



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.)

44.01

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

May, 2008

The New NATO



With Table Mountain in the background, in September 2007 HMCS Toronto sails off Cape Town, South Africa as part of Standing NATO Maritime Group One. See the story by the Commanding Officer, Cdr Steve Virgin, starting on page 8, along with the cover story on the new NATO starting on page 4.





From the President

By Richard Gimblett

With luck, this issue of *Soundings* will be posted to our web-site before the Branch Annual General Meeting on May 5th; more likely you will be reading the mailed-out hard copy in arrears of that event. It is hard to believe that yet another of our regular September-May “gathering” seasons is coming to an end. In many respects, the year seemed to be going by in slow time, but now with the benefit of 20/20 hindsight, it proves to have been an exceptionally busy year – and dare I say a productive one.

Identifying highlights is always a risky business, for fear of leaving something out and causing unintended slight to those who have worked so hard, largely in the background, pulling it all together. However, I want to point to two items of special interest.

The first is that I am delighted to report that in my hands is **Russ Fowler’s** “Strategic Business Plan to Address Declining NOAC Membership.” Prepared for us as an Organizational Consulting Project in meeting the requirements of the MBA programme at Royal Roads University, Russ’s study will hopefully prove to be not just another academic tome that will be filed to gather dust with previous efforts into this increasingly pressing issue.

Russ expanded his mandate beyond our local confines (quite rightly to my view, and with the support of National President Ray Zuliani) to undertake a detailed survey of the needs and aspirations of our present national membership as well as potential members in the fleet and ashore. Combining that material with similar efforts over the past decade, and applying the latest statistical analytic and marketing techniques, he arrived at some forty-five wide-ranging but detailed recommendations along with an ambitious but cohesive implementation plan. The Executive Summary from the report is reproduced elsewhere in *Soundings*, and I commend it to your close review. Russ is scheduled to address both our local and the national AGM on this topic, and I know there is much grist for discussion. I honestly feel that we have arrived at the make-or-break point on this issue, and the decisions we make (or don’t) in the next few months are critical to our future.

The second highlight was the very successful relationship we have developed with our sister organization of the Society of Naval Architects and Marine Engineers (SNAME), largely at the instigation of **Glenn Walters**, current

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president of the regional SNAME branch, but fostered also by the common Submariners Association link he shares with our Vice-President **Bob Bush**. The omnibus session on the Arctic that we hosted in February at the Museum of Civilization was wildly successful, and is a model for future endeavours. Already they are looking ahead to do something next year, with one possible

theme being recognition of the 50th anniversary of the St Lawrence Seaway.

More generally, we can look back on a quite successful year of activities, including the range of speakers at our monthly branch meetings and the occasional "Gratis Growlies" luncheon sessions at Bytown Mess. And not to forget the more purely entertainment side, there was of course our

Christmas Reception, soon to be repeated in its Spring Edition. See you there!
Yours aye, Rich



George Kolisnek New Director-at-Large



We welcome **George Kolisnek** to the Branch Board of Directors as Director-at-Large, to be confirmed at the upcoming Branch

AGM. His duties will be to take on special projects as they arise.

Ottawa Branch Library

By Carl Gagnon



The most significant change in the library was the change of watch; in September 2007 **Carl Gagnon** took over the library from **G.G. Armstrong**.

The library counts, on its lists, more than 920 titles and videos. The new acquisitions have been posted and are available in the library.

The practice of sending duplicate books to HMC Ships *Carleton* and *Ottawa* and exchanging books with the Friends of the Canadian War Museum, which helps us acquire titles not otherwise available and at the same time lets us dispose of duplications and military books of lesser interest to our readers, will continue until further notice.

The renovations of the room have greatly improved the capability for book shelving. Concerned about the for coming lack of space on these and multitude of topics, the Librarian is requesting from the membership their guidance for acceptance of book donations and for shelving of books. The deadline for comments is 31 May 2008.

Editor's Note: Welcome aboard, Carl, as the Librarian and as a member of the Board of Directors, to be confirmed at the upcoming Branch AGM.

Spring Reception

By Ken Lait

This is just a reminder about the upcoming annual **Spring Reception**.

The Fall/Christmas Reception was a great success and we are looking for another good turnout at the Spring Reception. This is your opportunity to grill those snowbirds you haven't seen yet and to renew acquaintances that may have been snowbound through this very long winter. It is also an opportunity to meet in person your executive committee members and to let them know what you want for the 2008/2009 season, if you missed the AGM on May 5th.

We look forward to seeing everyone:

1700 to 1930
Monday, June 2nd 2008
HMCS Bytown



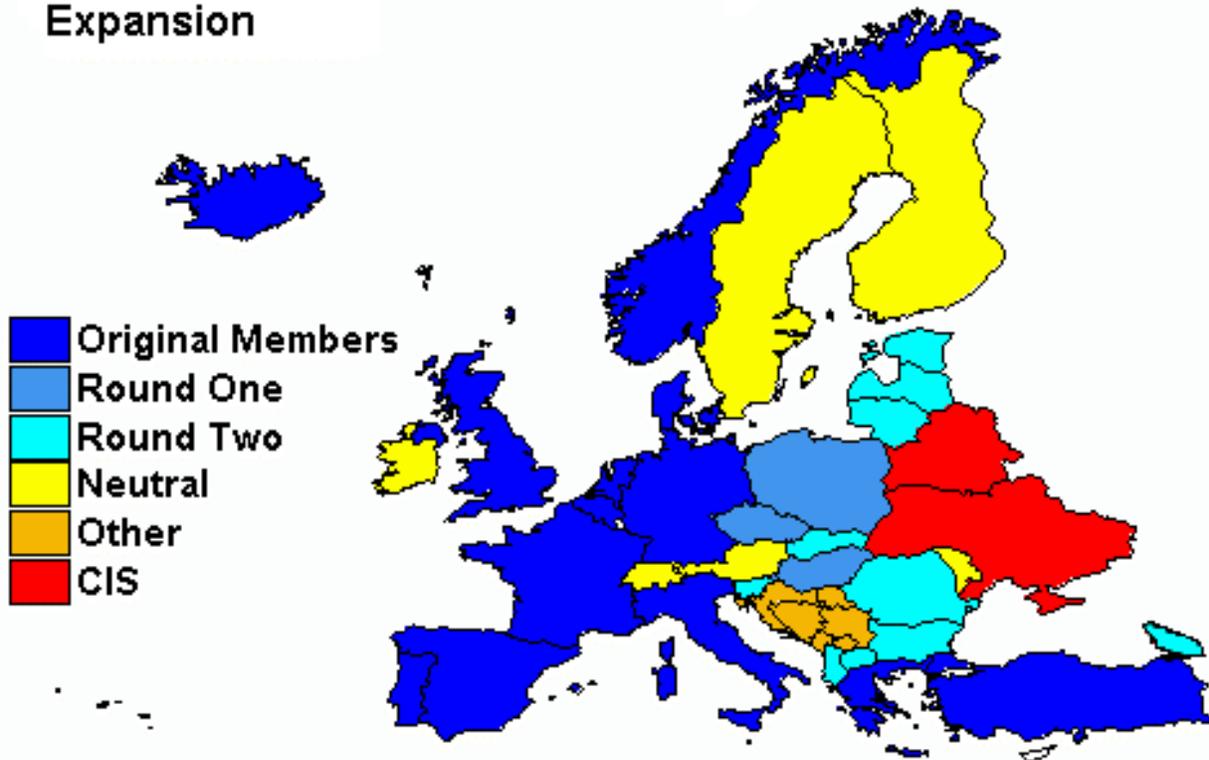


The New NATO

By Cdr Larry Trim

Strategic Communications, Chief Maritime Staff

NATO European Expansion



The purpose of this article is to explore the “new NATO” and in particular explain how Canada participates from a naval perspective. I will begin with what is the new NATO and also what is “NATO transformation”. Once we fully understand why and how NATO is becoming “new”, we will then discuss the naval players and how they contribute to NATO missions. This will be followed by recent examples of Canadian participation, so as to fully understand the revised command structure within NATO.

The end of the Cold War was postulated by critics as the start of the demise for the Alliance. With the Warsaw Pact dismantled, NATO was seen as irrelevant, and some thought that the European nations could deal with any

security problems by utilizing an effective Western European Union (WEU). In the early days after the Cold War, there were two camps: those on the one hand who thought that NATO should remain a collective defense organization; and those on the other who sought to expand NATO into an organization that could take on a larger role within the entire European security domain.¹ With the total disintegration of the Balkans, the Europeans quickly realized that they were woefully under-prepared to deal with the degraded security situation, either by an *ad hoc* arrangement or via the WEU. NATO moved decisively, and over the next eight

¹ The New NATO and the Evolution of Peacekeeping: Implication for Canada. <http://www.parl.gc.ca/36/2/parbus>, accessed 5 March 2008.





years the character of NATO began to change, from providing collective defense for the membership to providing general security to member countries and their neighbours. This was the genesis of the Partnership for Peace activities, and the general expansion of NATO to include countries that were, only a few years before, considered the enemy. In fact in 1999, Poland, Hungary and the Czech Republic became members.² Since then seven other eastern European nations (Bulgaria, Estonia, Latvia, Lithuania, Romania, Slovakia and Slovenia) have joined. And at the recent Bucharest summit, Albania and Croatia were invited to start accession talks.

In the post-9/11 situation NATO quickly realized that the transformation process that it had been diligently following needed to become more synchronized with the Global War on Terror. The Allies agreed “that they must be ready to help deter, defend, disrupt and protect themselves collectively against terrorist attacks from abroad, and that this may include taking action against terrorists and against those who harbour them”.³ And so in 2002, at the Prague Summit, NATO decided to alter its command structure to become more efficient and to focus on the new security environment. All operational control of NATO land, maritime and air forces was given to SHAPE as Allied Command Operations, based in Belgium. While in Norfolk Virginia, Allied Command Atlantic (previously known as SACLANT) became Allied Command Transformation (ACT).

With these changes NATO is striving to become more relevant in this changing world. As NATO expands into a global enterprise, ACT is at the leading edge of maintaining peace, security, and protecting the 26 member states. This is accomplished by providing the framework for joint operations, their ability to define future operations and capabilities and how to execute these operations. Additionally, ACT uses doctrine development, scientific research, and experimentation to further

operational concepts⁴. Finally, ACT “implements by persuading nations individually and collectively to acquire the capability, and provides the education and training, and enabling concepts to be implemented by NATO forces”. The NATO Response Force is one example of an ACT transformation initiative.

The NATO nations have significantly increased their scope of military operations since the early 1990s. NATO has maintained a presence in the Balkans and continued to work with Bosnia and Herzegovina, Serbia, and Montenegro under the umbrella of Partnership for Peace Programmes. The largest operations currently underway include leading the International Security Assistance Force (ISAF) in Afghanistan, establishing a training mission in Iraq, and providing logistic support to the African Union in Sudan, and of course fighting terrorism. Operation *Active Endeavour* falls under the fighting terrorism mandate. *Active Endeavour* is a NATO-led maritime operation that initially patrolled the eastern Mediterranean, but since then has been expanded to cover the entire Mediterranean⁵. HMCS *Toronto* recently participated in this operation prior to and after its circumnavigation of Africa. This is the new NATO, an alliance that has expanded its *raison d'être* by becoming more relevant to member nations, by bringing new countries into the fold, and most importantly by moving beyond the traditional boundaries of Europe into expeditionary missions in Afghanistan and Iraq. The recent circumnavigation of Africa by Standing NATO Maritime Group One (SNMG1) is also proof that NATO is expanding its mandate.

Now that we have discussed the new NATO and how it's being transformed to become more relevant and responsive, a more detailed focus on the naval players will help to understand how the Canadian Navy contributes.

Figure 1 (next page) explains the new chain of command under Allied Command

² Ibid...3.

³ NATO Handbook, pg 9.

⁴ Allied Command Transformation,

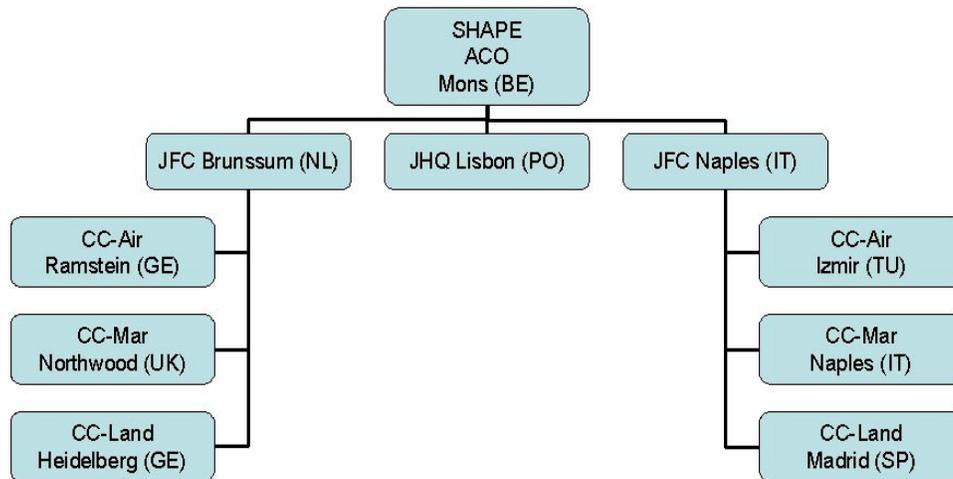
http://en.wikipedia.org/wiki/Allied_Command_Transformation

⁵ NATO Handbook, 16-24.





Operations. This HQ was established in June 2003. As you can see there are two Joint Force Commands, one in Brunssum, Netherlands, and the other in Naples, Italy. All Joint Force Commanders have Component Commanders; that is, Air, Land and Maritime. The two Maritime Component Commanders are located in Northwood, England and Naples, Italy. It is important to understand that the Joint Force Commanders use the synergy of all component commanders to have the greatest effect during operations.



The Maritime Component Commanders play a considerable role in formulating and executing NATO maritime missions. Northwood is responsible for the administration and programming of Standing NATO Maritime Group 1 (SNMG 1) and Standing NATO Mine Countermeasures Group 1 (SNMCMG1). Northwood primarily concentrates on its traditional area of responsibility: the North Atlantic and European waters. However, the ongoing transformation initiatives have recently seen SNMG1 deploy around Africa. HMCS *Toronto* was deployed with SNMG 1 and completed the historic out-of-area mission.

Naples is responsible for Standing NATO Maritime Group 2 and Standing NATO Mine Countermeasures Group 2. Its area of responsibility is the entire Mediterranean. Both Maritime Component Commanders also have their maritime forces prepared as NATO

Response Forces (NRF) for any crisis that may be developing.



One of the principle missions that NATO executes is Operation *Active Endeavour* (OAE). Both Northwood and Naples contribute naval forces to OAE. OAE's mission is to conduct naval operations in the entire Mediterranean to demonstrate NATO's resolve after implementing Article 5 of the Washington Treaty soon after 9/11. SNMG2, commanded by MCC Naples is the primary task force that contributes to countering terrorism from or conducted at sea, countering any illegal activities that contribute to terrorism, and countering human trafficking. SNMG1, when deployed into the Mediterranean, also participates in OAE.

As mentioned above, Canada contributes naval ships to the NRF by participating in SNMG deployments. As recently as 2005, Canada commanded SNMG1. Commodore Denis Rouleau deployed onboard HMCS *Athabaskan* and commanded the maritime group for one year. During his tenure NATO participated in numerous exercises and operations. Of note, the SNMG1 participated in Operation *Steadfast Jaguar 06* in Africa. This exercise was a multi-national joint exercise involving 20,000 personnel from NATO nations, contributing to the ongoing implementation of the NATO Response Force. In 2007, HMCS *Toronto* joined SNMG1 for a six-month deployment. Already mentioned, HMCS *Toronto* participated in Operation *Active Endeavour*, plus the circumnavigation of Africa, as well as some national taskings. Canada will continue to contribute maritime forces for NATO deployments. Additionally, the Canadian Navy will continue to actively participate in NATO exercises, operations, and command opportunities as they arise.





It is hoped that this short article helps explain what is the “new” NATO and how Canada is involved. With increased globalization, piracy, and failing states, the NATO nations will undoubtedly need to take more responsibility outside of their traditional areas of responsibility. As the mission in Afghanistan proves, NATO is endeavouring to participate in meaningful and constructive ways. Canada as a NATO member that pulls its weight will continue to support NATO expansion, transformation, and participate from a naval perspective as appropriate in Standing NATO Maritime Groups One and Two.



Armistice Sunday – November 9th, 2008

Relayed by Gord Moyer

The Canadian Veterans’ Association (UK) has for many years arranged representation at the annual Armistice Sunday march down Whitehall past the Cenotaph and on to Horse Guards Parade. A member of the Royal Family takes the salute as the columns approach Horse Guards Parade.

Following the parade it has become a tradition for those of our group marching to retreat to the Captains Cabin pub near Piccadilly.

This year we have decided to canvass within Canada to ascertain whether any Veterans would be interested in joining us on the Sunday Parade this year. Unfortunately there is no financial support available for this event.

The deadline for advising us of your intention is mid-May. Would anyone who may be interested please contact:

Rolfe Monteith
160 Lower Green Road
ESHER
Surrey, UK
KT10 8HA

Tel: +44 (0) 1372 210 573
Fax: +44 (0) 1372 200 529
Mobile: + 44 (0) 793 155 8023
email: anndiscombe@ntlworld.com

Ahoy There!

Have **YOU** paid your Ottawa NOAC
2008 **ANNUAL DUES** yet...?
Pay them to Treasurer Rick Guitar.
See page 27 for his particulars.
See Page 28 for membership details.

AGM

NOAC OTTAWA
Bytown Crowsnest
1830 for 1900
Monday May 5th





Reaching Out Standing NATO Maritime Group One Out of Area and Around Africa

By Cdr Steve Virgin
Commanding Officer, HMCS Toronto



HMCS Toronto with the Dutch Evertsen, the Danish Olfert Fisher, the US Flag Ship Normandy, the Portuguese Alvares Cabral and our most mission essential unit the German oilier Spessart.

12,500 miles, 2 months and 2 port visits; that was the bottom line of SNMG1's circumnavigation of Africa. It was of course more than that, although the initial mission analysis was thin. Our group of ships was to round Africa conducting presence operations, train for NATO Response Force (NRF) activation, leave a positive impression of NATO and gather Maritime Situational Awareness (MSA) in strategic areas of interest in the world. There were many unknowns, the group of six ships (fewer than the nominal make-up of SNMG1 [formerly SNFL]) and new Flag staff had only assembled in Rota, Spain a few days before the mission began last July. The overarching

guidance from Northwood was, 'Make your own luck'. While from our NATO Task Group Commander, it was, 'Make it happen.' And from Commander CEFCOM at home, it was, 'Make Canada look good.' All music to my ears, the mission command-orientated approach allowed us to get on with the task at hand at the tactical level. With that, HMCS *Toronto* set out on an historic mission.

While I will attempt to keep my words to the tactical level, some background on the mission is required. Why out of area, why circumnavigate Africa? In general, the seed was planted at the 2006 Riga Summit where NATO ministers called for: "*Improving our ability to conduct and support multinational*





joint expeditionary operations far from home territory with little or no host nation support and to sustain them for extended periods. This requires forces that are fully deployable, sustainable and interoperable and the means to deploy them.”

In short, the need is for *relevance*. SNMG1 as part of the NRF needed to go beyond the traditional borders and areas of operations of the North Atlantic and Mediterranean to show continued relevance in the new world security climate. Plan as we go, learn as we go, was the initial Commander’s guidance.

Africa was chosen given the strategic areas of importance on both coasts of the continent. The energy situation off Nigeria in the Gulf of Guinea, the rampant piracy off Somalia, and the general need to prove the force could operate far from normal centres of command and logistics were the key driving factors to the chosen areas of operation. Also, an exercise with the South African Defense Force (SANDF) was high on the priority list.

After our initial rendezvous in Spain we set out. First a short surge into the Med for the anti-terrorism Operation *Active Endeavour* and then we were off to the west coast of Africa. During transit phases we followed our track between 12-15nm off the coastal states, building MSA with every opportunity. We trained as any squadron of ships, bringing our individual high readiness units into a cohesive group and cresting that interoperability so essential to effective operations. Our CTG, USN Admiral Mahon, was a no-nonsense hard-charging leader, my favourite type. Our overall transit around Africa had an unusually high 14kt speed of advance. To maintain this speed of advance, with only one AOR in group, and at the same time conduct the necessary training and presence operations, was a constant challenge. On top of the traditional areas of warfare, seamanship and other typical training, we in *Toronto* overlaid a hefty program and regime of training for the asymmetric threat. We were headed to pirate-infested waters with no background situational awareness from previous experience. How would they respond to our

presence? We wanted to be ready for any contingency.

The objectives in the Niger delta littorals were straight-forward: build MSA, leave a positive impression of NATO, deter illegal activity and gather an understanding of the issues surrounding the energy situation. The oil-rich region had been plagued with pirate attacks in 2007, having a negative impact on the industry. We had a robust Information Operations campaign which was executed in each region that we operated. The Task Group used an effects-based planning methodology which was very thorough; in fact, the most robust I’ve ever seen. Task Group staff in this author’s opinion was thin and I would have expected a great number of folks on the Admiral’s staff. So to fill the gap, each ship was intimately and actively involved in each of the mission analysis groups, and course of action development was devolved to independent ships. In the Gulf of Guinea *Toronto* was assigned CTG duties and we patrolled inshore with our very good friends in the Dutch Provinciale class *Evertsen*. We engaged with local maritime actors, talked with oil rigs, had encounters with Ghanaian and Nigerian patrol boats and achieved our overall deterrent effect. Nigerian patrol boats were quite acrimonious. They repeatedly demanded we leave quote their waters unquote. Our TG operated in international waters throughout; however, the Nigerians were very adamant we leave. On one occasion we were approached by a coastal patrol boat that was clearly in a heightened state of preparedness. The situation was resolved by arranging face-to-face discussions and explaining NATO’s reasons for being in the area. Our deterrence to the piracy attacks on oil rigs and workers was considered successful. There were incidents of piracy up to our arrival, and not long after our departure, but none while SNMG1 was in the area.

After more intensive training as we proceeded down the coast of Africa we pulled in for our first port visit after over a month at sea. Cape Town, South Africa was enchanting! Following the port visit SNMG1 took part in an exercise with the South





African Defense Force. Their Navy was well trained and very proficient. The exercise finished with *Toronto* demonstrating boarding techniques to the SANDF, something their Navy is very interested in pursuing.

The next month involved a transit north up the East coast. More intensive training particularly aimed at the asymmetric threat of piracy we may encounter off Somalia. *Toronto* had robust Rules of Engagement to deal with the repression of piracy. After a brief stop in the Seychelles Islands, we conducted presence and deterrence operations just outside territorial waters off Mogadishu and adjacent to known pirate camps. In 2007 pirate attacks had moved out as far as 300nm off shore. After two weeks on station, again no incidents of piracy. Over 40 attacks or approaches before we arrived, and attacks recommenced not long after our departure.

The final phase of our circumnavigation was more MSA building in the Red Sea before our Suez transit and operations in the Med. One quiet evening in early October on our transit north, a small island belonging to Yemen erupted in volcanic flames and lava only miles from our TG. The island contained a small garrison of soldiers who had to flea into the Red Sea to escape the lava. The search and rescue next to the erupting island was an experience of a lifetime. *Toronto* rescued one soldier and recovered two bodies.

Toronto searched 1000m from shore while her small boats patrolled right next to the shoreline. The soldier recovered the next day was found six miles from the island. This incident was well covered by Canadian news media.

Toronto then transited the Suez Canal into the Mediterranean for Operation *Sirius*, Canada's national name for our contribution to *Active Endeavour*. In two months on station in the Eastern Med, SNMG1 found and boarded 15 vessels of interest. *Toronto* conducted 3 of the boardings. This was a very 'active' *Active Endeavour* as our Group's boarding operations accounted for 10% of all boardings to date since the mission commenced over 6 years ago. One of the boarding operations was a very successful

mission where *Toronto's* team had to remain on board a flagless and very suspicious vessel for over 48 hours. Although this particular boarding had to take place under National OPCODEN due to ROE interpretation issues with the Maritime Component Commander.



A flagless/stateless vessel boarded by Toronto in the Eastern Mediterranean. After the HMS Cornwall incident in the Gulf, the frigate is never far away.

"Trip of a lifetime" is the common phrase used by any member of *Toronto's* crew to describe this journey. The distance, the unknown, the tempo, potential piracy, volcano search and rescue, and some very interesting boarding operations all added up to a very demanding yet rewarding deployment. The Alliance is reaching out to more relevant areas of operation while also maintaining the core maritime training and interoperability standards of long tradition. There is no doubt in this author's mind that the Alliance needs to come to grips with ROE; however, in the day-to-day tactical employment and operations this deployment was a big step in itself. *Toronto* returned to home port in Halifax in late December. The ship was awarded the CF Unit Commendation by CDS General Hillier for the superb results of the mission.

(Editor's Note: HMCS Toronto deployed with SNMG1 without a helicopter, because the three serviceable Sea Kings on the east coast were all otherwise committed. Congratulations to Toronto for a job well done.)





Executive Summary Strategic Business Plan for NOAC

By Cdr Russ Fowler

Editor's Note: Cdr Fowler will be presenting the findings of his study at both the Ottawa Branch and National AGMs.

Founded 58 years ago, the Naval Officers Association of Canada (NOAC) is now facing a declining membership that threatens its existence beyond 12-15 years. Recruitment is low, since the younger naval officers of the Baby Boomer and Generation X generations have differing priorities and wants than their predecessors. Attrition is moderate and increasing, since the current Traditionalist generation of membership is ageing. During the past six years, NOAC membership fell by 17% alone.

To help thwart this decline and to help ensure NOAC longevity, Dr Richard Gimblett and Bob Bush of the NOAC Ottawa Branch asked Russ Fowler, a MBA Learner at Royal Roads University, to develop for the NOAC a strategic business plan that would highlight reasons for the decline, as well as provide potential strategies to reverse it. Russ accepted the challenge, as his MBA Organization Consulting Project (OCP).

The first OCP step was to research generational differences so as to better understand their interactions, tolerances, expectations and beliefs. By doing so, recruiting and retention efforts, as well as membership activities, can then be better understood and better focused. In short, NOAC is currently comprised approximately as follows:

- 75% Traditionalists (aged 62+; patriotic; strong belief in the establishment);
- 22% Baby Boomers (aged 43-61; question authority; live to work); and
- 3% generation Xers (aged 27-42; independent; work to live).

The second OCP step was to research opinions and perceptions of existing NOAC membership, as well as potential members. To achieve this, surveys received from 10 Branch Presidents, 118 NOAC members and

255 non-NOAC member naval officers were analyzed, as were the results of a 20-student focus group and numerous interviews. Highlights of that analysis include:

- Near half of NOAC members either want (35%) or are unsure of wanting (12%) a more nationalized NOAC;
- Not all Branches are experiencing the same level of membership decline. Four of the smaller Branches have actually increased their numbers marginally;
- Not all Branches offer all membership categories. 'Ordinary' membership is the largest (at 70-80% overall) category, and also the only common category;
- 41% of NOAC members favour allowing corporate civilians into the NOAC; 34% favour allowing non-maritime civilians; and 32% favour allowing NCMs;
- Branch participation at AGMs is decreasing. It almost fell by 50% from 14 Branches in 2004 to just 8 Branches in 2007;
- Despite having a 17-year old Mission Statement, not one of 118 members or 10 Branch Presidents voiced close to it when asked to state NOAC's mission;
- While the 1990 NOAC Mission Statement focuses on 'promoting awareness of sovereignty, maritime interests and the naval role,' the vast majority of member survey responses focused on 'educating the public on maritime issues' and on 'promoting camaraderie' when asked to state NOAC's mission;
- 57% of current NOAC membership joined for social camaraderie and friendship;





- 75% of current NOAC membership is very satisfied; 8% is less than satisfied; and
- 162 of 225 naval officers surveyed (or near 2 of 3) are either unaware of NOAC's existence (29%) or unaware as to what NOAC is about (34%). Of the 162, 49% had no interest in joining due to competing busy lifestyles.

The third OCP step was to formulate 44 recommendations from the analysis, the highlights of which include:

- that a new Guidance Manual be written for all NOAC to follow;
- that a listing of reports and returns be produced for all NOAC to follow;
- that AGMs rotate between Halifax, Quebec, Ottawa and Victoria to allow for maximum Navy participation;
- that annual Branch awards be instituted with achievable criteria for all;
- that NOAC focus its recruitment efforts to the Baby Boomer generation;
- that membership dues become standardized amongst all NOAC Branches;
- that ordinary membership dues be increased to \$100 annually, effective 2009;
- that all Branches have an Internet website; and
- that the NOAC National President meets regularly with CMS.

Fifteen years ago the Royal Canadian Air Force Association was in a similar situation as the NOAC is today. It overcame this, however, by working with Air Command to regain its fading purpose and relevance, and to increase membership. Today it has 21,000 members in 74 Branches (or Wings). There is much both the NOAC and Navy can learn from this case study of successful rejuvenation of a once relevant Association.

The fourth OCP step was to research change management so that it would assist in developing a proposed strategic business plan for NOAC to discuss and build upon. In doing so, the core **VALUES**, beliefs and traits that NOAC expects its members and

business practices to display at all times are chosen. Suggest as a starting point for discussion they be:

- *proud, honest, dedicated and loyal;*
- *shared equality and respect for all;*
- *shared bond of past maritime service;*
- *shared interested in naval affairs; and*
- *shared want to advocate and educate on both maritime and naval affairs.*

A **MISSION STATEMENT**, which describes the NOAC's current purpose or *raison d'être* is then decided. Suggest as a starting point it for discussion it be:

'A not-for-profit Association of dedicated maritime-related professionals who share a special camaraderie and who both advocate and educate on naval affairs - past, present and future.'

Next, a **VISION STATEMENT** which describes where NOAC wants to go in the future is determined. Suggest as a starting point for discussion it be:

'To enhance the naval family and to bring naval awareness amongst the citizens of Canada.'

Lastly, **OBJECTIVES** which are performance targets as a measurement of success are developed. Suggest as a starting point for discussion they be:

- *at AGM 08, at least 10 Branches will be in attendance;*
- *by Dec 08, each Branch will have increased its membership by 2% (from Jan 08);*
- *at the AGM 09, at least 13 Branches will be in attendance;*
- *by Dec 09, each Branch will have increased its membership by 5% (from Jan 09); and*
- *by Dec 09, all milestones and deliverables outlined in the NOAC strategic business plan will have been completed.*

A clear concise and proactive **COMMUNICATIONS STRATEGY** should





accompany every strategic business plan to better ensure wide-spread information dissemination of information and stakeholder buy-in. Suggest as a starting point it include:

- *data highlighting NOAC membership decline and low recruitment;*
- *reasons for change;*
- *overview of methodology and end-state desired, with desired goals and timelines;*
- *note of widespread support by NOAC National and all Branch Presidents; and*
- *assurance that current members will remain welcome in NOAC.*

The fifth OCP step was to develop a 16-month proposed implementation plan, which would start upon receipt of this OCP Report in February 2008. During that busy and demanding period, the National President should lead and champion all change.

NOAC is at a crossroad where it must choose between fading away with the *status quo* or revitalizing with change. Timing is right; members want to regain a meaningful, relevant NOAC. Thus, I highly recommend that NOAC seize the moment and change!

From Sub-Lieutenant Down - Part 10

By Ted White

Fond memories of our formative years as young officers can be characterized in the great numbers of minor, mostly humorous incidents, that we all lived through, by merely going the 'nothing ventured--nothing gained' route.

Herein are selected vignettes from the 'fifty's, reflecting our life and times.

"May I live, all the days of my life" (Jonathan Swift)

The Ocean Crossing First Class (New York – Halifax – Liverpool) -18 December 1955

By Ted White

There she was, alongside Commercial dock in Halifax, Cunard's new RMS IVERNIA.



CUNARD R.M.S. "IVERNIA"

Overall 608 feet, beam 80 feet, 21,000 tons, twin screws, 19.5 knot cruise, 925 passengers, (125 in First Class).





We two A/Sub-Lts, having cleared our Frigate (under training), with trunks jammed and suitcases tightly stuffed to self-destruct mode, we proceeded to dockside for processing. Destination, London, for Greenwich Naval College Sub-Lieutenant Courses with Cunard First Class passage.

Early evening, on board in our respective cabins, this comfortable world just had to be shown and shared with our contemporaries ashore. The calls went out with rapid acceptances. Sandwiches and beverages ordered, supplemented by personal stocks (duty free), the small crowd gathered and we did party, until the gentle announcement, "All guests ashore, please".

Near midnight we let go and quietly left Halifax harbour to start the crossing.

It took but a few hours, the next morning, to accommodate the expected on-board drill, as we were briefed by our cabin steward, Mr. "H". A certain duty-free product was assigned to him, for his guidance. Baksheesh completed, we settled into the daily routine:

- * Breakfast in bed. (Mine being Melon, Orange Juice, Cinnamon Toast, Scrambled Eggs Florentine, sausage, bacon, mushrooms and coffee.
- * Second seating for other meals in formal dining (best bib and tucker except for last night out)
- * Standard order to wine steward for both red and white replenishments.
- * One special, off menu, dinner order. (Two stewards per table of four.)
- * Cunard's menus were prepared for each day and were delightful art souvenirs.
- * Long dinners followed by repairing to the First Class Lounge and taking in the ship's evening artistic performance from the balcony of the theatre.

The word soon travelled through the ship that we had, in our presence, the famous Noel Coward. He currently was the highest paid weekly performer at Las Vegas. The generally accepted rumour was \$10,000/week. The ship hired him to perform a solo reading of Charles Dickens 'A Christmas Carol' . This is one of my life's great memories.

Life went beautifully for the first few days: a good sea and friendly passenger mates.

My other classmate (B) apparently went to the finals of the ping-pong tournament as

his adversaries were no-shows until a pretty little 16 year-old lady turned up and turned him out. Ah well, a silver medal was notable.

Last night out, and second seating in casual suits.

Gratuities drill as follows;

- * Envelope for the crossing to day cabin steward. Night steward tipped when used for refreshment and food orders, on the spot.
- * Envelopes for Maitre and Wine steward for the crossing.
- * Envelopes for two table stewards. (Shared by other table guests.)
- * Envelopes for bus-boys posted at entrance to dining lounge.
- * Cash gratuities at the bar.

Fifth day, Christmas Eve day... entering the Irish Sea. The most accepted information circulating the ship was that Noel Coward could not land at Liverpool because Inland Revenue would arrest him for evasion. The story became complete as the ship entered Ireland's Cobh inlet, leading to Cork Harbour. The ship stopped midstream, a harbour-craft came alongside and we off-loaded Mr. Coward. Money has its advantages.

Over and alongside Liverpool, all the new-found ship friendships gathered for cursory good-byes as we each entered our separate phases of urgency to connect to the next stage of travel. Ours was the boat train to London's Euston Station. The ever presence of the Christmas Eve protocol began to set into our separate thought processes.

Darkness, for arrival at Euston Station. Met by a Chief Petty Officer from London staff who provided cab fare, accommodation documents for The Regent Palace Hotel, off Piccadilly. Nightly at 30 'bob', and sixpence extra with orange juice for breakfast.

Christmas Eve in a strange, completely fogged-in major city. But that's another story.

A small follow-up of the German Agent landing on my swimming beach in New Carlisle in 1943. (Sub-Lt Down - Part 9)

His name was Jano Von Janowski. He booked into the Carlisle Hotel as William Branton of 323 Danforth, Toronto. He later claimed he was betrayed by competing





intelligence departments within the German High Command. The Canister containing his uniform, left on my swimming beach was supposed to be recovered after 48 hours of landing by the submarine crew, with the presumption that he was well on his way, inland. *Ted White*

BYTOWN BRIDGE CLUB

By Gord Smith

The *Bytown* Bridge Club continues to increase it's membership and we now have 40 members. A record number of players turned out (7 tables) for the Christmas luncheon and bridge on Thursday, December 13th, 2007 at the *Bytown* mess (see attached photo). The Club provides a great opportunity to renew friendship with active and retired Naval Officers and their wives/partners. All bridge players are welcome to join and play with us on Thursday afternoons every 2 weeks between September and April.



For more information on the *Bytown* Bridge Club, please contact Gord Smith 613 230 5305 e-mail smithgf@cyberus.ca or Whit Armstrong 613 739 9084 e-mail whitnan@rogers.com .

Salty Dips

By Merv Cameron

Time marches on, or is it time flies? Anyway, people are starting to ask when

Salty Dips volume 9 is coming out. Wait for it; we have just finished digitizing, editing, and adding pictures to volumes 1 to 8 and putting them on a CD. While doing this, we have been preparing the material which will become Volume 9. With the recent narratives that have come in either by email or interview, we can now say that Volume 9 will be a collection of very interesting stories covering 100 years of the Navy's history. We have more raconteurs standing by to be interviewed in the near future and some yet to be contacted to assist us in rounding out the picture of the unusual tasks navy people get involved with in their daily lives.

In addition to producing books, the Salty Dips Committee is also concerned about sales of books on hand. **Every sale of a book helps in the production of Volume 9 and the CD.**

Joint Meeting Arctic Challenges – Engineering Northern Operations

By Glenn Walters and Derek Hughes

In Ottawa on February 4th, 2008, the Eastern Canadian Section (ECS) of the Society of Naval Architects and Marine Engineers (**SNAME**) joined with our sister technical societies of the Canadian Institute of Marine Engineers (**CIMarE**) and the Royal Institution of Naval Architects (**RINA**) to conduct a combined evening event with the Naval Officers Association of Canada (**NOAC**). Using the very successful Battle of the Atlantic combined event, held in January 2007 at the Canadian War Museum as a template, the aims of this partnering were to provide a blending of policy, technical and operational perspectives; to provide a variety of knowledgeable speakers and to conduct the evening at a memorable venue. The Arctic theme, coupled with the Canadian Museum of Civilization, proved to be a very hot combination with the event drawing 200 participants. The evening commenced with a visit to the First Peoples Exhibit, followed by a series of seven short presentations and concluded with a reception and access to the museum.





The initial series of four presentations provided an overview of the importance of the Arctic to Canadians, as follows; "**Arctic Sovereignty: Myths and Reality**" by Mr. Wendell Sanford, Department of Foreign Affairs and International Trade (DFAIT) - Director, Oceans and Environmental Law; "**Canada's Arctic - A National Defence Perspective**", Mr. Philippe Hebert, Department of National Defence - Director of Policy Development; "**Canadian Navy's Approach to the Arctic**" by Captain (Navy) Serge Bertrand; and "**Situational Awareness in the Unique Maritime Environment of Canada's Arctic**" by Mr. Klaus Kollenberg, Defence Research and Development Canada - Project Director, Surveillance and Space Technology Demonstration Projects.

This was followed by the technical challenges that must be considered for northern operations as presented by "**Circum-Polar Developments in Oil and Gas**" by Mr. Peter Noble, Chief Naval Architect of ConocoPhillips and Vice President of SNAME; and "**Design Considerations for Arctic Marine Operations**" by Mr. Andrew Kendrick, Vice President Operations - BMT Fleet Technology Limited. The final presentation focused on the operational challenges of operating in and around the Arctic ice as presented by "**Working the Ice: Why and How We Do It**" by Fiona Robertson, Canadian Coast Guard - Ice Breaking Programme.

As with many events, the success can be measured by those who attend. Of the 200 in attendance, roughly 30% came from the government sector (equal numbers of DND, Coast Guard and Transport Canada), 30% Commercial, 20% Young Professionals

(Students, Co-op Students or recent graduates) with the final 10% being seasoned professionals (retired or semi-retired). We also had more than a dozen attendees specifically make the trip from Montreal, Toronto and even Halifax to participate. Assistance in spreading the word about this event to industry, from the weekly magazine Canadian Sailings and the Chamber of Marine Commerce, were greatly appreciated.

The feedback from this combined event has been extremely positive with many saying "this is a most significant step in bringing the marine societies back into the mainstream" and "a remarkable achievement in passing the torch to the next generation on such a relevant topic for all Canadians" and "when is the next event and what will be the theme?".

SNAME ECS must also thank industry for providing assistance in arranging such a memorable venue as the North Atrium of the Canadian Museum of Civilization and opening the special exhibit after hours. In addition to the combined effort of the marine organizations of SNAME, RINA and CIMarE, the following companies are to be recognized for providing valuable assistance: BMT Fleet Technology, DRS Technologies, Fleetway Limited, General Dynamics Canada, Lockheed Martin Canada, OSI Geospatial, Raytheon Canada and SNC Lavalin. A special thank you is also extended to **Dr. Richard Gimblett**, the Naval Command Historian and President of the NOAC Ottawa Branch.

Editor's Note: I was there, and I highly recommend your participation in any future such joint meetings.

Mark Your Calendar
Ottawa Branch NOAC Spring Reception
HMCS Bytown - Monday, June 2nd 2008
from 1700 to 1930.





Remember



By Pat Barnhouse

Active Members

George Gordon (GG) Armstrong, CD**, Captain RCN(Ret'd). In Ottawa 22 Dec 07 at 79.
York Brace, CD**, Lieutenant Commander(S) RCN(Ret'd). In Ottawa 01 Nov 07 at 75.
Frank Birch Caldwell, CD**, Commodore RCN(Ret'd). In Ottawa 28 Oct 07 at 92.
Horace Daniel Gibson Harris, CD, Lieutenant Commander(S) RCN(R)(Ret'd). In Ottawa 19 Nov 07 at 91.
Daniel Leonard Marcus, CD, Lieutenant Commander(S) RCN(Ret'd). In Ottawa 02 Apr at 80.
George Alfred Stone, CD*, Lieutenant(S) RCN(Ret'd). In Ottawa 27 Oct 07 at 86.
Douglas Elliott Samson, CD* Commander(S) RCN(Ret'd). In Victoria 31 Jan 08 at 85.

Others Known to Members

Michael James Brooks, CD, Lieutenant Commander CAF(Ret'd). In Ottawa 04 Oct 07
Edwin Anthony Duggan, Acting Lieutenant RCN(R)(Ret'd). In Ottawa 18 Oct 07.
Jean Charles Bruyere, CD**, Surgeon Captain RCN(Ret'd). In Ottawa 25 Dec 07.
William Lyon Douglas Farrell, CD*, Lieutenant Commander(P) RCN(Ret'd). In Halifax 07 Feb 08.
Fr. John Hunt, RC Chaplain. In Ottawa 05 Nov 07.
Cecil Norman Mountcastle Seeger, CD, Lieutenant Commander RCN(R)(Ret'd). In Ottawa 31 Dec 07.
Edwin C. Connolly, Lieutenant RCNVR(Ret'd). In Ottawa 24 Dec 07.
Baldur Franklin Guttormson, CD*, Commander(L) RCN(Ret'd). In Ottawa 23 Oct 07.
James Mathias Martin, CD*, Lieutenant RCN(Ret'd). In Ottawa 28 Dec 07.
Arthur David McCracken, Lieutenant RCNVR(Ret'd). In Ottawa 16 Jun 07.
Hamilton Finlay McEwen, Lieutenant RCNVR(Ret'd). In Ottawa 02 Jul 07.
Donald Graham McCrae, Lieutenant Commander RCNVR(Ret'd). In Kingston 07 Aug 07.
David Owen Roberts, CD, Lieutenant Commander(L) RCN(Ret'd). In Ottawa 17 Feb 08.
Jack H. Warren, Lieutenant OC RCNVR(Ret'd). In Ottawa 01 Apr 08 at 86.

Eulogy for George Gordon Armstrong 1928-2007

By Jake Freill - December 28th, 2007

If you didn't know that GG was born in Saskatchewan all you had to do was talk to him after "his" Saskatchewan Roughriders won the Grey Cup. That win was definitely one of his happiest moments since he was told last summer that his cancer had not gone away and that his days were numbered.

GG enrolled as a UNTD cadet while attending the University of Saskatchewan in 1946. His first taste of the sea happened when he embarked in HMCS *Antigonish* for a Cadet Cruise the following summer. He received his Commission in January 1952 and shortly after, while again serving in *Antigonish*, he "Crossed the Line", and was





indoctrinated by King Neptune and became a "Shellback". GG arrived in Korean waters in HMCS *Iroquois* to monitor the cease-fire that had just been worked out between the North and South. He often talked about his time in *Iroquois* and the fact that he had made an interesting and exciting "Around the World" cruise in her.

Our paths first crossed when we commissioned HMCS *Terra Nova* together. The ship commissioned in June 1959 on the West Coast with GG as the Navigation Officer. *Terra Nova* was then transferred to Halifax and in September GG returned to Victoria to marry his sweetheart, Betty.

The following winter, after a hectic 2-week exercise, the ship berthed at Ireland Island, Bermuda. A very tired Navigation Officer had a couple of drinks and retired early. While asleep, some of his fellow officers moved GG in a Robinson stretcher from his bunk in *Terra Nova* to the same cabin and bunk in HMCS *Kootenay*. *Terra Nova* was the third ship outboard and the *Kootenay* was over 500 yards up the jetty and third outboard of HMCS *Cape Scott*. The following morning we sent one of our own stewards to shake him. His new cabin mate, Alec Douglas, can describe GG reaction to eventually realizing that something was terribly amiss.

I tell this story because for years GG has stood in the middle of a group, in several Messes, while they were relating that event in detail, but which often bore little resemblance to the original incident. He would just smile and let the Salty Dip go on.

It was during this period that GG and Betty started their family with Michael, David, and James arriving in short order.

His most rewarding time in the Navy started in January 1971 when he took command of HMCS *Mackenzie*. He drove an excellent ship, and to his last breath, he was extremely proud of his command and of *Mackenzie's* and the Navy's role in the Cold War.

Moving over as Commander Sea Training in mid-72 was also a most demanding and rewarding time for him as he was in charge of the initial readiness of ships in the Pacific Fleet for the next 2 years.

After his posting to Ottawa and promotion to Captain he was elected President of the Board of Directors of HMCS *Bytown* Officers Mess, an extra duty job that he relished. In his year as President he successfully set about protecting the Naval Heritage and decorum of the Mess.

His favourite posting as a Captain was as a Staff Officer to the Supreme Allied Commander Atlantic at the height of the Cold War. In that position he knew that he was making a difference and enjoyed the work in spite of the long hours.

He retired from the Canadian Forces in 1983 after 34 years service.

His naval career took him away from home and family more often than he would have liked but he always knew that Betty and the boys understood. He was very proud of his family. Jamie spoke for the boys when he said, "He was a great father, a very fair man and a very smart man. He was very supportive of me my entire life, as he was with all the boys and our families, and we always knew that if ever there was a crisis, he would always be there as a resource".

As the Executive Director of the Navy League, after his retirement from the Service, he led that organization through some very rough times with the Quebec Branch and DND. Under his direction the League overcame those problems and was stronger and richer for his efforts.

His Gold Medallion which he received a short time ago, was awarded by acclamation of the Board of Directors of the Naval Officers' Association of Canada. His untiring efforts over many years ensured that all details, in the obituaries section of *Starshell*, were complete and accurate.

His many volunteer hours with the National War Museum's library drew the following comment from Jane Naisbitt, Head of Military Research, in an e-mail to him last month; "I am sorry to hear that you are not feeling well. We have some new volunteers handling our shelving but none of them are as cheerful or as knowledgeable as you. You are definitely missed". We could say the same for his many years looking after the Mac Lynch Library at the Mess. (Continued)





The HMCS Bytown Heritage

By Jake Freill



GG is awarded the NOAC Gold Medallion by Ottawa Branch President Rich Gimblett on behalf of all NOAC.

GG was a serious bridge player and won his share of tournaments both aboard ship and ashore. **Bill Edge** sends, "I always thought that GG meant "good guy". He helped me get the Bytown Bridge Club going and deserves a "Grand Slam" in Heaven.

If GG told me once, he told me a thousand times, that he was a lucky man. He was lucky in his career, lucky in his marriage to Betty, a lucky father of 3 lovely boys and their wives and children and, lucky in retirement.

If he was lucky, and I agree that he was, then all of us here this morning are also lucky to have known this wonderful man.

I cannot end any better than with these words from his friend, **Bill Wilson**: "He was kind, generous, respectful, compassionate, thoughtful and dedicated. The Navy, and all of us, has lost an officer who contributed so much to his country and to his Service".

George Gordon Armstrong, GG, may you rest in peace.

Editor's Note: See also Merv Cameron's short bio of Chilli Manfield in the November 2006 edition of Soundings.

I came across this "impassioned speech" (next page) from "Chilli" Manfield in the published minutes of the General Mess Meeting of June 12, 1974 while I was working on the history of the Mess. It was during a time when ongoing attempts were being made to combine the downtown Officers' Messes. Several present day officers and I might add a number of retired officers, don't realize that 78 Lisgar belongs to the full members of HMCS *Bytown* Inc. In an agreement with NDHQ/AU for public funds, *Bytown* Inc. leased the building to NDHQ and the latter created a new officers' Mess which came to be called the *Bytown* Wardroom. When a retired Naval Officer joins *Bytown* Wardroom he does so as an associate member but **he automatically becomes a full member of HMCS *Bytown* Inc.**

He has a vote on anything to do with the building. He or she also has a vote every year to elect the Board Of Directors of *Bytown* Inc. It just happens that the Board of Directors of *Bytown* Inc. and the *Bytown* Wardroom Mess Committee are one and the same but they are elected separately at the Annual General Meeting of *Bytown* Inc. and the Annual General Meeting of the *Bytown* Wardroom. Because of the fact all full members of *Bytown* Inc. own the building, and have a say in what happens to it, it behoves all retired officers to participate in the protection of our naval heritage by joining the Mess. The \$25 Mess fee per month which has remained constant for years reduces to \$12.50 when the member reaches the age of 65. An associate member of the *Bytown* Wardroom can book for Mess events with the same priority as serving officers. There are many excellent dinners and events planned throughout the year.





Chilli's 1974 Speech:

Now Mr. President, with your indulgence I would like to make an observation or two.

I don't think our predecessors, who in their wisdom made it possible to acquire this building could foresee the day when this Mess would become what it is today. The only Naval Officers Mess in Canada whose destiny and management is solely under the control of its members. As you know, Gentlemen, over the past number of years, we have been offered the opportunity, if you wish to call it that, of joining with our brother officers, in forming a combined Mess. To date this has not materialized but it is conceivable that at some future date it may be so. On the other hand it is also conceivable that Unification as we know it now, may well be an evolutionary change, and the pendulum could well swing the other way and the Royal Canadian Navy once again assume its own identity.

But no matter what the future holds, we and our Fathers have built a Naval Heritage. To the younger officers, who are not yet steeped in the depths of Naval Lore and Tradition might I suggest that you base any future action, not on the unrealistic economic conditions that prevail at the moment, nor on this evolutionary unification process which has yet to prove itself, but consider what has been given to you to preserve. This Naval Heritage is yours to maintain and build from what has gone before. Do not cast it aside just for the satisfaction to be temporarily gained by some temporary economic advantage.

If we move from this area, due to circumstances beyond our control, I do suggest you do your utmost to retain what you have in material things that have been acquired over the years, and also ensure that your rights and those of our forbears are retained. That is a large part of your Naval Heritage and once filtered away will never be regained.

Canadian Naval Air Group (CNAG)

By Gord Moyer

A very successful annual CNAG Reunion was held in Halifax on the October Thanksgiving Weekend. Over 450 persons from across Canada, the US and the UK took part in a meet and greet on the 5th and a dinner dance on the 6th. "Church Parade", followed by "Up Spirits" was held in the Shearwater Air Museum, followed by wine and cheese in the former Petty Officers Mess on the 7th.

At the Board of Directors meeting, held in conjunction with the reunion, the participation of CNAG in 2010 Naval Centennial activities, and the future of CNAG post-2010 were discussed. Since the demise of Naval Air in 1970 there is declining number of persons from which to recruit new members. This also applies to other veterans groups such as the Korean Naval Veterans Association. In view of this, members of CNAG National attended a meeting of a number of veterans groups hosted by Dominion Command of the Royal Canadian Legion to discuss a proposal to form a Federation of Veterans within the Legion. Discussions with members is under way, and their input from will be sought over the next year. The Executive Director of NOAC and a representative of the Ottawa Chapter were also in attendance.

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





HMCS CARLETON in Brief

By Sub-Lieutenant Bettina Morden,
Unit Public Affairs Officer

A ship in stormy seas

“Anyone can command a ship in calm seas,” claims Commander **Douglas Bancroft**, HMCS CARLETON’s commanding officer. Cdr Bancroft and his ship’s company have certainly endured their share of rough weather after heavy winter snows caused damage to CARLETON’s drill hall, rendering it unsafe until further notice. “It could have been worse,” says Cdr Bancroft. “Thankfully no one was injured.”

Since the morning of 19 March, CARLETON has worked together with 30th Field Artillery Regiment (RCA) and Canadian Forces Support Unit (Ottawa) to find solutions that will allow both units to achieve training milestones and fulfil operational requirements. At the moment, CARLETON and 30th Field are staying where they are, but critical office and stores space have been lost as a result of the closure. “We are doing well, but we need to maintain the momentum,” says Cdr Bancroft. “We need to get our people trained and be prepared to deploy at the last minute if required.”

A fit ship...

Keeping fit is a critical requirement for any sailor. Fitness impacts on a sailor’s ability to do his or her job. In the month of February, thirty members of CARLETON had another incentive to be active, the Canadian Forces Personnel Support Agency (CFPSA) Winter Pedometer Challenge. In total 565 CF personnel from the National Capital Region participated in the challenge with the winning team, *Striding for Excellence*, achieving a total of 1, 652,647 steps over a three week period. With a maximum of ten people per team, one of CARLETON’s teams, *Fleet O’Foot*, made it to the top 20 teams out of 56 with a total of 1,170,958 steps, averaging 12,326 steps a day.



... is a fighting ship

CARLETON sailors make the most of their training. The Marine Engineering Systems Operators (MESOs), for example, enhanced their knowledge and skills during two visits to the Marine Diesel Training Unit in Kingston, Ontario this year. They also completed several combat readiness requirements onboard the Maritime Coastal Defence Vessels in the fall. Intelligence Officers, on the other hand, attended a conference on Canada’s relations with China, received a detailed presentation on the Human Intelligence (HUMINT) program and conducted several table-top exercises which tested their abilities to conduct detailed analysis, identify risks to security and make timely recommendations.



Photo: MS Jungwon An, HMCS CARLETON
Drill Hall snow damage





The Summer of '64 - Part 1

By Richard Archer

On a warm spring day in 1964, as a third year cadet I dropped in to see RMC's resident Naval Staff Officer, Cdr Neil "Chesty" Norton. He would later be the CO of the ill-fated HMCS *Kootenay*, and then be my CO in HMCS *Saskatchewan*, but on this occasion I wanted to change my posting to a ship for the forthcoming summer training. I had been assigned to a west coast ship, but after two summers in the Esquimalt-based world war II frigate HMCS *Antigonish*, one of seven such frigates that in those days that provided junior officer training, I wanted to sail new seas.

In due course he let me know that I had been re-assigned to Halifax-based HMCS *Yukon*. Little did I know that that the assignment to *Yukon* would change much about my view of the Navy. I had originally joined as a naval cadet in the short-service, fleet air arm-oriented HMCS *Venture* programme looking for adventure. Along with Roger Chiasson, Lynn Mason, Mart Leesti and Ed Young my academics in *Venture*'s first year had allowed me to transfer to Royal Roads. But while I could handle the load at Royal Roads and at RMC - - and while my *Venture* classmates were either flying Trackers and helicopters off ships or sailing the south seas - I had begun to lose interest in the academic grind. Instead of adventure, here I was languishing in a classroom in Kingston, a long way from the sea.

In the Spring of '64 the Navy itself was also in my bad books. The two summer training sessions in HMCS *Antigonish*, including the second year where I was Cadet Captain, had been 10 weeks each of constant hazing, sleep-deprivation and group punishments. A common penalty (for not having properly ironed one's shoelaces for example, was only half-joking) was stoppage of leave in foreign ports, which for us cadets, of course, was akin to capital punishment. A friend of mine, Steve Arnold, was detected wearing the military college-issued grey wool socks with his boots instead of the naval black socks, his leave was jammed in Hawaii

by the Cadet Training Officer, John "Dutch" Holland. Given such nonsense I wasn't a happy camper. Fortunately, *Yukon* changed all that.

After RMC finished for the year and just before my 21st birthday it wasn't long before I found myself at RCAF Trenton, reporting in to the Air Movements Unit. It had turned out that myself and the other 3 or 4 ROTP cadets destined for *Yukon* had to fly to Amsterdam to pick up the ship there. On an archaic *Yukon* aircraft (or Bristol Britannia, also the basis for the air force's Argus maritime patrol aircraft) we endured ten hours of rearward-facing seating and constant four-engined droning vibration before landing at the Canadian base at Marville in north-east France. We then caught an internal flight to Amsterdam on a drafty Bristol Freighter, complete with fixed undercarriage. We were met at Schipol by a ship's officer and taken to the ship.

This was more like it. The ship looked beautiful alongside the wall, all curves and designed for all-out NBC warfare, virtually in downtown Amsterdam, after coming in from the North Sea on the Nordzeekanal. There may have been one or more other Canadian ships alongside as well, although I can't recall their names (it was 44 years ago...). *Yukon*, DDE 263, was the third of the four *Mackenzie*-class destroyer escorts, built as follow-ons to the *Restigouche* and *St Laurent* classes. It's now an artificial reef off San Diego. The CO while I was on board was "Boomer" Cocks, a highly competent ex-pilot who, true to his nickname, growled at high decibels and brooked no slackers. The XO was courtly Hugh Plant, who had seen some fame some years before as being pictured in a Time Magazine article recovering pieces of a Canadian naval practice shell that had landed in a schoolyard in Clallam Bay, Washington. After being built by Burrards Drydock in North Vancouver, the ship had been commissioned in May of 1963. So it still had its commissioning crew on board. The story was that the ship's coxswain had worked in the manning depot, and had personally selected the crew. It was a brand-new, competent and happy ship.





We summer trainees, now risen to the giddy height of “Cadet Midshipmen”, with a white lapel button patch replacing the previous black one, were lodged in temporary bunks in a forward mess deck. But of course a big change from *Antigonish* days was that instead of being relegated to a separate “gunroom”, we now operated out of the wardroom.

After 3 or 4 glorious and eye-opening days in Amsterdam, we set sail back down the Nordzeekanal and out into the North Sea. We of course had a programme of formal training to follow, but when it came to sea watches, the other big difference from the west coast frigates was that we were no longer treated like ordinary seamen. On the frigates like *Antigonish*, besides learning seamanship and such things as celestial navigation, we had stood watches as helmsman, port lookout, lifeguard sentry and so on. Now here I was standing watches as Third Officer of the Watch and Assistant Operations Room Officer, while the formal training introduced us to operations, weapons, marine engineering, supply and so on. I loved it.

We were headed over to Londonderry, Northern Ireland, and in due course sailed up Loch Foyle to a berth downtown. We were there to prepare for participation in a British Navy Joint Maritime Warfare Course (JMC). There was nearly a week of briefings and pre-sailing work-up exercises for the operational teams before the sea phase, and I talked the XO into letting me take some leave so I could visit my aunts, uncles and cousins in the London, England area. He wasn't too keen on the idea, but I finally convinced him. Knowing that I was visiting Northern Ireland, my Dad had given me the princely sum of \$25 to pay for the Ireland-England and return air fare, which in those days was about right. I dropped in to see the Supply Officer to trade these dollars into pounds as well as to get an advance on my pay. Unfortunately, all he had was single pound notes, but I took them gratefully.

The closest airport was in Belfast, so I first had to find my way to the Londonderry train station. I could see a main bus depot from the ship and headed over. Sure enough

there was a bus to the train station, fare 1½ pence. With my pockets loaded down with a ton of huge coins as change, I found my way to the train station. The earliest train to arrive in Belfast was a milk run that stopped at every village on the coast, but I eventually got there and found a bus that that took me to the airport. I landed at Heathrow in due course and took a taxi to the one address I knew of an aunt and uncle. I shared the taxi with a married couple who also lived in the area to west of London. The taxi driver of course didn't have a clue as to where my address was, and got exasperated to the point of almost giving up. The couple kindly offered to put me up for the night. But after a few inquiries at police stations, we finally arrived. I asked, “How much?” “A pound”, snarled the driver. This elicited exclamations of shock from the couple. “Far too much,” they said. But I paid it anyway.

Of course my relatives weren't expecting at that moment, although my Dad had written to say generally that I was on my way. In any case I had three wonderful days with them.

I retraced my steps to get back to the ship. When I arrived in Belfast it was early in the morning and the train station was closed, with huge corrugated iron doors covering the main entrance. I sat on my suitcase. Before long a taxi pulled up, and I was called over by the elderly driver. I assured him I wasn't waiting for a taxi, but he asked me to sit inside anyway until the station opened. It was one of those memorable moments that we all have in our lives. I was tired from my red-eye from London, but he kept me awake telling me story after story of the “troubles” in Northern Ireland when back in the thirties the IRA was fighting for independence from the UK. This was in 1964, of course, well before the start of the current spate of troubles just now coming to an end. We were interrupted by a tap at the window. It was a policeman, complete with bobby's helmet. We explained the situation. “Follow me,” he said. We went over to the doors, where he took out his truncheon and pounded loudly on the corrugated iron, showering rust flakes on me. A watchman's head appeared in the





gap, and the policeman ordered him to let me in. Before the ticket office opened I slept for a couple of hours on a bench in one of the tea shops.

Back on the ship, a couple of days later we left Londonderry for the two-week sea phase of the JMC. It was a very simple scenario: the warships were escorting a “high value unit” through submarine-infested waters. I was in the operations room on watch when a submarine, HMS *Ocelot*, tried to penetrate the screen and was detected by *Yukon*. A close submarine action took place with lots of heavy manoeuvring, a cacophony of orders and responses, the manipulations and pings of the three different sonars, the identification and outwitting of submarine decoys and the pretended firing of anti-submarine mortars – the naval equivalent of a firefight. In due course Boomer Cocks took delight in informing *Ocelot* via underwater telephone that it’d been sunk...I was hooked.

In a break in the exercise play, we retired to a refuelling station in the Loch Foyle estuary, a place called Ballykelly. This was of significance to me because just down the road was the Royal Navy’s fleet air arm base at Eglinton, which had played a major role in my life. After surviving Dunkirk but soon thereafter being badly injured, my father had been de-mobilized and eventually started work at the Fairey Aviation works near where we lived to the west of London. In the late forties, Dad was sent to Eglinton to support the sale and service of new Fairey Firefly aircraft for the Royal Canadian Navy’s aircraft carrier, HMCS *Warrior*. He bunked with the Canadians and liked them a lot. When the chance came in 1953 to take up a job offer from AV Roe, outside Toronto building CF 100s and the Arrow, he jumped at it.

When we entered the estuary, some of the sailors dreamed up a lark. They painted a bedsheet with vertical blue borders down each side. In the centre they added the red three-leafed maple symbol as found in the Canadian coat of arms. That is, it was one of the designs for the new Canadian flag then being debated in Parliament. The Captain agreed to it being flown from the masthead as we approached the fuelling pier. Big

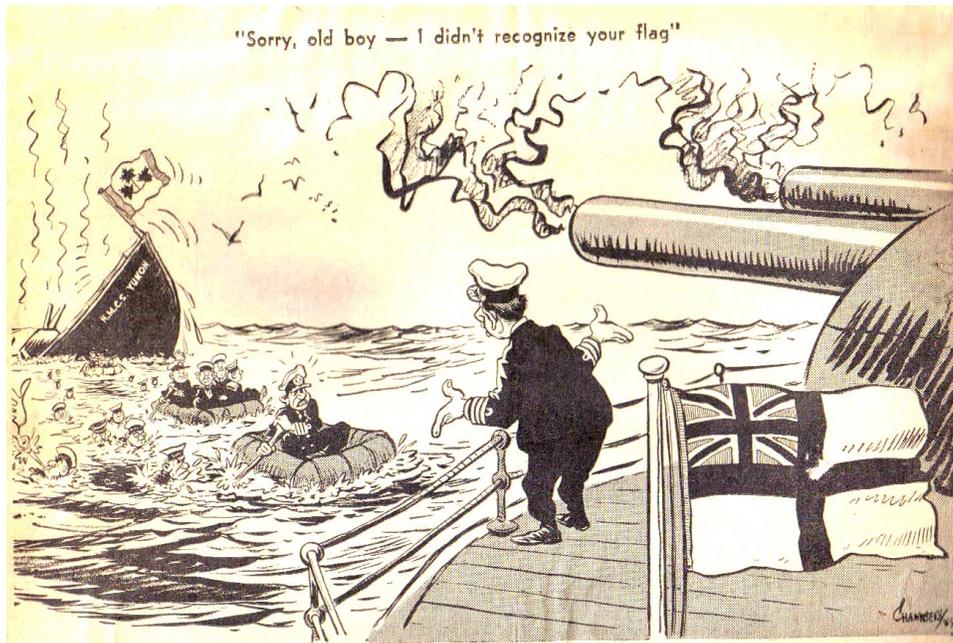
mistake. Word got back to Canada, and there were shocked questions in Parliament for the Minister. A political cartoon appeared in the Halifax Chronicle-Herald showing *Yukon* sinking in the distance and the Captain rowing across to another ship where the other captain, standing under his smoking guns, was saying, “Sorry Old Boy, I didn’t recognize your flag.” I guess Boomer Cocks was disciplined for his “error”, but I didn’t see any impact. The last time I saw him in uniform some years later he was a commodore.



Something else happened while refuelling at Ballykelly, but I’m still not sure what the impact on my thinking was. HMCS *St Laurent* was on the other side of the pier. This ship had departed Esquimalt many months before, crossed the Pacific and entered the Indian Ocean, where it participated in one of the JET series of exercises with the navies of Australia, India, Pakistan and South Africa. Since the ship was transferring to Halifax, it came on through the Suez Canal and the Mediterranean. Ballykelly was its last stop before heading out across the Atlantic.

Compared with *Yukon* the ship looked tired, and when I visited their wardroom, the officers, among the many exotic memorabilia from Japanese dolls to camel saddles, also looked tired and somehow older and low-spirited. By the time they arrived in Halifax, they would have been away for 6 months, unusual in those days.





Another thing that happened during the JMC exercises was that *Yukon* had an accident while practising its launch of Mk46 antisubmarine torpedoes. Instead of by torpedo tubes, the torpedo was thrown over the ship's side by a device developed from a WWII depth charge thrower. A dummy torpedo was used, and it had a rope secured to it for easy recovery. Unfortunately, while the torpedo was still in the water the ship moved forward and the torpedo was dragged into the starboard propeller, seriously damaging it. Almost immediately, arrangements were made for the ship to go into the fabled Harland and Wolfe shipyard (where the *Titanic* was built) in Belfast. The ship was put into drydock and the propeller put back into shape. It only took three days, while we Canadians marvelled at the almost Victorian nature of the shipyard – the foremen and managers in their white boiler suits and black bowler hats, and the workers in their Andy Capp scarves and cloth caps.

In my relatively short time left in Londonderry, I took advantage of the pubs (after figuring out which ones were “protestant” and therefore welcoming of me) and an excursion to a big dance hall across the border in the “South”. And for the first time (but not my last; while on exchange later with the RN, I had 30 of them working for me) I met Wrens. They were from the maritime warfare school running the JMC,

and at the time they were a separate service from the RN itself, eligible, on invitation, to enter our wardroom.

After the JMC and its post-exercise debriefs had occurred the next event for *Yukon* was to meet with the new supply ship *HMCS Provider* off the coast of Cornwall. *Provider* had just been fitted in a British shipyard with state-of-the-art replenishment-at-sea (RAS) equipment, featuring a probe that was let down along a constant-tension wire to be rammed into a bell receptacle. A simple lever then depressed the ball

valve at the tip of the probe, and fuel could start flowing into the receiving ship. It was a major improvement on the old bolted flange hose joining device, called a breakable spool.

The idea was for *Yukon* to rendezvous with *Provider* in the western approaches to the English Channel and to head south into relatively calm waters for the initial acceptance trials, with a port visit in Las Palmas in Gran Canaria. Afterwards, the two ships would seek out bad weather enroute Halifax to do the rough sea trials.

On the way south through the North Sea, however, *Yukon* experienced a minor fire in its 3”70 gun power system. The main gun drive “metadyne” had burned out. This wasn't a major problem for RAS trials, of course, but the situation in Cyprus was at that time getting critical, and *Yukon* was on notice to go to the aid of the Canadian troops if needed. The 3”70 would surely be needed if that happened. Therefore it was arranged for a new metadyne to be shipped over by the air force, and it was delivered to *Provider*. By the time we met with her, *Provider* was at anchor in the roadstead off Portland. We secured alongside her.

We stayed a few days there, getting the gun system up and running before heading south. Of course there was a ship's shuttle boat service to Portland, but for some





reason I never took advantage of it. Too much work to do, I suppose.

The trip south was largely uneventful, and the RAS trials were going well. It wasn't long before we were off the coast of Africa. I spent the time doing my formal training programme and standing watches...and witnessing the excitement of the RAS events – always a hazardous operation at the best of times.

But it wasn't all work. Precisely at 1600 most days, without telling us, *Provider* would come to a stop and we'd do the same. An FN rifle and ammunition were drawn from the armoury, and one of the sailors would patrol the flag deck with the loaded rifle. A scrambling net would be lowered over the ship's side to the water. The pipe would be made, "Hands to bathe! Port side only! Heads and washplaces on the port side are out of bounds!" And most of the off-watch crew would take the opportunity to get into their swimming stuff and leap over the side. Water temperature in those latitudes was about 75 degrees. The rifleman, of course, was on shark patrol. During one such hands to bathe I was on watch on the bridge. I was asked by a sailor, "How far's the nearest land, Sir?" "About two miles," I replied, and he started searching the horizon. "No, no," I said, "straight down."

We arrived in Las Palmas to a cool welcome. There were about seven different types of national, state, municipal and military police forces, and before long they seemed to be in a contest to see who could beat the most Canadian sailors with their night-sticks. I saw sailors under attack myself. When I went ashore, I was eyed suspiciously and I was discouraged from using certain public facilities like change houses for the beach. Surprisingly, the main tourist influx was from Sweden, and many of the bars and clubs catered to Swedes. But I guess the Swedes were better behaved than us. All of us wanted to get out of there.

The time came for the two ships to make their way back to Halifax, but bad weather was in short supply, and we arrived a few days early. Unfortunately for me I had picked up a bug of some sort in the Canary Islands, and on the day of arrival I was

shipped off to the Stadacona hospital with gastro-enteritis. An inglorious end to a great adventure!

We cadet midshipmen only had about a week and a half left of out ten weeks summer training. I spent the first three or four days in hospital before being sorted out. The remainder of the time I spent exploring Halifax, my first time in the city. In early August I was back home with my parents in Newmarket, Ontario.

When I got back to RMC in September, I asked a few fellow cadets what they did for summer training. For the most part it was, "I operated out of the administrative office in Moose Jaw", or, "I did inventory at Wainright." Of course I couldn't wait to be asked what I did.... But the bottom line was that once again I was fully enamoured with the Navy – I could see adventure in every direction -- and my subsequent career lasted to CRA.

But that is not the end of the tale of the summer of '64. Not long after I arrived home in Newmarket, there was a knock at the door. **Standing outside were Roger Chiasson, Dallas Mowat, Tom Bailey and John Dodd**, all fellow naval cadets at RMC. In the driveway were two cars, a late model Ford Thunderbird convertible and a full-size (ie, huge) '59 Pontiac convertible. "Are you ready to go?" asked Dallas. In a flash it all came back to me. Just before breaking up and heading out to summer training, I had agreed to help these guys drive used cars being delivered from a Toronto wholesaler to dealers in Winnipeg and Vancouver. The idea was to go non-stop...but it didn't turn out that way. But that's another story, the Summer of '64, Part 2.





Officers and Directors 2008-2009

To be confirmed at the 2008 AGM

PRESIDENT

Gimblett, R. (Rich) H: 613 590-9508
49 Southpark Drive
Ottawa ON K1B 3B8
Email: richard.gimblett@rogers.com

VICE-PRESIDENT

Bush, R. (Bob) H: 613 839-3860
108 Sierra Woods Drive
Kanata, ON K2M 2T3
Email: bob.bush@osigeospatial.com

PAST PRESIDENT AND NATIONAL DIRECTOR

Armstrong, H. (Heather) H: 613 841-3203
6053 Ridgelea Place
Orleans ON K1C 5R1
Email: armstrongpickford@sympatico.ca

SECRETARY

Mayne, R. (Richard) H: 613 836-4514
41 Stonepath Crescent
Stittsville ON K2S 1S4
W: 613 998-7048
Email: richard.mayne@rogers.com

TREASURER

Guitar, R. (Rick) H: 613 834-2171
185 Lacroix Avenue
Orleans, ON K1E 1K2
Office: 613 945-0617
Email: Guitar.RRJ@forces.gc.ca

DIRECTOR – LIBRARY

Gagnon, JAC (Carl) H: 613 724-2119
187 Breezehill Avenue North
Ottawa ON K1Y 2J1
Email: gagnon.jac@forces.gc.ca

DIRECTOR – MEMBERSHIP

Bell, J. (John) H: 613 729-8835
598 Westview Avenue
Ottawa ON K1Z 6E3
Email: johnandjanetbell@sympatico.ca

DIRECTOR – SALTY DIPS

Cameron, M.D. (Merv) H: 613 237-5908
260 Metcalfe St., Apt 8F
Ottawa ON K2P 1R6
Email: mcameron@rogers.com

DIRECTOR – HISTORY

Herrndorf, F.W.K. (Fred) H: 613 226-2964
33 Mapleview Crescent
Ottawa ON K2G 5J7
Fax: 613 226-6850
Email: frederik.herrndorf@sympatico.ca

DIRECTOR – SOUNDINGS

Archer, R.F. (Richard) H: 613 270-9597
12 Zokol Crescent
Kanata ON K2K 2K5
Email: richmar.archer@rogers.com

DIRECTOR NAVAL CENTENNIAL

Parker, I. (Ian) H: 613 257-8942
191 McLaren Street
Carleton Place, ON K7C 3C2
Email: iparker@cfncn.com

DIRECTOR – ENTERTAINMENT

Lait, K. (Ken) H: 613 841-4358
308 Kennedy Lane East
Ottawa, ON K1E3M4
Email: klite@rogers.com

DIRECTOR-AT-LARGE

Kolisnek, G. (George) H: 613 837-0463
1447 Boucier Drive
Ottawa, ON K1E 3K1
Email: kolisnek@rogers.com

EX-OFFICIO DIRECTORS

HONORARY DIRECTOR

Chaulk, C.G. (Cliff) H/Fax: 613 838-5888
17 McBean Street, Box 566
Richmond ON K0A 2Z0
Email: pcchaulk@magma.com

WEBMASTER

Edwards, G.L. (Gord) H: 902 444-4559
6770 Jubilee Road, Unit 18
Halifax, NS B3H 2H8
Mobile: 902 412-3116
Email: ontherocks@eastlink.ca

HONORARY COUNSEL

Grant, D. (Don) H: 613 236-4848
16 Glen Avenue
Ottawa ON K1S 3A3
Office: 613 235-2212 ext 227
Email: grant@lexfix.ca





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 slowly diminishing, 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, John Bell, 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 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 2008. Please send contributions to the Editor by October 30th, 2008.

Mailing Address: **Richard Archer**, Editor Soundings, 12 Zokol Crescent, Ottawa, Ontario, K2K 2K5. Phone: (613) 270-9597, or preferably by email:

richmar.archer@rogers.com.

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Return undeliverable address blocks to:
 Publications Mail
 The Ottawa Branch
 Naval Officers Association of Canada
 Box 505, Station B, Ottawa, ON K1P 5P6

Canada
 40947048

