William T. Y'Blood |
| Spindrift | R.M. Williamson |
| We Come Unseen | Jim Ring |
| White And The Gold, The | Thomas Costain |
| Witness To History | Charles E. Bohlen |

Plus 34 (of 37) editions of the Time Life series on World War II.

Are There Any Submariners Out There?

In Soundings we've had lots of sea stories from the surface and air communities. In this edition there's even an anecdote by a pusser. But where are the tales from our submariners? Don't tell me that life in submarines was so uneventful as to render it unreportable. If you're an erstwhile submariner and have a tale to tell, pass it on to your Soundings editor.





HMCS Ottawa Report - Canadians Lead Red Sea Ops

By Lt(N) Kevin Whiteside, HMCS *Ottawa*

Her Majesty's Canadian Ship *Ottawa* has just completed a six-month deployment to the Middle East in support of the Global War on Terrorism. The ship departed Esquimalt Harbour on September 10th, 2006, and returned March 17th, 2007, deploying over both Christmas and New Years. Since first entering the Operational Theater on November 4th, *Ottawa* set a standard of excellence under Commander Task Force (CTF) 150 and 152. She was a leader among these coalition forces in the number of vessels she boarded, approached, and queried. She was chosen by CTF 150 as the alternate Flagship and as the host platform for their Change of Command Ceremony in Bahrain, in December 2006,

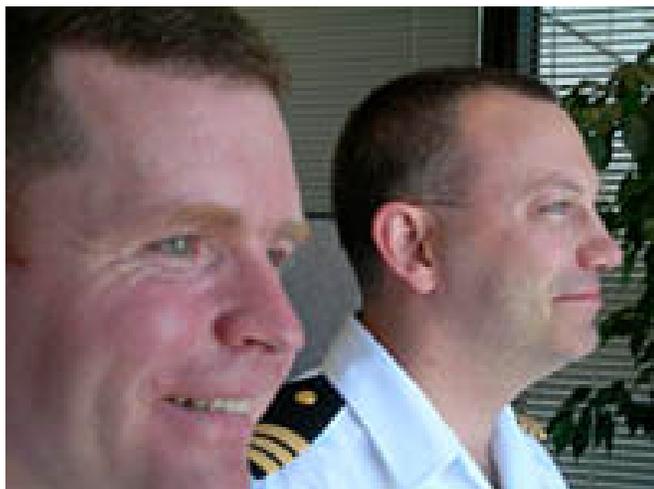


and was recognized by both the incoming and outgoing commanders as being the finest ship in the Task Force. Following her stop in OMAN for a short Rest and Maintenance Period (RAMP), *Ottawa* again demonstrated her excellence when she conducted a tense midnight rescue of eighteen Indian merchant sailors in the Gulf of Oman as their cargo ship rapidly sank. The ship's consistent





performance and organized operational leadership led to *Ottawa* being assigned to lead a Pulse Operation during her final month in theater. While all in all it was a charged operational deployment, it is this last task as Pulse Group Commander that will be the focus of this article.



The XO, LCdr Hughes Canuel (left) flanks the CO, Cdr Darren Hawco.

From 15th-25th January 2007, Her Majesty's Canadian Ship *Ottawa* was tasked as Pulse Group Commander for Pulse OP ARGO BUTES in the Red Sea. The purpose of OP ARGO BUTES was to conduct intelligence collection operations in the Red Sea, to raise awareness with the local mariners of the coalition presence in the area, and to discuss regional security concerns with those local mariners. Under *Ottawa's* Tactical Control were FS *CDT Birot*, HMS *Campbeltown*, USCGC *Midgett*, and USS *Ramage*, along with the support of the United States Naval Services Tanker *John Lenthal*. Pulse air assets came from American and French Maritime Patrol and Reconnaissance Aircraft (MPRA) out of Djibouti, and organic ship helicopters, including *Campbeltown's* *Lynx*, *Midgett's* *Dauphin*, and *Ottawa's* *Sea King* helicopter. *Ottawa* organized these units by scheduling the ships' scheme of manoeuvre, their flight

operations, replenishments at sea (RAS), and conducting first line analysis of the data collected by each unit.

The Pulse Op used a three-fold approach to gathering intelligence: Maritime Awareness Calls, Approach Operations, and the use of non-organic aircraft and space-based surveillance systems. Each day, helicopters were launched for surface picture compilation and reporting. This started the day's operations by expanding our visual horizon and helping us determine where to concentrate our efforts that day. *Ottawa* meticulously organized the operation area

HMCS *Ottawa* is Home

By Sarah Gilmour

Maritime Staff Public Affairs, NDHQ

Excerpted from The Maple Leaf

On the morning of March 17, after six months at sea on operation ALTAIR, *Ottawa's* crew returned to their friends and family members in Esquimalt, B.C. Operation ALTAIR took the frigate and her crew across the Pacific Ocean, into the Persian Gulf and back again, for a total of 48,000 nautical miles. Operation ALTAIR is Canada's contribution to the American-led campaign against terror.

While in theatre on operation, *Ottawa* contacted nearly 750 ships, the boarding team visited 200 of them, and found four that carried suspicious documentation triggering further investigation. The ship also made several port visits, including a stop in Goa, India, where she participated in a multi-national exercise.

Before making the final leg of the return journey, crew had to stop in Campbell River, B.C. to clear customs. Here, they were treated to Tim Horton's coffee and doughnuts by local Tim's franchise owners. City of *Ottawa* Mayor Larry O'Brien also flew in to join the namesake ship as she made the final transit into Esquimalt harbour.





and planning, tasking allied units to appropriate areas in order to cover the Red Sea. The large body of water and the number of assets involved in the operation also required *Ottawa's* detailed coordination of the USNS *John Lenthal*, as she was constantly on the move to ensure that all assets received the fuel they required to accomplish their mission. MPRA flew at least daily to cover areas not visited by ships and their organic aircraft. Finally, networked intelligence collection systems provided tailored information for the ship's team to analyze. From all of these sources, traffic patterns began to emerge.

The vast majority of the shipping in the area was large cargo or container vessels, following the traditional shipping routes between the Bab el Mandeb at the south end of the Red Sea and the Suez Canal. These vessels were queried using a method developed by CTF 152 in the Persian Gulf called the Maritime Awareness Call (MAC). These calls were created to raise the awareness with Auto Identification System (AIS) -equipped vessels of the coalition presence and of our willingness to assist with maritime security issues (In accordance with IMO regulations, vessels in excess of 300MT are obliged to carry AIS). *Ottawa* added an amplification to the MAC to obtain intelligence by asking additional questions to draw from the experiences of local mariners. These calls were well received and resulted in the compilation of very valuable information on the concerns within the local maritime community. The remainder of the vessels sighted were smaller, local fishing vessels, personnel transport vessels, or small cargo and container vessels not required to carry AIS. *Ottawa* conducted intelligence-gathering hails on the larger of these vessels to collect information in a manner similar to MAC calls.

Amongst all of these vessels, the tall and the small, *Ottawa* selected a cross section of traffic to conduct more intensive intelligence collection by means of an Approach Operation. Approach Operations

are essentially a scaled down, Human Intelligence (HUMINT) collection version of a boarding, using a six-person team as opposed to the traditional larger boarding team. The main purpose of the small team was to conduct a visit with the vessel for a tour and talk with the vessel's master. This method enabled us to spread the good will of the coalition at a person-to-person level while gaining valuable information on local shipping from the mariners themselves.

The Red Sea is a vital waterway in the region and this operation had a very positive influence on local shipping. In a ten-day operation, *Ottawa* alone MAC'd over 210 vessels, approached thirty-six, and her helicopter flew 100 hours assisting in the mission. With the help of her four coalition compatriots, *Ottawa* made a significant improvement in the level of awareness of the coalition's presence within the region while collecting valuable intelligence information. The Pulse Operation accomplished CTF 150's goals and gained a far better appreciation of shipping patterns and concerns that will prove invaluable to future Maritime Security Operations in the Red Sea.



HMCS Ottawa waits her turn as USS John Ericson (AO194) fuels USS Boxer (LHD 4) to port and as USS Dubuque (LPD 8) approaches to starboard.





CNTHA and CANDIB are Looking for You

By Pat Barnhouse

The Canadian Naval Technical History Association (CNTHA) and its sub-group the Canadian Naval Defence Industry Base (CANDIB) are recording the influence of naval contracting on Canadian defence industries from 1930 to the present day. For additional information, see the website at www.cntha.ca

Both groups seek input on Canadian Naval history through oral interviews. In developing its Oral History Project, CANDIB needs volunteer interviewers to meet with Naval or industrial personnel and help them to record their experiences. The completed interviews are archived with the Department of History & Heritage and made available to future historians, journalists, researchers and authors.

If you are interested in naval history, have some experience in marine industry, and enjoy talking or writing about it, please contact any of the personnel listed below for more information.

Douglas Hearnshaw, Manager CANDIB Oral History Project, (613) 824-7521, dhearnshaw@trytel.com

Tony Thatcher, Chairman CANDIB, (613) 567-7004 ext. 227, tthatcher@snclavalinprofac.com

Pat Barnhouse, Member CANDIB Executive Committee, (613) 728-5648, pat.barnhouse@sympatico.ca

Code's Nautical Notes

By Dave Code

J is for...

JACK - (1) A term for a variety of gear and rigging, usually meaning something that is small, or having a secondary purpose. Dates from the 16th C. (2) A small flag flown at the bow. Term in use by the 17th C. Examples are Union Jack (for both British and U.S. navies.) May come from the Old French

jacques which among other things meant something small.

JACK TAR - For years, sailors had a rough time keeping their clothes in order, partly because of the rugged work, and the corrosive salt air. Then, sometime in the 18th century they decided to use the tough sail cloth, especially the coarse cotton from India, in Hindi called **dungri**, the root of our word dungaree. Then, for waterproofing, they coated the cloth with tar. No wonder the shore people called him a tar. But in WW I it became the working uniform of the British Merchant Marine.

JACKSTAY - Earlier a rope, later a heavy rod, fastened to a square yard to which a sail was bent. (18th C.) It was also a line, later a rod or bar, in the crew quarters of a warship, for hanging hammocks, clothing or other gear.

JACOB'S LADDER - (1) In the 17thC. it meant any ladder aloft except ratted shrouds. The term was a sailor's nickname, and referred to the ladder by which the Biblical Jacob climbed to heaven. (2) In the 18th C. It was also called a "Pilot's Ladder"- that could be hung over the side of a ship for access to boats, or any light ladder for shipside or boat booms.

JACK OF ALL TRADES - A sailor who can turn his hand to anything, and almost had to, since unlike the Army who have infantry, cavalry and artillery, Jack has to provide all these features of military operations by himself! (RN)

JAM BOSUN - Another term for the Supply Officer.(RN)

JUNGLE BUNNY - Jack's (rude) name for a lady of African descent, or a Royal Marine Commando who is totally in his element when deployed operationally in the jungle.(RN)

JUNKET BOSUN - The Wardroom Steward. (RN)

Principal Sources: Origins of Sea Terms, by John G. Rogers; Scuttlebutt, by T. Degler; Oxford Companion to Ships and the Sea; Jackspeak, by Rick Jolly and Tugg Wilson





From Sub-Lieutenant Down - Part Eight

By Ted White

Fond memories of our formative years as young officers can be characterized in the great numbers of minor, mostly humourous incidents, that we all lived through, by merely going the 'nothing ventured--nothing gained' route. Herein are selected vignettes from the 'fifties, reflecting our life and times.

"It is a bad plan that admits to no modification" Maxim 469

Publilius Cyrus Circa 42 BC

"LIONS WILL ROAR IN FIFTY-FOUR"

Time 0600, Vancouver, Saturday 26th November, 1955. It was cold, wet and dreary, strictly a personal self-pityingly conundrum which found me, Midshipman in uniform, travelling bag in hand, standing outside the RCAF ramp at the extreme eastern end of Vancouver Airport.

Destination was Halifax, to rejoin HMCS *Outremont* for a few short weeks prior to sailing Cunard for the UK Sub-Lieutenant Greenwich Courses, commencing in the New Year.

NB: IT WAS ALSO GREY CUP DAY IN VANCOUVER, THE GAME TO BE PLAYED AT THE NEWLY BUILT EMPIRE STADIUM. THE CITY WAS ABUZZ WITH JACKIE PARKER'S EDMONTON ESKIMOS TAKING ON SAM ETCHEVERRY'S MONTREAL ALOUETTES.

Excitement was still carrying over from the 1954 British Empire Games, particularly the 7th August when Bannister and Landy ran the "miracle mile" under 4 minutes. The city was also in the stratosphere, being accepted into the Canadian Football League with the BC LIONS under the pad-less, helmet-less, wrist-watch wearing field-goal kicker, Annis Stukus.

So here I was, \$80 per month 'Mid,' trying to save as much as possible out of my travel allowance, by hitching a ride on an Air

Force C-119 'Boxcar', the ugly tramp of the transport world.

Now, permit me to digress, regarding this business of hitching rides from the world's air forces, and I do mean world's, I have to include other than NATO, or western air forces as I have had on good authority that one of the servicemen from that era actually hitched a ride to Shannon on 'Polski Ogorki,' out of Gander. He had to be a Stoker.

Today's ever present, not too subtle, undercurrent of tension felt by all passengers and employees, in our civil and military airports simply did not exist in those great times. We had no experiences, no attention to direct other than trust in that whoever was standing before you, in uniform, was exactly whom he portrayed. The presence of potential subversive terrorist activity simply was not in our mental state of security. If the enemy were to appear, he would be conventional.

Therefore, most junior ranks, of all the western nations, caught on very quickly that there was a great inexpensive mode of transport, the resultant being a few extra coins in your pocket for the better things in life. The US Air Force ran the MATS (Military Air Transport Service) like a scheduled airline. They had passenger waiting rooms, onboard well-appointed box lunches and a checked baggage system.

As an example of supporting services, the USAF MATS system engaged in the following at the USAF Base, Earnest Harmon at Stephenville, Newfoundland, on a **daily** basis.

* Daily passenger service to/from Philadelphia.

* Daily milk supply for the Base Commissary, from Stateside.

* Previous day's news on film from ABC/NBC/CBS which was broadcast on station TV.

* Live entertainment personnel, booked by USO as Stephenville qualified as an overseas assignment.

In the formative years, in junior rank, I negotiated lifts with US Air Force, RCAF, RCN, RAF and US Navy to far flung places in





the western orbit. All one had to do was to be uniformed, polite, look extremely wanting and very few bases would refuse entry. All one had to do was visit station ops and beg.

Nuff background.

Back to a chilly Vancouver.

Two, 'long-in-the-tooth' Flight Lieutenants greeted me and told me to board and instead of sitting in the 'cattle section' of this fat-bodied heavier than air blimp, I was given a seat in the flight deck, with its expansive windows and cockpit-controlled heating. (A very important item, as opposed to flaking out side-saddle on the world's most uncomfortable bar and canvas camp gear in the main cabin below). I can easily understand the paratroopers welcoming leaping out after sitting in these backless contraptions.

The flight planning included a fuel stop in Winnipeg and then off to Trenton for a layover, with continued journey to RCAF Greenwood (Annapolis Valley) on Sunday.

Off we went, airborne.

The grinding climb to clear the 'Rocks' seemed normal until 45 minutes out. I didn't sense it, but an engine problem materialized that, after short discussion and a few knobs selected and punched, short communication with ATC and Vancouver ops, we turned for recovery at Vancouver. Uncorrected engine icing was the 'official' problem.

We were back at the ramp by 10:00 and decision quickly made that departure was to be delayed until the next day, Sunday.

The following rapid actions left me in a blur. Accommodations, including for myself, were organized at the old wartime transient quarters. In no uncertain terms, I was to be ready for transport downtown in 30 minutes. That accomplished, I ventured to ask where we were going. To the Georgia Hotel across from the Hotel Vancouver, specifically to the Edmonton Eskimo open entertainment facilities.

In rapid succession, I was rushed to the second floor where some well ensconced

party type slapped and pinned a 'LOVE THOSE ESKS' badge (I still have it) on my jacket and demanded a \$2 payment.

Yes, I went to the Grey Cup game, great seats, dinner thrown in, transport back to base, flight eastbound without consequence, layover Trenton, on to Greenwood, Station transport to Halifax and on with my Naval life.

To this day, I share a mental grin, wondering if the crew had pre-planned the adventure and were not the lucky recipients of last-minute tickets. I presume they both made it to senior staff rank.

Score: Edmonton 34 – Montreal 19

'You gotta be quick' (true vignette)

HMCS *Iroquois* – Jetty 4, Halifax – October 1955 – 1600 – troops going ashore. Officer-of-the-Day at the Brow for a little fresh air and to take part in shore leave drill.

A notoriously nervous-on-watch seaman rushes to the Officer of the Day.

"SIR! SIR! Do you know that they are lowering the whaler on the starboard side?"

"No! I don't Simpson, but if you hum a few bars I'll join along with you".

Ibid

Ottawa Branch NOAC Bursary

By Fred Herrndorf

The Ottawa Branch NOAC Bursary for 2007 has been awarded to CPO Cam-Tu Tomkins of the Royal Canadian Sea Cadet Corps *Falkland*. CPO Cam-Tu Tomkins is currently attending the University of Ottawa in a Bachelor of Arts programme, majoring in History and English. She intends to take History courses with a Maritime application. She is very dedicated to the Sea Cadet Programme and is currently pursuing the requirements for becoming a Sea Cadet Officer. Our President, Dr. Richard Gimblett, PhD, will be present the \$1000 Bursary at a Ceremony on May 1st, 2007 at RCSCC *Falkland*.





A Moose Hunting Trip

By LCDR (S) Al Driega

This is not a Salty Dip – it's a Moose Hunting Story.....so pull up a bollard, adjust your reading glasses and enjoy.

It happened in 1960 in HMCS *Cornwallis*, the Naval New Entry Training establishment located between Annapolis Royal and Digby, Nova Scotia. I was appointed there as Captain's Secretary to the Commanding Officer, Capt Fred Frewer. Adjacent to this office was the Executive Officer, Commander Cdr Bob Cocks, who was also President of the Officers Mess.

When the annual deer season opened, a single junior officer who had recently joined the establishment went out locally and bagged a nice fat deer. It was donated to the Officers Mess and was duly dressed, and hung to age. The Base Commander was delighted with the donation and promptly made arrangements to have a Dine the Wives and Ladies Night.

The Wardroom Chief Cook and the Steward Staff did themselves proud in the preparation of this event and served a most scrumptious meal. After dinner the ladies gathered together to chat about affairs of state, while the gentlemen retired to the ante room for their traditional glass of port and cigars. In the ante room some discussion ensued about having another similar function again before the snow flew.

Several weeks passed and rumours started in the establishment that the residents of Annapolis were concerned their pet deer had not been seen lately. When the dots were connected it was discovered that it was of course our junior mess member who had dispatched the animal. It was said this deer had been around so long that it had a grey muzzle. Some apologies were passed on to the hamlet council. While this was a sad and tragic event, it did not deter the XO's plan to have a couple officers go to Newfoundland and shoot a moose for the Mess. He called me to his office to discuss preliminaries and help put this plan into motion.

I spoke with a fellow officer Lt. Doug Lockyer, the Base Fire Chief, and enquired whether he could participate in this venture. He was an outdoorsman and was often called upon to take out visiting VIPs on fishing and duck hunting excursions. He had the appropriate fire arms and was familiar with provincial Fish & Game regulations. This gave me a warm feeling around the belly button that he was capable of undertaking such a task. I could not, however, find anyone to accompany him.

I reported back to the XO. After some thought he asked if I would like to go instead. After my slight nod of the head, the XO strolled in to see the Captain and a few minutes later came out giving me a thumbs up. Within a week, we locked in arrangements for a local guide in Badger Newfoundland for a minimum period of five days whether we got a moose on the first or fifth day.

The overnight ferry trip was rough and afforded us little if any sleep. We arrived in Badger shortly before noon and met our guide, Charles Perrier. We had a bite to eat and were looking forward to relaxing and getting some shut-eye when he suddenly blurted out, "Well boys, lets get going" "Whaaat??" we exclaimed in unison. He said there were many moose in the vicinity and we should get out and try our luck before it gets dark. We got the impression he wanted to fulfil is terms of the contract, get his money and see us off to the mainland. Armed with a short handle double-bladed axe he used for butchering, he led two bewildered clients out the door, to start our hunting odyssey, one with a rifle and the other with camera.

In a line ahead formation a short distance from the camp Charles spotted a moose lying down in a thicket of alders. He pointed to it and whispered to Doug to load up and get a shot away. The animal raised its head and eyeballed us wondering what the hell is going on here. Doug was obviously excited about a quick kill and fumbled as he loaded his rifle. He asked Charles again to point out the location of the moose. By this time it had sprung to its feet and hightailed it





out of the area. For an experienced hunter this would have been an easy kill. Charles shrugged his shoulders and did not say much as returned to camp. To ease the tension we opened our bottle of rum and set it on the table. Charles reached for it and promptly poured a third of it into his mug. Thus ended our first day at camp.

The next day before dawn, we left in a truck that had a crude hunting stand built in the back, which afforded two people an unobstructed view while underway. I was assigned to be the driver and was given two simple instructions. One rap on the roof, slow down, and two raps, stop. Charles and Doug climbed onboard as we proceeded down a frozen rutty logging road covered with a fresh dusting of snow. Driving on such a road was a real challenge.

As we approached a gentle sloping hill I got a single rap and slowed down and wondered what the hell could they possibly see in this pre-dawn darkness. As we inched forward I got the two raps and stopped all engines. I rolled the window down and looked ahead towards the top of the hill. There silhouetted against the skyline was a moose standing in the middle of the road looking down on us. I heard the rifle being loaded and fired. I caught a glimpse of the moose as it reared up on its hind legs, turned around and ran back into the scrub bush where it had came from. We quickly proceeded to the top of the hill expecting to see blood, but were only greeted by a huge pee stain on the snow. Charles and Doug jumped off the truck and searched the area looking for further evidence. There was none so they climbed back on board. Before starting off, Charles scanned the area again and lo and behold he spotted the moose standing shoulder high in scrub brush, looking at us. Charles urged Doug to fire another shot. With daylight breaking behind the moose Doug had difficulty seeing the animal with the scope so he removed it and got away a nervous shot. It appeared the animal was hit judging how quickly its head dropped. We all clamoured off the vehicle and rushed to the

site, and were greeted, as you may have guessed, with another pee stain in the snow, only this one was much larger. Charles was fit to be tied. He could not believe what was happening -- three good chances and still no moose. We spent the whole day driving up and down other logging roads but without



Doug Lockyer, Charlie Perriere, Al Driega

success. We returned to the camp where Charles knocked off the rest of our rum.

After dinner Charles announced he had no choice but to take us to the Garden of Eden the next day. There, he said, the moose were tied to trees and all you have to do is pick out the one you want and shoot it. He said it was a fair distance and located on the other side of a fast moving river. There was no bridge, and one had to cross walking on two thin logs spanning the river.

We got an early start to "Eden" and crossed the river with some difficulty. We soon kicked up a good sized moose. It started running up the ridge and away from the river. Charles stopped the operation and said we had to get on top of the ridge, walk along it and come down on the moose so its tracks towards the river and the log crossing. This made sense as it would save time and effort. Getting the meat back to the truck.

We spread out and slowly approached downward towards the animal. It started to feed and walk towards the river but kept a wary eye on us. When we were close enough Charles told Doug to take a shot and





reminded him where to aim. The bull seemed to spook just as the shot was fired. It jumped in the air and tried to run but couldn't. It just stood there, apparently shot in a leg. Charles showing some measure of frustration practically walked up to the animal and with his axe, made an imaginary "X" and said "hit it here". Another shot felled the bull.

The guide was now in his element. He quickly gutted and quartered the animal, removing the heart, tongue and liver for his own use while Doug and I collected armfuls of spruce boughs to cover the animal so it could be left overnight to cool. Inspecting the leg, Charles had some doubts whether it would be salvageable.



The moose with Charlie and Doug.

When we got back to the camp, Charlie's son and his friend had come from Labrador to visit him. They went out close to the camp, shot two moose and had them hanging in the skinning shack before we got back. Charles was glad to see them as he now had enough manpower to help bring in our kill. That evening there was a festive mood in the camp and many 'thanks' to the boys for replenishing our rum supply.

The next day we transported our kill to the camp but unfortunately had to leave the damaged leg behind. Charles busied himself trimming, packaging and tagging the animal. His son was kind enough to donate

one of his hind quarters so we would not go back short.

On our last day we loaded the station wagon said our goodbyes and drove to Badger, enroute the ferry. We had such a load of meat in the back of the station wagon that the headlights shone towards the stars. To navigate we had to stick our heads outside the window to make sure we were on the roadway.

News quickly spread throughout *Cornwallis* that the hunters had returned with success, thus ensuring we would be having another "Dine the Ladies Night". The same care and attention by the staff was given in preparation of the main course, but it turned out to be an utter disaster. Not only did the moose have a strong gamy smell, it tasted like spruce boughs. The diners left most of it on their plate, uneaten. There was not a happy face in the lot.

Disgruntled members were quite vocal over this affair and started asking questions on what they got from this expedition to Newfoundland. Some openly stated the mess would be further ahead if it had bought domestic meat from the local butcher in Bear River. The consensus was that someone had to walk the plank on this one. Sensing an informal mutiny the XO called a general mess meeting.

He addressed the members and explained why he took the initiative for the moose hunting trip and for not getting prior approval by the mess committee. He fielded a number questions and made some good points. In concluded his presentation he asked the Wardroom Chief Cook to present and accounting of what the mess received. It went something like this: 28 pounds of skin, 40 pounds of bones, 300 lbs of Dry Meat Cooking, 250 lbs of Moist Meat Cooking, 80 lbs of Tough Plate or Brisket, and 200 lbs Hamburger meat. The President thanked him and before being excused, the Chief asked permission to ask one question. This was granted. He wanted to know how come this animal had two left hind feet?





THE NOOTKA LANCERS

Contributed by Bill Christie



HMCS NOOTKA – OFFICERS 1951 KOREAN DEPLOYMENT

Fr.Row (L-R): LCdr(G) Wag Richardson - XO ; Cdr(P) ABF Fraser-Harris - CO; Lt(E) Hugh Clark – EO. Md.Row: Lt.Dick Ratcliffe; Lt.Tony Slater – GO; COO Al Turner – OO; Lt.(N) Al Miller – NO; Lt.(L) Bill Christie – LO. Bk.Row: Lt(S) Jim Drummond – SO; Lt.Dave Pearce; Surg.Lt. Des Woods – MO; Lt. John Kerr; Lt.Ian (Red) Donald. Absent : ComOff(TAS) Art Butchart – TO

Tune “Lilly Marlene”. Attributed to : Lts. Dave Pierce and Red Donald (1951)

*Sailing up to Inchon, twenty four below,
Action Stations, Dress of the Day to bombard
Wolmi Do.
Yankee cruisers and tin cans at anchor lay,
around the bay
We are the Nootka Lancers, the Terrors of the
Yellow Sea.*

*CEYLON goes in bombarding, CAYUGA does
the same,
While we get stuck for “bird-dog”, it is a
bloody shame,
Why does it always have to be the Dog Dog
Easy two one three,
We are the Nootka Lancers, the Terrors of the
Yellow Sea.*

Soundings May 2007

*Cruising off of Chodo, up to Chinampo,
Yankees, Ausies, Dutchmen, we are a U.N.
show,
Till at last its time to quit, they say to us just
wait a bit,
We are the Nootka Lancers, the Terrors of the
Yellow Sea.*

*Patrolling up the Yalu, all covered in by fog
We came upon some fishing junks that would
not hurt a dog,
Away boarding party, capture them, we sunk
those junks towed by the stem,
We are the Nootka Lancers, the Tyrants of the
Yellow Sea.*

*Sailing down the West Coast, back to Sasebo,
Carrier screen behind us, revolutions two six
oh,
Tomorrow we ammo, and we oil, we work and
slave and sweat and toil,
We are the Nootka Lancers, the Terrors of the
Yellow Sea.*

*Steaming to Yokosuka, we’ve finished with
the war,
We don’t need our tin hats or lifebelts any
more,
We don Number Tens and Medal Bars and
sally forth in great staff cars,
We are the Nootka Lancers, the Diplomatic
Corps.*

*Sailing home to Squibbly, all covered in by
fog,
Nothing much to do but listen to the log,
All battles are behind us, there’s no more
junks to find
We are the Nootka Lancers, the Terrors of the
Yellow Sea.*





HMCS Carleton Trains Sailors to Serve the Navy and the Community

By SLt Bettina Morden,
Naval Reserve Public Affairs Officer, HMCS
Carleton



Carleton in the 2006 Remembrance Day Ceremony

HMCS *Carleton* continues to be active in the training of sailors. In addition to training on Thursday evenings, our members have deployed onboard maritime coastal defence vessels, utilized trainers in Halifax, Kingston, Quebec City and Toronto, participated in diving and port security exercises (see picture 1), and completed numerous combat readiness requirements. Trades' training, however, is not the only training that *Carleton* engages in. *Carleton* also organizes professional development (PD) days for each mess. These PD days allow members to discuss and resolve issues specific to their rank group, to acquire knowledge of policies and benefits that pertain to them and to practise skills (e.g. military writing, conflict resolution) that they may not have the opportunity to practise while performing their regular duties.

Outside of their regular duties, *Carleton* members participate in activities within the National Capital Region in support of other organizations. For example, each year *Carleton* provides on-the-water support to the Tulip Festival flotilla (see picture 2) in May and to the CHEO Duck Race in June. Off the water, *Carleton* shows its support of veterans by participating in the annual Battle of the Atlantic commemoration and in

the Remembrance Day parade (see picture 3). And for the third year in a row, *Carleton* has stood up its team, *The Navy Press Gang*, to participate in the annual CIBC Run for a Cure.

Editor's Note: When it comes to having a strong working relationship with HMCS Carleton, the Ottawa Branch NOAC is at a disadvantage compared with other branches, who operate out of their respective reserve division wardrooms. I will see if I can have Carleton make a regular contribution to Soundings on what's going on and where they would seek some involvement by the NOAC Branch. This might be particularly relevant for upcoming Naval Centennial events, for example.

Remember

By GG Armstrong

Active Members:

Peter Charlton, CD*, Commodore RCN(Ret'd). In Ottawa on 16 Nov 06 at 75.

Frank Dudley Elcock, CD**, Commodore RCN(Ret'd). In Ottawa on 14 Jan 07 at 89.

Eric James Joseph Mills, CD**, Lieutenant (AERE) RCN(Ret'd). In Dartmouth on 6 Dec 06 at 75.

Henry William Athelstan Moxley, MID CD*, Commander(ND) RCN(Ret'd). In Smith Falls on 1 Dec 06 at 89.

William Donald Munro, CD*, Lieutenant Commander (P) RCN(Ret'd). In Ottawa on 28 Feb 07 at 84.

Donald David Lockhart, Lieutenant RCNVR. In Kemptville, ON on 28 Mar 07 at 83.

Others Known to Members:

Gerald Ernest Heatley, CD, Lieutenant RCN(Ret'd). In Victoria on 27 Feb 07 at 81.

James Rodney Johnston, CD, Lieutenant Commander (S/M) RCN(Ret'd). In Ottawa on 16 Jan 07 at 85.

Jerzy Stanislaw Straszak, Constructor Lieutenant RCN(Ret'd). In Ottawa on 4 Nov 06 at 84.

Kenneth Edwin Vavasour, CD*, Instructor Lieutenant Commander RCN(Ret'd). In Ottawa on 2 Dec 06.





Seen in Passing

By Cliff Chaulk

Snow Birds fleeing and a frigid February has reduced the number of sightings since last Soundings. However, there is always the faithful. **SEEN** were **Ted White** expounding to a receptive audience on the perils facing our democracy; **Peter Christie** formally presenting his model of HMS Victory to the Bytown Mess in the presence of parents **Bill and Maxine**; **Gordie Edwards** doing his usual fine job as official photographer; **Jay Plante** finding time on his business visits from Montreal to drop in on his friends for a glass and a chat; **Gordie Edwards** and **Mac Wilson** leading the parade in traditional Blues at the Retired NOs Reception; **Peter Cairns** still struggling with his priorities but finding an occasional visit with his friends possible; **Alec Douglas**, **Fred Herrndorf**, **GG Armstrong**, **Pat Barnhouse** getting together from time to time in furtherance of the Bytown Mess history; **Merv Cameron** interviewing possibilities for Salty Dip material; the usual Round Table reliables, **Ron Wade**, **Wags Wagland**, **David Code**, **Bruce Wilson**, **Rod Hutcheson**, **Stan Hopkins**, discussing issues of the day and yesterday; **Jack Woodbury**, **John Westlake**, **Ron Wade** and yours truly enjoying the benefits of the Fresh Air Lounge; **Rick Guitar** saving postage by handing out tax receipts to those qualified; **Heather Armstrong** our National Representative keeping in touch with her fan club, whilst husband **John Pickford** maintains a steady focus on 2010; **Gerry Wynnyk** parading his family for Remembrance Day ceremonies; Seagoing Seagull **Harry Harsch** dropping in whilst on R&R in Ottawa; **Max Harvey** paying a visit from Newfoundland; **Jake Freill** entertaining the Speaker of the Senate, Senator **Noel Kinsella** and the Gentleman Usher of the Black Rod, **Terry Christopher** after ceremonies at the War Memorial.



Bruce Hayes, Len Forrest and Fred Herrndorf enjoying themselves at the Fall Reception in November.



VAdm Drew Robertson, CMS, addresses the Branch at the December 06 meeting.



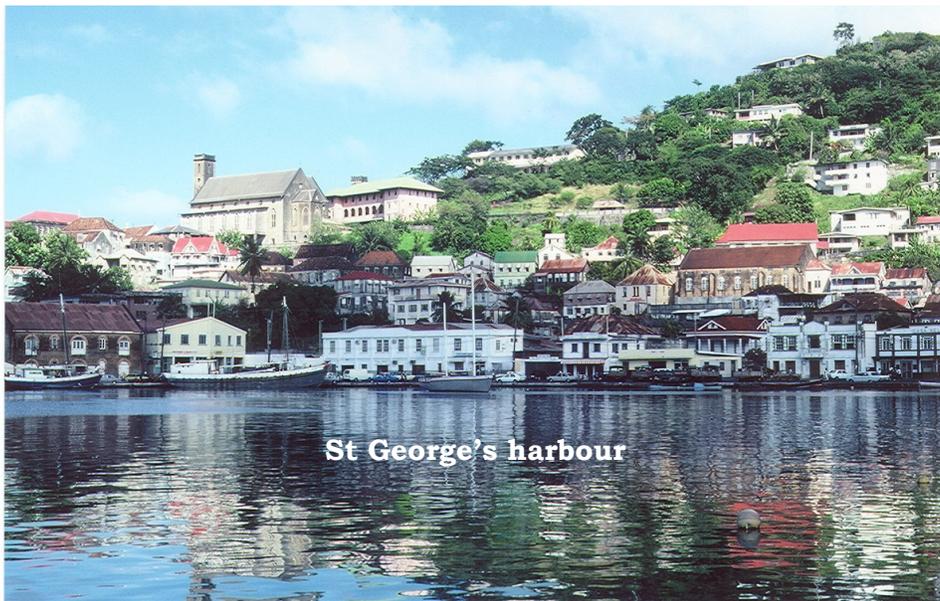


A Diplomatic Run Ashore

By Richard Archer

In the winter of 1980 I was the XO of HMCS *Ottawa*, with the ex-submariner Cdr Jim Bell being the Captain. (A story I heard on joining the ship was that on Jim's very first time for taking the ship to sea, he showed up on the bridge with two submarine-style stopwatches around his neck....) As was usual in winter in that era, we were with other Canadian ships in the Caribbean, to work with the Americans and their training facilities in getting ourselves worked up and our systems fine-tuned in preparation for the year's operational cycle. This annual deployment carried the name CARIBOPS. It was also an opportunity to paint and generally improve the appearance of our ageing and winter-worn ships. But while we were there in the semi-tropics for good reasons, the people who didn't appreciate it, of course, were our wives, who by themselves back in Halifax had to continually dig out driveways from under heavy snowfalls.

Various port visits were also on the agenda, and one particular port visit comes to mind – the time we were asked to visit the island of Grenada in support of the visit by the local Canadian high commissioner, who was based in Barbados.



Grenada is located right at the southern end of the Lesser Antilles chain, not that far north of Trinidad. It was discovered by Christopher Columbus on one of his voyages in 1498 and subsequently changed hands several times between various European nations, mostly French and British. Finally under the Treaty of Paris in 1763, which ended the Seven Years War, the French ceded the island to the British. There is a Canadian connection here. The victorious Brits seriously considered taking full advantage of the lucrative sugar and spice trade offered by the Lesser Antilles islands as a spoil of war, and apparently it was nip and tuck whether the British would return Quebec to French hands if the British took over all the islands. But in the end the fur trade won out. Quebec became British and the French were allowed to retain control over some islands like Guadeloupe.

Today, Grenada is a 21 by 12-mile volcanic island of some 90,000 people, with an export economy centred on spice production. It became an independent state in the Commonwealth in 1974, with the head of state the Queen, and a governor-general in place. But even then, some elements of the population weren't happy. Led by the charismatic, 30-something Maurice Bishop, the island's New Jewel Movement started a series of altercations with the existing

government. Bishop was a British-educated lawyer and an avowed Marxist-Leninist. At 6' 2" and with his trademark beard, he made an imposing figure. In 1979, the year before we in *Ottawa* arrived, he at last succeeded in deposing the government in a coup, making himself Prime Minister and head of the armed forces.

In another connection, his wife was a Canadian, Angela née Redhead. At this time she had returned to Toronto with the family and was either





divorced or in the last stages of getting one.

For Bishop, governing wasn't as easy as rebelling. Although he had established close ties with Castro's Cuba, he had a series of major problems, and even in those early days, opposition was growing. These conditions led to the official visit of the Canadian high commissioner, and in due course *Ottawa* steamed carefully through the narrow entrance to the roadstead of the capital, St. George's, tying up at a pier backed by warehouses and the red-tiled roofs of shops and homes.

Painted in fading large letters on the side of one of the warehouses was the message, "Grenada welcomes its Cuban comrades", or words to that effect, and on another, "Down with NATO". But these weren't directed at us; they were there to welcome Cuban shipping.

The high commissioner, mid-fifties, looking every inch the part of the Queen's Canadian representative and with that casual self-assuredness seemingly reserved for the diplomatic corps, was waiting for us on the pier with his wife. Also waiting was a young, good-looking black woman, who turned out to be the Grenadian government liaison officer. I heard from her later that when the revolution occurred she was at university in the States. She had received a personal call from Bishop to return home to help with the governing. She told me it was a request she couldn't refuse. She had returned full of hope for a better Grenada for its people, free of the poverty and corruption that had plagued the island.

The Grenadian government provided the ship with an army jeep for transport. And on errands it gave me the

opportunity to see some of St. George's. The town wasn't much different from other Caribbean centres we had visited – picturesque streets and buildings, mixed with tropical decay. Cruise ships visited periodically, and in fact while we were there the *Cunard Countess* anchored for a few days in the roadstead. (Some of us officers were invited over for a tour of the bridge.) So the usual tourist shops were there for us to frequent. But the island's infrastructure looked shaky – the roads, for example, were full of large, sometime water-filled potholes which made the jeep leap about dangerously.

Later I was witness to some diplomatic arm-twisting and manoeuvring, but for the

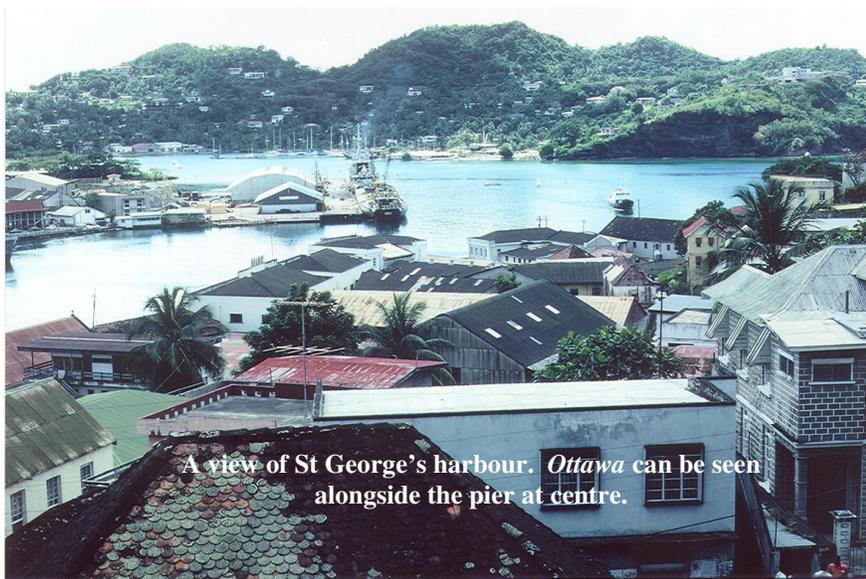


Maurice Bishop





time being we settled in to what in some ways was a standard Caribbean port visit. The high commissioner was staying at the Canadian-owned Holiday Inn on the spectacularly beautiful Grand Anse beach, and so some of the crew were able to take advantage of the hotel facilities – I found it very pleasant. Some of us were also invited into some of the richer homes. I was the guest, for example, of a wealthy US businessman who had a winter home on the island.



But such congenial activities weren't of course the reason we were there. As soon as we could we held a reception on the flight deck, next to the Sea King and in the hangar, for Grenadian government officials, the Grenadian elite and other guests, jointly hosted by the high commissioner and the ship. As it turned out, there was a mostly Canadian retirement village on the north coast of the island, and a fair number of the residents showed up. They seemed to thoroughly enjoy themselves. We were dressed in our tropical white, short-sleeved shirt uniforms, and on departure later that evening one Canadian woman told me loudly that she was totally impressed by the navy – "All you guys look so clean cut!"

The guest of honour was of course Maurice Bishop, and he came on board dressed in a subdued short-sleeved shirt and

surrounded by his eight heavily-armed bodyguards. During the course of the reception everything was going well so I thought I might go over to him to say hello. I found him shoulder-to-shoulder with the high commissioner, deep in earnest conversation. But I couldn't get within earshot, let alone speaking distance because the pair were surrounded so tightly by the bodyguards. The guards were all facing outwards with their hands on their weapons. They reminded me of the pictures one sees of

arctic musk ox forming a circle to defend the herd. All I got from Bishop was a bare arm and hand to shake, protruding strangely though the human barrier and arsenal.

A day or so later the high commissioner was invited to dinner by the Grenadian Minister of Foreign Affairs, accompanied by other ministers and some senior staff. It was held at a local restaurant. Jim Bell, myself and a couple of others from the wardroom were included.

It looked like we had the restaurant to ourselves. We sat around a large circular table, surrounded by the ubiquitous, heavily-armed bodyguards for the ministers. The guards looked to number about 20 in total, and they glowered menacingly at the waiters as they regularly broached the perimeter.

Those of us from the *Ottawa* didn't get much chance to say anything, except to make the occasional satisfied murmurs over the high quality of the food, because the high commissioner made the dinner an opportunity to conduct some diplomatic business. The topics ranged from expressions of concern about the new airstrip being built on the island at Point Salines, to a complaint on the use of Canadian-supplied fish cannery refrigerated trucks to transport political prisoners. The airstrip, I knew from recent news reports, was a bone of contention, especially with the Americans. The Cubans were building it





Object Lesson

While alongside in St. George's, I experienced an epiphany of sorts, an object lesson if you will. On a return from a visit into town, I dropped into the empty wardroom. Empty except that at the bar was the padre, accompanied by a short, thin white guy looking like a beachcomber – sun-bleached hair, white beard, weathered tan, brightly-coloured tropical shirt, worn shorts and sandals. I could also see the signs that the visitor was settling in to a long session at the bar.

The padre looked imploringly at me, and I got the message: Please help me out here! I went over to chat and to buy the next round, which the padre declined, followed by his rather hasty departure after explaining to me that Mr ---, here, had come on board and introduced himself as a retired lieutenant commander from the Canadian Navy. And indeed I vaguely remembered him.

Over the drink, the guy told me his story. As soon as he had reached pensionable service he could see that his career wasn't going much further, and in any case he had a life-long dream -- to retire to the tropics and live a life of ease on a desert island. So he ended up in Grenada. Unfortunately, things took a turn for the worse. High inflation and exchange rate changes had made serious inroads on his pension, and Grenadian rules didn't allow him to work. At the time I met him he was completely destitute, unable even to return to Canada. I of course expressed sympathy, but I had things to do. After the drink I politely escorted him to the brow.

And my epiphany? Be careful what you wish for. And on a more practical note, don't get yourself into a position where you're dependent on inflation and exchange rates. I thought of the guy when I applied this caution much later in life, when Marilyn and I were in Brussels and we were deciding on where to retire – Brussels or Ottawa. There were other significant considerations of course, but in any case Ottawa won.

ostensibly to permit large tourist-filled 747s to land, but the US claimed it was also a potential base for Cuban fighter aircraft to use to intimidate the eastern Caribbean. That is, it could possibly outflank the US policy of Cuban containment. Nothing was conceded by either side, but the dinner ended on expressions of hope for continued friendly relations between Grenada and Canada.

One wonders, naturally, just how much influence the Canadian visit had on subsequent events. In his thank you message to the Navy, the high commissioner was kind to include a reference to the open friendliness of the officers and sailors of *Ottawa* as contributing to the success of the visit, to improved relations and to the reduction of mutual suspicion.

Perhaps Bishop and Co. were indeed beginning to soften their Marxist rhetoric and hard-line views. But the question is moot: his government was deposed in another bloody coup in 1983, led by the Deputy Prime Minister and the military head of the armed forces. Apparently they were objecting to Bishop's decision to try and forge closer ties to the US. Notwithstanding the bodyguards, 39 year-old Bishop and some of his New Jewel Party colleagues were captured and murdered.

This of course led shortly thereafter to the US-led invasion, code-named Operation *Urgent Fury*. Among the US justifications professed for the invasion was the protection of about 1,000 Americans at a Grenadian medical school, said to be under threat from the new, even harder-line government. In any case the invasion was a strong message to Fidel Castro and other communist-leaning leaders in the region: Go no further than your own borders.

What was *Ottawa's* impact? Who knows? We sailed out of St. George's refreshed after the visit, unaware of future Grenadian unhappy history, and content to return to the business of getting ourselves prepared and ready for future operations.





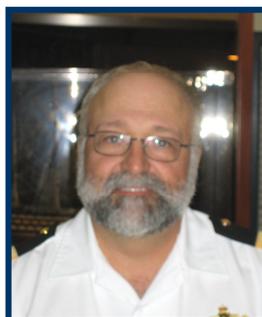
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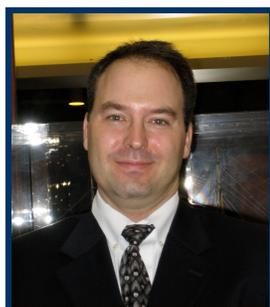
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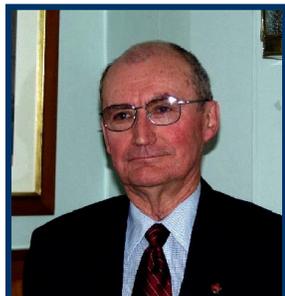
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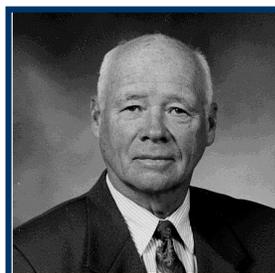


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Manfield Plate

By Richard Archer

For the uninitiated, the Manfield Plate is the annual whaler sailing race held between the retired CF community (normally represented by the Ottawa Branch NOAC) and the serving naval community (normally represented by the staff at NDHQ). The race is held in conjunction with the Steiner Cup, the annual sailing race meeting held between the Canadian Navy and the Royal Navy in Ottawa. In the last number of years Steiner and Manfield have been held at the Nepean Sailing Club on the Ottawa River in the September time frame. Until a Branch OPI is identified, and if you're interested in participating, please contact me. See Peter Mace's report in the last Soundings for more details.





Membership

Annual Dues Payable January 1st Annually:

Ordinary & Associate Members
 Local: \$70.00
 Out-of-Town: \$60.00
 Serving Officers: \$35.00

“Out-of-town” is defined as residing more than 40km “as the crow flies” from HMCS *Bytown*.

Membership includes a membership Directory, delivery of **Starshell** and **Soundings**, and other mailings throughout the year. Our Members reside across Canada, the United States, and overseas.

Fellow Members of NOAC Ottawa Branch

Your Membership Chair needs recruiters! Our Branch is growing slowly, as of this time we number **about 320**, but we are still the largest of the lot.

The difficulty is that your Membership Chair does not know the majority of the people on the lists; hence there is no personal approach.

Full details respecting membership are available on our Website:

www.noac.ottawa.on.ca.

Membership Directory

A Directory is enclosed with each issue as an aid to our membership. However, its accuracy depends on how we are advised about errors, changes and additions. We now have most members who are on the Internet and with whom the Branch can communicate with ease -- a magnificent medium for the rapid movement of information. Think about it! Please advise

your Membership Chair of changes to your email address. When messages are bounced you are removed from the network.

Soundings

This newsletter was founded in 1982. It is published twice a year, normally in May and November, reporting on NOAC Ottawa Branch programs and activities, trends and other matters of interest to its members. It is posted on the branch web site.

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Contributions, input, feedback, ideas, anecdotes, naval signals, trivia, reminiscences, humour, salty dips, good and bad news items, comments and letters to the Editor are welcome and invited.

Contributions by telephone, mail, fax, email, CD or disk are welcome. Electronic files should be converted to Word 97 format before transmission to the Editor. Please remove all automatic formatting!

Soundings returns in November 2007. Please send contributions to the Editor by September 28th, 2007.

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