



# 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.)*

47.01

"Trying the depth of the water and the quality of the bottom line...."

May 2011



**Jim Carruthers**  
*at the ceremony for  
the Canadian Naval  
Centennial namesake  
ship poster  
presentation to the  
City of Gatineau.*

*Jim spent his  
sub-lieutenant time in  
HMCS Gatineau.*

*See Jim's cover  
story on the gestation  
and birth of his  
SHINPADS concept,  
starting on page 8.*





## From the President

By Bob Bush

Dear Fellow Branch Members:

Almost six years ago, when I was in the process of retiring from the Navy, Heather Armstrong asked me if I would consider joining the Ottawa Branch and serve on the Board of Directors as Vice-President. I was not sure what I was getting myself into, but I was honoured to be asked. As I took up the position I quickly realized that I was in the company of an incredible group of individuals, and somewhat humbled to be serving in a leadership position as a new "recruit" to the organization. During these past five or so years it has been a challenge and a pleasure to be involved in some truly significant changes and events that, I believe, will help to position the NOAC as a meaningful voice in the support of things Navy.

One of the first challenges that I was introduced to on joining was a realization of the need for rejuvenation of the organization, primarily to address declining membership and the resulting decline in the operating funds that are contributed by membership dues. We were able to convince Russ Fowler to make a study of the issue as an Organizational Consulting Project, the final "exam" in his two year MBA program at Royal Roads University. Russ's thorough report resulted in a number of renewal initiatives which continue today and include: updating of the Guidance Manual; an MOU with the Navy; and a move towards greater cooperation with the Navy League that includes NOAC participation in Navy Appreciation Day on Parliament Hill. These initiatives were guided and driven by Richard Archer in his role as National Executive Director, and we owe Richard a great deal of thanks for his outstanding contribution. To report on the success of recruitment, since 2005 we have had approximately 50 new members join.

Beyond the welcome addition of new members to the branch, the renewal initiative has prompted an increased recognition of, and attention to, our role in support of the Navy. Last year's celebration

of the Naval Centennial provided numerous opportunities for members of the Ottawa Branch to demonstrate this ongoing support to the Navy. I have asked the Editor to include Fred Herrndorf's report on Ottawa Branch participation in Centennial events for everyone's information and to illustrate the level of our support to the important task of bringing Canada's Navy to Canadians. Renewal has also driven and increased recognition of the responsibility we have to one another in the naval family. Denny Boyle, as Director Member Support has done an excellent job of formalizing this task, and through his and his team's efforts, has lent support where it has been needed within our community.

Recently, I had the pleasure of accompanying my wife Cheryl to Rideau Hall as she was inducted into the Order of Military Merit as a Member. You will all either know Cheryl, or will have seen her on the Navy's Centennial stamp (it was a good year for her overall – not bad for a Reservist!). During the ceremony, I reflected on the recognition of exemplary service that the Order of Military Merit represents. Having witnessed a number of speeches during the Centennial year, I noted that many presenters used statistics to drive home their messages. I decided to put together some statistics of my own. Within the Ottawa Branch alone, and of those who list their decorations (only about 50% of us), we have four Commanders and sixteen Officers of the Order, and there are numerous other very notable decorations. This is representative of the calibre of individuals in our membership and I presume in the membership of other branches. It is something for which we rarely give ourselves credit as we tend to take for granted the considerable store of relevant experience within our organization that can be brought to bear in supporting the Navy.

Of the initiatives that have occurred recently, two stand out as areas where the Ottawa Branch can positively contribute. First, we have begun to send copies of Soundings to members of Parliament and the Senate. This publication will be read by many influential individuals. I believe that we can use this forum not only to educate,





but to connect with these decision makers in informed and relevant debate. I know of few naval officers serving or retired who do not have an opinion on most subjects, and I encourage you to voice these opinions, particularly on issues of importance to the Navy today. Second, Jim Carruthers is nominated as incoming President and will be involved in planning the 2012 NOAC National AGM in Ottawa. I know that he intends to increase the visibility and relevance of this forum to address current naval issues. Subject to AGM approval, Tom DeWolf will take the lead as Director 2012 Conference, a new, if temporary, position on the Board. I ask that you to support Tom and Jim in this initiative, and indeed in all of Jim's tasks as nominated incoming President.

The slate of nominations for officers for the upcoming Ottawa Branch AGM in May is being prepared. I can tell you that subject to AGM approval, one of our two Directors-at-Large is moving into a formal position. If you have a nomination for Director-at-Large, or any other position for that matter, please forward it to me.

It has been an honour and a pleasure to serve as Vice-President and President of the Ottawa Branch since 2005, and I thank the members of the Board and the Branch who have made the past 5 years such a rewarding experience. I look forward to continued participation as Past-President and the continued growth and success of our Branch. Yours aye, Bob Bush **S**

## Membership Report

By Eric Deslauriers

### Annual Dues for 2011

Annual dues are for the calendar year, and 2011 dues should have reached the Branch Treasurer by 31st December 2010. Your tax receipt is dated when the Treasurer receives your contribution. As of late March 2011, approximately 80 members had not yet paid 2011 dues. **If you are amongst the 80, now would be an excellent time to pay up.** In April I will be attempting to contact all those of you who are still in arrears.

Dues for 2011 were increased by a majority vote of the attending membership at the 2010 Annual General Meeting to:

Ordinary and Associate Members:

Local: \$80.00

Out-of-Town: \$70.00

Serving Officers: \$45.00

Special Associate: \$45.00

*"Out-of-Town" is defined as residing more than 40km from HMCS BYTOWN.*

Besides normal branch activity, membership includes delivery of Starshell and Soundings and the Membership Directory.

### Recruiting

As of March 2011, the Branch has 305 members, of whom some 99 are Life members, either paid or honorary. Since October 2010, 5 new members have joined, plus 3 one-year Honorary members (who recently swallowed the anchor), while 12 members have left the branch. Most of the new members were encouraged to join by current members. So, while we have had some success in getting folks to join, I ask all of you to recruit new blood at every opportunity. They can contact me to join, or use the membership page of the Branch website at:

[www.noac.ottawa.on.ca/Members.htm](http://www.noac.ottawa.on.ca/Members.htm)

### Possible Changes to Membership Rules

At the AGM in May 2011, I will be proposing some changes to the Branch constitution concerning categories of membership. Currently we have at least seven different categories of members defined in our constitution and my proposal is to simplify that structure. A copy of the proposed changes will be forwarded to members prior to the AGM and the membership will make the decision at the AGM. I will outline whatever changes are decided by the AGM in the fall Soundings.

### Membership Directory

The Membership Directory is published once a year and mailed with the hard copy version of the fall Soundings. For those who read Soundings on the Branch







web site, you will notice the Membership Directory is not posted there, for reasons of personal security. If you want a copy, send me an email and I will provide.

### Contact Information

I maintain contact information for all branch members, which are published in the Fall Soundings as the Membership Directory, and used for mailing, both by the Branch and NOAC National. Whenever we distribute Starshell or Soundings, or when we try to send out a "Branch GEN" by email to advise you of upcoming events, we invariably discover that some of the addresses are no longer correct. Kindly advise me by email, or phone, or note scribbled on the back of a pack of cigarettes whenever any of your contact information changes, particularly your email address. It will ensure we can keep you informed, and you can stay in touch with other members. My own particulars as Membership Director are:

Eric Deslauriers (613) 680-4030  
edeslauriers@rogers.com **S**

## The Royal Canadian Sea Cadet Education Foundation

By Al Kennedy

Many of our members will be familiar with The Royal Canadian Sea Cadet Education Foundation (RCSCEF), founded in 2007 with the objective "to fund scholarships for current Sea Cadets entering their first year of post-secondary education". The Foundation is an independent charitable organization, carrying out the sea cadet scholarship program previously funded and administered by the Navy League of Canada (NLOC). Initial capitalization was provided by the NLOC; however the Foundation is responsible for maintaining its endowment at a level sufficient to meet the annual needs of the scholarship program, primarily through fundraising initiatives. The Foundation is fortunate in having a partnership with the Royal Canadian Naval Benevolent Fund (RCNBF), which has agreed to match the

number of scholarships awarded annually by the Foundation.

Under the presidency of **RAdm(ret'd) Tim Porter** and supported by a four member board of directors (**Jake Freill, Dick Ratcliffe, Richard Summers** and **Al Kennedy**) and a part time administrator, the Foundation awarded ten sea cadet scholarships in 2008 and 2009 and increased the awards to twelve in 2010. During that time, 32 scholarships were also awarded through the RCNBF.

Successful fundraising to date will allow the foundation to award another twelve scholarships in 2011 and hopefully this number can be increased in future years. One example illustrating the generosity of our donors is the Ottawa Branch of the NOAC which funds one \$1000 scholarship each year, that scholarship being reserved for a suitable applicant from one of the six Eastern Ontario and Western Quebec Sea Cadet corps. Foundation administrative expenses are extremely small with each of the board members volunteering their time and any incidental expenses.

Despite the success of the Foundation since its formation, it is still not able fully meet the needs of deserving sea cadets seeking financial assistance in meeting their academic aspirations. In 2011, we were only able, with RCNBF assistance, to grant 24 scholarships to 45 qualified applicants and we see an increasing demand for assistance as the cost of post-secondary education continues outstrip the growth of inflation.

NOAC members and others are encouraged to support the RCSCEF in its endeavours and this can be easily done through a tax-free donation or through planned giving. For information on how to donate through either method, please see our website [www.canadianseacadetscholarships.ca](http://www.canadianseacadetscholarships.ca) or contact **Mr. Jamie Clute** at 613-993-5415. **S**

## A Letter from Mike Young

Hi Richard:

Congratulations on yet another excellent issue of Soundings [Autumn 2010]. Your reminiscences of the SSN project were





fascinating. I am sure there still are tales for which you would have to shoot the listeners before telling them!

The bit about how it all got started is definitely not apocryphal. But it did not happen quite the way you related it. The briefing was given by Captain (N) Dent Harrison, the Project Manager Canadian Submarine Acquisition Project (CASAP), to Erik Neilsen, the MND, and Harvie André, the Associate MND. It happened in August 1985 - I was Deputy PM CASAP at the time. In the room were the CDS, General Theriault, CMDO, Rear-Admiral Chuck Thomas, possibly ADM (Mat), John Killick, and me. Joe Temple was in the back room turning slides.

Part of the reason for the brief was to kill the bright idea that Harvie André had conjured up, which would have seen us lease a decommissioned SSBN from the USN for \$1 a year. When the briefing was over, Nielsen asked the CDS why nukes had not been considered for CASAP. General Theriault replied that the Department did not believe they were affordable within the DND envelope. Nielsen blew cigarette smoke into the face of the CDS -- he was smoking in spite of the fact that Conference Room A in those days was a designated non-smoking area and he knew that Theriault was an avowed non-smoker. He then told Theriault that only he, the MND, decided what was affordable. The rest is history! Mike **S**

## NOAC OTTAWA BRANCH CANADIAN NAVY CENTENNIAL FINAL REPORT

By Fred Herrndorf

NOAC Ottawa Branch had significant involvement with the Canadian Navy Centennial, beginning with the way that a number of its members served on the Canadian Naval Centennial Committee, chaired by **Captain(N) John Pickford including Alec Douglas, Chip Milsom, Tim Porter, Mike Young, Ian Parker, and Fred Herrndorf.**

The first Canadian Naval Centennial activity in which the Ottawa Branch

participated was the publishing of Volume 9 "Carry On" under the capable chairmanship of **Merv Cameron** and demanding Editor-in-Chief **David John**. This volume, in both hard and soft cover, became an immediate success, thanks also to the financial support of NOAC National.

The Canadian Navy wished to honour its founder, Admiral Sir Charles Kingsmill, through the placing of a provincial commemorative plaque at the Emanuel Anglican Cemetery at Portland, Ontario, where he is buried. The Ontario Heritage Trust, an agent of the Government of Ontario, dedicated to identifying, preserving, protecting and promoting Ontario Heritage, organized the installation of the plaque.

The ceremony duly took place on Saturday, 15th May, 2010, and was attended by a large contingent of Naval Personnel, members of the Kingsmill family, members of the Portland Royal Canadian Legion, Navy League Cadets from the "Vice-Admiral Kingsmill" corps, and Sea Cadets from the "Falkland" Corps. **Vice-Admiral Dean McFadden**, Chief of the Maritime Staff, gave the opening address. In attendance were, amongst others, NOAC Ottawa Branch President **Bob Bush** and Vice-President **Jim Carruthers**. The Falkland Band provided musical accompaniment.

The Naval Centennial Dinner/Ball was held on Friday, April 30th at the Hampton Inn and Conference Centre. More than 700 naval family guests attended this celebration, with the theme "ourselves". NOAC Ottawa was well-represented. The dinner/dance was a great success and much enjoyed by all.

The Naval Centennial Bell Presentation was held on Tuesday, May 4th and NOAC member **Bill Christie** was the first to ring the bell. The Naval Centennial Bell was cast in Esquimalt in September 2009. The bell complete with plinth, bell rope, Centennial Bell Book and Clapper is residing in Parliament for one year.

NOAC Ottawa Branch Member, **Dr. Richard Gimblett**, the Maritime Command Staff Historian, organized an excellent Naval Historical Conference, "The Canadian Navy and the Commonwealth Experience, 1910-2010, From Empire to Independence", at





Barney Danson Theatre, Canadian War Museum, May 5 & 6, 2010. Seasoned naval professionals and internationally recognized historians from Australia, Britain, Canada, India, New Zealand, Singapore and the United States. The breadth of the material offered made attending the conference a rare and unique experience.

The Royal Canadian Sea Cadet "Ceremony of the Flags" on Parliament Hill took place on July 31st, 2010. The NOAC Ottawa Branch commenced an initiative in 2007 to organize "Ceremony of the Flags" to be performed by the Royal Canadian Sea Cadets from HMCS ONTARIO. The event was two-fold in that it not only celebrated the Canadian Naval Centennial, but also was intended to promote public interest in Sea Cadets as well as the Canadian Navy. After receiving all the required support from the Navy League of Canada, the speaker of the Senate, Senator **Noel Kinsella** and Senator **William Rompkey** to stage the ceremony, there was still the matter of approximately \$8000 for transportation expenses for the transporting of the Sea Cadets from Kingston. **Captain (N) Pickford** approached Deputy Commander Maritime Staff, **Rear-Admiral Nigel Greenwood**, who gave his approval for the remaining funding request. Only the combined effort and co-operation of the above mentioned, just prior to the intended performing date, made the ceremony possible and gave the Sea Cadets the opportunity to demonstrate their skill and dedication in a very unique and rare ceremony. Their performance was most appreciated by a large attending public.

The NOAC National Endowment Fund sponsored a bilingual essay contest which could be in the form of an essay, a narrative poem or artwork and was open to Canadian students in Grades 9 to 11. This essay contest was originated by **Andy Irwin** from NOAC Toronto Branch, who, along with retired Oakville teacher **Thomas Dykes**, master-minded the funding, scope and all detail involved. Their efforts towards this commemorative event were truly inspirational and in my opinion, resulted in one of the best Canadian Naval Centennial activities. The adjudication was led by NOAC

Ottawa Branch Past President **Dr. Richard Gimblett**. The prizes consisted of 11 scholarships, one for each province and the Territories. Additionally one of the winners, **Marie Dundas** of Nova Scotia, was judged to be the national winner. Marie was awarded her prize at the NOAC National AGM in Halifax in July.

On November 10, 2010 the NOAC Ottawa Branch launched: "The History of the HMCS Bytown Wardroom Mess". This project was originally started by the late **Captain(N) Tony Delamere**, President of the Mess 1995-1998. It was felt that his endeavour should be completed, and a group of mess members gathered under the inspirational leadership of NOAC National Director for History and Heritage **Dr. Alec Douglas**, these included NOAC Ottawa members **Pat Barnhouse**, **John Bell**, **Jake Freill**, **Fred Herrndorf**, **Mike Young** and the late **G.G. Armstrong**, plus **James Day** and **Bill Mercer**. Through this commitment, this group became a "Band of Brothers" fully dedicated to the task at hand. It should be noted that the NOAC Ottawa contributed \$250.00 towards the Bytown History Project. Additionally, nine members made personal donations, totalling \$630.00, to the project, to help make the book a reality.

NOAC Ottawa Branch Member **Denny Boyle** initiated a new program for the NOAC Ottawa Branch, namely that of support for members and their spouses in times of need. This effort has been enthusiastically embraced by the Ottawa members and became in time one of its most important Canadian Naval Centennial activities. The Ottawa Branch would like to extend this program to all NOAC branches that have not yet formed a similar program for their members. In order to define and implement this concept during our Centennial Year, the Ottawa Branch has established a new position of Director of Membership Support (DMSup).

The Ottawa Branch's contribution to the Naval Centennial has been a huge success. **S**





## Shipboard Tactical Data Systems - Some Recollections

By Jim Carruthers

In an earlier issue of Soundings, in response to arm twisting from our esteemed editor, I described my experience up to 1974 [1] within the 1000 words Richard would allow. This article carries on from there. This next article had been scheduled for the following issue of SOUNDINGS however it was pre-empted by a request that I give a keynote at the Dalhousie Naval Conference in June. Fortunately the topic was pretty much identical. Keeping in mind the Principle of War that values 'Economy of Effort' I have, with the approval of CNR editors, 'lifted' the content below from that paper [2].

### The Concept

In 1974, when I again went to Disneyland on the Rideau, I was given two major projects. ADLIPS [3] provided the 'steamers' with a data link and C<sup>2</sup> capability – it was a great small system with a single shared display. The other project was SAILS [Shipboard Action Information Link System] which morphed into SHINPADS – my boss John Mathewson loved creating acronyms.

It would be something like 20 years from the time I started working on SHINPADS before the first ship incorporating part of the concept was operational. It was first put forward in '74, we had prototypes available in '79 and it was at sea in '94. Unfortunately my ideas of wider ship system integration were never realized and in the end the concepts were only applied to C<sup>2</sup> system.

SHIPADS in my mind was, and remains, a concept [4, 5, and 6]. In my way of thinking it is just common sense:

- A warship requires resiliency. Resilience is achieved through redundancy and re-configurability.
- Practical redundancy means equivalent components.
- Equivalent components are realized through standardization – using the same device used across all applications.

- This means all devices must be multi-purpose
- Having multiple applications run on a single device means turning everything into data.
- Reconfigurable means getting rid of wiring.
- Getting rid of wiring means a data bus.
- And so on ...

This seems logical and straightforward - it should be how any ship system is designed. But there were a few 'minor' issues:

- Such an approach would mean existing systems must be broken up, standardization applied and the resources made available at the system level.
- Vendors, technical directorates and requirements folks all made their livings in the world of stove-piped systems - in many cases they generated outright hostility to the concept.
- The required standardized devices such as a multipurpose digital display, a high speed reconfigurable data bus and a modular single board standard computer did not exist.
- There was no money for such an undertaking.

### Needed to Convince

For this to move ahead I had to change the thinking of those already involved and get the support of many others who while not involved could influence decisions. Those I had to get onside included:

- The operational requirements folks. Operators needed to understand that this approach would give them increased capability while providing resilience and agility.
- Technical authorities, who in many cases approached acquisition of new systems as 'shoppers' and were not at all inclined to delve into development. They had to be convinced that they needed to build systems this way.
- Equipment suppliers, who had much to lose or if they got onboard much to gain. Companies, particularly naval







equipment manufacturers, inherently try to avoid the uncertainty involved with such radical change.

- Other navies, particularly the USN, in part to develop a larger market so that development costs could be shared and our manufacturers could develop an offshore market, but also in order to influence our decision makers who often seemed to be looking for approval from outside the country.
- Those up the chain who would provide money.

Those whom I worked for such as John Mathewson, Jock Allan, Ernie Ball, Ray Ross, Cam McIntyre, Mac Whitman, Dudley Allan and others were the key to moving ahead. Without their support SHINPADS would not have happened.

### Development Needed

While SHINPADS is a concept there was no intention to leave it there. The goal was development of a distributed ship data system. The required building blocks are readily available in commercial form these days, but they did not exist back in the '70s. In 1974 the first minicomputers were coming into use and it seemed like a good idea to try to use these in our standardization efforts. My first attempt at computer standardization was based on use of a minicomputer from Data General. However this was shot down, no doubt because both the idea of standardization and move to commercial machines was too much at once. A second attempt several months later based on use of the UYK-20 was successful.

In order to realize the concept I needed:

- A smaller, cheaper computing element with standard interfacing which emulated the UYK-20. Such a device was needed to provide a standard way to plug in existing subsystems. Sperry UNIVAC developed a single board unit and established a plant in Winnipeg for its manufacture along with other SHINPADS elements – the UYK-502 [7].
- At the time, all sensor signals available were analogue. A way of turning analogue signals into data so

general devices could handle any type of data and all signals could be mixed on a single wire was needed. As part of the effort development was carried out on handling signals such as radar through digitization.

- Analog signals then being used meant point to point interconnection between the device originating the signal and a 'consumer' such as a display. Ship's wiring was already a burden and the thought of achieving redundancy by, for example, running every sensor signal to every display, was clearly not only difficult but would also reduce reliability given the number of connections and connectors required. The increased weight and cost would also preclude it. In order to make all data available to all components while providing redundancy a data bus [or in today's terminology a LAN] had to be developed. The SHINPADS data bus [8] was the solution.
- A key element of a fault tolerant reconfigurable system is a display capable of displaying any type of data. One manufacturer had developed a high resolution raster scan tube and another manufacturer had made the first 1K memory chips which were key components that allowed us to build a high resolution graphics capable raster data display device which eventually morphed into the SHINPADS display [9]. It didn't hurt the case for funding that the 1K chips were made by a Canadian start-up, Microsystems International, of Terry Matthews fame. [Today every home has such a device known as an HDTV].

### Getting By With Little Funding

There is never enough funding and this is particularly true for concepts as opposed to 'real' stuff. It was difficult to get serious funding until there was a program which would use it. In the time before CPF started there was no ship program, but once CPF project got underway the hierarchy wanted proven equipment, not concepts. That is, the well known 'chicken and egg' dilemma.







The research organization provided much of the original development funding. Whether they did it with a clear knowledge of what was happening is open to interpretation. I do know that subsequently, for a period of several years, the Chief of Research (CRAD) and Chief of Supply (CS) wrote letters demanding that SHINPADS funding be investigated.

Computer standardization was a continuing problem. A collision at sea did not ruin our day. The USS Kennedy and USS Belknap met and in the ensuing fire the Belknap's superstructure was consumed. For the NTDS rebuild they needed SYA-4A displays that were no longer in production. We had a number of SYA-4s left over from the data system never fitted in the hydrofoil. We arranged a trade through Crown Assets and obtained a gaggle of UYK-20s that were made available to subsystem equipment programs, thereby helping the standardization effort.

Most people would agree that an important part of team success is for members to have some 'skin in the game'. In SHINPADS I was able to convince both Sperry UNIVAC and Computing Devices that they needed to contribute significant resources if we were going to be able to push ahead. Both companies also showed great patience in waiting for DND funding. They were in the game.

### Indirect Marketing

To move from an idea to implementation in NDHQ takes constant pushing as we all know. The SAILS/SHINPADS committee, which included representatives of all naval technical sections, data system-related requirements staff, research staff and even Department of Transport (DOT) and Industry and Trade Canada (ITC) representatives was used to get everyone thinking. The process of asking each technical authority to explain 'why not' in front of the combined group lead many reluctant participants to reassess their positions.

I wrote papers, and continually gave presentations to anyone, anywhere, who would listen. NATO group IEG5 was an excellent forum which led to formation of a subgroup focused on

this approach to ship integration. Most NATO nations subsequently became involved to some extent which helped validate the concept in the eyes of our decision makers.

On 27 Dec 79 I went to the Pentagon to brief the Assistant Secretary of the Navy, Gerald Cann. On arriving back at work after New Years the organization at all levels was in upheaval, responding to strong USN interest including their own funds for the project. The situation moved immediately from no money being available, to DND/DSS/ITC being alarmed and scrambling to provide enough funding so that SHINPADS remained Canadian. In my opinion this interest from down south was the trigger that broke the log jam and ensured SHINPADS would proceed.

### Sometimes It Comes Together

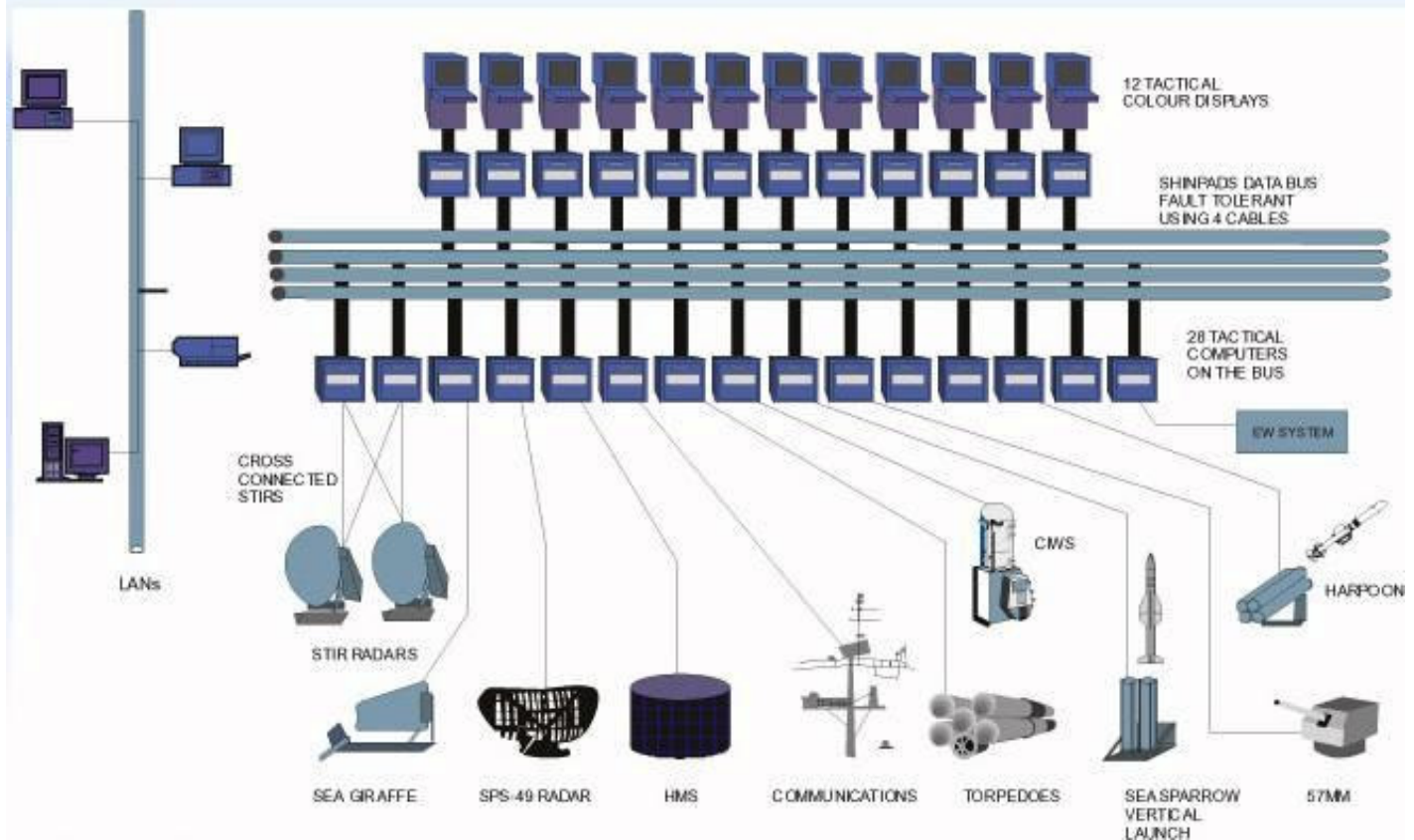
A key step in getting a project approved is the presentation to what was then called the Defence Management Committee. The DMC on the day of my presentation was 'made' to approve SHINPADS. Headed up by the DM Buzz Nixon who was not only formerly a naval officer but electrical, the CDS Ramsey Withers was an electrical engineer, Jock Allen DCDS standing in for VCDS had been my boss and ADM(Mat) was Lou Crutchlow. DMC not only approved the project but directed it be sent to Treasury Board immediately. The documents were signed by the Minister and in TB hands by the end of the week, bypassing the Chief of Supply organization and once again earning the enmity of the CS.

As I've said, it would be 20 years from the time I came to NDHQ and started working on the project before SHINPADS was at sea. I left in NDHQ '81 to go to Halifax as DCOS(EM) and CO NEUA. As a unilingual Albertan well past the point of having to be bilingual, in 1982 I left the navy altogether. Then after almost 25 years as CEO of NORPAK Corp I retired in 2006 and am once again able to think about things naval. However I still haven't officially graduated from high school ...





# HALIFAX Class – CCS330



## Observations/Questions

For some time we have understood the need for naval architects. I suspect Noah had a naval architect nagging him to ensure the ark's hull / propulsion system were an integrated design. The payload is the business end of a warship, it is more complex, and costs a lot more than the hull/propulsion system. Why don't we have a payload architect?

Capt Kirk knew you needed to consider all resources and direct them to the warp drive or shields. Will our next generation ship systems be as resilient and agile? Why aren't we pushing the envelope to build resilient systems using all the ship resources?

The government in recognition of the need for a Canadian source for build and subsequent repair and overhaul of government ships on an ongoing basis has developed a National Shipbuilding Procurement Strategy. Why doesn't the same logic hold for what is the most expensive part of warships – the payload. Why

do we not understand the need to nurture the high technology industries who not only provide high level jobs but a valuable source of expertise through a National Payload Policy?

Here's what the Canadian Navy says about SHINPADS: "The SHIPboard Integrated Processing And Display System (SHINPADS) is a Canadian Forces Trademark and is not really a system. Rather, it is rather a concept of ship integration—not just combat system integration or propulsion and machinery system integration, but whole ship integration. It encompasses the entire ship system including all combat system equipments, marine engineering systems, and extending into administrative support hardware. Other aspects of the concept include standardization of hardware, software, and interfacing". (Graphic above courtesy of the Canadian Navy.)





## REFERENCES

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- [3] Carruthers, J.F., Cdr., CF, "The Automatic Data Link Plotting System (ADLIPS)", *Naval Engineers Journal*, Vol. 91, No. 2, April 1979.
- [4] Carruthers, J.F., Cdr., CF & Williams P.F., "SHINPADS – Shipboard Integrated Processing and Display System", *Proceedings of the International Naval Technology EXPO78*, Rotterdam, Netherlands, 6-8 June 1978.
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- [6] Carruthers, J.F., Cdr., "SHINPADS – A New Ship Integration Concept", *Naval Engineers Journal*, Vol. 91, No. 2, April 1979.
- [7] Williams P.F., "AN/UYK-502 Microcomputer Development and Use in Distributed Systems", *Naval Engineers Journal*, Vol. 91, No. 2, April 1979.
- [8] Kuhns, R.C., "SHINPADS Serial Data Bus", *Naval Engineers Journal*, Vol. 91, No. 2, April 1979.
- [9] Thomas, D.M., "SHINPADS Standard Display", *Naval Engineers Journal*, Vol. 91, No. 2, April 1979. **S**

## RMC Class of '65 Announcement

In 2010, the year of its 45th anniversary of graduation from RMC, the RMC Class of 1965 unanimously affirmed the appointment of **6604 CAPT (N) (Ret'd) James Carruthers, Ph.D., P.Eng.**, to the position of Honorary



Cadet Carruthers

President of the Class.

The special presidential appointment is in recognition of Jim's longstanding and generous service to the Class, as well as to the formative institutions for some or all of its members such as Royal Roads, the Canadian Navy, and in particular the Royal Military College of Canada.

Led in large part by Jim, the RMC Class of 1965 is the largest contributor to the RMC Endowment Fund and is the most influential of all classes, having established an Award for Teaching Excellence and a Professorship in Leadership at the College. **S**



**A singular honour** – On December 18<sup>th</sup>, **Jim Carruthers** received a certificate marking his appointment as Honorary President of the Class of '65. The memento was presented on behalf of the Class by Jim's old friend from Royal Roads and naval cadet days, **Doug Cope** (2nd from right), witnessed by all of Jim's HMCS *Gatineau* shipmates from the Class, (left to right) **Peter Houliston, Hugh Spence, Jim Cale**, and **Mike Braham**. **S**







## Sea Memories - Part One

By Jake Freill



1972 -- I am 38 and the Commanding Officer of HMCS St. Laurent based in Halifax. Shirley is 14 and in grade 9, Michael is 12 and in grade 7, Barry is 10 and in grade 6, Peter is 8 and in grade 3, and Norman is 6 and in grade 1 and attending French School at Shannon Park. We are in our house at 10 Wenlock Grove in Halifax. Leonne and I are still driving our gold-coloured 1967 Chev Belair Station Wagon.

The St. Laurent is still in refit in Halships and it is going very slowly. There are very few workers showing up to work on the ship and each morning it gets fewer and fewer.

I enrolled in a Furniture French Polishing Course. It was an interesting course and it enabled me to restore some of our furniture at home.

It was about this time that I was ordered by CFHQ to place a number of my seamen, mostly French-speaking, on probation. Before I had joined the ship a number of men, who were in an area in the ship where a hookah pipe had been found, were interrogated by the Military Police. They all claimed to be innocent bystanders but during their interrogation, at which their Divisional Officer was not present, some admitted that they had tried drugs on one occasion in high school but not since. On the strength of that admission I was ordered to

place them on Probation in accordance with Canadian Forces Administration Orders (CFAOs). I considered this to be most unfair to the individuals and after speaking to all the men concerned I was more convinced than ever. They were good men.

I went to see the new Chief of Staff (SEA), Commodore Falls and I eventually got him to agree with me that the men should not be placed on probation if they had only used drugs before they joined the Navy. "Jake", he said, "you're going to have to draft the message to CFHQ for me. I am the one who approved that CFAO when I was in CFHQ and General MacAlpine, who relieved me, will not be happy to receive it, but I agree with you it is a bad CFAO and I am willing to live with his anger. When I approved it I was thinking of an inexperienced Commanding Officer at some remote station, not someone like you who has received several years of training and preparation for Command. Bring your draft to me in the morning". Off it went, followed by an irate phone call from MacAlpine, but in the end none of my seamen were to be put on probation.

Towards the middle of January I was told by the visiting Naval Overseer from CFHQ, Lorne Minogue, that the shipyard will announce at a refit meeting in the morning that they will not be able to finish the refit before May. I couldn't believe my ears and I found that totally unacceptable. I fed him and a couple of his staff dinner that night and asked them to meet with me the following morning, before the scheduled meeting with the shipyard, to discuss a plan to finish the refit earlier. I then got my refit coordinator, the Engineer Officer, to come up with a plan that would see us complete our refit in 6 weeks, by the end of February. I told him he could base his plan on using all the resources available in the shipyard and dockyard. Bill MacRitchie worked all night on his plan but came up with a finishing date of the end of February as I had requested. The following morning the plan was presented to the overseeing staff an hour before we were to meet with the shipyard officials. They found a few minor faults with the plan but they were eventually convinced that the plan







was doable and were prepared to present it to the shipyard. At that meeting the manager asked for a break to run it by his staff and when he returned to the meeting he said, "We can't find anything wrong with it. What a feather in Lieutenant MacRitchie's cap!"

Towards the end of February, and as soon as the engines were ready, I decided to back out of the shipyard and head up to the Bedford magazine to ammunition ship. I wanted the bullets onboard so the ship couldn't be sent back into the shipyard.

I had never sailed in a DDH before so I didn't really understand the full effect that the large hangar had while trying to turn the ship upwind into a very strong gale. That morning as I backed away from the shipyard there was a strong wind blowing me down harbour with the wind chill of -35c. I had to steer to starboard, upwind, to get to the magazine in Bedford Basin. The ship wouldn't head into the wind and I was heading straight back to the shipyard. I could have let the wind blow me down harbour and make the easier turn to port but I didn't want to pass the flag building because I wasn't sure if they knew that I was leaving the shipyard and I didn't want to be sent back there. Just then the navigator said, "Sir, you are going to need a lot more speed to get her to turn". I cranked the speed on, put the wheel "hard to starboard" and she came up into the wind very slowly and we just about grazed the shipyard floating dock as we slid past it on our way up to the magazine. It was the first but not the last hair raising event in my ship handling. I then returned to the dockyard that afternoon and continued our refit at a much faster pace.

We then conducted trials and workups. They went really well and my ship handling improved but while berthing at Imperial Oil jetty during the trials period I was blown on the dock very hard and put a dent on the port side. In retrospect I should have used an anchor to hold me off as I got blown on. Again I was forgetting about the huge sail the hangar acted as the wind blew me on. It was a Saturday so no tugs were available to assist me. Normally I would have gone there by tugs to refuel. After that there were no other incidents. As I got much better

I let my junior officers handle the ship as often as I could.

At some point in the first half of the year I had to fire my Operations' Officer. He just couldn't convince me that he knew what he was doing and was particularly dangerous when the ship was in fog and he was closed up in the Ops Room. He often failed to report fairly large contacts closing the ship and often failed to report accurate wheel over positions when he was conducting blind pilotage. Turns out he stood last on his course and it was questionable whether he should have been granted a pass. His replacement was a big improvement. I was accused by an officer in CFHQ of setting too high a standard for the officer.



In May the ship participated in a Marcot exercise off Bermuda. It was a most successful exercise for St. Laurent. In the two week period we were credited with 21 kills on the submarines in the exercise. 11 of those were credited to the helicopter and 10 to the ship. Our VDS worked a treat. We would usually detect the submarine radar on our UPD 501. We would then get an accurate bearing of the transmission and put our Sonar, the SQS 11 on that bearing. Our best sonarman, a Leading Seaman Thompson, had such good ears that he would report an echo usually well beyond the 10,000 yards maximum range of the scope picture he was looking at. At that range we were usually able to launch the helicopter and have it dip right over our contact. Most of the time the bird would come up with his own contact on his first 360 search and conduct an attack.





We were often credited with a kill. In this type of exercise it was considered great if you were credited with 3 or 4 kills. Our VDS 504 proved to be the best set around. Of course having a super operator helped. During the final days of the exercise the Hon. Edgar Benson, Minister of National Defence observed the exercise.

On the way into Ireland Island Dockyard in Bermuda, after the exercise, I received a personal encrypted message from the Admiral's Secretary, Jim Spalding that said, "Your overdue promotion will be announced on Monday with seniority effective May 21<sup>st</sup>".

The following night Leonne and I attended a reception for the ships at which the Minister was present. His Chief of Staff, Gus Cloutier, was also with him. Gus and I were course members together at Staff College. Since the ship was remaining in Bermuda for a short work period I told Gus that if the Minister wasn't busy the next day I would like to invite him to the ship for lunch. The next day, Sunday, May 7<sup>th</sup> at noon, he arrived with his wife, son and Gus and we had pre lunch frozen daiquiris on the flag deck with all the officers. Much later we all went to the wardroom for lunch. After lunch John MacIntosh, my X.O., without my knowledge, asked Gus if he would get the Minister to promote me immediately, since he had the authority to do so, and since he knew the promotion was pending. Soon after, the Minister called for attention and asked me to step forward.

He then reached for my LCdr. rank boards on my shoulders and removed them. He then replaced them with Commander boards and said, "I hereby promote you to the rank of Commander." He then sent off a message, that Gus and John had drafted, that said, "I have this date promoted the Commanding Officer of HMCS St Laurent, Freill G.G., to the rank of Commander". This caused quite a stir in CFHQ and Admiral Mainguy told me later that Gen. Dextraz called him up to his office the next morning and asked him what the hell went on in Bermuda. I received many messages congratulating me for being the first officer to

be promoted "in the field" since World War II. I never did find out if that was true or not.

I was lucky enough to have had Leonne in Bermuda for the week so she was present at my "promotion ceremony". We had rented a cottage not far from Ireland Island and we then had a perfect holiday while the ship's company painted ship. I got to paint part of the stern on a bosun's chair and got dunked for my effort to the applause of all around.

The following Sunday we had a local steel band perform a concert onboard. One of the ship's company, Ordinary Seaman Latour, was killed heading back to the ship on a motor bike to take in the concert. He hit the bus that was returning to town after dropping of the band at the ship



In July, St. Laurent and Yukon had the Operations Officers Course embarked for their sea phase training and we were in company with Protecteur, off Nova Scotia. On this particular day we

had a mess dinner onboard and had invited Captain Dan Mainguy and Commander Hugh MacNeil over from Protecteur. Dan was about to take over command from Jacques Cote. During the day we had received a message that the HMS Conqueror, a nuclear submarine, would be transiting through our area and if we could detect her we would be allowed to exercise with her for a duration of 40 minutes. I established that she had a Type 1500 radar on board so I alerted our Electronic Warfare operators to keep an eye out on the UPD 501 for any transmissions from that type of radar. Shortly after midnight after I had just got to sleep, an EW operator woke me up to tell me that he had 2 sniffs (very brief transmissions) of a Type 1500 and had reported them to the bridge but got no reaction from the OOW. He knew that I was interested in his intercept so he





decided to wake me. It had to be the Conqueror.

I leapt out of bed, got our best sonar operator up and waited for another sniff to get an accurate bearing of the transmission. When we got one, we immediately investigated the bearing with the SQS 11 and the VDS, and gained contact. We immediately initiated "COMEX" (commencement of the 40 minute exercise) using grenades. I left the Operations Officers from the course continue to run the Anti-Submarine Plot. Ken Summers was the student plot officer at the time. I also woke up Dan and Hugh to come up to the Operations Room to observe the exercise. I kept Tino Cotaras in Yukon, which acted as consort, up to date on what we were doing. Without VDS he didn't have much of a chance of holding contact but he kept a plot of where our contact was. As soon as we initiated COMEX the Conqueror increased speed to 22 knots and started what appeared to be a race track pattern of figure 8s in an attempt to shake us. Although we lost contact for very brief periods we had no trouble finding her again within seconds. By carefully watching the plot we were able to spot the operator going off the contact and we were able to put him right back on it. We never went below 25 knots throughout the exercise. When she was on a longer leg in her pattern we were able to bring Yukon in and she actually gained contact a few times. In the end we held her for the full duration of the exercise and conducted several simulated attacks some of which we considered would probably have been successful. It was a very proud time for all onboard. The Conqueror visited Halifax a few days later and held a reception onboard.

The Captain was a friend of Tino's and he introduced me to him as "the Captain of St. Laurent that held you for 40 minutes the other night". "No you never held me" was his reply. Tino told him that we did and that he had also gained contact from time to time. "When was that", he asked, and when I told him he said, "Oh, that wasn't me, my X.O. had control at that time".

Years later I discussed this exercise with Ken Summers and he insisted that it

took place in Iroquois and not St. Laurent and hinted that my memory was fading with age. Finally, the last time I spoke to him he agreed that it was indeed in the Sally during his Operations Officers Course Sea Phase. "But", he added, "I have been telling people for years that it was in Iroquois". Unfortunately, I never had the same success with the VDS SQS 505 during the 2 years that I commanded the Iroquois.

[Editor's Note: Parts Two and Three of Jake's memories will appear in subsequent Soundings editions.] **S**

## From Sub-Lieutenant Down - Part 16

By Ted White



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

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







*What peaceful hours I once enjoyed  
How sweet their memory still  
But they have left an aching void  
The world can never fill.*  
William Cowper 1731-1800

Do I remember? Herein are scattered vignettes as I climb the steps to the bleachers to watch the rest of the world in motion. The memories are flooding in....



First.... Our neighbour at the lake, Harold 'Baldy' Cotton, chief scout for the Boston Bruins, of CBC 'Hot-Stove League' fame (Court Benson, Wes McNight, Elmer Ferguson of the Montreal Star,) during 'Hockey Night in Canada broadcasts with Foster Hewitt.' He called me over to deliver a message for my parents.

It was a telegram which read, "The Minister of National Defence wishes to advise you that you have been selected to attend HMCS Royal Roads for the academic year 1952-53." I don't believe I touched the ground for 48 hours.

On the long train ride to Vancouver a future class mate determined enroute that we could introduce ourselves to later boarding classmates across the country that he and I were Seniors going back to Roads to train the new recruits. This got us a few free beer before we were identified as 'one of them' Upon arrival in Vancouver we were directed to the CP docks and joined a group of future class-mates. We boarded a Tribal-

Class destroyer for the trip to Victoria. Everyone on board was generous and kindly. But then we arrived in Victoria Wham! We were thrown into a crowded open tractor-trailer for the trip to Royal Roads, where were met by yelling, unruly, foul-mouthed 'off-their-rocker' Senior Cadet Officers.

From that moment we ran everywhere. It was a great two years. We were also an unruly, bolshy bunch, led by a future CDS. I remember one cadet switching his boots with mine, which I polished to mirror finish for Sunday Wing Parade. He recovered his during the night and gave me back mine. I was put on charge -- 40 push-ups in the steam room and 25 circles of running for unacceptable boots. I also remember lowering a fit cadet down a long rope through galley structured glass roof, to steal one of the Sunday Hams.

Second.... At the US Marine base Camp Pendleton near San Diego on a summer training visit. All cadets were taken out for 5-mile jog, wearing Stanfield upper jerseys and the world's worst fitting oversized shorts. We left the base under the leadership of the training officer, but when we returned to the main gate we were refused entry by Marine Gate Guards -- no one had ID, including Training Officer.

Third.... Promoted Midshipman which led to an East Coast appointment to 'Maggie' for training. We voyaged to South America/West Coast At Rio we divided into 3 watches for forced filler attendance at oversubscribed official receptions, organized by the Canadian legation. One A/SubLt. ends up at high-rise penthouse with wealthy business couple. He arrives AWOL just before sailing, dressed in Hawaiian shirt and shorts, carrying a dirty white summer uniform. A blonde lady in open 'Caddie' drops him off at garbage/gash brow - he's the hero of the Gunroom, but loses 6 month's seniority and 30 days stoppage (later rescinded) . He remarked how interesting, to look down on us during Sunday flight deck church parade whilst he held orange juice and champagne in his newly acquired Hawaiian outfit.







HMCS  
Magnificent

Fourth.... With others crossing Atlantic first class with Cunard. The ship stopped in Halifax enroute from New York. At the second sitting on the first night out I sat at the wrong table, only to be gushed over by the other guests. They had been told that the heir to Grace Line was to be their dinner mate. Unfortunately the Maitre D' whispered in my ear and escorted me to my proper 4 person table at the aft bulkhead. Upon arrival on Christmas eve at Liverpool, we caught the boat train to Euston Station in London, where we were shortly met by a CPO who directed us to Regent Palace, off Piccadilly. Breakfast was 16 Bob with 10 P extra if juice included. We moved to Buckingham Hotel on Cromwell Road, where we were subjected to a fake skit by Canadian with Brit accent, pretending to be Greenwich 2½ causing us to leave the hotel New Year's eve. We had to fight hard to get back in at 0200. From a barrow boy I had a cold Brit hot dog with first taste of over-indulged Brit hot mustard. I nearly entered the nearest hospital emergency.



Fifth.... Billy Butlin's Holiday Camp one weekend at Blackpool, Ugh!

Sixth.... With some marines, chartering 36-foot sloop 'Chanticlair', built 1929, for unsuccessful cruise to Grace Kelly's wedding. We made it to Channel Islands, St. Helier, then on to Portugal. I left relaxing crew to fly back to London to play a game with the Haringey Racers, then returned to a riverside bistro on the Seine, near Rouen, to wait for the crew to move upstream to pick me up. I had to tell the concierge to lighten up on the free 'le vin rouge' as by lunchtime I was unable to see across the river. The crew abandoned me, went south to Trouville at the invitation of 3 young ladies to stay at their parent's villa. The crew took a vote to abandon me as they believed I would do the same. One Marine cost us the anchor and cable as he chucked the lot over the side, without securing inboard.

Seventh.... Back in Blighty, my ex-US Army Willys jeep called Jesse motoring backwards 12 miles on 2 cylinders with a load of 7 squadron mates out of Lee-on-Solent, at 0400. Jesse could not negotiate Portsdown Hill outside of 'Pompey'.

Eighth..... A visit to Dublin. I became a guest of a 'boot-neck' whose Dad was medical Colonel in the Irish Army. By wearing a white Easter lily in the Army mess, I had unknowingly I had contributed to the IRA.

Ninth.... I remember taking the WREN's rum-stained skirt to the cleaners, but this drama got larger, involving two Hall Porters at two stations. Meanwhile my reputation was being blown out of proportion as I had only offered to deposit the item to a dry cleaning five-day 'Express' establishment, but as I transferred to Lee-on-Solent, near Portsmouth, I forgot about the obligation to inform the owner where it had been sent. I am only halfway up the steps to the 'bleachers' where one of my present classmates informs me to keep climbing, as "Ted! You have no power; you are out of the loop!" I'll conclude with Part 17 later.





## ALS Walk D'Feet – Saturday, June 18th, 2011

By Fred Herrndorf

This year the Amyotrophic Lateral Sclerosis Society of Ontario (Champlain Region) is again organizing the **ALS Walk the D'Feet**. This will be the eleventh time this event is held in Ottawa. The Walk will start again this year from the Canadian War Museum at 1 Vimy Place along the Park Way (5Km) and back. Participants will be registering in the Barney Danson Theatre at 10:00 in the Canadian War Museum and the Walk D'Feet will start at 1100.

Everyone is encouraged to participate in this worthy cause as the number of patients with ALS in Ottawa increased significantly over the last year. Those willing to participate please contact Fred Herrndorf Tel: (613)226-2964.

This year NOAC Ottawa will participate in memory of two of its own, Helen Brown, the late wife of Colin Brown and Gordon Moyer. We shall not forget!

Last year **Allan and Pat Brookbank, Pat Barnhouse, Jim Carruthers, Cliff Chaulk, Len Forrest, Jake Freill, Andy Geddes, Stan Hopkins, Ken Lait, Bud Maclean, Ron Mace, Chip Milsom, Bill Mercer, David Moilliet, John Nash, Tim Porter, Paul Roquet, Bill Van and Gene Webber** sponsored **Elizabeth and Fred Herrndorf** to participate in the Walk.

One thousand participants and their friends and families including then Mayor O'Brien raised \$185,000 for ALS Research and Patient Care. Bravo Zulu to the Ottawa Branch Members for their continued support, totalling \$425.00. **S**

## Guest Speakers



Vice-Admiral Dean McFadden, CMS



Commodore Dan Sing



Lieutenant-Commander  
Alain Sauvé





## Remember

By Pat Barnhouse

### Active Members

**Gordon Lewis EDWARDS**, Rear Admiral, CMM, CD\*\*\*, RCN(Ret'd). In Halifax 01/03/11 at 80.

**Douglas Bennett PAYNE**, Lieutenant Commander(S), CD, RCN(Ret'd). In Ottawa 31/12/10 at 86.

**Ronald George WADE**, Lieutenant Commander(E)(A/E), RN(Ret'd). In Ottawa 12/01/11 at 79.

**Robert Andrew Christopher WHYTE**, Lieutenant Commander(P&RT), CD\*\*, RCN(Ret'd). In Ottawa 21/12/10 at 81.

### Others Known to Members

**John Henault BEEMAN**, Lieutenant Commander(O)(P), GM, MiD, CD, RCN(Ret'd). In Ottawa 21/12/10 at 87..

**Milan Detief EGRMAJER**, Lieutenant(N)(Ret'd). Off Honduras 02/12/10 at 58.

**David Storm FARISH**, Lieutenant, RCNVR(Ret'd). In Ottawa 27/10/10 at 86.

**Charles Gordon FISH**, Lieutenant Commander(L), CD\*\*, RCN(Ret'd). In Ottawa 26/11/10 at 81.

**Robert Barclay HUTTON**, Lieutenant, RCNVR(Ret'd). In Ottawa 13/02/11 at 91.

**Helen Irene LAVALLEY (nee McCracken)**, Nursing Sister, RCN(Ret'd). In Qualicum Beach, BC 21/12/10 at 94.

**Brian Thomas LYNCH**, Lieutenant, RCNVR(Ret'd). In Ottawa 10/12/10 at 88.

**Peter Richard MacGIBBON**, Sub Lieutenant, RCNVR(Ret'd). In Ottawa at 86.

**John McBAIN**, Lieutenant Commander(Ret'd). In Ottawa 09/11/10.

**Donald David McCLURE**, Rear Admiral, CD\*, RCN(Ret'd). Former member, in Ottawa 19/02/11 at 95.

**George Neville Campbell RIVINGTON**, Electrical Lieutenant(R), RCNVR(Ret'd). In Ottawa 14/02/11 at 90.

**Eugene John SHEEDY**, Lieutenant Commander, RCNVR(Ret'd). In Ottawa 06/10/10 at 93.







## Your Personal Summary of Important Documents, Etc.... A check-Off List

By Denny Boyle

Here's a very useful check-off list for all of us, no matter what background, family status or age. That is, it applies to everyone, not just those of us in our dotage. I recommend we all have a completed check-off list available to our Next-of-Kin or Executor. It should be updated regularly.

If you want a separate WORD version, contact me at drboy@sympatico.ca. I also have other material that will be of interest to you.

Bereavement help is available from the "Administrative Assistance to Recently Bereaved Members Committee" of the Federal Superannuates National Association at (613) 737-2199.

Start with...

Member's S.I.N.:

Spouse's S.I.N.:

### **Your Bank Account(s):** (Location & Ph. No.)

#### a. Personal Joint Chequing Account (PCA) No.

- current PCA cheque book located (where)
- spare cheque books, old cheque books and recent statements are (where)

#### b. Member's Savings Account No.

- purpose/use of this account
- passbook and cheques located (where)

#### c. Any line of credit Accounts:

- purpose/use of account
- statement and records are where

#### d. Spouse's Savings Account No.

- purpose/use of this account
- current cheque book is where.
- spare cheque books, old cheque record books, statements are where.

### **Safety Deposit Box (SDB):**

- Member & Spouse jointly with either having access,
- Box No. at which Bank

- keys No .... located where.
- agreement filed where.

### **Wills & Powers of Attorney (details listed separately for both):**

- Executor is ... and seconder is ...
- lawyer is ...
- Address and Phone No(s).
- originals held by (where) ... and notarized copies where
- brief description of the content (intent) of each will and Power of Attorney.

### **Life Insurance:**

#### a. Public Service Supplementary Death Benefit (Inquiries: Ph. (613) 995-8741)

- Who is covered
  - Details of coverage and payment
  - Files and Records (where)

#### b. SISIP/CAR (Inquiries: Maritime Life Insurance Co. Ph. 1-800-565-0701)

- Policy No. XXX, Member No....
- Who is covered
- Details of coverage and payment,
- Files and Records (where)

#### c. CAA member's insurance – see file, where

- Who is covered
- Details of coverage and payment

#### c. Other insurance – see file where

- Name of Company, Agent, Contacts and Policy No(s).
- Who is covered
- Details of coverage and payment
- Files and Records (where)

### **Health Care:** (see file folder - where)

- Public Service Health Care Plan, No.
- Who is covered
- Details of coverage and payment

### **Dental Care:** (see file folder - where)

- Public Service Health Care Plan, No.
- Who is covered
- Details of coverage and payment

### **Service Pension:** (see file folder where)

- Pension No. ... (Inquiries: Ph. (613) 952-9933)







- pension slips filed where
- pension amount halved to Spouse on death of Member
- amount is indexed every January

**Canada Pension Plan:** (Inquiries Ph. 1-800-277-9914)

- see file folder – where
- Who is covered
- Details of coverage and payment
- payment amount is indexed every January
- there is a monthly survivor amount on death of Member (65% of total)
- if prior death of Spouse, all reverts to Member

**Old Age Security** (Inquiries Ph. 1-800-277-9914)

- see file folder – where
- Who is covered
- Details of coverage and payment
- amounts are indexed quarterly

**Investments, or income generating assets:**

- list each investment held jointly and separately
- where its records are held, and
- details of each, including as a minimum:
  - managed by whom,
  - date of purchase,
  - up to date ACB, and
  - record of amount and type of return, (income).

**Other Assets, (which should be listed for probate purposes):**

- list each investment held jointly and separately and where its record is held.
- details of each, including as a minimum:
  - managed by whom,
  - date, price and other details of purchase,
  - details of insurance policies if applicable,
  - date, price and other details of capital improvements since purchase, and
  - details of 1994 Capital Gain Crystallization, if applicable.

**Income Taxes:**

- past returns, and supporting documents – where are they?
- current charitable donations and medical receipts and other records where are they?

- other documents currently being processed may be found where.

**Birth & Marriage Certificates:**

- originals and notarized copies found where

**Passports:**

- where

**House(s), Condo(s), Cottage(s):**

- Address and Phone No. of each,
- details of ownership - where held,
- deeds and de-registration of mortgages – where,
- property taxes, records and how paid - file folder where,
- routine maintenance and upkeep costs and where records and supporting documentation are held,
- location of all keys,
- access codes if applicable, and
- list of other persons having access to each.

**Credit and Bank Access Cards:**

- list type and details of each card held by Member and Spouse, and
- location of invoices and records of payment.

**Associations/Memberships and their phone numbers and publication:**

- For both Member and Spouse,
- For Member, and
- For Spouse

**Subscriptions to newspapers, magazines etc:**

**Physicians and Dentists (names, locations, contacts):**

- For both Member and Spouse,

**Funerals and Burials (details of locations, prepayment details, arrangements, etc.)**

- For both Member and Spouse

...and anything else that would help your family cope in time of loss. **S**





## The Russians are Coming....

By Richard Archer

In 1996, for both me and my wife Marilyn, a number of life forces came together and intermingled. That year both our daughters graduated from Carleton University, one with a master's degree, the other with an undergraduate degree. And even though I was already in the 36<sup>th</sup> year of my naval career (I had joined the Venture program just after my 17<sup>th</sup> birthday), I was offered a golden handshake under the Force Reduction Program to leave the service "early". Monetarily beneficial and fine by me.

At the time, I was on arguably my last posting anyway, with one year to go as a staff officer on the International Military Staff (the military staff reporting to the Chairman of the Military Committee) at NATO HQ, Brussels. Among other jobs, I was the IMS representative to the NATO Naval Armaments Group (NNAG) and its various naval information exchange groups under the alliance's Conference of National Armaments Directors (the Canadian rep on CNAD is ADM(Mat)). With the process for my release already started, out of the blue I was approached by retired Italian Navy Captain Arcangelo Simi, who led the Naval Armaments Section in the International Staff (the civilian staff reporting to the Secretary General). The Naval Section ran NNAG. He wanted me to apply for a staff position in the section that was just becoming vacant. Apparently, my IMS boss's boss, an Italian air force general having the wonderful name of Ferrari, had put in a good word for me. The upshot was that in the autumn of 1996 I won the international competition for the position, and started work in January 1997. Basically the job was to facilitate naval armaments collaboration amongst NATO nations.

The Naval Section wasn't big. Under Capt Simi we were two staff officers and a Scottish lady, Sybil Beaton, as secretary. My staff colleague was a retired German Navy commander by the name of Edi Dransfeld. Between us we divided up the naval world. While Dransfeld looked after the international groups addressing above-water,

anti-submarine, maritime air and electronic warfare, I had under my wing everything else. This included Naval Group 3 on Mine Warfare, Naval Group 5 on Tactical Control and Data Handling, Naval Group 6 on Ship Design, Special Working Group 10 on Electromagnetic Compatibility, Special Working Group 12 on Maritime Environmental Protection, Project Group 38 on Submarine Rescue, and three sub-groups addressing the particulars of naval, air force and army Nuclear, Biological and Chemical Warfare. The main Naval Groups also had a number of sub-groups that met separately to address narrower areas of endeavour. One such sub-group under NG/6, for example, led the world in the software characterization of the interaction between a ship in a seaway and an aircraft or UAV trying to land on the pitching deck. They found a way, called a "run-time integrator", to amalgamate the differing software programs each nation had for characterizing the sea states, their ship classes and various air vehicles. I heard that the Joint Strike fighter project adopted the sub-group's software integration tool in its own development program.

All such NNAG groups had originally been called "information exchange", but when I joined the section NNAG was well on the way toward each group doing something substantive and collaborative together beyond mere info sharing, to push the boundaries of technologies. The names had been changed to "Naval Group", and Naval Group 3, for example, was vigorously pushing the envelope in the use of automated underwater vehicles in mine warfare. I hear that the NNAG bodies are now called "Maritime Capability Groups".

A major factor at the time was NATO's move to make friends with other nations in Europe, not only neutral nations but particularly those that had been in the Soviet sphere. The program was called (and perhaps still is) Partnership for Peace (PFP). While Dransfeld and his groups resisted PFP participation in their meetings and work until several years later, I embarked on a concerted effort to invite PFP representatives to all "my" meetings. This was even the case for Naval Group 5 on Tactical Control and





Data Handling, where the Swedes and Finns became major contributors to the advancement of ideas and technology. I also welcomed Australia into a few groups.



NATO HQ Main Entrance

About this time we also started getting feelers from the Russian Federation. They had heard about NNAG's Project Group 38 on Submarine Rescue, which was moving smartly towards the international development of replacement submersible rescue vehicles, the ones that a rescue mother ship would launch to a submarine in distress to recover the crew. The PG/38 intent was also to set up a multinational coordination centre, including such nations as the Australians, Japanese and South Koreans, for handling world-wide submarine distress incidents. Yet another initiative was to compile a list of both military and civilian ships around the world that could act as a "vessel of opportunity" for mother ship duties close to the scene of the submarine distress.

PG/38 was chaired by the RN's submarine rescue project director, a commander. A meeting with a Russian delegation was arranged, and in due course the delegation arrived led by two senior admirals. This was only a preliminary feeling-out meeting, but at the end of the day the RN commander put together a brief

summary of what had been agreed. He signed it with a flourish and then passed it to the senior Russian, who had to admit, "I am not authorized to sign this document".

Do you remember being told in your junior officer training that a big difference between western and Soviet navies was in their rules of engagement? While western commanders could do anything justified as long as they weren't specifically forbidden to do so, the Soviets commanders *couldn't* do anything unless they had received related instructions from higher authority. Well it seemed that this practice was still in place, and throughout my interaction with the

Russians it remained a consideration. Such were the delays in getting back to me for preparations for meetings that I came to believe the Russian delegation had to first bounce the issue off senior authorities in Moscow, especially during the sour relations arising from the Kosovo bombing episode. I had the conceit that I was keeping Vladimir Putin up late at night.

In any case, I had regular Russian participation in NG/6 on Ship Design (even through the 1999 Kosovo bombing campaign, when NATO-Russia relations were nominally severed) and they appreciated the way I arranged separate Russian language interpretation at all meetings. They came from the Russian state enterprise for submarine design in Saint Petersburg (something like a crown corporation). Over the course of a couple of meetings it gradually became clear the Russians were in the process of designing a new submarine rescue mothership, and were looking to western navies for assistance and possible collaboration. NG/6 was chaired by a USN captain, who worked at their major ship design research institute, the Naval Surface







Warfare Center's Carderock Division, under the USN Sea Systems Command. Initially he wasn't used to dealing with submarine-related issues, and of course, NG/6 being the largest of the lot, submarine rescue motherships was only one of a multitude of avenues of endeavour for the group.

But it all came to a head on August 12<sup>th</sup> 2000, when the Russian submarine *Kursk* sank with all hands in the Barents Sea. The RN commander who was chair of PG/38 led a British expedition to help. The RN chartered a suitable Norwegian vessel in a northern Norwegian port and then flew the RN's rescue vehicle, the LR5, and its ancillary equipment there. They got to the scene of the *Kursk* sinking but too late.



Kursk

In the NNAG groups it was customary for individual nations to periodically host meetings on home turf. The French invited NG/6 to Toulon for a visit to their research facilities, for example. In November 2001 the Russian NG/6 delegation invited the group to Saint Petersburg. At this time, a lead staff officer in the IMS was another RN commander and submariner, a Scot named

John Stanley-White, who participated in most NNAG meetings, like NG/6.

in Russia the Archers and Stanley-Whites teamed up, and I could write a whole separate article on the Saint Petersburg adventure. We arrived on a Saturday and stayed at the submarine research institute's own 4-star *Hotel Neptun* (then managed by Best Western). The meeting was on Monday and Tuesday and on Sunday the four of us did a whirlwind tour of all the sights, including a rapid passage of the Hermitage Museum (hey there's a Van Gogh, hey there's a Da Vinci, hey there's a Rubens, and so on) but where we marvelled at the decor and architecture as much as the art displays. I know this run-through sounds crass, but that one day of opportunity we also wanted

to visit the Peter and Paul Fortress and the Naval Museum, among other sights. We even had high tea from a samovar in the Astoria Hotel, the one that Adolf Hitler declared would be his HQ when the time came to victoriously enter Leningrad. Marilyn was later treated to a guided tour by one of the Russian wives. One stop was at the Saint Nicholas Cathedral, which is the naval garrison church in the city. But they couldn't go in because a commemoration service for the lost sailors of the *Kursk* was being held.

The actual meetings went as expected and we moved the files along satisfactorily. A highlight was

a limitless vodka-fuelled lunch, full of bonhomie and a multiplicity of toasts on every subject.

In 2002 NATO and the Russian Federation signed a cooperation agreement and formed the NATO-Russia Council, separate from PfP (which the Russians didn't wish to be associated with). Their intent was to have equal, bilateral status with NATO as an entity, and I guess at the higher level meetings this was the case. But of course in







meetings at the NNAG level, Russia would just be another nation, with a voice and a vote equivalent to that of Belgium or Poland or even Latvia. It took them a while to get used to this. And they often looked taken aback by how “junior” many of the movers and shakers in NATO HQ were, and how much power and authority they had...like me.

Initially, the Russian authorities appointed an air force colonel to be the liaison officer with NATO. We all knew that he was from the military intelligence branch, GRU, but that was okay. When NATO brought in a few Russian speakers to help handle the Russia file, they tended to be spooks as well.

A problem was that the Russian colonel had to operate out of an office in the Russian embassy downtown, and he wasn't cleared to get past the security checkpoints in the NATO building. So I had to set up meetings in the NATO cafeteria. Later he was replaced by a naval captain, also GRU, whose last posting had been to Tunisia. So his French was better than his English, and our discussions often occurred in the former.

Between Stanley-White and myself, we knew that we needed a stronger understanding and mandate concerning cooperation in submarine rescue, and so together and in consultation with the Russians we drew up what came to be called the NATO-Russia Framework Agreement on Submarine Crew Escape and Rescue. This document was officially agreed by the NATO-Russia Council in May 2003.

In this regard, we encouraged the Russians to participate actively in the NATO Submarine Escape and Rescue Working Group (NSERWG) in the NATO Standardization Agency. The NSERWG met twice yearly to pursue widely accepted standards in such things as escape hatch docking rings. But despite our recommendations, the Russians stayed away from that group.

As NG/6 meetings progressed, the Russian NG/6 delegation, now led by a couple of navy captains, whom I grew to know well, were getting more and more involved in the many other avenues of NG/6

endeavour, but submarine rescue was not a subject that the NATO and PfP naval architects around the table had thought much about. Even so, I kept the subject of submarine rescue motherships on the agenda, and everyone learned a lot about the subject. I confess I was anxious to make the Russian participation in NG/6 useful to them, and I chatted up the US chair of the group to see how we could accommodate some substantive work. I also arranged for the NNAG chair, a Danish admiral, to brief CNAD on the subject.



Saint Nicholas Cathedral in Saint Petersburg  
– the Sailor's Church

To NG/6 I proposed that the group engage the NATO Industrial Advisory Group (NIAG), who had an office across the hall from me. NIAG was a loose connection of major defence industry companies whose mandate was to advise the Assistant Secretary General for Defence Investment (our division honcho, chair of CNAD and Simi's boss's boss) on the industrial implications of the division's initiatives. NIAG also had a budget to do studies, and did quite a few while I was there, many for my groups.

I asked for five minutes at the next NSERWG meeting, to bring the submarine rescue standardization authority up to speed, as well as to get a more-or-less green light to proceed. I ended up putting in an





hour and a half at the meeting. The chair, an RN naval captain this time, complained that NG/6 was treading on NSERWG's turf...and why weren't the Russians coming to *their* meeting? My argument was that as far as NSWERG was concerned, the Russians *weren't* coming, and that the NATO naval architect community was proposing to do some work to *complement* that of NSERWG...and the WG should look upon NG/6 as a very useful naval architecture resource. I received a grudging go ahead. But I didn't tell them that even if the NSERWG had balked, I would still have proceeded with the NG/6 study....

I briefed NIAG on the idea that they should study the specifications for the interfaces between the mothership and the submersible rescue vessels to determine where some standardization could occur. The specifications for foreign systems would be known and accommodated to the extent possible in emerging mothership designs. The ultimate object would be to be able to fit any nation's rescue vessel on any other nation's mother ship. I also made the point to NIAG that at least one of the cooperating industrial shipbuilding concerns in the study should be from Russia, a new idea for NIAG. After some negotiations and convincing, NIAG agreed to pursue such a study with Russian industrial participation for NG/6.

All this was of course going on while I was doing similar things for my other groups – a busy time making sure that all groups were undertaking substantive work and that NNAG was getting its money's worth. But in addition, the Naval Section, indeed all of the Defence Investment Division, was in turmoil. In 2001 the Clinton-appointed ASG for Defence Investment had been replaced in 2001 soon after 911 by someone more to the liking of George Bush. The new ASG had his marching orders, and they were to get the NATO armaments community away from business-as-usual and support the war on terrorism. This was fine except NATO soon became a two-speed alliance. While one nation, the US, was at war and forged full speed ahead on anti-terrorism, all the other nations were more inclined to pursue that

business-as usual, which included due emphasis on other lines of endeavour.

This was most evident in CNAD, where the ASG got the nations around the table to agree to the emphasis on anti-terrorism, but this did not have much if any impact on groups like NNAG. There was, of course, a huge disconnect between CNAD and its nominal groups like NNAG, in that in their national capitals CNAD members were the *materiel* folks like ADM(Mat), while the NNAG and similar groups were the *requirements* folks, who didn't have any national chain of command to authorities like ADM(Mat). When I queried group members, they hadn't even heard of the CNAD initiative.

This came to a head when the ASG made a move to refocus the CNAD onto "more important" activities such as IED detection and destruction. He cast around for a CNAD activity to cancel and came up with submarine rescue, which he characterized as passé business-as-usual. That is, he wanted to disband PG/38, which was then in the last stages of the development of a tri-national collaborative project to replace existing submersible rescue vehicles with a common design.

As soon as I heard about the ASG's move, I surreptitiously telephoned the PG/38 chair and the lead OPIs in the other two nations. The end result was that the ASG's initiative was decisively killed in the next CNAD meeting. Phew!

But that wasn't all. The ASG was bent on reforming the Division to make it joint and more responsive to emerging requirements, particularly the war on terror. He wanted to replace dinosaurs like Simi, Dransfeld and myself with much younger (and presumably more malleable) staff. Simi was let go, but Dransfeld and I stayed on in the expectation that we were in any case close to reaching NATO HQ CRA at age 65. For me that was actually four years hence, but I'd had enough. I submitted my resignation in 2004.

It wasn't that much later when at home in Ottawa I received a phone call from the US Chair of NG/6 – the NIAG study had been a success. **S**





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**Membership Directory**

A Directory is enclosed with each autumn 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, **Eric Deslauriers** 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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