



SOUNDINGS

**PATRON H.R.H. THE PRINCE PHILIP
DUKE OF EDINBURGH**

THE NAVAL ASSOCIATION OF CANADA - OTTAWA
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.)

48.01

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

May 2012



La Revenante, representing craft used in the War of 1812, sails past Royal Military College, Kingston. See the article on the Colonial Sailor Program and commemoration of the 100th anniversary of the war starting on page 9.

National AGM and Naval Conference May 31ST - June 3rd, 2012
Hosted by NAC-Ottawa. www.navalassoc.ca. See Page 10.





From the President

By Jim Carruthers



You will be relieved to find out that this report will be short – as our esteemed editor has mentioned my last missive was a bit long, and you are no doubt up to date as a result of my incessant emails.

Our Monday evening meeting program is at an end for this year. May is our annual AGM and we will not have a June meeting due to the National Conference and AGM. I hope you will agree we have had some excellent speakers this year with the highlight being VAdm Paul Maddison. Because of our location we enjoy access to the very best. Please take a moment to think about next year's program and let Eric Deslauriers know.

Membership has been growing under the leadership of Rich Gimblett and is becoming more broadly-based with the number of serving members increasing and the first of what we hope is a growing number of NCMs joining in to support our Navy. Nationally NAC continues to decline so Ottawa is the bright spot and a beacon to other Branches as they look at how to reverse the direction of the downward curve. We need members to do everything possible to get the word out that NAC membership not only helps support the RCN but pays back several times over through monthly speaker nights and social events.

Work continues in developing both Branch and National Naval Affairs organizations. Ken Bowering, who is our Branch Director, has an article in this issue and our editor is the National Director. Richard is putting together a Canada wide group to support our naval affairs efforts. If you are interested in getting involved please let one of us know.

Denny Boyle continues to toil in the engine room of Member Support. Denny has

put a tremendous amount of work into getting things established but now is the time to turn over the watch. In addition to replacing Denny as Director there is a continuing need for individuals to help in each case so please let us know if you are interested in getting involved

Thank you to those who have encouraged their employers to sign on as sponsors of our 1st of June conference. The conference has attracted unprecedented corporate support, helping us keep costs down and perhaps yielding a surplus which will provide some of the funding we need to expand our naval affairs efforts in support of the Navy. We continue to discuss how we can bring companies on board as members, and would appreciate hearing your ideas in this regard. Meanwhile we have had an increase in membership with retired naval types now employed by local firms joining as individual members.

As you can see from our great new website created and maintained by Bob Bush, the AGM & Conference development is going great thanks to all those who have worked so hard, especially Tom DeWolf. Tom needs volunteers to help with registration and welcoming – please give Tom a few hours of your time to help make sure our visitors get help on 'game day'.



As I asked in my last column – how are we doing? Naval types always have an opinion, so let us know what is going well and what needs to be improved. We are all working

towards the same goal of supporting our Navy while maintaining the camaraderie we all enjoy – how can we improve both?

I am sure you all join me in thanking our Board who have worked hard all year to improve our Branch while tackling development of what will be a signature event in support of our Navy and members – the 1st of June conference. **S**





Strategic Trust and Cooperation

Address to the US Naval War College-Part One

By VAdm Paul A. Maddison, CRCN.

Also published in the NWC Review.



Let me begin by stating how much I appreciate this opportunity to return so soon to Newport after last fall's International Seapower symposium. On that occasion, I was asked by our host, Admiral Jon Greenert, to provide a Canadian perspective on common challenges our navies face in the world's oceans, in what the great American naval strategist Alfred Thayer Mahan, writing from a desk only a few hundred metres from here, described as "a wide common, over which men may pass in all directions."

On my return today to this very same lecture hall, it is only fitting for me to begin by acknowledging the superb role played by this Naval War College in cultivating a capacity for critical thinking that has marked its graduates and has marked you since Stephen B. Luce convinced a reluctant Navy Department to establish the College in 1884, thereby laying what we would recognize today as the modern foundations for the professional study of war in the United States Navy.

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It was this foundation—revised and renewed over decades, but always reaffirmed—that prepared the United States Navy for its highly successful transformation during the Second World War around naval aviation, amphibious operations, and integrated seaborne naval logistics, and which more recently has contributed so deeply to the development of the "Cooperative Strategy for 21st Century Seapower" and the Air-Sea Battle operational concept. In keeping with this theme of successful anticipatory transformation, my remarks this morning will begin by looking at how naval operations are likely to evolve in this increasingly maritime twenty-first century.

I wish as well to acknowledge the central role that the Naval War College has played in nurturing what I call "strategic trust"—that sense of cooperation and confidence that permits naval leaders to see past issues that may divide us as the instruments of national policy that our navies must always be, to work together on issues of common interest, which in this globalized era have become crucial to our collective prosperity and security.

Strategic trust begins, of course, in the relationships that are created among leaders themselves, and few institutions anywhere can match the record of the Naval War College for bringing together successive generations of future international leaders with their shipmates in the American services, ever since Admiral Arleigh Burke began the international program in 1956. The record of that program speaks volumes. As of June 2011, the senior and junior international courses have produced about 1,909 and two thousand alumni, respectively, of which 1,271 have risen to flag rank, 331 of whom have become chiefs of navy, including thirty-one that are serving in that capacity today—for example, my friends Admiral Gonzalez of Chile and Admiral Vera of India.

In keeping with this theme of strategic trust, I will, in the latter half of my remarks, lay out for you an imperative for strategic cooperation.

But first, permit me to offer you a personal perspective on what we may expect





to confront during operations in the coming decades both at sea and ashore. While the underlying and very human nature of conflict will not change, the means of warfare will certainly continue to evolve both ashore and at sea. Over the past twenty years, operations ashore have been conducted against adversaries who have learned with increasing effectiveness to blend all forms of violence—ranging from the purely criminal through the irregular to the conventional—to political purpose, while using superior knowledge of their local physical, social, and cultural terrains to fight from a position of maximum relative advantage.

Such adversaries have not yet mastered the maritime domain to the extent required to challenge modern navies. However, the trend toward improved capabilities and competence at sea is clearly evident in some notable recent successes: the suicide attack on USS *Cole* in 2000; the attack by al-Qaeda on the French oil tanker *Limburg* in 2002; Hezbollah's attack on the Israeli corvette *Hanit* using a variant of the Silkworm anti-ship missile in 2006; and terrorist attacks launched at Mumbai, in 2008, from the sea.

In addition, certain states have already demonstrated the capacity to orchestrate the actions of maritime non-state actors as a means of leveraging their own conventional and asymmetric capabilities. Given the disruptive synergies involved in using such proxies and the perceived benefits of plausible deniability, these states may continue to see strong incentives to improve their irregular maritime forces.

Accordingly, we must be prepared now and as part of future coalitions to be confronted both at sea and ashore by a wider range of potential threats and challenges than we have ever dealt with before, in addition to the ever-latent but rising potential of state-on-state conflict at sea that has been our traditional focus in naval warfare.

Such operations will take place in a highly complex, politically ambiguous, and legally constrained environment, more often than not in that relatively narrow zone astride the world's coastlines where the vast

majority of humanity resides—in the littorals—where the consequences of massive social change and disruption are already beginning to play out, as we are witnessing today in the Middle East and elsewhere. The contested littorals are where the future sea-land-air-special operations joint force must be prepared not only to counter only irregular or state-centred threats and challenges but to confront both at the same time.

Across the width and depth of a littoral theatre, joint and combined forces ashore will be engaged, often simultaneously, in operations designed not only to defeat our adversaries but also to favourably influence populations and protect them, while also creating the conditions for other agencies and partners to restore civil services and governance.

Given how closely coupled the actions of a joint force will be in the littoral context, naval forces in the future, including Canada's, are likely to play a much greater role in supporting these influence, combat, and stability operations ashore.

I foresee, for example, that a far greater emphasis will need to be directed toward influence activities prior to the onset of combat operations, as well as during them. Indeed, such activities, which some have termed "the battle of the strategic narrative," will be central to all future campaigning—essential not only for the purposes of isolating the adversary in political, economic, and military terms but also for establishing and maintaining the legitimacy of intervention among the domestic and international communities, as well as with populations within the theatre of operations. Maritime forces will play a key role in such diplomatic and influence activities; not only in supporting forces ashore but also through the finely calibrated supportive and deterrent effects they create by their operational manoeuvre offshore.

The complex and dynamic interrelationships between influence, combat, and stabilization activities may lead to new and more adaptive approaches to campaign planning, as well as more flexible command organizations at the tactical and





operational levels both at sea and ashore. Fighting forces themselves will undoubtedly become much more extensively networked to meet the demands of a highly cluttered, confused, complex, and legally constrained battle space.

Such trends are likely to increase the role played by maritime forces—and not solely those of the major naval powers—in contributing to combat operations ashore. Such contributions include the insertion, support, sustainment, and extraction of special operations forces; joint intelligence, surveillance, and reconnaissance preparations from the sea; the provision of joint and tactical maritime supporting fires from the sea; and the protection of forces and populations ashore from an extension of a naval formation's force-level defensive capabilities.

All of these joint actions will be greatly enhanced by the ability of maritime forces to manoeuvre operationally once sea control is achieved—that is to say, to use their inherent mobility for strategic and operational as well as tactical advantage—by placing an adversary's forces at risk along exposed flanks and using deception to present operational dilemmas to the adversary.

Finally, the logic of joint sea basing is likely to become more compelling in an increasingly urbanized littoral environment, as ways are sought to reduce a joint and combined force's footprint ashore and its associated force-protection liabilities. This will also require such sea bases to be defended in depth from adversaries at sea and attacks launched from ashore.

Few joint campaigns are likely to be possible without achieving sea control—that ability to control events deriving from a capacity for decisive action on, above, and below the surface of the sea.

Achieving sea control in a contested littoral will require extensive intelligence preparations at the strategic and operational levels, as well as detailed and ongoing environmental analysis to predict and compensate for the complex atmospheric, topographic, and hydrographic effects upon maritime weapons and sensors, whose performance in coming decades will need to

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be substantially improved to deal with clutter and background noise from human activity that is orders of magnitude greater inshore than far at sea.

Future maritime adversaries will attempt to exploit their initial advantage of local knowledge by challenging maritime forces with a range of conventional, irregular, and high-end asymmetric threats. Such adversaries will initially seek to avoid engaging the maritime force to its strengths, working all levers at their disposal to deny access indirectly through political action or popular will. Mines and submarines will certainly remain their most effective means for delaying or denying access to a joint force, given the significant resources and level of effort required to address these particular threats.

In more openly hostile situations, the enemy may launch “swarming” attacks, using relatively unsophisticated but very fast and highly manoeuvrable speedboats in large numbers, armed with optically sighted hand-held weapons. Others will employ shore-based rocket artillery, as we witnessed off Libya, and some—such as Hezbollah demonstrated in 2006—may have access to subsonic but capable anti-ship missiles that can be launched from commercial vehicles ashore.

An increasing number of adversaries in the future will be able to complement such capabilities with highly advanced weapons launched at sea and from ashore, including hypersonic anti-ship missiles and very fast, super-cavitating torpedoes. In addition to such “kinetic” weapons, some adversaries will have also developed advanced weapons that operate through their effects upon maritime sensors, as well as those that target key network nodes in physical or cyberspace to impair the performance of our battle networks.

Engagements may well be fought in proximity with an adversary's nonconventional, irregular, and asymmetric elements, as well as at range when an adversary attempts to bring high-end capabilities to bear. A sophisticated adversary will undoubtedly attempt both concurrently. Engagements may develop





suddenly and be conducted with intensity along multiple lines of attacks at sea and from ashore, followed by attempts to disengage into the littoral background.

In the face of such an adversary, maritime warfare will need to emphasize offensive action, enabled through extensive preparations to counter an adversary's expected actions; by thwarting how the adversary would prefer to fight; and by eliminating or neutralizing an adversary's capabilities before they can be brought into action. Maritime warfare will require fully integrated offensive and defensive joint action across all physical dimensions in the maritime domain—from the seabed to space—as well as full use of the electromagnetic and informational environments.

As a result, such operations will require far more than the bringing together of a coalition at the time of crisis. They will require ever-higher degrees of interoperability to effect a merging of allied and coalition maritime forces at the technical, tactical, and doctrinal levels, as well as a degree of understanding, confidence, and trust among warfare commanders that is achieved only through years of working closely with one another.

(The second half of Adm Maddison's address will be published as Part Two in the Fall 2012 Edition of Soundings.) S

RCN Capt(N) and Above Positions in the National Capital Region

By Rich Gimblett

(Under the NAC MOU with the Navy, NAC-Ottawa has a special responsibility for day-to-day liaison with the naval staff in NDHQ. Thus below is some useful intelligence from Rich Gimblett.)

Executive Suite

Commander RCN (CRCN) VAdm
Deputy Commander RCN (D/CRCN) RAdm
Naval Staff Chief of Staff (NS COS) Capt(N)
Special Advisor to CRCN (SA CRCN) Capt(N)
RCN Command Chief Petty Officer (RCN CCPO) CPO1

Maritime Strategic Management

Director General Maritime Strategic Management (DGMSM) Capt(N)
Director Maritime Strategic Communications (DMSC) Capt(N)

Maritime Force Development

Director General Maritime Force Development (DGMFD) Cmdre
Director Maritime Strategy (DMS) Capt(N)
Director Maritime Requirements (Sea) (DMRS) Capt(N)
Director Maritime Logistics (D MAR LOG) Capt(N)

Naval Personnel

Director General Naval Personnel (DGNP) Cmdre
Director Maritime Training and Education (DMTE) Capt(N)
Director Maritime Personnel (D MAR PERS) Capt(N)

Comptroller

Navy Comptroller (NCompt) Capt(N)

Other

Director General Maritime Equipment Program Management (DGMEPM) Cmdre
Chief of Staff Maritime Equipment Program Management (COS MEPM) Capt(N)
Director Maritime Ship Support (DMSS) Capt(N)

Soft Positions

There are additional NCR positions to the ones below that are currently held by Capt(N) and above; however, those other billets are not permanently occupied by RCN officers and are alternately held by Army and Air Force officers.

Membership Report

By Richard Gimblett

General. I am delighted to report a real upsurge in response to our re-branding, with some 40 new memberships having been taken out since last summer. With the relatively normal attrition due to calamity or





moving away, that means a net growth in our numbers from 313 in March 2011 to 329 as of 31 March 2012. There still is plenty of room in our good ship, and so I extend the challenge to every present member to bring out one new person this year.

Annual Dues for 2012. Annual dues are for the calendar year, and 2012 dues should have reached me by 31st December 2011. Your tax receipt is dated when the Treasurer receives your contribution forwarded from me. As of late-March 2012, approximately 30 members had not yet paid 2012 dues. **If you are amongst this number, now would be an excellent time to pay up!** I will shortly begin attempting to contact all those of you still in arrears. Dues remain unchanged for this year:

Local: \$80.00

Out-of-town: \$70.00 (Residing more than 40km from HMCS Bytown)

Serving Officers: \$45.00

Special Associate: \$45.00

Renewal. Besides normal Branch activity, membership includes delivery of *Starshell* and *Soundings*, and the Membership Directory. The **renewal form** can be found on the new web-site:

<http://www.navalassoc.ca/index.php/joining>

Mail to:

Membership Director
Naval Association of Canada - Ottawa
Box 505, Station B
Ottawa, ON
K1P 5P6 **S**

ALS Walk D'Feet – 16th June, 2012

By Fred Herrndorf

This year the ALS Society of Ontario (Champlain Region) is again organizing the ALS Walk the D'Feet. This will be the twelfth 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

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Walk D'Feet will start at 1100. Everyone is encouraged to participate in this worthy cause, 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 the NOAC Ottawa will participate in memory of two of its own, **Helen Brown**, the late wife of Colin Brown and **Gordon Moyer** and also dedicated to the daughter-in-law of Paul and Carol Godbout, **Sari Godbout**, who is currently fighting the ravages of ALS. We shall not forget!

Last year Allan and Pat Brookbank, Jim Cummings, Jeff Langevin, Len Forrest, John Nash, Tim Porter, Paul Roquet, Hewat Richardson and Jean Weber sponsored Elizabeth and Fred Herrndorf to participate in the Walk.

Eleven hundred participants and their friends and families raised \$129,141 for ALS Research (40%) and Patient Care (60%). Bravo Zulu to the Ottawa Branch Members for their continued support (\$230.00). **S**

Renewing a Friendship with Onagawa

By Peter Milsom

In March, 2011, the town and citizens of Onagawa, Japan were devastated by the Great East Japan Earthquake and tsunami. A message from VAdm Nigel Brodeur in August 2011 to Peter Milsom, President, Hampton Gray VC Chapter, Canadian Naval Air Group, (CNAG) introduced the Onagawa Relief Fund Drive by the Naval Officers Association of Vancouver Island (NOAVI) to provide financial relief to assist with recovery. Admiral Brodeur suggested that, given the special relationship between the Chapter's namesake, Lt Robert Hampton Gray, VC, DSC, MID, RCNVR, and Onagawa that the Chapter might wish to become involved. This relationship is detailed in the late Stu Soward's superb book "A Formidable Hero".

Lt. Gray's posthumous award of the Victoria Cross after sinking the Japanese destroyer *Amakusa* in Onagawa Bay and his other decorations made him the most highly





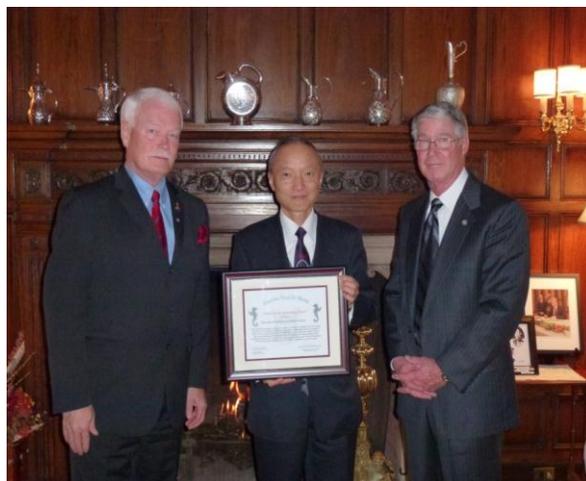
decorated Canadian Naval Officer of the Second World War. In a warm gesture of friendship, the citizens of Onagawa donated a beautiful site overlooking the bay and approved the erection of a monument to Hampton Gray provided by the province of BC, as Gray was a native of Nelson, BC. A close relationship has developed over the years between Canada and Onagawa and Canadian Navy ships visiting Japan have frequently sent representatives to visit the Gray monument. The Lions Club of Onagawa undertook to maintain the monuments in perpetuity. The monument, regrettably, was toppled in the March, 2011 earthquake and the bronze plate disappeared.

As the NOAVI fund drive ended 15th June, 2011, the Hampton Gray VC Chapter (HGVC) executive decided to initiate its own drive to generate relief funds for the recovery effort. This was strongly endorsed by the CNAG National Chairman, Paul Baiden and the initiative was focused on the HGVC fall social event in November at the Canada Aviation and Space Museum (CASM). In honour of the theme for the 2011 event, an invitation was extended to His Excellency Kaoru Ishikawa, the Ambassador of Japan to Canada. He also kindly agreed to provide an update on the status of the recovery in Onagawa to the attendees of the reception.

Highly regarded and with impressive credentials as a career diplomat, Ambassador Ishikawa proved to be a warm and personable participant in the event. Supported by the embassy's First Secretary, Mr. Atsuya Tanimoto, he provided a crisp, compassionate and informative report on Onagawa's recovery. Though he has a demanding schedule, His Excellency took the time to personally meet and speak with everyone attending. This very successful evening generated contributions from the members of HGVC Chapter and guests of slightly over \$2,000. The funds were presented to the Ambassador during a private function hosted by the Ambassador and his wife, Mrs. Masako Ishikawa at their residence, *Waterstone* in Rockcliffe.

With the kind assistance of the Embassy of Japan, a letter and money order were forwarded in January, 2012 to the Mayor of Onagawa, Miyagi Prefecture, Mr. Yoshiaki Suda, with a request that the funding be used "where it was most needed". The certificate offered the greeting, "*It is our sincere hope that this small token will provide some comfort to those that suffered such great losses during the earthquake and resulting tsunami that devastated Japan in 2011. It's also our way of saying that we truly value the friendships that have been fostered between our two nations over the past several decades.*"

A gracious letter of thanks was received back from the Mayor of Onagawa in which he advised that the situation remained very difficult for the citizens. Recovery was moving slowly forward step-by-step but he also advised that Onagawa had repaired the damages to the Hampton Gray VC Memorial and that it had been moved to a safer location. Negotiations were being held with the Canadian Embassy in Tokyo regarding the replacement of the bronze plaque. The covering letter from Ambassador Ishikawa underscored that the move of the monument "*provides assurances that this important symbol of friendship between our two nations is once again resting on secure ground.*"



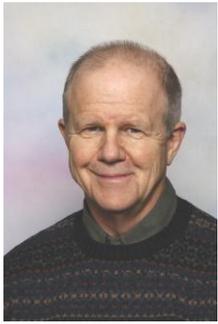
Peter Milsom, (right) President of Hampton Gray VC Chapter, CNAG, and CNAG National Chairman, Paul Baiden present the CNAG Letter of Friendship to the Citizens of Onagawa to His Excellency, Ambassador Kaoru Ishikawa of Japan. S





Recreating the Past: The Colonial Sailor Program

By Victor Suthren



When the Royal Canadian Navy's Directorate of History and Heritage received instructions to do what it could to assist in the Navy's observation of the War of 1812 Bicentennial, it had a ready-made tool at its disposal. Known as The Colonial Sailor Program, or

CSP, the program had been in operation since 2005, staging a single major commemorative event in a different Canadian community each year. The largest of these was the colourful **Founding of The Royal Navy Dockyard 1759-2009** event, staged at Halifax, Nova Scotia. Timed to coincide with the visit of the Atlantic Tall Ship fleet, the event employed over 20 replica longboats and naval re-enactor boats' crews from Canada, the USA, the UK and Australia to mark the anniversary of the Dockyard's founding. A procession of longboats under oars along the Halifax waterfront culminated in the presentation of an historic telescope replica to the Admiral commanding Canada's East Coast navy, at a public ceremony on the waterfront. This event, and the others of the CSP, are designed and led by myself. I am a former Director General of the Canadian War Museum and an author, and an honorary Captain in the RCN.

With the advent of the 1812 Bicentennial, the Colonial Sailor Program offered an excellent and cost-effective tool to enhance public awareness of the naval aspects of 1812's legacy, while supporting activities of the modern RCN such as ship port visits as they marked the Bicentennial. I was asked to design and implement a multi-year continuation of the CSP, beginning with the 1812 Bicentennial in 2012, and utilizing the proven elements of traditional ships, boats, and hand-picked re-enactors. Dependent upon resources and a yearly assessment of the success of the program, the planned CSP continuation provides for

commemorative programming right through to 2015.

The event for 2012 will take place at Niagara-on-the-Lake, Ontario, on the weekend of July 13-15, and will be based at the former Provincial Marine building known as Navy Hall, and Fort George National Historic Site. A partnered event with Parks Canada, the event will be known as **The Navy Of 1812: Sailors on the Lakes**. Some 300 to 500 naval and military re-enactors and their families, all in correct period dress, will be joined by 25 longboat replicas from Canada and the United States, and an '1812 Squadron' of 4 brigantines and 2 schooners that will voyage over from Toronto for the event. A sailpast and staged landing of troops will be followed by a narrated 'Sham Battle' on the Niagara-on-the-Lake waterfront, followed by the opening of the lantern-lit naval encampment to the public, set to the theme of **"The Sailors' World of 1812"**. Demonstrations of everything from ropework and shipboard doctoring to Regency dancing will be presented, with the encampment enlivened by performers acting out social roles of individuals found in a colonial Canadian waterfront of the 1812 era. Period musicians and the glow of hundreds of candle lanterns will complete the scene. The event will end with the departure of the '1812 Squadron' on the Sunday, to ringing gun salutes.

For 2013, the scene will shift to Kingston, Ontario, where a July event of similar scale will be based on the grounds of the former Royal Navy Dockyard during the War of 1812 on Lake Ontario, and now the home of the Royal Military College of Canada. The ships and longboats will carry out exercises off the Kingston waterfront, including an emotional sailpast and Gun Salute to Canadian veterans gathered in a waterfront park, and interaction with the rampart guns of Fort Henry National Historic Site in a major 'Sham Battle' scenario. This event will be known as **The Navy Of 1812: Salute to The King's Port**.

In 2014 and 2015, CSP plans now call for a still-developing scenario involving the former Naval and Military Establishments at **(Concluded on Page 17)**





*Our Navy
Our Industry
Our Future*

**NAC AGM and Naval Conference
at the
Lord Elgin Hotel
and National Arts Centre
Ottawa, Ontario
May 31st – June 3rd
2012**

Hosted by:

Naval Association of Canada – Ottawa

Accommodations and Meetings:

*Lord Elgin Hotel
(Great room rate \$169)*

Naval Conference Venue:
National Arts Centre (NACentre)

SCHEDULE:

Thursday May 31st (Lord Elgin)

*Evening: Check-in and
National Executive Meeting*

Friday June 1st (NACentre)

*All Day: Naval Conference
Evening: NAC AGM /
Conference Reception*

Saturday June 2nd (Lord Elgin)

*Morning/Afternoon: BOD and AGM
Afternoon: Social Program
Evening: President's Reception and
Ottawa River Dinner Cruise*

Sunday June 3rd (Lord Elgin)

*Morning: Up Spirits and Departure at
HMCS Bytown*

Spouses/Partner Program

See the web site www.navalassoc.ca

REGISTER NOW! For your participation in the crucial 2012 AGM and ground-breaking naval conference, go on-line to the NAC's new web site at www.navalassoc.ca. Follow the links to have a look at the plans for the AGM, Conference and Spousal/Partner programs. To see a program document full-size, single click on the document's reduced image. Some fine-tuning may still be required, but the programs are very close to finalization. I believe you'll agree that the NAC-Ottawa organizers are doing everything possible to make your and your partner's participation in the AGM and conference a great event.

Most importantly, on the web site you have access to the on-line registration form. We have arranged with the online event registration company "ePLY" for you to sign up and pay, hassle-free. But if you prefer to send us a cheque we can go that route as well.

And while you're on line, have a look at the **Lord Elgin Hotel**, our AGM home base. To get the special rate of \$169, it is best to call the hotel at **613 235-333** or **1 800 267-4298**. Mention the **Naval Association of Canada**.

The NAC has arrived at a crossroads, and the 2012 AGM should prove to be a threshold event for the way ahead. So it is urgent that you actively participate and your views be heard. We are expecting that all branches will be well-represented. So it is crucial that you register and participate if NAC-Ottawa is to have influence. Talk it up now with your NAC-Ottawa colleagues and we will look forward to a strong contingent. The future of NAC depends on it.

If you need assistance with the registration, wish to volunteer or have any other questions, please contact me at tdewolf@sympatico.ca or at **613 821-6262**. **s**





HMCS Ottawa Update

By SLt Jackie Geiger

On 13 October 2011, after four and a half months at sea, HMCS *Ottawa* finally found herself back in familiar territory and alongside in her home port of Esquimalt, B.C. Although the incredible experiences and opportunities gained during WESTPLOY '11 would not soon be forgotten by *Ottawa's* crew, it was time for a change of pace. Rest, relaxation, and repair were not only priorities for the crew members of *Ottawa*, but were also priorities for the ship herself.

For the next two weeks the crew took advantage of their post deployment leave and enjoyed a much needed break away from work. However, a ship is meant to be sailed, and no more than two weeks after being home, *Ottawa* was tasked to sail for the final phase of a Fleet Navigating Officer's (FNO) Course in the Islands off the southern coast of B.C. The FNO course is revered as one of the most challenging and prestigious courses the navy has to offer. Students learn how to plan and execute high speed navigation in close proximity to land and avoid other vessels in all conditions of visibility with due regard to the observance of good seamanship. The sea phase is designed as a final practical assessment of the student's skills prior to their placement in the fleet as a Ships Navigating Officer. It demands a high degree of coordination and professionalism between the crew and the students to ensure a high success rate. This sea phase turned out to be extremely successful, with *Ottawa* producing 6 new Navigating Officers to turn loose on the Fleet.

The FNO sail marked the end *Ottawa's* sea time for 2011. The ship was put in dry dock in November and entered into a short work period for a little over 2 months. During this period the ship underwent extensive work and changes like replacing the sonar dome, installation of the SIRIUS Infrared Search and Tracking System, and a complete replacement of #4 diesel generator. Members of the crew as well as the Fleet Maintenance Facility conducted maintenance needed to repair issues *Ottawa* experienced throughout



her vigorous sailing schedule earlier that summer. The remainder of the crew used this time for planning and preparation of the next major event, the Change of Command Ceremony.

On the crisp, sunny morning of December 12, Commander Jon Allsopp signed over HMCS *Ottawa* and passed command to, Commander Scott Van Will. Commodore Peter Ellis was the Presiding Officer at the ceremony which took place on *Ottawa's* flight deck. Families and military colleagues of both Commanders, watched proudly as Commander Van Will addressed his crew for the first time. Traditionally the departing Captain is rowed ashore in a naval whaler while being given one final send off from the crew. With *Ottawa* in dry dock, tradition would have to adapt. Commander Allsopp was pulled away by a canoe on wheels down the ship's side for his final farewell. The former Captain was then transferred into a whaler and rowed into the middle of the harbour to share his final moment of camaraderie with those who had worked closest with him.



Cdr Scott Van Will addresses his crew for the first time after assuming Command of HMCS Ottawa.





Although December was a fairly busy month alongside, the holidays were approaching and *Ottawa* was full of Christmas cheer. In the weeks leading up to Christmas *Ottawa* celebrated with many events including a Children's Christmas Party for children of crew members, a Christmas Dance, and of course the age old tradition of the Christmas Levy. The Christmas Levy is a chance for the crew to get together for a Christmas feast and to relax. The meal is served and tidied up by the senior ranks on the ship and the youngest member of the crew does a rank swap with the Captain for the day. The levy is a great way to kick off the Holidays and everyone had a great time.

In the New Year, *Ottawa's* schedule began to pick up once again. With everyone a little rusty after being on Christmas Leave, it was time to focus on work and get back into the swing of things. Damage Control Organization Team Training was a fun and interactive way for the crew to refresh their at sea damage control skills. These skills were of particular importance as *Ottawa* would now replace their firefighting equipment from the older CHEMOX canister to the new Dräger bottle system. The Dräger system consists of a number of fill stations and bottles that the ships crew can use to wear over their backs much like a civilian fire fighter. For the crew, that meant that many crew members accustomed to using CHEMOX would need training and experience in dressing and using the new gear. Members were run through various scenarios which included fires, floods and sustained engine room fires to prepare them for what was next.

With a new command team, many new crew members, and all the necessary maintenance completed, it was back to square one for *Ottawa*. The ship and her crew had come a long way since their last sail months before and now it was time to test her new personnel, equipment and policies with a set of Directed Workups (DWUPs). *Ottawa* embarked Sea Training Pacific (ST (P)), a team of subject matter experts from all different naval trades, who would mentor the crew and assess their

standard operating procedures, knowledge and ability to react to emergencies as a ship. The ship operated in a Military Operating Area off the West Coast of Vancouver Island for one week to conduct live firings, simulated fires, floods, man-overboards and warfare scenarios. *Ottawa* also spent time in the Southern Gulf Islands conducting navigation and seamanship evolutions. The aim of DWUPs was to familiarize personnel with their specific roles during each scenario and bring the ship together as a team. Although *Ottawa* suffered the usual growing pains for the first day or two, there was a noticeable difference by the end of DWUPs and *Ottawa* received the stamp of approval from Sea Training.

Next on *Ottawa's* sailing schedule was a chance to participate in one of the Fleet's most anticipated programs; sea trials with HMCS *Victoria*, one of Canada's *Victoria* class diesel-electric submarines. For roughly two weeks, *Ottawa* acted as the sub consort for *Victoria* to provide safety and support while Sea Training Pacific conducted assessments on both crew and vessel in order to ensure her operational readiness. In preparation for working with a submarine, *Ottawa* underwent her own training involving lectures and presentations about what to expect during the sail and when operating with submarines. *Ottawa* also had to make room to embark a small staff of submariners to assist *Ottawa* in understanding of submarine operations. Although this sail was initially meant as support for *Victoria*, *Regina* was also in consort and conducting High Readiness workups for her upcoming deployment. *Ottawa* acted as a platform to assist *Regina* when necessary and to help create realistic scenarios for her training.

The operational tempo of sailing with *Victoria* and *Regina* acted as a suitable introduction to what *Ottawa* could expect during the upcoming Task Group Exercise (TGEX). The exercise included HMCS *Algonquin*, *Regina*, and *Ottawa* as well as USS *Ford*, an American Frigate and was conducted off the West Coast Firing Area and in the waters between Esquimalt and Vancouver. *Ottawa* acted as the command platform for the Commander of the Task





Group, Commander Canadian Fleet Pacific (CCFP), Commodore Ellis, and his staff for the first four days of the exercise.

The TGEX was not just a good opportunity to work with another nation, it also doubled as the continuation of the workups period for *Regina*. During the exercise there was joint support as the ships worked together to challenge *Regina*. All four ships sailed in close proximity to one another creating a variety of different training opportunities and scenarios. Her scenarios were very similar to those experienced by *Ottawa* just weeks earlier. Examples of operations included surface firing exercises, damage control exercises (DCEX), helicopter operations, chemical biological radiological nuclear (CBRN) transits, warfare exercises and of course the highlight of the sail, a joint operations landing with army personnel from 39 Brigade from Esquimalt.

The whole exercise was heavily based on inter-ship activities so near the end of the second week there were also numerous boarding exercises that occurred between the ships. *Ottawa's* team was deployed fast and efficiently to board HMCS *Algonquin*; not long prior *Ottawa* herself was boarded by the boarding party from HMCS *Regina*. These exercises were not only good experience for the boarding parties but were also a lot of fun for the vessels being boarded. Crew members were encouraged to go along with the scenario to make it more realistic by dressing in civilian clothes and by following a scripted story to provide a challenge for boarding teams.

Near the end of TGEX, the task group received a very welcomed fifth member as HMCS *Victoria* joined up for a game of "catch the sub" as they underwent a Coordinated Submarine Exercise (CASEX). This meant that the operations rooms of each ship got to work together in a way that is not often seen, as they had to ensure proper communications with their own teams and with the other operations rooms in the Task Group. Aircraft and helicopters were used to coordinate procedures and tactics to locate, track and simulate attacking the submarine. The exercise was a success as it provided a significant challenge for the Task Group.

Soundings May 2012



Ottawa in Victoria's periscope.

Since the end of WESTPLOY in October *Ottawa* has continued to be a very active ship, participating in all different types of exercises and local sailing trips. *Ottawa* has proven that they can adapt to any and all challenges put in her way, and will continue to do so in the upcoming months when they will embark a CH124 helicopter, and execute another TGEX and a RIMPAC (Rim of the Pacific) Exercise off the coast of Hawaii. The ship and her crew are in good spirits and continue to look forward as the next adventure for *Ottawa* appears on the horizon. **S**



Ottawa sails through the Hole in the Wall, Desolation Sound, for the Fleet Navigation Officer Course





Naval Affairs - Our Third Pillar

By Ken Bowering

The Naval Association of Canada (NAC) is based upon three equally strategic pillars - Our Navy, Maritime Heritage, and Camaraderie - each of which is of vital importance to continued success of our Association as a national entity. In this article I will outline my own thoughts on our “way ahead” for Naval Affairs in support of “Our Navy” and I would welcome your opinions and/or suggestions.

Last year, Richard Archer was appointed as the NAC’s National Chair of the Naval Affairs Committee and he promptly outlined his strategy for Naval Affairs, one step of which was to approach each Branch and ask that they appoint a representative to support that strategy. In turn, as a relative newcomer to the Ottawa Branch Board, I was asked if I would fulfil the Naval Affairs role for our Branch.

My appointment as NAC Ottawa’s Director of Naval Affairs was, in part, the result of my having filled a somewhat similar role for four years (2006-2010) with the Navy League of Canada as its Vice-President for Maritime Affairs. Our (the Navy League’s) and my own success with that role came mainly because the “scene was right” and there were many maritime issues that needed to be addressed - after all, we ARE a Maritime Nation. Some of those issues were about the Arctic and its emerging importance both economically and from a national security point of view, about a shipbuilding strategy and plan for Canada’s national fleets, about our marine environment, and about naval/coast guard procurement. In addition to having letters and articles published by the media (magazines and newspapers) and by organizations such as the Conference of Defence Associations Institute (CDAI), we also met with members of both the House of Commons and the Senate to explain the maritime importance of these issues. While the NAC’s Naval Affairs role complements some of the Navy League’s Maritime Affairs objectives, our role encompasses additional areas of interest and we have a much

broader, deeper, and stronger base of resources - you, the membership - to bring to the table.

Our role in Naval Affairs is to speak out in support of the Royal Canadian Navy - Our Navy - by addressing relevant naval issues and explaining our point of view to both government and to the general public. In doing this, we don’t speak for (on behalf of) the Navy. And neither do we speak for the Department of National Defence nor the government. We aim to clearly express our opinions - and sometimes our recommendations on naval affairs that should matter and be of concern to all Canadians, wherever they live and whatever they do.

As a matter of personal opinion, I don’t believe we should attempt to “second guess” the Navy or what it needs to do its job. In fact, I strongly believe that Our Navy is the best - and only - organization to do this. However, what we can do - and should do - is support Our Navy in getting its message to Canadians whether they are part of the government bureaucracy, politicians, our defence industry, or the general public. We shouldn’t be seen as telling anyone “what” is needed or “how” it should be done, but we can provide the “why” it’s important to Canada. It also “goes without saying” that our work will embrace our other pillars, namely Maritime Heritage and Camaraderie.

So, just how do we plan to do this? Well, once Richard has names of those who’ll make up the Naval Affairs Committee, we’ll be better placed to come up with a plan that works for all. We (the NAC as a whole) won’t want to inundate others with our position on each and every matter that affects Our Navy or that is impacted by Our Navy. We’ll want to prioritize and work as a group, concentrating our effort (I’ve heard that term somewhere before). And we’ll be looking to our members for suggestions as to topics we might want to consider. We’ll also be looking to members to write and contribute articles for publication and/or presentation. In all, we’ll be looking for a wide range of articles/topics addressed to an equally-wide audience range.





For starters, Our Navy (and the Coast Guard) has just embarked on a huge, long-term program under which ships over 1,000 tonnes will be built. But, while that may seem to be a panacea, it actually opens the door to other issues and raises many more questions. We may not have all of the answers, or even many, but we can possibly be the catalyst that sees them addressed. One obvious example is the theme of this year's National AGM and Conference being held in Ottawa (31 May-3 June).

The theme of the Conference (1 June) will be "payload" and "why" it's important to have a solution that meets Our Navy's needs. Our Conference has an impressive list of invited speakers who will address controversial but relevant topics all related to payload and we anticipate that it will generate much fodder for "position papers" and articles for the rest of the year. And, as time goes on, we expect these to raise additional issues. Of course, this will be a tool and an objective for future Conferences.

Of course, there's the age-old question of "why" Canada needs a Navy in the first place, and I'm sure we all have our opinions on that. But, has that been clearly explained to people who live and work far away from our oceans - and explained in terms they understand? Has it also been explained to the lawyers, bankers, and economists on Bay Street or to truckers and railroad workers who travel across the country every day? The point is, everyone in this country - either directly or indirectly and perhaps unknowingly - relies on the international principle of "freedom of the sea" - a principle that is a fundamental to answering the question as to "why" we need Our Navy.

The answer to that question probably has never been adequately addressed because we've probably tended to address the question and its answer to a largely naval-centric audience, not to the general public - a public that also includes key decision/policy-makers in government. We need to address the question in their terms. So, the answer will take several forms - depending on the specific audience. Keep in mind that Canada's next generation of combat ships will probably cost somewhere

between \$500 million and one billion dollars each, and the plan is to procure 15 such ships (this is the number that's currently in the government's "Canada First Defence Strategy"). Thus, it'll be a "tough" sell, and our role in supporting Our Navy will be paramount (some might argue that 15 combat ships - frigates, destroyers - is the absolute minimum for any navy faced with multi-ocean responsibilities akin to Canada's).

The question is also important today when one takes into consideration our defence budget as it rises and falls and as it is divided amongst an aging Army, an Air Force in search of a role, and Our Navy.

Locally, our articles will be targeting the local and national media and we will prepare briefing material for NAC meetings with government officials including Parliamentarians. Nationally, I expect that other Branches that take up the Naval Affairs role will target their local media. Of course, the material created in support of Our Navy will not be limited to just one Branch but will be made available for all Branches to use. The understanding is that we will all work together and the efforts of the Branches will be coordinated by Richard as the National Chair.

In closing, the NAC's Naval Affairs Committee is looking forward to renewing this role for an organization that has supported Our Navy for the past 93 years. Whatever your naval background and experience, whatever your former trade or rank, we look forward to hearing from you in this cause. It's Our Navy and it deserves our support.

Sea Memories – Part Three

Part One of Jake Freill's memoir was published in the Spring 2011 edition of Soundings and Part Two was published in the Fall of 2011. When we left him, Jake was in his late thirties, a commander in command of HMCS St Laurent, and having the time of his life. He was preparing St Laurent for CAT C status and for transferring his command to Assiniboine.





Sea Memories

By Jake Freill

On the 20th of November I took command of Assiniboine. Tex Thomas came with me as X.O. and some of the other officers and men. It was in awful shape. I insisted on a shakedown cruise before I left for Montreal. I invited my niece Louise Jollette to come out for the day. After leaving harbour I conducted a number of trials with the machinery. After about an hour the rudder jammed at full wheel over. I reduced speed to just keep way on while the engineers tried to free it. Eventually they were able to place it amidships. I called for tugs to meet me and I started back to Halifax steering by main engines with not under command signals flying. I made it all the way into Georges Island before the tugs met me. We eventually sailed for Montreal around the 11 December. I took Michael and Barry with me. It wasn't long before both of them were sea sick. Once we got in the Gulf of St. Lawrence they recovered sufficiently that they were able to eat and move around.

As I approached Les Escumaines to pick up the river pilot the ship was in dense fog. On radar land was showing a good mile away. I couldn't believe that was the case so I decided to steer a course parallel to the coast. Michael just happened to be on the bridge and looking out the starboard side when I heard him say, "Dad, aren't those rocks out there". They sure were and the lookout hadn't reported them. Lucky I had decided to parallel the coast when I did. I found out immediately that Operations hadn't checked the index error in the radar. It was reading +1000 yards. Of course it is the Captain's responsibility for everything that goes on in his ship. We had a bit of a pick up crew that was just put together to get the ship to Montreal and didn't have the benefit of any workups.

Well we embarked the pilot and proceeded up river to Quebec City where we arrived just before dark. We were to berth in the Basin St. Louis.

When I got there the pilot warned me not to go too fast as the tide would be running with me. I made one slow approach

and could never reach the berth. I asked the pilot to confirm that I would eventually feel the effect of the tide. He assured me that the tide would set me on the jetty as he had previously told me. After a second failed attempt I decided to ignore his advice and drove the ship in at speed and lucky I did because the tidal current was very strong and dead against us. It was Saturday December 16 and the ship was to sail on Monday morning.

I then got Michael and Barry to the train station in Levis where they headed home to Halifax. Barry was in good shape but Michael was still a bit woozy.

The weather turned freezing cold and at night the temperature fell to -20 F. It was still very cold on Monday morning when we embarked our pilot and sailed for Three Rivers. Less than 30 minutes later, as we were passing under the Quebec Bridge the E.O. appeared on the bridge and told me the intakes to cool the engine were blocked with slush ice and that I had to stop immediately. There we were in a very strong current being carried down river and not able to anchor for fear of fowling underwater cables. Just as I was about to call for tugs the E.O. reappeared on the bridge to say that he was prepared to get under way at very slow speed. Soon after that we were able to increase speed to 10 knots and eventually made our way to Three Rivers arriving there very late in the afternoon. The pilot said he never thought that he would have so much trouble with a warship. He was looking forward to a fast run arriving at our destination before noon. The weather remained bitterly cold when we sailed the next morning for Vickers Basin in Montreal. Getting there was not a big problem but when I arrived off the basin I could see that the basin was solid ice. Against the pilots advice I went in at speed breaking through the ice and just about reached the jetty without reducing speed. I was able to get the head rope out and as I tried to move the stern in towards the jetty it wouldn't budge. The ice covering the basin was 2 to 3 inches thick. I thought that all Vickers had to do was get a tug to come in and break up the ice. Well 2 tugs arrived and started to break





the ice up. They used their speed to create the wake that would send the ice out of the basin. That stirred up the water in the basin so much that the ship was moving all over the place and even threatening to bang into a floating dock on the far side of the basin and into the tugs. I had to continually use my engines just to remain clear of the walls of the basin. I also had to let my head rope go so the tugs could break up and clear the ice along the jetty. They couldn't do that until they had broken up most of the ice in the basin and sent it out in the river. At times I had as much as 110 revolutions on one or other engine just to counter the erratic movement of the ship. After about an hour of this very hairy situation I managed to secure the Assiniboine alongside Vickers for its short refit. The pilot was beside himself and couldn't believe what had happened to his fast trip to Montreal in a destroyer. I offered him a drink before he left and he immediately accepted. When he ordered his scotch he asked the steward, "Could you make that a double please". I asked for the same.

In the spring of 1952 when the RMC Recruit Board asked me what my future ambition was, I said that one day I would like to bring a cruiser into the Montreal.

In December, 1972, Assiniboine was my cruiser but I hadn't visualized that particular entry.

The following Friday evening I invited Leonne's and my family to a reception onboard. We had a great time and the following morning I invited the same gang and all their children to visit the ship. It was a very memorable visit for all the nieces and nephews.

While in Montreal I was ordered to be tested for my ability to learn a second language. It was one of the weirdest tests that I had ever written but I guess I passed because I was posted for language training early in the New Year.

On December 22nd, I handed over command to Tex Thomas and left for Halifax. When I reported in Halifax I was asked why I had handed over the ship to Tex.

I told them that it was my understanding that I was to get the ship to Soundings May 2012

Vickers, so once it was safely there my job was done. Christmas '72 was spent in our house on Wenlock. **S**



Assiniboine in the St Lawrence December '72, at the mercy of the ice and currents

Colonial Sailor Program (Continued)

Penetanguishene, Ontario, now known as Discovery Harbour, and a passage of a schooner-and-longboat flotilla to Pictou and Halifax, Nova Scotia, from Summerside, PEI. The operational program for modern RCN assets in relation to the War of 1812 are still under development, but it is clear they will involve Great Lakes Deployments (GLD) both as an independent activity and in company with USN assets which are expected to enter the Great Lakes in 2012 and 2013 in company with 'tall ship' flotillas. Significant port visits in the lower Great Lakes are in planning. The overall Canadian Forces response to the War of 1812 Bicentennial, under the responsibility of Canada Command, is under development but evolving rapidly. Using the best in civilian volunteerism and the skills of young people and adults who keep alive the lost arts of seamanship from the days when Canada was being formed, the Colonial Sailor Program will be there alongside the ghost-green hulls of the modern Royal Canadian Navy to add colour and life to this commemoration of a significant era in Canada's naval past. **S**





Remember

By Pat Barnhouse

Active Members

Clifford Graydon CHAULK, Lieutenant Commander, CD*, RCN(Ret'd). In Ottawa 16/12/11 at 79.

John Richard MOSS, Lieutenant Commander(A/E), CD**, RCN(Ret'd). In Ottawa 27/11/11 at 80.

John Rawson Kennedy STEWART, Lieutenant Commander(C), CD*, RCN(Ret'd). In Aylmer 26/01/12 at 91.

Donald William TREBLE, Acting/Lieutenant(E), RCN(R)(Ret'd),. In Ottawa 30/10/11 at 79.

Others Known to Members

John Dennis COLE, Lieutenant Commander, CD**, RCN(Ret'd). In Ottawa 15/02/12.

Cecil Thomas DACRE, Lieutenant, CD**, RCN(Ret'd). In Ottawa 03/12/11 at 71.

Leslie FOOTE, Petty Officer, RCNVR(Ret'd). In Ottawa 04/03/12 at 94.

C. Dennis GORDON, Lieutenant Commander, CD*, RCN(Ret'd). In Perth 06/01/12 at 76.

Harry HARGREAVES, Lieutenant Commander(SB), CD*, RCN(Ret'd). In Ottawa 30/01/12 at 93.

Hubert James HUNTER, Commander(P), CD*, RCN(Ret'd). In Ottawa 15/11/11 at 91.

Anthony JOHANSEN, Master Mariner. In Ottawa 28/02/11 at 81.

Joseph McMULLEN, Lieutenant Commander(SB), CD*, RCN(Ret'd). In Amherstview, ON 22/11/11 at 92.

Harold Abbott NIGHTINGALE, Lieutenant(CE), RCN(Ret'd). In Ottawa 30/10/11 at 77.

William John RICHARDSON, Chief Petty Officer 1st Class, CD**, RCN(Ret'd). In Ottawa 01/03/12 at 77.

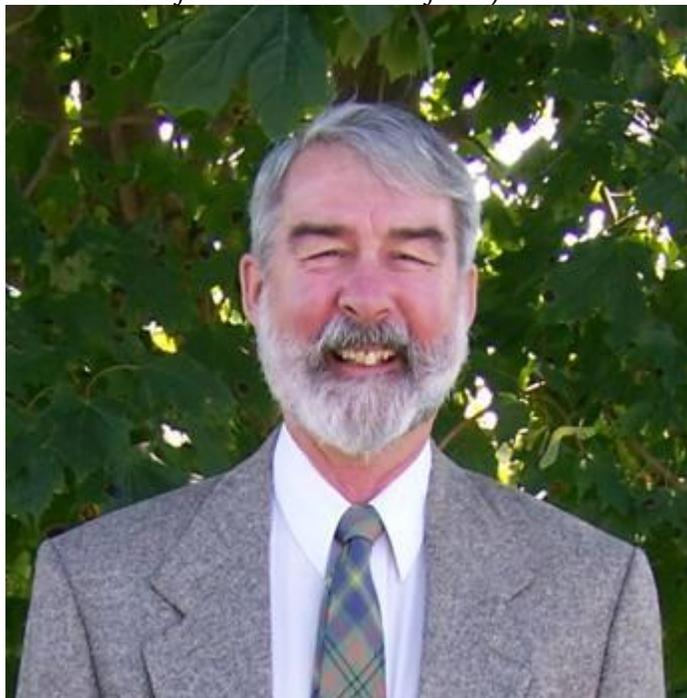




Recollections of Serving in HMCS Bonaventure

By Larry (LT) Taylor

(These recollections were first published in the newsletter of the RMC Class of '65)



I joined Bonaventure from the Royal Naval Engineering College Manadon, Plymouth, England as a navy Lieutenant in August 1968, having just completed the Marine Engineering Application Course (1 year) with 9 other Canadians, 5 RMC class of '64 grads (Jim Bradbury, Ron May, Dave Riis and Mike Saker from RMC, plus 1 civvy U) and 5 class of '65 grads (Roger Chiasson, Al Kennedy, Roger Wright and myself from RMC, and 1 civvy U). During the course, the instructor in auxiliary machinery prefaced one lecture about steam-powered vacuum air conditioning machinery with the comment that we would be unlikely to ever see this type of machinery, but it was an interesting concept. Bonnie had two of these plants fitted.

My first job in Bonnie was as the forward machinery space officer (Fwd Mach Sp O). I was still working to get my Certificate of Competency Part II, the qualification required to become the Engineering Officer of a ship. I stood Engineering Officer of the Watch (EOOW) at Soundings May 2012

sea in a 1 in 6 rotation if the ship was carrying out flying operations or 1 in 9 when just transiting. The EOOW was required to be in the controlling engineering room (forward, starboard shaft machinery) when the ship was at flying stations. The main boilers (2 in each machinery space) provided steam for the steam catapult to launch aircraft as well as to the propulsion and auxiliary machinery.

I was on watch when my RMC classmate and pilot Jack Flannigan was in a Tracker when the catapult bridle (the wire stop which connected the tracker to the catapult) broke during the launch and his aircraft went into the water in front of the ship. It was the first time I had ever been in a machinery space on any ship when an emergency order was given. Full Speed Ahead or Full Speed Astern are emergency orders requiring engineering to provide as much power as you can as fast as you can. Bonnie would typically be steaming at about 20 knots into the wind during flying stations. The telegraphs were rung from Half Ahead to Full Speed Astern for both shaft lines then immediately back to Stop. This sequence of orders was direction to bring the shafts to a complete stop as quickly as possible. To carry out this emergency order, rather than sequentially closing the Ahead throttle valve and then opening the Astern valve, we closed the valves to the Ahead steam turbine in each machinery space while opening the Astern steam turbine valve (a two-man operation in Bonnie) to bring the shaft to a stop and hold it stopped against the water flow through the propeller as the ship's momentum carried it forward. Jack did lose his leg to a propeller but the shaft speeds had been slowed.

The engineering department of Bonnie had about as many officers as a small ship. As Engineering Officer of the Day, which I stood, the rotation was better than the OOD rotation on a steamer. The department was headed by a Cdr E, with a Senior E, the light Deck Engineer, the Electrical Officer, the Hull Officer and the Electronics Processor) reporting to him. As Fwd Mach Sp O, I reported to the Main Propulsion Officer who, along with the Engineering Services Officer





and the Auxiliaries Officer, reported to the Sr E. Only Cdr E, Sr E, the Electronics Engineer and myself were engineering grads, the remainder of the officers being Commissioned from the Ranks.

As the summer posting season approached in '69, Bonnie's future was in doubt. The Career Managers were having some problems filling all the billets, as the DDH 280 programme was buying up more and more people and others saw the writing on the wall and balked at a posting to Bonnie. The result for me was that I was given an internal move to the Flight Deck Engineer position (FDEO). I had still not gotten my C of C Pt II but essentially was in my first in-charge job. At that time the Navy had its own Air Engineering Officers and the FDEO position was annotated for an Air Engineer who had cross training in Marine Engineering. As the FDEO, I had the largest department I was ever to have in the Navy - 3 Commissioned Officers (one an Air Engineer), 2 CPO1s and about 125 personnel which covered the catapult, arrester gear, aviation fuels and all the aviation shops on board.

The Squadrons came aboard with their first line maintenance personnel but the second line maintenance personnel were ship.s company and part of my department. One of those shops was the T58 gas turbine shop which carried out minor overhauls of the Sea King engines and then tested them using a mobile test stand/dynamotor.

I received some coursing during the summer and the ship had a fairly big maintenance period with work on the catapult requiring its testing and calibration at the end. To test it, there was a four-wheeled vehicle which could have its weight altered with water added to internal tanks. This was brought to a given weight and the steam pressure for the catapult set to a value expected to achieve a desired end speed for launch. By going through the range of weights appropriate for trackers and the end speeds required for operational scenarios, the launch chart was prepared.

That fall, the fleet sailed to the eastern Atlantic for a NATO exercise. On leaving Portsmouth, HMCS Kootenay carried out a Full Power Trial during which the gearbox

explosion occurred. Bonnie flew Air Bos'ns (Fire Fighters) and chemox breathing apparatus to assist. Casualties were also evacuated to Bonnie, which had a Flight Surgeon and medical staff, where they got primary care and some were then flown ashore to Royal Naval Hospital facilities. During this activity, I was on the flight deck when my RMC classmate Al Kennedy was brought aboard and then flown ashore with significant burns from the explosion/fire, although I was unaware of that at the time.

Bonnie carried AVGas and JP5 fuels for aircraft. Sea Kings used the JP5 and Trackers and the utility/SAR helo Pedro used AVGas. JP5 is a high flash point fuel (60 deg C - safer than home heating oil). Sea Kings have fuel systems with a pressure nozzle connection and can be hot-refuelled (fuelled with the engines running). Pedro had a filling cap, took a nozzle not unlike one you use to fuel your car and used AVGas, a very low flash point fuel (-45 deg F). Regulations required when fuelling with AVGas the aircraft be shut down and unmanned. On that day, due to the demand for Pedro's services, I risked hot-refuelling her to reduce her on-deck time. This was a one-off instance with some added precautions that proved successful.

On return from that NATO exercise, Bonnie got the word that she would be decommissioning early in 1970 and that the recent exercise was the last operational flying she would do. In preparation for decommissioning, we had to defuel AVGas and clean the AVGas tanks. We sailed in early December to carry out the tank cleaning at sea and for a port visit to Boston (Christmas shopping). The three-man team cleaning one set of tanks was overcome by fumes and died of tetra ethyl lead poisoning within the tanks. A fourth man who was part of the rescue party also succumbed even when sent back after it became evident that he was becoming affected.

We were meant to land and launch aircraft in Halifax harbour on our return from Boston. In preparing the catapult for this, a fault occurred which prevent the shuttle from being moved up and back along the catapult track. Some Trackers landed on





as we entered harbour as the arrester gear was still operational. The aircraft were light and there was a good wind blowing so Bonnie went into Bedford Basin and the Trackers free-decked off. They used the full length of the flight deck and their own power with the ship steaming into the wind to get airborne. Tight manoeuvring for the ship!

Bonnie did sail south in January '71 but only as a tanker to support the fleet, not as an aircraft carrier. We did determine and correct the fault with the catapult but were never did use it again. My C of C Pt II board was the last convened by a Cdr at sea and was held on board in Jan '71 with Cdr E chairing it and Ron May (EO of HMCS Margaree, I believe) as the outsider and honest broker. I left Bonnie in the Caribbean to return home and meet my second child as he and Bev were coming home from hospital. I was posted while on that leave to relieve Mike Saker as EO of HMCS Bras D'Or.

When posted to the Bonnie I had asked, "Why me?" We were a small ship Navy and I felt hard done by, as the only one of the 10 being sent to Canada's only big ship. But I learned a great deal, operated some interesting machinery and developed some life skills. I have never regretted my time in Bonnie with the exception, of course, of the loss of 4 men from my department.

(LT graduated from RMC in 1965 with a BEng (Engineering Physics). He graduated from the Advanced Engineering Course in UK in 1972. He retired from the Navy in 1983, and worked for marine engineering fleet support in Halifax. After 45 years of naval and civil service, he retired in 2006.)



Bonnie Days

By Richard Archer

Let me add my own recollections to LT's.... In 1969 I had just graduated from the long operations course and, given my very little experience as a sub-lieutenant before taking the year-and-a-half course (basically a single year at sea in HMCS Mackenzie), I was posted as one of the two Operations Room Officers in Bonnie – the other being John Anderson. But I was only on board for six months, as the ship was due for decommissioning. In the New Year I was posted off to take over from Bob Munday as the Operations Officer of HMCS Saskatchewan (along with most of the crew from the ill-fated HMCS Kootenay, including the Weapons Officer, my RMC classmate Gord Forbes.)

So my time in Bonnie was short. But I had been drawn into joining the Navy by a film at my high school showing Banshee flight operations from the ship. Just after my seventeenth birthday I joined the Venture program to do just that. So here at last I was in Bonnie – not actually as a derring-do pilot, but at least I wanted to experience everything. I managed to talk my way onto the "Carrier-on-Deck" (COD), a stripped-down Tracker employed as a utility aircraft. On this occasion it was to be used as an "enemy" aircraft to test the air defences of the carrier and accompanying ships. The COD pilot was widely recognized as the only *old* and *bold* pilot around, and I can tell you that his flying was certainly exciting. And I can at least claim to have been catapult-launched and wire-arrested on Bonnie's small deck.

But something else I asked for and was granted was a familiarization session on the flight deck. And who should be the brand-new Flight Deck Engineer Officer but my RMC classmate Lawrence Thomas Taylor, whom everyone knows as "LT".

We were in the middle of "sustained operations", where we kept four Trackers and some helicopters on station continuously on four-hour shifts around the clock – quite a feat given the small size of the ship and its complement of aircraft.





So I donned the requisite gear, mostly a large helmet with huge ear defenders, and met LT at the door leading onto the deck. We trotted over to the steam catapult, leaning into the wind over the deck. The four Trackers due to be launched were lined up astern, wings still folded. Even though their engines were only idling and our ears were protected, the noise was verging on the catastrophic. LT tried to point out what was going on but my lip-reading was insufficient. In any case he had to get down to business – at this point making sure the catapult did what it was supposed to. Suffusing the whole business was the sheer urgency of launching the aircraft and clearing the flight deck so that the four Trackers then airborne and returning to Bonnie would have a place to land before fuel became a problem.

Here's how things unfolded. The launch sequence was controlled by a Flight Deck Officer (FDO), normally a pilot. He controlled things with a small signal flag in each hand. The actual catapult operator, a petty officer, was in a "howdah", partially submerged in the deck near the launch area. He signalled to the FDO and FDEO that the cat was all ready to go by placing the palms of his hands on the Plexiglas window of the howdah facing the aircraft – to wit, "I'm not touching any of the controls...and it's safe to hook up the aircraft." The FDO cued the first Tracker pilot to unfold his wings and approach the cat. I stood my ground next to the Howdah but the noise was increasing – the Tracker wing tip seemed almost within touching distance. An expendable wire strop was then attached by the flight deck boatswains to secure the aircraft to the cat. There was also a mechanism to hold the aircraft back before the point of launch. To protect the aircraft astern, a large plate was raised hydraulically out of the deck to deflect the prop blast.

The FDO then rapidly twirled his right-hand flag in the air, the signal to the pilot to rev up the engines to take-off power. The roar shook me to my core and made my brain vibrate. I could see the pilot doing his final check-off, and when he was satisfied that he was ready to go, he made a snappy salute and braced himself. But the FDO had

the last word. He too did a quick final check-off, and when satisfied did a very theatrical lunge and pointing of his flag down the deck. The cat was engaged, and all eyes followed the Tracker -- to make sure it survived the launch and had enough airspeed to actually fly.

This was repeated three more times, and finally the last of the four was safely on its way. But as soon as the last Tracker cleared the bow, LT gestured to me to follow him. We ran pell-mell to the stern and leapt into a small area off the port quarter of the flight deck. This was the point where LT monitored the operation of the four wires of the arresting gear. By the time we got there, the first returning Tracker could be seen not far away on final approach. Another deck-bound pilot, the Landing Signals Officer (LSO), was tasked with guiding the aircraft safely to recovery. Bonnie had the latest in final guidance systems – a "Fresnel lens" that showed the incoming pilot where he was in relation to the glide path even as the ship pitched and rolled. Even so, the LSO was in constant radio contact with the incoming pilot, and talked him down onto the deck. The LSO stood bravely up on the edge of the flight deck itself not that far from the first arrestor wire.

The Trackers landed by means of a closely-controlled crash. There was none of the usual flare exhibited by aircraft landing at airports – the navy pilots simply flew the aircraft straight down onto the small patch of the deck where their hook could find a wire. And as soon as the wheels hit, they pushed the throttles up to full power, just in case the hook had missed, severely stressing everything. In theory at least, if a Tracker was a "bolter", there was enough angled deck remaining to avoid parked aircraft and regain sufficient air speed. But once an aircraft was stopped the engines were returned to idle, the wire was dropped off and hauled back to its ready position, the hook was raised, and the wings were folded as the aircraft taxied forward and out of the way of the next aircraft, which was just about to cross the stern. On this occasion all four Trackers landed flawlessly. All told, a remarkable experience. Thanks, LT. **S**





Officers and Directors 2011-2012 (To be addressed at the 2012 NAC-Ottawa AGM)

PRESIDENT

Carruthers, J.F. (Jim) H: 613 832-4533
304 Bayview Drive
Woodlawn, ON K0A 3M0
Email: jimc@rruthers.com

VICE-PRESIDENT

Deslauriers, E. (Eric) H: 613 680-4030
672 Gilmour Street
Ottawa, ON K1R 5M1
Email: edeslauriers@rogers.com

PAST-PRESIDENT

Bush, R. (Bob) H: 613 839-3861
108 Sierra Woods Drive
Carp, ON K0A 1L0
Mobile: 613 668-3672
Email: robertbusharl@aol.com

SECRETARY

Carroll, A. (Anne) (H) 613 587-4892
300 Earl Grey Drive
Kanata, ON K2T 1C1
Cell: 613 720-2098
Email: acarroll@phirelight.com

TREASURER

Chow, J.L. (John) (H) 613 837-6012
1676 Barrington St
Orleans, ON K1C 4W8
Email: chowjl.john@googlemail.com

DIRECTOR NAVAL AFFAIRS

Bowering, K.W. (Ken) (H) 613 832-2884
3597 Woodkilton Road
Woodlawn, ON K0A 3M0
Email: bowering@sympatico.ca

DIRECTOR - MEMBER SERVICES

Boyle, D.R. (Denny) (H) 613 225-0646
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Email: drboy@sympatico.ca

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Ottawa, ON K1B 3B8
Email: richard.gimblett@rogers.com

DIRECTOR - SALTY DIPS

Roquet, P. (Paul) (H) 613 592-8569
206 Barrow Crescent
Kanata, ON K2L 2C7
Email: rocket.rcn@bell.net

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

DIRECTOR - SOUNDINGS

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

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Plante, J.A.Y. (Jay) (H) 613 219-3711
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Ottawa, ON K2P 2N2
Email: jayplante@videotron.ca

DIRECTOR - CONFERENCE COORDINATION

DeWolf, T. (Tom) (H) 613 692-1059
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Manotick, ON K4M 1K7
Email: tdewolf@sympatico.ca

DIRECTORS-AT-LARGE

Gibson, F.W. (Wayne) (H) 613 745-8654
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Gloucester, ON K1J 6K4
Email: fwg.gibson@rogers.com

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HONORARY COUNSEL

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





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Soundings

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

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

richmar.archer@rogers.com.

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Publications Mail
Naval Association of Canada – Ottawa
Box 505, Station B, Ottawa, ON K1P 5P6

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