



# 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.)*

44.02

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

November, 2008

## MARITIME AIR



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Composite image of the new CH-148 Cyclone maritime helicopter. See the cover story on Maritime Air starting on page 5.





## From the President

By Richard Gimblett



For a supposedly quiet time, the summer sure has a way of passing all too quickly, and there are several important Branch developments to report.

Appropriately enough, our Annual General Meeting in May was the launch for a couple of the initiatives. The highlight of the evening was **Russ Fowler's** presentation into Branch renewal. For those who have yet to read his report, I commend it to your review as having significant implications for our future course. Indeed, the members present wholeheartedly accepted its fundamental finding – that our local progress is tied inextricably to the future of the National organization – and recommended it for the consideration of the National AGM. Russ's subsequent presentation to that body similarly was well received, and NOAC National has taken on the whole issue of renewal with a view to fairly rapid implementation. Both Russ's full report and the abbreviated PowerPoint

slide presentation can be found front-and-centre on the National web-site home page, at: <http://www.noac-national.ca/>

The AGM also was the opportunity to welcome some new faces to the Board of Directors. Traditionally the time for a major turnover associated with the end of a sitting president's two-year mandate, that obviously did not transpire, as I am signing this note for the third fall Soundings. Instead, your Board requested I stay on for another year, due largely to the increased short-term workload VP **Bob Bush** is finding with his day-job (OSI has been fortunate to win important bids on a number of contracts), but also to better position the branch in succession planning. To this latter end, we have established two new positions of "director-at-large" on the Board, and the membership unanimously voted to confirm the appointment of **George Kolisnek** and **Jim Carruthers** in those positions. Although they have no specific portfolios other than to generally assist the workings of the Branch, they both already have proven to be valuable additions in various Centennial and Renewal activities. Welcome aboard guys!

In a related development, over the summer our Secretary, **Richard Mayne**, had to tender his

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resignation after a change of jobs to a new position in the Vice Chief of Defence Staff “future concepts” cell made it difficult for him to get to Board meetings. Our sincere thanks go out to Richard for his past efforts, and for best wishes in the future. Thanks also to **Denny Boyle** for answering the call for a replacement, and to Don Whittemore for picking up the slack at the October meeting while Denny was travelling abroad.

The new season got off to a great start, **with Russ Fowler** back for a return engagement, this time making a presentation on the project that he oversees in his day job – the Halifax Class Modernization (HCM) and Frigate Life Extension (FELEX). His will be a tough act to follow, but as you will see from the Branch Programme posted elsewhere in this newsletter and on the Branch web-site, we have a wonderful line-up for you.

I look forward to seeing you there! **S**

## From the Editor’s Desk

By Richard Archer



I like the look of this edition of Soundings. So thanks to all those who have contributed such good material.

On page 5, as a theme cover story we start a section on maritime air, an area that’s received a lot of

interest lately as the Forces finally overcome the legacy of the EH-101 cancellation.

If you like the idea of a theme for upcoming editions, please let me know with your ideas. At the moment, I believe a theme addressing the NOAC Strategic Business Plan has the inside track for the Spring 2009 edition, but I’m open to suggestions. **S**

## Entertainment News – Fall/Christmas Reception

By Ken Lait

The Fall/Christmas Reception is scheduled for **Wednesday, December 3rd from 1700 to 1930** in the Main Lounge of

HMCS *Bytown*. This event will follow the successful format from last year and will include Clam Chowder in addition to the normal sandwiches, seafood and cheese platters, desserts and coffee. Kick-start your holiday spirits with other NOAC members who have not yet flown south or who are going to brave yet another winter here in Ottawa. I have it on good authority that the Volume 9 edition of Salty Dips will be available for purchase and, of course, Fred Herrndorf will be there with his contribution box for the Branch’s Sea Cadet Bursary fund. Don’t forget – mark your calendars for

Wednesday, 3rd December 2008  
Branch Fall/Christmas Reception  
1700 – 1930 in the Main Lounge  
HMCS *Bytown*.

**S**

## Jim Carruthers New Director-at-Large



We welcome **Jim Carruthers** to the Ottawa Branch Board of Directors as a Director-at-Large. A native of Drumheller, Alberta, Jim attended Royal Roads, received his undergraduate degree in Electrical Engineering from RMC in 1965 and his Ph.D. in EE in 1974 from

Dalhousie (Tech). He was a member of the Canadian Armed Forces Command and Staff College class of 1977.

Jim served as a general list officer and was the prototype for the Combat Systems Engineer (CSE) military occupation. After leaving the Navy in 1982 Capt(N) Carruthers was CEO of Norpak Corporation until he retired in 2006.

He is the originator of the SHINPADS concept of ship combat system integration and the author of numerous papers on combat system design, interactive television and data broadcast. **S**





## From the Past President and National Director

By Heather J. Armstrong



After a wonderful summer, a warm start to the fall, and the thought of winter just around the corner, I thought it timely to update you on the National AGM and some of the Naval Centennial plans in development.

First of all, with a strong contingent from NOAC Ottawa, I attended the 63<sup>rd</sup> Annual General Meeting in Quebec City 31

May 2008. To review the discussions and decisions I would invite you to review the minutes on the NOAC National website. One of the key outcomes of the meeting was the acceptance and support of the “Fowler Report” and the endorsement of establishing a Renewal Committee. All agreed that the effort had to be taken to address renewal now or the future of the NOAC organization would soon be in jeopardy. Ottawa Branch played a key role is sponsoring this initiative and preparing the roadmap that shows the way forward for the strategic business plan for presentation and approval at the AGM 2009. The NOAC Renewal committee is chaired by the National President and is comprised of all Branch Presidents plus the National Treasurer and the Executive Director acting as Secretary.

NOAC Quebec City pulled out all the stops and hosted an outstanding number of NOAC activities as well as showcasing their city during her 400<sup>th</sup> anniversary. They set the bar high for the organizers of the next National AGM, which will be hosted by NOABC and held in Vancouver late May, 2009.

I know most of you are well aware of the Naval Centennial planning underway for 2010. I would invite you to visit Chief of Maritime Staff/Naval Centennial website to get the full picture of their planned activities, events and arrangements underway as there are far too many to mention here. It is

worthy of note, however, that various NOAC Branches are also contributing to the Naval Centennial. For example, our Branch is developing a Centennial Edition of Salty Dips and you all should note that they have been awarded a \$2,500 grant from the NOAC Endowment Fund. NOAC National Endowment Fund is also sponsoring a National Essay Contest for students in grades 9-11 to write essays on designated naval themes with the top 11 being awarded a scholarship. And NOAVI is sponsoring two Centennial activities: a naval bronze statue depicting a sailor returning home to his family and a memorial window in St Paul’s Church.

With the NOAC Renewal activities and the Naval Centennial nearing, the NOAC is well positioned to capitalize on the attention these activities will garner. I would encourage all of you to participate in any way you can as our Branch and NOAC National move forward into these exciting times.

## NOAC Strategic Business Plan

By Richard Archer

As mentioned by Heather, I’ve been given the task of drafting the NOAC strategic business plan on behalf of the Renewal Committee for tabling at the Vancouver AGM.

The committee has identified three fundamental pillars in which NOAC needs to raise its profile. The first is to build on the **camaraderie** already inherent in the organization, to be more attractive to the new generations of mariners, so as to provide them with a place for socializing and expressing their support for a strong navy. The second is the **acknowledgement and preservation of Canada's maritime heritage**, for example in support of the maritime museums across the country. And the third is to **raise NOAC's voice** in support of the promotion of a robust and capable future navy.

These three pillars are seen to be necessary to the increased Relevance of NOAC...and Relevance is seen to be the key to improved membership. **S**





## The Air Force and Maritime Air: A National Responsibility

By Lieutenant-General Angus Watt  
Chief of the Air Staff



CF Photo by MCpl Jill Cooper

The responsibility for monitoring and protecting Canada's coastal waters lies with Canada's Air Force in cooperation with the Canadian Navy and Coast Guard. For a country the size of Canada, this is indeed a large responsibility and one that has evolved over the years. In the Second World War, the Royal Canadian Air Force's (RCAF's) Eastern Air Command, as part of Royal Air Force Coastal Command, worked at home and overseas to hunt down German U-Boats. After the war, the RCAF established Maritime Air Command to continue to help protect Canadian shores from any incoming threats. In the intervening years, the Air Force has flown the Lancaster, the CP-122 Neptune, the CP-107 Argus and the CP-140 Aurora to perform this vital function.

There is another side to maritime air, of course, and that is the role of the maritime helicopters that are attached to Canadian

Navy ships at sea. The Royal Canadian Navy (RCN) has its own proud history of aviation, and when the CH-124 Sea King helicopter was first delivered in 1963, it was deployed as an RCN aircraft. But with the unification of the three services in 1968, this operational role was transferred to the Air Force. Today this duty continues to be performed by the Sea King.

It is difficult to exaggerate just how significant maritime air operations are to a three-ocean country such as Canada. With the longest coastline in the world, rugged terrain and a climate that ranges from continuously temperate to permanently frozen, Canada presents a formidable maritime defence challenge. It is impossible to monitor this vast coastline by ship alone, and surveillance of the seas from the air has proven to be one of the most effective ways of monitoring and countering any threats to our security, sovereignty and safety.

The importance of maritime air operations was brought home to me during my years piloting the Sea King helicopter, which gave me a deep appreciation for the capabilities, endurance and flexibility of this remarkable aircraft and for the expertise and professionalism of its maintenance crews.

The Sea King was originally acquired mainly for anti-submarine warfare (ASW), but has expanded its role since coming into service in 1963. Domestically, Sea Kings contribute to search-and-rescue (SAR) operations, disaster relief, counter-narcotic operations, and fisheries and pollution patrols. It also plays a vital role in international peacekeeping operations and has been heavily committed to the international campaign against terrorism. Indeed, the Sea King remains one of the busiest aircraft in Canada's Air Force. *[Ed. Note: See for example Ernie Cable's article "Sea Kings Over Somalia" in the November 2006 edition of Soundings.]*

However, it has been evident for several years that a replacement for the Sea King is needed and work towards that end is proceeding. The CH-148 Cyclone replacement will be a formidable helicopter, replacing the Sea King as Canada's main ship-borne maritime helicopter. This state-





CF photo by Cpl Dany Veillette  
*Crew members from HMCS Ville de Québec are hoisted onboard a CH-124 Sea King helicopter during an exercise in the Indian Ocean.*

**CH-148 CYCLONE AND THE HALIFAX CLASS FRIGATES**

By Cdr Russ Fowler  
Project Director  
Halifax Class Modernization

While the CH-124 Sea King has served the navy well for over 40 years as Canada's main shipborne maritime helicopter, commencing late 2010 it will be replaced by the CH-148 Cyclone.

Embarking the Cyclone however will require modifications to the HALIFAX Class frigates, for it is 8,150 lbs heavier at 28,650 lbs vice 20,500 lbs for the Sea King. It also has a nose wheel with probe aft of the wheel, vice tail wheel with probe forward of the wheel for the Sea King. Duration to complete these modifications is estimated at four months, with the largest modification being a complete replacement of the ship's RAST (Recovery Assist, Straightening and Traverse) system and its requisite deck reinforcement.

In addition, modifications to the ship's deck markings, night lighting and hangar maintenance features (e.g., deckhead crane) will also be required, as will the interface between the ship's combat control system (CCS) and the helicopter's integrated mission planning and analysis (MPAS) system.

of-the-art aircraft will fulfil the Air Force's operational demands well into this century.

The Cyclone will conduct surface and subsurface surveillance and control and search and rescue missions as well as provide tactical transport for national and international security efforts. This twin-engine helicopter is compatible with our naval frigates and includes several new safety features such as an aluminium and composite airframe built with lightning strike and high-intensity radio frequency pulse protection.

The Cyclone has a day and night flying capability. It can fly in most weather conditions, in temperatures ranging from minus 51 degrees Celsius to 49 degrees Celsius. With a maximum cruise speed of 250 km/h, the Cyclone is approximately 10 per cent faster than a Sea King and can fly 450 km without refuelling.

Earlier this year, Sikorsky Aircraft Corporation indicated that there may be delays in the delivery schedule of the 28 Cyclones. We are working with Sikorsky to minimize the impact of the delay and to arrange for delivery as soon as possible. The Cyclone is definitely the maritime air helicopter for the future, and I am eagerly looking forward to the start of delivery.

In the meantime, the 27 Sea Kings continue to meet our maritime aviation needs and are as operationally active as ever. The fleet met its yearly flying rate goal last year and is on track to exceed it this year. We will ensure it is sustained until the new maritime helicopter fleet is fully operational. Until then, we are continuing to move ahead with preparations for the Cyclone including the necessary new infrastructure to support it at 12 Wing Shearwater, N.S.

The CP-140 Aurora, which is in the midst of an upgrade program, also remains a key element of our maritime air mission. Our 18 Auroras continue to demonstrate their tactical skill and strategic importance from bases at 14 Wing Greenwood, N.S. and 19 Wing Comox, B.C. Originally designed for anti-submarine warfare (ASW), the Aurora is still able to detect and if necessary attack submarines. However, its 17-hour endurance and 9,300 km range make the aircraft ideal





for a wide variety of surveillance operations. The Aurora is frequently used to respond to illegal fishing and immigration, drug trafficking and polluting along the coastline, as well as violations of Canadian territorial sovereignty above and below the ocean's surface and in the Arctic. With its air-droppable survival pods, the Aurora can also perform search-and-rescue duties.

In 1998, the Air Force launched the Aurora Incremental Modernization Project (AIMP). AIMP was envisioned in several phases, or blocks, as follows.

Block I replaced critical items on the aircraft, such as replacing or upgrading the high-frequency radio gear, cockpit voice recorder, flight data recorder and antennae-associated components.

Block II involved upgrading the communications and navigation devices aboard the Aurora, including a new horizontal situation indicator, flight direction indicator global positioning system, inertial navigation system, autopilot radar altimeter, transponder and aircraft collision avoidance system.

Block III envisions the adding new sensors and data management systems to 10 of the 18 Aurora aircraft.

Concurrently, it is planned that those 10 aircraft will also undergo the Aurora Structural Life Extension Program (ASLEP) to replace key structural components.

Together, AIMP and ASLEP will recondition the Aurora internally and externally. The entire program is expected to be completed by 2014, extending the life of the Aurora to approximately 2020.

Furthermore, we recently announced a project to add new overland intelligence, surveillance and reconnaissance equipment and capabilities to the Aurora that will complement and augment the upgrades and modernization efforts currently underway on the fleet.

Looking to the future, we are working with the Navy to examine our options and define our requirements for a new long range surveillance aircraft, which we are calling the

“Canadian Multi-Mission Aircraft”, to replace the Aurora starting in 2018.

It has been seven years since the world was shocked by the events of 9/11 and realized that our notions of defence and security would have to expand to meet the threat of terrorism. This post-9/11 era has given us new challenges and further expanded our operational horizons. Today, maritime air operations are also involved with countering illegal immigration, arms shipments and the movements of suspected terrorists. We have also evolved the surveillance mission from predominantly off-shore operations to more flights over land in support of ground forces.



CF photo by Pte Jax Kennedy

*A CP-140 Aurora aircraft lands at Kaneohe Bay Marine Corps Base, Hawaii.*

If anything, the future contains many challenges for maritime air resources. However, the operational goal has essentially remained the same over the years: to seek out and expose people and activities who are attempting to remain undetected and that pose a threat to our sovereignty and security. This mission was relevant yesterday, remains relevant today and shows no signs of losing its relevance for the future. Consequently, Canada's Air Force remains firmly committed to a robust maritime air capability in support of our defence needs for many years to come.

**S**





## Aurora Beginnings

By Ernie Cable

First Aurora Squadron CO

The Aurora maritime patrol aircraft had an uncertain beginning because the government had to overcome difficulties in arranging bridge financing with the banks before the billion-plus dollar program could be approved. Also some government departments were reticent to lend their approval as this was the first program in DND's history to exceed a billion dollars and there was some doubt about the defence department's ability to manage such a large program. Under the guidance of the Aurora project's first Program Manager, Admiral Dudley Allen, the program was eventually approved and became the management model for succeeding major capital programs. More importantly, the Aurora was delivered on budget, on schedule and exceeded most of its performance goals. It was at this point, in 1976, that I joined the Aurora Program Office as the Operational Requirements Manager where I was responsible for developing the aircraft's operational requirements and coordinating with designers of the many other ground support systems to ensure they were compatible with the Aurora. This was very good planning by the career manager as I had just completed a three year exchange tour at the U.S. Navy's Naval Air Development Center (NADC) where as a member of the P-3C Update Project, I was involved in the design and testing of the prototype aircraft and training the first U.S. Navy squadron to transition to the production P-3C Update aircraft. Since the Aurora was derived from the P-3C my experience was tailored to the needs of the Aurora Program Office.

A DND fleet sizing study determined that 24 Auroras would be required to perform all of the tasks the government required. However, the Trudeau government unilaterally reduced the number to 18. Furthermore, the operating costs including spares, repair and overhaul, could not exceed those of the Argus, the aircraft the Aurora was replacing. But, with the Aurora



*Ernie Cable at the Alexander Graham Bell Silver Dart memorial in Badeck, NS.*

being able to fly higher and faster we planned to be able to spend more time at sea with the same operating budget as the Argus. We planned to maximize the operational availability of the Aurora by off-loading as much training as possible from the aircraft. Much more of the aircrew training would be performed in two high fidelity flight simulators, one for the pilots and flight engineers and the other for the navigators and sensor operators. A more innovative approach to reduce demands on aircraft availability was the use of maintenance training devices (simulators for engines, propellers, flight controls, fuel systems etc.) to train the technicians which previously had been carried out almost exclusively on the aircraft.

The Aurora was the Air Force's first heavily computerized aircraft with extensive software support requirements. We made the decision to maintain the Aurora software within the Air Force, as all of the Aurora's





operational doctrine, tactics and procedures were imbedded in its software. More importantly, software changes would not be limited by unaffordable costs if contracted out to industry, especially if there were a sole-source contractor; this was a lesson learned from the U.S. Navy. The Aurora Software Development Unit was formed to support all software related to the Aurora, including aircraft simulators, maintenance training devices and other ground support systems. One of the hurdles of introducing software into a major weapon system was educating the higher echelons about software and the costs of supporting it. In the mid-1970's it was necessary to explain the new software paradigm; software, unlike hardware, didn't rust, shake, rattle or roll and when it broke it had to be restored to something other than the original configuration.

To establish the Aurora maintenance policy a "Maintenance Appraisal Team" was established. The team analyzed every component of the Aurora and determined whether it would be a throw-away part or be maintained at first, second or third level. Once the maintenance concept was formulated the maintenance manuals had to be written and the training program for each of the aircraft maintenance trades established. Similarly, the "Aircraft Operating Instructions" had to be written for the aircrew trades to stipulate the procedures to fly the Aurora and delineate the operation of all of the aircraft's systems, including the hardware and software functions of the avionics and sensor systems. For both the maintenance manuals and operating instructions there was pressure to just use the U.S. Navy publications to save time and money. However, the Canadian Air Force has different operating and maintenance philosophies from the U.S. Navy. It was important to maintain the well established Canadian ethos so that as personnel transitioned from a previous aircraft to the Aurora there would be no change in Air Force

training, operating and maintenance concepts.

Another major component of the Aurora program was the Data Interpretation and Analysis Center (DIAC). The DIAC tailored all of the Aurora operational program tapes to each mission and had the capability to retrieve and catalogue the data amassed from each sortie so that each mission could be replayed and analyzed minute by minute. Succeeding flights were planned on the intelligence gained from previous missions. The DIAC not only supported Aurora missions but also the training missions flown in the operational simulators. Also, the Aurora operational programs had to be compatible with the U.S. Navy's and the RAF's maritime operations centers so that the Aurora would be interoperable with our NATO allies. Similarly, the DIAC had to be capable of playing mission tapes from our allies' aircraft.



DND Photo

A CP-140 flies out over the Bay of Fundy

The career managers were very cooperative in pre-positioning people. They arranged for the aircrew and maintenance





instructors on 404 Training Squadron to be sent to Lockheed, the Aurora's manufacturer, to train on the Aurora; they would in turn train the remaining Argus squadrons on the Aurora and its systems. It was at this point that I learned that I was to be the C.O. of 405 Squadron the first operational squadron to transition to the Aurora. BGen Pickering, the Deputy Program Manager and the designate Commander of Maritime Air Group, told me that since I had headed up defining the Aurora's requirements, my job was to take the aircraft into the field and make it work. I consulted with the career managers to ensure that the most experienced Argus aircrew were posted to 405 Squadron. I was concerned that our crews flying the new Aurora would be flying an aircraft that was very different from the Argus; the Aurora flew faster and higher in a very different flight regime than the Argus and I wanted to have experienced aircrew to ameliorate potential transition difficulties.

Although, I knew the Aurora's technical aspects as well as anyone I still wanted to lead my first four crews from 405 Squadron, through the first 404 Squadron Aurora conversion course. This not only allowed me to validate the course that we in the Program Office had established but also to get to know my crews and refresh my tactical knowledge. Although, everyone was enthusiastic about learning to fly a new aircraft there were always comments such as, "Why did they ever design it this way?" Having been involved in the development of the aircraft I was able to explain the design and cost constraints and everyone seemed happy to know that their questions had at least been considered by the designers. The pilots found the Aurora a delight to fly, fast and manoeuvrable like sports car and its four T-56 Allison turboprop engines provided lots of power. The navigators and airborne electronic sensors operators were really impressed with their new found capabilities and the computer centric, state-of-the-art avionics and sensors which represented a two generation leap in technology over the Argus.

After the squadron crews had about 3,000 flying hours under their collective belts

I felt comfortable that our aircrews' experience levels had avoided any safety issues that might have been related to transitioning to a new aircraft. I had the opportunity to fly as the tactical coordinator with one my crews on the squadron's first mission to track a Soviet submarine in the Labrador Sea. It was a very complex tactical situation, successfully converting a convergence zone detection to direct path tracking. This was a tailor-made situation to establish the credibility of a new C.O.; having the technical knowledge to introduce a new aircraft to the squadron and then demonstrating how the aircraft should be used tactically. Indeed, all of the squadron crews continued to experience unprecedented success during their ASW missions. The U.S. Navy and the RAF also noticed our successes; this opened intelligence doors that had been closed and we were invited to participate in national operations in which "non-nationals" had previously been prohibited. The sterling performance of the Auroras and their crews signalled to our NATO partners that Canada was intent on making a first class contribution to the alliance.

In 1981, I led our 405 Squadron contingent, representing Canada, to Adelaide, Australia to compete in the Fincastle competition which is emblematic of ASW supremacy among Commonwealth maritime air forces. In its first appearance with the Aurora our 405 Squadron crew won the competition, beating the top crews from Britain, Australia and New Zealand. I was very proud of our 405 aircrew as they had been flying the Aurora for only six months. However, I was especially proud of the ground crew as they had to maintain the Aurora away from home base for the first time and had some unusual and perplexing maintenance problems; it was only through their extraordinary dedication and innovation that the aircrew got airborne to win the competition. After winning Fincastle the Aurora was acknowledged as one the finest ASW aircraft in the world. I had the privilege of being part of the Aurora's development and proud of leading one its first crews to an international victory. **S**





## HMCS OTTAWA Builds on Canada's Relationships in the Asia-Pacific Region

By Cdr Martin Teft  
Commanding Officer

Much of the work done by today's Canadian Forces is viewed publicly through the prism of Afghanistan and our continued struggle against terror -- for good and obvious reasons. However, there are other significant efforts not as obvious but clearly tied to Canada's place in the world; and particularly our future economic prosperity. The Navy's efforts to cultivate international relations in a region widely considered a major driver of economic growth in the twenty-first century is a fine example. The Commander of Maritime Forces Pacific and Joint Task Force Pacific, Rear-Admiral Tyrone Pile, speaks incessantly of the importance of outreach activities with Pacific Rim nations and navies. The Pacific Rim region is a rapidly changing patchwork of disparate elements; of enormous wealth and debilitating poverty; capitalism and communism each with varying degrees of success, and governance regimes that are both long-standing or on the verge of collapse. It is also an area that faces the threat of natural disasters from typhoons, earthquakes, floods and drought. Connected by commerce, a common trade route and the drive to thrive, crises in this region will frequently involve shared responses from the associated nations. When these responses involve maritime forces, and they frequently do, existing foundations of trust and confidence built by sustained and meaningful interaction are invaluable.

In April 2008, while HMC Ships PROTECTEUR and CALGARY departed west coast waters to participate in Combined Task Force 150 (a naval coalition group currently operating in the Middle East), HMC Ship's OTTAWA and REGINA sailed for the Western Pacific. The mission of the two frigates was to connect militarily, diplomatically, and culturally with Pacific nations who share a common interest in maritime security. As Commanding Officer of HMCS OTTAWA, I

can report that our multi-faceted mission successfully rejuvenated the already positive perception Pacific Rim nations have of Canada. Whether it was operating with the US Navy's 7<sup>th</sup> Fleet, exercising with Chinese or South Korean units, or conducting outreach visits to Japan, China, South Korea, or the Philippines, these instruments of force and influence did much to advance Canada's maritime capacity and effectiveness as a global maritime partner.



Although not considered a deployment to an operational theatre, some of the activities that focused our attention did much to blur the line between force generation and the conduct of operations. Three examples come to mind. The first occurred during the transit from Dutch Harbor, Alaska to Japan, when our Joint Operations Centre was alerted to the location of fishermen suspected of a litany of illegal activity. Within minutes of notification, OTTAWA's helicopter (Stinger 36) was launched and soon located, tracked and photographed a vessel fitting the suspect vessel's description. The vessel, along with an accomplice, was later taken into custody by the US Coast Guard. A message of gratitude and praise received days later from





a US Coast Guard Admiral did much to validate the commitment to readiness of OTTAWA and her detachment of air personnel.

The second example occurred prior to the commencement of the diplomatic outreach portion of our deployment when OTTAWA and REGINA assumed escort duties for the USS KITTY HAWK Strike Group. Close protection of a forward deployed strategic asset is no small task and indicative of the high regard in which our American allies value our people and capabilities. The flag officer in command of the Strike Group, Rear-Admiral Rick Wren, was very impressed with the protective screen our ships offered his carrier group and the seamlessness with which he shifted duties from major US units to ours. This work paid dividends later when KITTY HAWK requested that OTTAWA and REGINA accompany her from Guam to Hawaii after she was, at short notice, tasked to replace USS GEORGE WASHINGTON for mid-Pacific duties after sustaining damage from a widely publicized fire.

Thirdly, while alongside Manila and with the help of a personal visit by RAdm Pyle, OTTAWA did much to progress Canada's relationship with the Filipino Navy and civil maritime authorities. As a result of these interactions OTTAWA was granted permission to conduct *transit passage* of the country's archipelagic waters upon her departure. It is customary for foreign warships to be limited to *innocent passage* which restricts their activities to the minimum required to proceed safely to international waters. Granted authority for *transit passage*, OTTAWA was permitted to employ Stinger 36 in a surveillance role around the ship, particularly in maritime choke points known for pirate activity. Only two weeks before our transit, and along the same route, a piracy incident resulted in the death of six innocent people. The results of our surface and air surveillance were fed into the operations centre in Esquimalt to permit data sharing and enhance maritime domain awareness. This activity was, in my opinion, evidence of tangible progress in a cooperative effort to contribute to global maritime security.



As well as offering Canada a reactive operational asset far from home, warships are great instruments for outreach and diplomatic engagement. OTTAWA's diplomatic visit programme included stops in Kagoshima, Incheon, Shanghai, and Manila. Embassy staffs and attachés in all locations were unanimous in their assessment of the positive strategic effects created by our Navy's presence in areas so closely bound to Canada's economic prosperity. Amongst the numerous official calls, cultural events,

VIP dinners, and historic tours; four events stood out as excellent examples of the Navy's Asia-Pacific outreach activities:

*HMC Ships OTTAWA and REGINA on escort duty with USS KITTY HAWK off the coast of Okinawa, Japan.*





- ◆ OTTAWA's visit to Incheon, South Korea was fortuitously scheduled concurrent with that of BC Premier Gordon Campbell. There to conduct the official opening of BC's Trade Office in Seoul, Premier Campbell made room in his schedule to pay a visit to OTTAWA to learn more about our ship and her sailors. The commonality of our respective missions was certainly not lost on the Premier who gave a rousing address to the ship's company praising our work in that region. Beyond hosting the Premier, the highlight of the visit for the crew was a guided tour of the Demilitarized Zone along the border of North and South Korea. It was stunning to witness such a surreal sight of the Cold War's last vestige.



*Cdr Martin Teft with The Honourable Gordon Campbell onboard HMCS OTTAWA in Incheon, South Korea.*

- ◆ Trade was the overarching theme to OTTAWA's visit to Manila. In support of Canada's Trade Mission to the Philippines and Foreign Affairs and International Trade Canada, the ship's company transformed the flight deck into a convincing mock-up of a five-star bistro as the venue for a celebrity chef cook-off.

Ten executive chefs from around the world used Canadian agro-ingredients to artfully present five culinary courses to 80 of Manila's most influential business, political and media leaders. The message of *buy Canadian* was well received by hotel, resort, and restaurant owners from around the Asia-Pacific region.

*HMCS OTTAWA's flight deck transformed into a fine dining establishment for the charity dinner in Manila, Philippines.*

- ◆ The ship's visit to Shanghai took place just two weeks after the tragic and devastating earthquake in China's Sichuan Province that claimed nearly 70,000 lives. That the nation was in a state of shock was clearly palpable during official calls and media interviews. The crew was eager to lend a hand in tangible ways but distance, culture, and politics were insurmountable barriers. As an alternative, the crew contributed \$3500 to assist the local chapter of the Red Cross, which was presented to the local chapter's president during an official reception held onboard.

- ◆ During every port visit sailors rolled up their sleeves and eagerly volunteered their off-duty time to participate in charitable works. Whether it was helping children with cerebral palsy in Shanghai; orphans who





have lost their parents to HIV in Manila; or children whose families eke a living out of a massive dump site in the town of Tondo north of Manila, OTTAWA's sailors were eager to help. During one such occasion, several artists from the ship designed and painted a mural to spruce up a make-shift playground at an NGO-run orphanage in Manila, I was afforded the opportunity of a guided tour of the adjacent hospital and described the experience in a letter home as follows:

*"Earlier that day, I was asked to 'approve' the mural concept for some charity work 6 sailors would do the following day at a children's hospital/orphanage. The "Precious Jewels Mission" is an NGO run by an incredible Canadian lady (saint!) that works the orphanage and child hospice care portion of the hospital. That lady came to the ship to help choose the design of the mural which would be painted on the wall of the little play ground at the hospital. I told her that I was going to swing by to check on my sailors/artists the following morning and she, for some reason, was over-the-moon that I would want to engage like that. She asked that I arrive at just the right moment so that I could be welcomed by the children and the hospital's director. When I got there, the hospital had made a huge welcoming banner with my name on it. I was warned by our chaplain that this would be a heart wrenching experience and that I should come fully prepared. Nothing could have prepared me for what I saw. The hospital receives next to no funding from the government and relies on donations. The Philippines, although quickly developing, are still a have-not nation and suffer from maladies that have long been eradicated in our country. When the infectious disease doctor took me through her ward (and I'm not talking a ward that we would be familiar with, but rather a corridor of dilapidated rooms) I saw some terrible things. I tried to keep it together as long as I could -- I even got to visit with some kids dying of HIV. When she asked me if children in my country*

*died of TB, I said "No Ma'am" and then saw a room with 6 kids in it. When she asked me if children in our country died of diphtheria, I said "No Ma'am" and then saw two children wasting away. My eyes had swollen, my throat almost closed and I could talk no more."*



*Sailors from HMCS OTTAWA volunteer to paint a local school in Tondo, Philippines.*

These and other activities did much to achieve the Navy's engagement mission on our Western Pacific deployment and will, as I am frequently reminded by the sailors and air personnel onboard, remain as poignant highlights in our careers.

OTTAWA garnered an impressive amount of media interest in each of the port cities that we visited. At each stop, media representatives were enthusiastic and genuinely curious about the statement Canada was making by dispatching a warship to their corner of the world. As an indicator of our effectiveness, the Canadian Ambassador to the Philippines quipped that "OTTAWA's visit garnered more media attention in five days than the Embassy was able to attract in a year." Since Canada's future economic prosperity has much to do with this region, strong relationships wrought from frequent engagement will benefit all Canadians.





*NGO-Run child orphanage in Manila, Philippines.*

With the outreach portion of the two frigates complete, OTTAWA rejoined REGINA in Guam after she created similarly positive effects in Hong Kong, Singapore, and Vietnam. After departing Guam, the two ship's companies shifted their collective focus to our significant participation in the world's largest maritime exercise. The Rim of the Pacific (RIMPAC) exercise held off of Hawaii is a biennial affair that features the

participation of multi-national navies of the Asia-Pacific region. It includes live missile and torpedo firings, gunnery exercises, air defence, surface and undersea warfare, maritime interception operations, boardings, mine warfare, and amphibious operations. While Commodore Nigel Greenwood, Commander of Canadian Fleet Pacific, assumed the leadership role of Sea Combat Commander with operational command of 15 naval surface ships from seven different countries, OTTAWA commanded a surface action group of three ships which included destroyers from the US and South Korea. REGINA and OTTAWA came together for a Canadian first, when the two ships coordinated a four-missile attack on a real surface target against the decommissioned American destroyer USS HORNE. RIMPAC proved effective at enhancing military interoperability between Pacific Rim nations and promoting stability in a diverse and changing region. OTTAWA's and REGINA's respective missions of outreach and connection successfully achieved positive and tangible effects in a region important to all Canadians. In crisis or calm – ready, aye ready. **S**



*HMCS OTTAWA conducts a high speed maneuver following her harpoon firing on USS HORNE.*





## HMCS CARLETON

### Meeting challenges, growing, deploying and hitting the ground running...

By SLt Bettina McCulloch Morden  
Public Affairs Officer, HMCS CARLETON



#### Facility Plans are Progressing

If 2008 is any indication, the next four to five years will be challenging for HMCS CARLETON. But as our commanding officer says, “We are ready, aye, ready for it.”

Work has been ongoing since 19th March to obtain temporary shelter and storage space at Canadian Forces Reserve Barracks Dow’s Lake for HMCS CARLETON and its lodger units. Now with colder weather on the horizon, setting up alternative shelter (e.g., ATCO trailers and a sprung shelter) for a well-used facility is even more critical.

“We were expecting to have the sprung shelter in place before the training year began,” says Commanding Officer Douglas Bancroft. “Now, it looks like it will not be set up until the end of December, or later.”

Fortunately for our ship, sailors are adept in working in ever-changing environments. Times will be particularly

interesting once work commences on the new facilities, which will take anywhere from four to five years and close to 20 million dollars to build.

“Unfortunately, the new facilities will not be in place in time for the Navy’s Centennial, but we hope to be able to turn sod on the new site at that time,” says Cdr Bancroft.

#### Growing the Navy

In the past year, CARLETON has become the second largest NRD in Canada thanks in part to a total of 38 recruits in 2007 and 37 in 2008. This year, an amazing 12 of the 87 Basic Officer Training Program graduates from Canada's twenty-five Naval Reserve Divisions came from CARLETON, significantly increasing the size of our wardroom.

#### Deploying our Sailors

While the summer months are relatively quiet at CARLETON, our sailors are active in the community and away from home. This past summer over 130 sailors were employed in Afghanistan, in the Arctic, in HMC Ships and in a variety of other jobs on the coasts, in Camp Borden in Ontario and in Québec City.

#### Hitting the Ground Running

In keeping with the idea that a “fighting ship is a fit ship”, all members of the ship’s company can test their mettle by participating in the Commanding Officer’s Challenge. The Challenge combines push-ups, sit-ups and a run around Dow’s Lake.



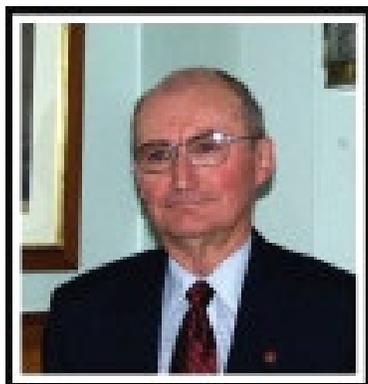
*Orca Class  
Training Ship*





## Salty Dips – Volume 9 “Carry On” Now Available

By Merv Cameron



“To spin a dip” is a sailor’s expression meaning, “to tell a story”; “salty” because they are “of the very essence of the sea”. The principal aim of the *Salty Dips* collection is to

print as many entertaining and informative stories as possible in the time and space available, based on the premise that the stories are inherently interesting and historically relevant.

The idea for *Salty Dips* came from Hal Lawrence, author of *A Bloody War* and *Tales of the North Atlantic*, who was convinced that the personal recollections of Canadian participants in the wars at sea during WW I and WW II, and naval operations between wars are valuable to an understanding of Canadian history. In 1979 it was decided to regularly gather small groups of naval veterans in the HMCS *Bytown* Mess to tape-record the reminiscences of a principal narrator and make the recordings available to the Directorate of History, Department of National Defence. Transcripts of the recordings were circulated and before long, the idea came to publish. *Salty Dips Volume 1- “When We Were Young and In Our Prime”* was printed in 1983 and met with considerable approval by reviewers and success in the marketplace.

Subsequent volumes appeared at irregular intervals. The “theme” concept of the early volumes—WW II or the years between the wars—was dropped in *Volumes 5 through 7*, which attempted to include interesting “dips” from every period of the Navy’s history to give the reader an idea of what service in the Navy was like, and how it changed. *Volume 8* marked a partial return to a theme—Canadian naval participation in the Korean War—to mark the 50<sup>th</sup>

anniversary of the beginning of that involvement and pay special tribute to our Korea veterans.

For the most part, the stories in *Salty Dips* are oral or personally written history, recounted by those who participated in the events described. Although considerable effort has been expended to make sure that the “hard historical” information is correct, *Salty Dips* accept the fact that memory and research are sometimes faulty, particularly decades after the event. Yet there is much to be learned from these stories, including an idea of the attitudes that allowed rather ordinary men and women to perform extraordinarily under often difficult conditions.

Several gaps were filled in by resurrecting the series and publishing this ninth volume in 2008. As most of the stories in *Volumes 1 through 8* dealt with events that took place before 1965, *Volume 9* deliberately attempts to fill in the post-Korea years—more than half of the Navy’s life—to demonstrate that, far from slipping into anonymous inactivity, the Navy, even with reduced resources, has fought other wars, cold and hot, and been involved in a variety of peace-keeping and humanitarian operations around the globe. *Volume 9* contains dips demonstrating that the navy didn’t die with Unification and that, despite a reduction in the number of ships and personnel, life in the modern Naval Service could in fact be just as exciting and challenging as it ever had been. As such, *Volume 9* contains stories from naval personnel who have participated in modern wars, in multi-national and UN peace-keeping or humanitarian operations, and who have toiled in exotic locations in Asia, Africa, Central America, the Persian Gulf, and Eastern Europe—wherever hostilities or other extreme circumstances demanded.

*Volume 9* addresses two other “gaps” in the Navy story that needed filling, and so it includes as prologue two “chapters” which are not dips, although in the loosest sense they might be considered as such. They deal with pivotal periods and issues in the Navy’s history that were inadequately dealt with in the verbal accounts of the earlier volumes,





yet are essential to an understanding of how the navy evolved, and why it is what it is. The first is Prologue Part 1, "Canada's Neglected Naval Service", about the RCN's difficult early life prior to World War II; the second, Prologue Part II, concerns the integration/unification of the Canadian forces in the 1960s. Both are in fact essays reflecting events and how the authors viewed them. If the latter chapter seems strident in its distaste for unification and the architect thereof, the reader need only know that, even today, mention of either to many an old salt will get nostrils flaring and the nautical vocabulary flexing over the idea that someone would mess with our Navy and our traditions.

To link the stories of the modern Naval Service with the RCN of the wartime past, and to provide dramatic contrast between then and now, *Volume 9* also includes a half-dozen dips about events that took place before 1965: one from the earliest days of the Navy, and another that vividly recounts what life was like on the lower deck, in a small ship, on convoy duty in the North Atlantic during the winter of 1942-3, reputedly the worst of the century. Of all the stories in the nine volumes of *Salty Dips*, none better illustrates the extreme conditions under which men served, and none better illustrates the pure terror which punctuated those seemingly endless, monotonous days. It goes to the very heart of the navy experience.

Unique to the Salty Dips collection, *Volume 9 - "Carry On"* is available in both hard cover as a table book and in soft cover to complete and complement your collection and is available for order in time for your Christmas giving. See the NOAC Ottawa Branch website at <http://www.noac.ottawa.on.ca/SaltyDips> for details on how to order and costs, or send a request for an order form to NOAC Salty Dips, PO Box 505 Station B, Ottawa, ON, K1P 5P6. **S**



## Erik Nielsen - A Memory

By Richard Archer

I noted with interest the recent passing of Erik Nielsen, politician and one-time MP for the Yukon. Our paths had crossed when in 1984-86 I was on exchange with the USN at Commander Third Fleet Headquarters, Pearl Harbor, Hawaii as a lieutenant commander. I was the "Current Scheduler N351" on the staff, responsible for the day-to-day scheduling of around 100 ships, from nuclear super-carriers down to ocean-going tugs, coordinated with the submarine and helicopter forces. In those days, basically what we were doing in Third Fleet was to assemble and work up the carrier battle groups in readiness for deployment to West Pac and Seventh Fleet. But many other things were going on, such as the time that "Brezhnev's Response" to the US deployment of short-range missiles in Europe brought extra Soviet SSBNs and SSNs into East Pac...but that's another story. For Ottawa Branch members, the one who relieved me in the exchange position was Ken Lait.

I was the senior Canadian officer in the islands, and was the nominal CO of the five Canadian COMM RSCH hands located at the USN's intercept and DF station at Schofield Barracks up-island, and of the Canadian exchange officer with Commander Oceans Systems Pacific, the operator of the sound surveillance system. In a Canadian national election I was the Deputy Returning Officer Hawaiian Islands. Jokingly, I referred to myself as CANCOMIDPAC. I was normally informed when any Canadian VIP was scheduled to arrive on Oahu, and I usually managed to meet the VIPs at the airport, and often escorted them around. MND Robert Coates was the most embarrassing (but again that's another story), and Newfoundland Premier Brian Peckford was among the most intriguing.

One day I took a call from Bob Yanow, Commander MARPAC in Esquimalt. Deputy Prime Minister and MND Erik Nielsen was arriving the next day at the Honolulu airport. Could I meet him and get him to his lodgings? Adm Yanow had made





arrangements with the US Coast Guard admiral in Hawaii to let Nielsen and his wife use the guest cottage located on the grounds of the CG admiral's official residence, which was the house associated with the lighthouse at Diamond Head, down the road from where my family and I lived just off Waikiki Beach. Oh, and could I arrange for a bowl of fruit with a card saying something like, "With the compliments of RAdm Robert Yanow, Commander Maritime Forces Pacific"?

So next day I purchased and delivered to the cottage the bowl of fruit, picking up Marilyn on the way. Together we made our way to the airport, with me in my normal white tropical uniform. As usual I made arrangements with the US customs and immigration officials for us to get through the security to meet Nielsen as he came off the plane and to escort him through the special and abbreviated processes reserved for senior VIPs. As he came off the plane, accompanied by his young wife and dressed in a rumpled suit and tie, he appeared totally exhausted, barely able to walk or respond to conversation. He looked like he'd been plucked from his parliamentary office and bundled onto the plane. And from the way his wife was treating and handling him he looked like he was experiencing a nervous breakdown. I gathered from conversation later that my assessment wasn't far off. Apparently this trip was arranged by his wife at very short notice, less than 24 hours, in order to get him out of Ottawa for a rest. Bob Yanow's help had been called in.

We collected his one overnight bag from the trolley before it got to the carousel. As we walked back through the airport to our car, I could see that Nielsen was nervous about being recognized in the state he was in, amongst the thousands of Canadians who pass daily through Honolulu Airport. In this regard, he was particularly unhappy about walking beside a guy in a brilliant white uniform with Canada flashes on the shoulders.

But without incident we drove the couple to the guest cottage, introduced them the CG admiral, his wife and staff, and got

them settled in. Nielsen took me aside. "Ah, Richard," he said, "I don't have any money with me. Could you lend me some?" Fortunately I had \$60 US in my wallet, and I quietly passed it to him.



*Erik Nielsen MP*

CP Photo

This wasn't an official visit, so I didn't see any more of him until it was time for me to drive him and his wife to the airport. But I was told that the first night, the CG admiral and his wife had the Niensens over to dinner. Erik's brother, the actor Leslie Nielsen, flew in to join them.

In due course I picked them up for transport to the airport. He looked and acted a lot better. The holiday had done the trick. Once again in the airport he was nervous about being recognized, and unusually, I wasn't invited this time into the VIP lounge for a farewell drink or whatever. But yes, without me asking he did return to me the \$60. **S**





## From Sub-Lieutenant Down Part 11

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.*

**Each is given a bag of tools**

**A shapeless mass,**

**A book of rules:**

**And each must make,**

**Ere life is flown,**

**A stumbling block**

**Or a stepping-stone.** (R.L.Sharpe)

### **FACTORS AFFECTING THE ATTAINMENT OF THE AIM...or whatever**

#### **Situation:**

All picks dropped in Bedford Basin, *Maggie*, HMCS *Quebec* (SOP), and 3 destroyers (names withheld for litigative purposes).

Promulgated was a few short day's exercise off southern tip of Nova Scotia; thence SOP in *Q* would head for southern warm waters with destroyer escort. *Maggie* would turn the corner and head for Saint John dry-dock to remove and replace flight deck surfacing. Off Hatteras two destroyers would be detached and *Q* would head for extended South American cruise, painted in light Med/Caribbean blue.

A quiet evening, normal riding lights except for *Q* who had massive inboard flood lighting to wave the flag for all to see.

I and another Mid were on watch, under the command of a Lt. (P) brow watch-keeper. We Mids were given the laid-back task of walking the upper decks to ensure ship was bedding down as per protocol.

Into the early dark hours, a minor disturbance was reported on the flight deck, two Midshipmen, not of Ship's company, had been apprehended, ostensibly attempting to

paint a typical 'Kilroy' graphic on the aft island.

These two gentlemen, quite simply had rowed over from *Q*, boarded the gash ladder, found the flight deck but became disoriented as to their route of egress.

All sorted, quiet pats and dispatched back to mother ship. However.... A General Mid's War Committee was immediately convened in the Gunroom. An immediate retaliatory attack was to be mounted, called 'Assault *Q*'.

#### **The Aim:**

Penetrate tight destroyer screen, with the appearance of a general boat outing, at the advantageous moment, divert to approach *Q* head on and secure to anchor cables, paint each link and shackle a different colour. Withdraw to Base Ops.

#### **Factors Affecting Attainment of the Aim:**

1) With the Lt. (P) on watch, request launching (now secured astern) of 32 foot cutter (kitchen gear) for general security purposes and leave him with a 'Sergeant Schultz' advisement----"I see nothing, I hear nothing etc."

2) Three hands from the hangar deck volunteered to join crew with, at the time, a quiet statement that they had a secret boxed weapon to bring, as well as paint supplies.

3) The destroyer screen had to be monitored, we were justly concerned as to their allegiances. (A continuing problem for all naval aviation when dealing with fleet types.)

Complete success in securing and completing the pinking of 8 links and shackles, when suddenly a shout from the deck, "Identify yourselves! What are you playing at?"

All hell broke loose. To encapsulate. The nasty *Q*, as a precaution against potential skylarking, had high pressure water hoses pumped and lying on deck. We were hit full blast, out came our war chest from the hangar deck, potatoes, raw and hard.





We opened up a full barrage. Horatio Nelson would have been proud-"England expects etc." The "what are you playing at" Officer who, dressed in full mess kit, from the mess dinner being held, out for a fresh air stroll received the full effects of our ultimate weapon. Out of box came two light bulbs, intact and full of paint. He caught a full green in the breast-plates.

Rapid withdrawal at high speed and into a zig-zag pattern, trying to shake the arc lamps from the Q. Would you believe it? The destroyer screen opened up with same. We were fully boxed in. It looked like 20<sup>th</sup> Century Fox on location.

Straight for *Maggie*, clean ship and retire to, in our Mid's case, luxury cabins just aft of paint and cable lockers and somewhat below the catapult. The following morning, I was last to be retrieved and be invited to join the Captain for a glass of sherry.

Preceding this auspicious moment, the following had taken place. Official message from SOP, before our recovery, ordering responsible commanding officer to report to Q at 0900. There had been no response as our Captain had not been timely informed. SOP then dressed in #1's boarded his barge and arrived on board catching our skipper in night-dressing.

My invitation ended with summary punishment of 30 days stoppers with OOW getting seven. Mine to start upon entering Saint John dry-dock.

Life was hell in dry-dock, with chipping hammers going 24 hours.

Third day into this drill, I was summoned to Commander's cabin where he changed my place of duty to a tent, by the water, occupied by our Lt.(P) at Saint John Airport. I was to be co-pilot under training for a twin C-45 parked for and to be the transport for senior officers requiring flights to Halifax, Montreal, Lennoxville/ Sherbrooke and Muskoka.

Finished off my 'stoppers' with a healthy sun tan.

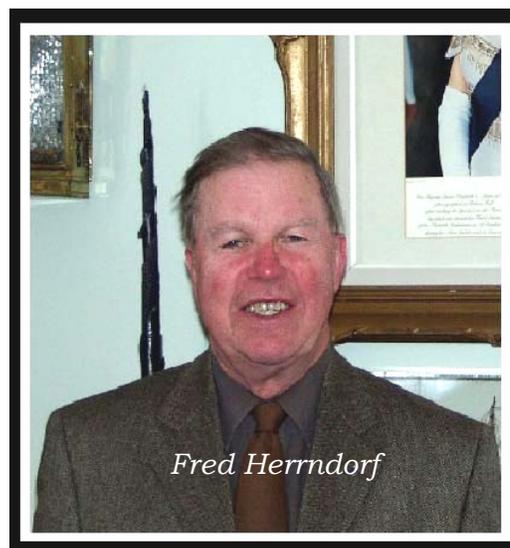
Altogether, it is something interesting to note that every officer who crossed my bows either during or subsequent to "Assault Q" made it to flag rank.

My true first command came later in another challenging environment.

I leave you with a somewhat thoughtful response by a WW II flag officer in response to questioning his soft approach in disciplining an officer for a boisterous caper: "Gentlemen, in every theatre of operations there is a requirement for the odd one-way trip". **S**

## ALS Walk D'Feet – 7 June, 2008

By Fred Herrndorf



This year the ALS Society of Ontario (Champlain Region) organized again the ALS Walk the D'Feet. This was the eighth time this event was held in Ottawa. The Walk started from the Aberdeen Pavilion at Lansdowne Park to Dow's Lake and back (5 km), in warm bright sunshine.

**Allan and Pat Brookbank, Cliff Chaulk, Alec Douglas, Dick Duffield, Bill Faire, Len Forrest, Andy Geddes, Richard Gimblett, Ted White and Mike Young sponsored Elizabeth and Fred Herrndorf to participate in the Walk.**

Seven hundred participants and their friends and families raised \$94,000 for ALS Research and Patient Care. Bravo Zulu to the Ottawa Branch Members for their continued support. **S**





## REMEMBER

By Pat Barnhouse



### Active Members

**Ferguson Finlay**, CD, Constructor Lieutenant Commander RCN(Ret'd). In Alexandria, VA 16 Jan 08

**Edward Ralph Forster**, CD, Commander(E) RCN(Ret'd). In Ottawa 06 May 08

**C. E. Hearn, Commander (CIC)**. In Ottawa 02 Jan 08

**Charles Patrick Nixon**, DSC, GCLJ, Legion of Honour, MID\*, CD\* RCN(Ret'd). In Ottawa 16 Aug 08 at 90

**John Tucker**, CD\*\* Rear Admiral(S) RCN(Ret'd). In Ottawa 01 May 08.

### Others Known to Members

**Peter John Ballard**, OMM, CD, Commander RCN(Ret'd). In Ottawa 03 Aug 08 at 62

**Edward Arthur Burke**, CD\*\*, Lieutenant Commander RCN(Ret'd). In Ottawa 01 Aug 08 at 80.

**Templer Boyd Crosby**, Lieutenant RCNVR(Ret'd). In Ottawa 06 May 08 at 85.

**Caroline Helen (née Cate) Evans**, Lieutenant(S) WRCNS(Ret'd). In Ottawa 25 Jul 08 at 86.

**Gordon Martin Luther**, Commander RCN(R)(Ret'd). In Ottawa 12 Aug 08 at 94.

**Wayne Reaume**, CD\*\*, Lieutenant Commander RCN(Ret'd). In Orleans 10 Sep 08 at 74.

**Ronald Noah Sauder**, Instructor Lieutenant RCN(SSA). In Ottawa 28 Jun 08 at 84.

**Wingate Errol Snaith**, Lieutenant Commander RCNVR(Ret'd). In Ottawa 02 Oct 08.

**Alfred Charles Wildsmith**, CD\* , Lieutenant-Commander(E). In Ottawa 23 Sep 08 at 89.

## Canadian Naval Air Group (CNAG)

By Gord Moyer

The Hampton Gray VC Chapter completed its' winter/spring programme with very successful BBQ at the Orléans Legion in June with over 80 members and guests in attendance. The fall programme will have commenced by the time this edition is published, with a General Meeting on September 30<sup>th</sup> to select the executive for 2009 and to confirm the Chapter's position on a number of items for the National Directors meeting being held Thanksgiving weekend in Vancouver. A major item to be discussed at that meeting will be the future of CNAG post-2010. Following the National meeting, representatives, together with other Veterans groups, will attend meetings with the Royal Canadian Legion to discuss further the proposal to join the Legion as a Federation of Veterans groups under the Legion banner.

CNAG has been represented on the Navy 2010 Centennial Working Group to

ensure that role played by Naval Air is not overlooked. A small team of volunteers is working to collect archived materials with the intent of producing a DVD about Canadian participation in Naval Air. The Hampton Gray VC Chapter is also working to obtain a model of HMCS *Bonaventure* for use during the Centennial year and to then be displayed in the Canada Aviation Museum. The builders' model presented by Harland & Wolfe, Belfast, resides in the Shearwater Aviation Museum. A model built for the Canadian War Museum, somehow found it's way to the Engineers Museum in Gagetown during the move of the CWM to its new site!

Wreaths were laid on behalf of CNAG at the Battle of Atlantic, the Merchant Navy, and the Battle of Britain ceremonies here in Ottawa by Stan Conner, Gord Moyer and Bob Murray respectively.

Anyone wishing information about CNAG and Hampton Gray VC Chapter activities can contact

[Gordon.moyer@sympatico.ca](mailto:Gordon.moyer@sympatico.ca), 613-824-0555.

**S**





## Seen in Passing

By Cliff Chaulk

I'm still waiting for some impact from Global Warming, maybe we'll enjoy a hot dry winter, I hope so. The summer season reduces the number of mates one sees around *Bytown* but it was still a lively place. Seen around that great institution were: **Bruce Johnston** (twice in one week) hosting his business associates; **Denny Boyle** showing proper attention to fellow Admirals **Dan Mainguy** and **Jock Allan**; Seagulls inducting probationary Birds **Hal Pottle**, **Len Forrest** & **Bill Dziadyk**, with visiting Seagull **Jack Colgan** officiating; the Round Table of **Ron Wade**, **Wags Wagland**, **John Nash**, **Jerry Wynnyk**, **Len Forrest**, **Ted White** and yours truly maintaining an uninterrupted continuation of discussion on serious issues in spite of the loss of stalwarts **Clive Prince** and **GG Armstrong**; **Bruce Hayes** making occasional visits from "Offshore"; **Harry Harsch** on leave from the UK taking time to check on his friends; **Jennifer Lynch**, gracing the Round Table with her presence, ringing the bell and with a smile on her face paying the consequences; **David Baird** (NOANL) dropping in from the Rock during his Ottawa visit; **Dick Morgan** (NSNOA) at the tender age of 91 driving up from Nova Scotia to visit family and his friends at *Bytown*: **David Nowell** & **Hewat Richardson** making rare appearances; **Jay Plante** interrupting his busy schedule to see his mates: **Bill Van** & **Bill Edge** in their usual corner minus those who have passed on over the last year. Cheers to all, see you at *Bytown*. **S**

## Up Periscope

By George Kolisnek

*[Ed. Note: This is the first in what I hope is a continuing series of reports from the intelligence front by George Kolisnek.]*

## The Bear Still Swims

There have been recent developments by the Russian military, other than incursions into Georgia, that should remind

people that the Russian Bear still has the capability to deploy forces around the world. From September 10<sup>th</sup> to 15<sup>th</sup> two Russian Backfire bombers deployed to Venezuela where the Venezuelan President Hugo Chavez used their presence to highlight his ties with both Russia and other anti-US allies. This was the first ever deployment by Backfire bombers to airfields outside of Russia and is reminiscent of the Cold War era when Bear Bomber and Anti-Submarine Warfare aircraft deployed to Cuba.

The visit of the Backfire Bombers to Venezuela was also used to announce upcoming joint naval exercises pending the arrival of the nuclear-powered Kirov Class cruiser PETER THE GREAT accompanied by a Udaloy Class destroyer and two support ships. PETER THE GREAT and the three other ships left the Northern Fleet port of Severomorsk on September 22<sup>nd</sup> and may visit the Mediterranean either enroute or on their return voyage from Venezuela. Russia has recently announced a new deal with Syria for the use of facilities in the port of Tartus and a ship visit there would be timely. Russia has also negotiated an arms deal with Venezuela that may include the sale of submarines to replace ageing German submarines that the Venezuelan Navy currently operates.

While this naval deployment is still a far cry from the halcyon days of the Cold War when the former USSR deployed significant numbers of ships and submarines to the North Atlantic, Mediterranean Sea and Indian Ocean, it nevertheless represents a new aggressive foreign policy that will increasingly leverage the advantages that naval forces have in being able to deploy to almost all areas of interest. The recent announcement in Russia of increased defence spending, up to 50% over the next three years, will significantly impact upon the currently stalled ship and submarine building programs. There are new classes of SSBN and SSNs sitting on the ways in Severodvinsk awaiting cash infusions to resume construction. There is a certain irony here in that Canada, under the Global Partnership program, has contributed millions of dollars to help dismantle older





classes of Russian nuclear submarines, such as Victor III SSNs, and thereby spared the Russian government from using some of its own money for that purpose.

And this just arrived: Russia is planning on building a new class of 8 SSBNs by 2015 that will deploy the newly-developed Bulava SLBM, which will likely employ some advanced countermeasures to defeat anti-ballistic missile defences. **S**

## Memories of the Kootenay Explosion

By Grenfell Morgan

*[Ed. Note: Mr. Morgan came across the articles on the Kootenay explosion in the November 2007 edition of Soundings, and relates his own experiences.]*

As a Sonarman, I joined *Kootenay* early-1969 and just after her return from a southern deployment where she engaged the fantail of a US naval ship, causing substantial damage to the *Kootenay's* bow.

On October 23rd I had stood the Morning Watch and after a hurried breakfast headed aft along Burma Road to #10 Mess, to supervise Cleaning Stations already in progress. Moments after my arrival there was a violent change in air pressure and the mess deck began to fill with smoke. Ordering everyone to don respirators proved to be ineffective. Securing an escape ladder to the deck, we wrestled with opening the seized escape hatch. Fortunately someone heard our banging a spanner against the deck head and helped with the escape hatch from above. Last to exit to the Mortar Well, I found a sizeable group of crew members already gathered. Unfortunately I never realized who exactly opened that escape hatch for us; but we owe him our lives.

Some of us helped Sub. Lt. Clark Rieffenstein don SCUBA gear and watched his attempts to penetrate along Burma Road. Soon I found myself assigned to the tiller flats (aft steering compartment) for what seemed like an eternity. Eventually I was reclaimed and deployed along Burma Road flats, to flood the Engine Room through fire fighting tubes in the deck; and later to help

with the evacuation of PO Stringer to the *Bonnie*, by Pedro helicopter. Hats off to the pilot of that Pedro who made numerous runs with supplies and fire-fighting equipment.

Some time during the afternoon we were allowed back to our Mess (#2) where I managed a feeble clean up from the soot and water. At one point and along the forward flats I was approached by, what I remember as, a medical officer from the *Bonnie*. In hindsight my mistake was to say I was feeling alright to his obvious question. Bolstered by the prospect of an unofficial tot by this officer, we headed aft and I was escorted down into the Engine Room. There was a small group already gathered and my tasking was quickly explained. (Possessing a rather slight build at the time I must have been a perfect fit.) Being lowered to the level below I was to tie a rope-end around several (three that I remember) corpses and guide them through what then looked like an impossible opening in the grating above. The sights and smell, especially from the firefighting foam mixed with oil and water made the tot less appealing - and the duty one to execute as quickly as possible.

Soon we were under tow by the *Saguenay* and my next assignment was as Bos'n Mate on the bridge. There I remained until arrival Plymouth around midnight. A quick change into Number 2 uniform and I continued by Bos'n Mate duty on the brow until approximately 0600. I remember standing alongside a very sombre Cdr Norton as senior British officers boarded. My two, primary charges that night was to see that no persons unknown crossed the gangplank; and to check the corpses laid out in the Weapons Workshop every half hour. The only upside was being excused from Cleaning Stations that morning - not that I was in any shape to make a contribution. After volunteering for several funeral parties in Plymouth and at sea, I was part of the crew that was flow home, via CFB Lahr. I was 19 years old, and had lost my innocence.

Along with most of my crew mates I was transferred to *Saskatchewan* months later. There I remained for just over one year and was then of to *Naden* (CFB Esquimalt) to engage a long awaited trade remuster to





RadSea. Following some initial trades training and a short assignment to VU-33 Squadron I was posted to HMCS *Qu'Appelle*; and would have been quite content had there not been a coast-swap with the *Kootenay* (now an IRE). Suffering through endless sea duty, including RIMPAC and a deployment to Asian waters during the final days of the ICCS (Operation Gallant or Westploy 2/73). I was anxious to part company with the *Kootenay*.

Eventually I was recruited by the then Department of External Affairs (Department of Foreign Affairs & International Trade Canada) and left the Navy; but not the memories, in 1975.

One would think the *Kootenay* connection would end there. While on posting at the Canadian High Commission, Singapore 1979-1981 the *Kootenay* and *Gatineau* - perhaps one other - paid an official visit. Half-heartedly I attended a reception on board, but was somewhat impressed the XO and I shared the same family name.

Finally, another ten years went by when it was discovered our daughter had made the acquaintance, here in Ottawa, with a young Bob Kennedy - son of Lt. Al Kennedy, Engineer Officer of the *Kootenay* in '69. **S**

## Manfield Plate 2008

By Richard Archer

*Five intrepid sailors set out that day,  
all of them experiencing the loneliness of  
command.*

*- Richard Gimblett*

Saturday, September 13th dawned cool and cloudy but otherwise fine. It was a quiet start to what was going to be a momentous day.

Led by Coxswain **Merv Cameron**, the NOAC Ottawa sailing whaler crew gathered at the dockside of the Nepean Sailing Club. **Rich Gimblett, Mike Young, Fred Herrndorf** and yours truly, **Richard Archer**, rounded out the team. We knew that the weight of the honour

of the Ottawa Branch NOAC rested on our shoulders. Fortunately for us, the whaler was already rigged. Only the sails needed to be lashed on and hoisted.



*The intrepid Manfield Plate crew: **Mike Young, Fred Herrndorf, Coxswain Merv Cameron, Richard Archer and Rich Gimblett.***

The enemy was a whaler crew cox'd by Cmdre Richard Greenwood, leading an abbreviated team of experienced sailors from the NDHQ naval staff. The NOAC team saw the advantage of the naval staff crew being only three, but nobly chose to ignore it.

After a sandwich lunch provided by Bytown Mess, the time had come to slip the surly bonds of the dock. Getting out of the narrow confines of the boat harbour proved tricky, but the Coxswain came to the rescue with a timely use of the outboard motor. The sun came out.

Out into Lac Deschenes we sailed, strangely confident. But one enormous factor was evident: the wind was virtually non-existent.

We had been briefed that the whaler course was to use two of the three buoys laid for the ongoing Steiner Trophy dinghy races between the Naval staff and the Royal Navy staff resident in Ottawa. We were to make two loops around the two buoys.





The last of the dinghy races was started, and our five-minute warning flag was hoisted by the race marshal's boat. Given the lack of wind, the coxswain wisely gave a squirt towards the start line with the motor. But he may have gone too fast! As the countdown to the start was called out the crew did everything to take the way off. Fortunately, the other whaler was on the windward side, and they took what little remained of the wind from our sails. NOAC crossed with a second to spare. But the other whaler wasn't so lucky. They had to do a loop around the start buoy before heading down the course.

So NOAC had a great head start, and nervous smiles made an appearance. But in the very light winds it soon became evident the advantage that the enemy's abbreviated crew bestowed on their speed. About half way down the leg they passed us.

The wind died even further, and it was a matter of luck to find yourself either in complete doldrums or blessed by a minimal cat's paw breeze. Eventually we got to the first buoy and the coxswain, through some legerdemain, got us around it. But the enemy had found some wind on the return leg and by this time they were seen in the distance, approaching the start buoy. It looked grim.

On our run back to the start buoy we too picked up some wind. We noticed that strange things were happening with the other crew. They were in a patch of still air and were drifting down on the buoy. If they touched it they would be disqualified. They had to back and fill and eventually they reversed the drift, but ended up going slowly backwards. They struggled mightily to get themselves going forward again.

We ourselves passed into the still air pocket, but our momentum kept us going, Merv put the helm over and we rounded the buoy and crossed the start line for the beginning of the second loop, just ahead of the other crew. Out

of the blue, the race marshal shrilled his whistle. In the boat were dead silence and querying looks. Merv Cameron called across the water to the marshal with the question of the ages: "We won?" "Yes," came the reply floating back over the water, "too little wind to continue." Dazed looks, back slaps and high fives all round. **S**

## Code's Nautical Notes

By Dave Code

M is for...

**MAGAZINE** – The special hold, existing earlier in virtually all ocean-going ships, and now in naval vessels, in which ammunition is stowed. From Old French *magazine*, storehouse or storeroom. Appears to come from Arabic.

**MAKE FAST** – To fasten a line, especially to a cleat or to bits. 13<sup>th</sup> Century. Fast is from the same word in Anglo-Saxon.

**MARLIN SPIKE** – A tapered and pointed metal tool used in rope working, especially for splicing. Earlier it was known as a maling spike. 17<sup>th</sup> C.

**MIND YOUR Ps AND Qs** – Possibly an expression that originated in the old innkeeper's custom of keeping track of the amount of ale or liquor consumed by a customer in Ps (pints) and Qs (quarts). To avoid an expensive mix-up the customer needed to keep track of the costs, ensuring that the innkeeper had not changed the Ps and Qs or the 1s to 4s.

**MONKEY'S BLOOD** – British Navy wardroom nickname for red wine.

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





## The Summer of '64, Part 2

By Richard Archer

In the last Soundings, I recounted my 1964 summer training expedition in HMCS *Yukon*, which took me from Amsterdam to Londonderry (Northern Ireland), Belfast, Plymouth, Las Palmas (Canary Islands), and finally to Halifax before returning home to Newmarket, just north of Toronto. But as full as it was, that expedition was only half of my summer that year, the summer between my third and fourth years at RMC.

In early August I was resting peacefully at home when the door bell rang. Who should be at the door but **Dallas Mowat, Roger Chiasson, John Dodd** and **Tom Bailey**. In the driveway were two cars, a late model Ford Thunderbird convertible and a full-size (ie, huge) '59 Pontiac convertible. The Thunderbird looked glorious, but the Pontiac looked a little the worse for wear, with four thoroughly bald tires. "Are you ready to go?" asked Dallas. In a flash it came back to me, even if vaguely. Just before breaking up at school 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 (the Thunderbird) and Vancouver (the Pontiac). It had been brave beer talk on my part, and I thought it over...for about five seconds. "Sure", I said, "just let me pack."

After my sojourn around the Atlantic I was used to travelling light, but thankfully I did remember to throw in my khaki naval uniform and cap. "Oops," I thought to myself just before I went out the door, "Mom and Dad aren't here." So I quickly penned a note, which said, "Gone to the west coast. Back in a week or so." Ah, selfish, callow and unthinking youth!

I hopped into the back seat of the Pontiac. Tom Bailey was driving while John Dodd was in the passenger seat. With Roger, Dallas and the Thunderbird following, we drove down Newmarket's Eagle Street towards the stop sign on north-south Yonge Street, which was also Highway 11. At the stop sign, Tom asks me, "Well, which way, left or right?" "That all depends," I reply, "on whether you want to go south or north of the

Great Lakes." There was some mulling of this over in the front seats while the Thunderbird behind us beeped its horn in impatience. Finally, John observed that the car wholesaler in Toronto had insisted that the Pontiac pass through Moosomin, Saskatchewan on the Trans-Canada Highway. Indeed, Dallas had been given a form to be stamped by the truck weigh station there. Must have been something to do with the wholesaler's insurance. The Thunderbird beeped again.

"If we're going to be staying in Canada," I said, "then turn right". Tom did so, and we were off.

John quickly brought me up to date. "These two cars are to be delivered to Vancouver and Winnipeg respectively. Two deposits of \$60 [a fair whack of money in those days, especially to those paid as cadets] have been left with the wholesaler, which will be reimbursed by the receiving dealers on safe arrival. The plan is to go non-stop to Winnipeg, drop off the Thunderbird, and then all five of us will use the Pontiac to go on. Tom and Dallas are going to Calgary, while I'm heading home to the BC Interior. After dropping the car off in Vancouver, Roger is heading to Victoria."

John then asked me an obvious question. "How far are you headed?"

"Victoria too", I replied. But I didn't have the same incentive as the others – neither home nor girlfriend. After my year in the *Venture* program and two years at Royal Roads I liked Victoria, but I hadn't maintained contact with any girlfriends there. I suppose I was just taking advantage of the opportunity for adventure. It of course dawned on me that I hadn't yet thought about how I was going to get back.... I mentally shrugged my shoulders. If there was anything the Navy (especially foreign ports) had taught me was that where there's a will there's a way...and that sailors like me seemed to have charmed lives

At the first gas stop, the five of us put our heads together. Rather than maintain constant contact between the two cars we decided to proceed independently. We agreed to rendezvous next outside the main post office in downtown Sudbury. We





put both tops down and headed off, and in the Pontiac we soon lost sight of the Thunderbird. Roger has told me recently that in the Thunderbird, the wind draft with the top down was quite severe and so they experimented with different speeds. They found the wind died down nicely at about 100 mph.

Needless to say, Roger and Dallas arrived in Sudbury well before us, but we made contact and set out again. I can't recall whether we established further rendezvous points, say in Sault Ste Marie and what is now called Thunder Bay, but the three of us in the Pontiac fell into a routine that saw a driver on for two hours, sitting in the passenger seat ostensibly to keep the driver alert for two hours, and sleeping in the back for two hours. By this time it was the middle of the night, and seeing very little other traffic we pushed the speed on the pitch black highway.

By next morning we were north of Thunder Bay, and it was raining. It was my turn to drive. On a curve, the car started to slide – the bald tires had finally lost their grip and were making a horrendous screeching noise. In a flash we were spinning around, and the car tipped up on two wheels at about a 45 degree angle. Tom and John, tumbled against the dashboard and window, woke up sleepily to ask what was going on. Finally the two wheels on the ground hit the gravel shoulder and the car slammed down heavily in the ditch. Fortunately for us – this was a convertible, remember, and in the days before seat belts – the car landed upright.

We got out shakily and had a look at the car, steaming and ticking innocently in the rain. It looked like we had dodged another bullet in that the car had missed landing on any of the numerous tree stumps that were in the ditch. However, a rumple in the bodywork suggested that the frame might be bent. This wasn't the only near-death experience I had in my 36 years in the navy, but I believe it was the closest call.

A local came running out of his house, asking if everyone was alright and saying that he'd called a tow truck. As we stood

there, another car, this time filled with a young family, started to slide and spin at the same spot we had. We scattered...but unlike me the driver managed to get his car back under control.

The tow truck arrived, and pulled the car out of the ditch. It started up just fine, and the only after-effect seemed to be a slight wobble in the right front wheel, which we later changed for the spare. We pressed on.

I don't recall how we again met up with Roger and Dallas, but it was probably at the Winnipeg dealership. They were of course worried about us, as we were very late in arriving.

The five of us piled into the Pontiac, and headed west to our date with the truck weigh station in Moosomin, just over the Saskatchewan border from Manitoba.

But just before we got there, the Pontiac's engine announced, with a severe clanking and blue smoke, that it had had enough. We crept into the village of Moosomin, and located the one and only garage.

This of course forced a decision on us. Tom, Dallas and John were all heading home. We decided that they should go on, while Roger and I would stand by the car, get it fixed, and drive it the rest of the way to Vancouver. The three of them gratefully went out to the Trans-Canada Highway and flagged down the first Greyhound bus heading west, while Roger and I talked to the garage mechanic.

An estimate for repairs was made and this info was cabled to the dealer in Vancouver, who thankfully cabled back the required funds. But it would be at least two days to make the repairs, so the two of us canvassed the local motels and settled on a very comfortable room for \$6 a night.

The next morning I was looking at the map and noticed that the next town up the highway was Broadview, Saskatchewan. This I knew to be the home town of fellow Royal Roads cadet, **Don Rask**. (At Royal Roads, we were such a close-knit community, we seemed to know everything about each other.) I looked in the telephone directory and there was the family name. I called and identified myself as a fellow cadet





of Don's, and we were invited to drop by. Roger and I hitch-hiked to Broadview, which unlike two-elevator Moosomin, was a three-elevator town, and found our way to the Rasks. It turned out they were the proprietors of the local cinema, and besides a nice meal they treated us to a free film. This was a pleasant interlude for us, for which we were very appreciative. When we made our way out the Trans-Canada to hitch-hike back, we were picked up by the local Mountie in his police car, who said he had had an older brother some years before at RMC. He gave us a ride back all the way to the motel.

In due course the Pontiac was ready, and after our call at the truck weigh station we set off. 24 hours later we were in Vancouver. The trip was reasonably uneventful, thankfully, with only the occasional hitch-hiker to make a change in the routine. Instead of the dealership we actually delivered the car to the dealer's home, got the returned \$60 deposit cheque, and headed for the bus terminal in order to catch the next bus that travelled by ferry over to Victoria.

On arrival at the Victoria bus terminal, Roger said farewell and headed off. I contemplated my next move.

\* \* \*

When I was at *Venture* I had been introduced to a family that lived in a big house in Victoria, near the border with Oak Bay. A friend of mine who had failed out of *Venture* had boarded there. The family invited me to stay with them any time I wished, and I took advantage of this welcoming offer at every opportunity, such as stand-down weekends in my two years at Royal Roads. All I had to do in return was handle some chores around the house, like trimming the shrubs. The husband had unfortunately died during my second year at Royal Roads, leaving the widow with two young children. I didn't know how I would be received, but I gave her a call. No problem; I was invited right over.

It turned out that the lady of the house now had a live-in nanny plus a young Englishman immigrant as a boarder. Not to

worry, however; I was put into the same small room under the eaves that the kids still called "Richard's room".

I wasn't asked to do any chores, but more or less out of tradition I tidied up the garden and so on. I also caught up on my sleep and wandered the back roads of Oak Bay, especially the beautiful sea fronts. After a couple of days, though, I knew it was time to head home.

I dressed in my navy khaki uniform, made my farewells to my hostess and family, caught the city bus to the bus terminal, caught the ferry bus to Vancouver, disembarked from the bus and ferry at Tsawwassen, and took a taxi to the air force's air movements unit on the edge of Vancouver International Airport. At this point I looked in my wallet. These were the days before credit cards and ATMs, you'll recall. Remaining in my wallet I had only \$5.

At the AMU I was lucky. Actually it was the beginning of a lucky streak that took me all the way home. The guy behind the counter at the AMU said he could get me on the east-bound service flight only as far as Edmonton. There was no guarantee after that. "I'll take it," I said. Why was I lucky? Well I wasn't in possession of either one of the essential documents needed for service air – a travel order or a leave form – and the guy forgot to ask for one.

But in Edmonton I was bumped. There was a special flight later that day heading east, but unfortunately the guy behind the counter this time asked for a document. With me without one he refused to give me a boarding pass.

"Hmmm", I thought to myself, "what now?" The only solution seemed to be hitch-hiking from Edmonton back to Newmarket. This idea didn't daunt me as much as might be expected - after all it would be another adventure, and I had heard of some Royal Roads cadets who had hitch-hiked from their homes to Victoria.

But it was lunch time and the first order of business was to get some food in me. With my suitcase I set out on foot for the officers mess. Unfortunately, there were a few rain showers around and enroute to the





mess my uniform became a little the worse for wear. After picking up my meal, which in those days was *gratis*, I sat with a flight lieutenant and a pilot officer with the aim of asking if I could borrow an iron for the uniform. The pilot officer graciously gave me the key to his room in the mess. During the meal, I told my story and asked directions to the Trans-Canada highway. I confess that I embellished my story only slightly: I said that I had lost my leave pass, and was heading back to RMC directly.

“Come with me,” said the flight lieutenant, “I’m the Squadron Duty Officer.” He took me over to the bar where there was a telephone. He called the dispatcher at the AMU. “Can I authorize the embarkation of Cadet Archer on the flight leaving later today?... Okay, make it so.”

So after pressing my uniform and returning the key, I headed back to the AMU. The aircraft was a 60-seater VIP Yukon, mostly empty, heading east to Ottawa after delivering some politicians to Alberta. I stretched out in first class.

At the Ottawa AMU, they were just closing up shop in the early hours of the morning and I asked how to get to the highway to start hitch-hiking to Newmarket. A corporal said he was headed that way and gave me a ride on his way home. He dropped me off in the west end where the Queensway then ended and Highway 7 started. I stuck out my thumb, and largely because of the uniform, I believe, I didn’t have much difficulty catching rides, including a couple of large gravel trucks that had notices saying “No Riders” stuck to the windshields.

Just southwest of Peterborough I was picked up by an American family who had been vacationing in the Haliburton region. Besides the father and mother, the family included an early teenage son and a good-looking girl more my age. The father and I exchanged information, with me telling him that I was naval cadet at the Canadian equivalent of the US Naval Academy and West Point. The family, he said, was from Cincinnati.

We stopped for gas and got out to stretch our legs. The girl and I went into the station itself, and she put some coins in the

old-fashioned red Coca Cola machine. The Coke bottle that emerged was the original pinch-waist type. She sat on a metal folding chair, stretched out and languidly laid the bottle to rest on her belly and between her breasts.... Message received.

As we approached the outskirts of Toronto, the father said, “Why don’t you come with us to Cincinnati?” My mind flittered between the coke bottle, the \$5 bill still in my wallet, and my obligation to spend some time with my parents. Although sorely tempted, I had to respectfully decline the kind offer. But they generously drove me right to the front door of my parents’ home in Newmarket.

\* \* \*

I had been gone about a week, and I don’t know what my parents made of my strange comings and goings. They certainly seemed to take it in stride. I still had more than two weeks to go before I had to report to RMC, and my Dad, who was a technical officer for the Toronto DND Technical Services Detachment, and then doing some on-loan inspection work for the Department of Indian and Northern Affairs, found me a job where I helped manufacture pre-fabricated houses for the Inuit.

Finally in early September I reported in at RMC (where I learned from Dallas that, not surprisingly, the \$60 deposit refund cheque from the Vancouver dealer had been cancelled – we fellow travellers shared in his reimbursement). My Summer of ‘64 was over. After the experiences of my summer training in HMCS *Yukon* and the road and air trip to the west coast and back, I was like (and admittedly about as mature as) a kid in a candy shop – I could see adventure in every direction.

Nonetheless looking back on it now, there was a downside: I couldn’t wait to get RMC out of the way and get back to sea and further adventure. Truth be told, I worked only just hard enough at the fourth-year academics to get me through.

But at least initially, I also couldn’t wait for a fellow cadet to ask me, “And what did you do, Richard, over the summer?” **S**





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## 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, in 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 360**, 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](http://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, 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 May 2009. Please send contributions to the Editor by April 3rd, 2009.

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