



# SOUNDINGS

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

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**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.)*

49.01

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

May 2013



*Sea Kings in Original 1963 and Current 2013 Paint Schemes (DND Photo).  
See the cover story on the Sea King 50<sup>th</sup> anniversary starting on page 10.*

## **Special Wednesday Event**

24 April 2013 at 1200  
HMCS Bytown  
Come and help host the  
Navy!

## **Battle of the Atlantic**

Reception and Dinner  
Canadian War Museum  
Thursday 2 May 2013 at 1800  
**National BOA Commemoration**  
National War Memorial  
Sunday 5 May 2013  
1000-1200

## **NAC Ottawa Annual General Meeting**

HMCS Bytown  
Monday 6 May 2013  
1900 for 1930





## From the President NAC-Ottawa - Some Ideas on the Future

### Background

While some branches can trace their roots back further, the Naval Officers Association of Canada [NOAC] was founded on the return of citizen sailors to their homes across Canada. Branches were formed with further grouping into regions, with these regions becoming representatives at the National level. In time the base of WWII veterans dwindled and the regional structure disappeared. The National organization reverted to a branch-based structure. Today structural stress continues with Branches dwindling further. In addition our organization is very asymmetric with only Branches in Halifax, Victoria and Ottawa having access to larger numbers of serving and retired naval personnel - retirees who have spent their careers in these locations who no longer go back to their roots. This growing asymmetry is causing tensions in the association.

There has also been a transformation in interests. After the war naval officers wished to maintain wardroom camaraderie, and the focus of the association reflected that interest. Near the end of the last century there was a foray into what was called 'Naval Affairs', focused on support of our Navy and on educating Canadians as to the need for strong seagoing forces. The NOAC, however, eventually reverted back to its original role of camaraderie.

### Where We Are

I believe NAC Ottawa has, unique among our branches, acted not only locally but has led NAC nationally. We have:

- Led NOAC not only to rename itself, but to change NOAC by opening membership in the association to anyone interested in supporting our Navy.
- Grown the branch – we are aiming for 400 this year with members not only from our Navy but industry and government who believe in a strong Navy. Both the Commander RCN and Chief of the RCN belong – a first.
- Staged a first class national conference, highlighting the RCN while beginning to educate government leaders and Canadian citizens as to the need for a strong Navy.
- Most recently tackled the large job of creating a signature event in our nation's capital, where government, industry and naval leaders could meet to join in honouring the RCN and our veterans.

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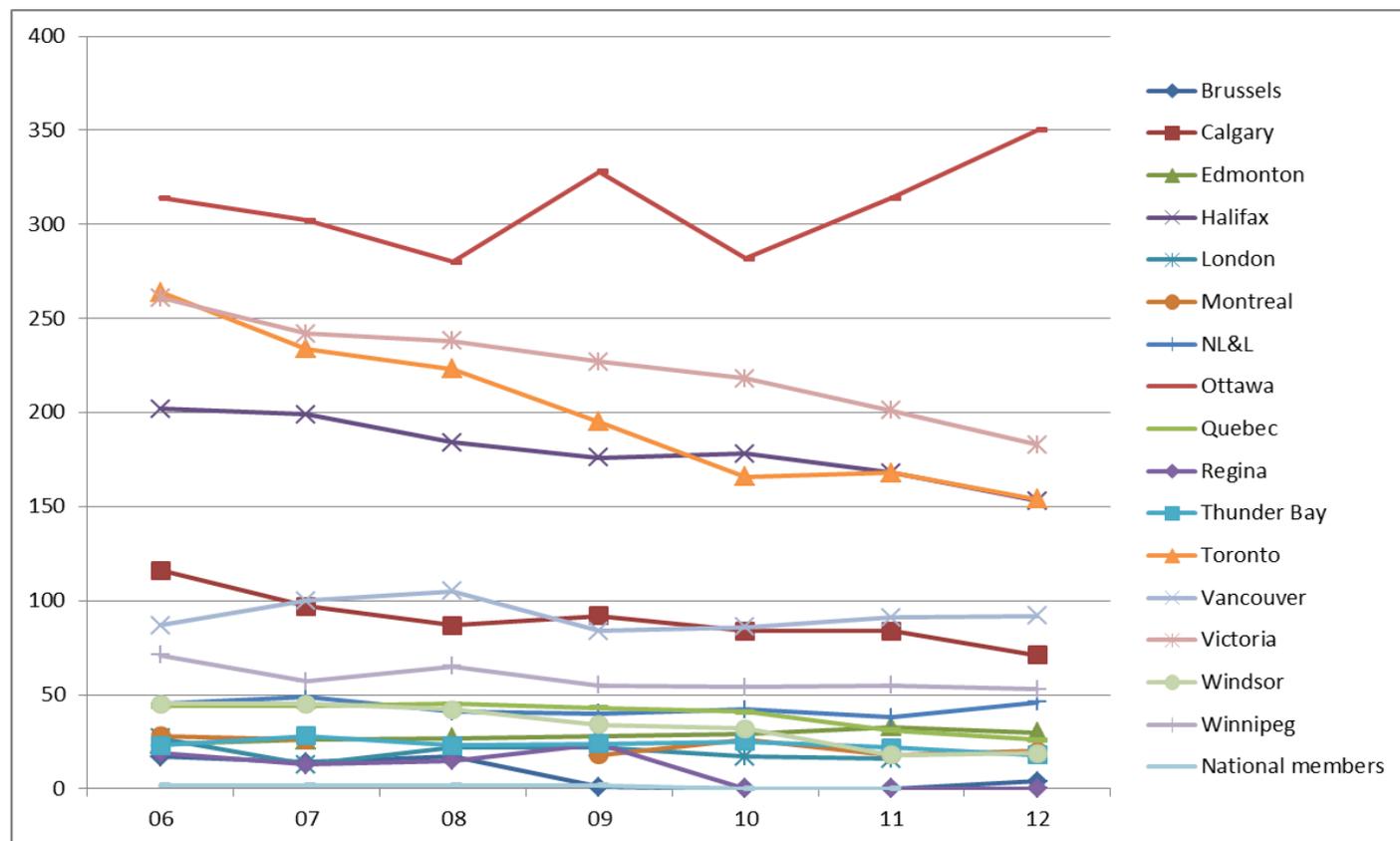




These undertakings were organized and run by Branch volunteers displaying an outstanding level of commitment to Canada and the future of our Navy - at times being a Board member has been a 24/7 endeavour.

### The Task Ahead

We now need to look at the wider NAC. While Ottawa is doing great things, other Branches are barely surviving. Even worse, some are in what seems to be terminal decline. The following graph shows what is happening nationally.



With the changes required by the new Not For Profit Corporation [NFPC] Act NAC has an opportunity to turn a new page. However, not all Branches see things that way. Many want to maintain the status quo even though it clearly is not working. As I see it we have two tasks:

- Reinvigorate our branches.
- Develop a strong national organization which is focused on supporting development of a strong Navy.

NAC operates at two levels and members pay two sets of dues, one for the Branch and the other for National. Most Branches are not clear on the differences and the relationship between the two.

We can say things are going pretty well in Ottawa, but to have a strong association we need all Branches active across the country, particularly in Halifax and Victoria. For this to be the case branches such as Halifax will have to turn things around – major changes will be needed. With the largest pool of serving and retired RCN types NS should be our strongest Branch. How do we work with like-minded people in Nova Scotia to change this dynamic?

*Soundings May 2013*





NAC National has not been active but must become a key part of our support for the RCN. Canada needs a strong Navy and part of ensuring this is a vigorous national discussion on the need for a Navy. One way to accomplish this is through what some might call an Institute. Many naval thinkers suggest this would be best done by a new organization, in part because NAC has not exhibited any interest.

I suggest NAC National is the organization best-suited to this role. It would be a departure and mean that National would require a strong stable of naval thinkers on call, all directed by a renowned Board. This clearly points to a different type of Board – a challenge for those Branches who wish to see a continuance of the status quo.

As I write this, considerable difference of opinion exists amongst National Board Members as to the changes required under the NFPC Act.

A group, led by our Branch, supports the idea of one-member-one-vote with members electing Directors. Some other Branches do not want individuals to be members and wish to retain the present structure with Branches being members and with one-Branch-one-vote. With this status quo approach, Presidents of Branches would remain national directors despite the way that Branches range in size from 3 to our 375 members – not unlike our Senate.

We must develop strong Branches, as we have done in Ottawa, preferably across the country but at least in the three ‘naval’ cities. We also must develop a national structure which supports debate, thinking and speaks with a strong voice in support of our Navy. Achieving this will not be simple.

The next few months will be interesting. **S**

### **NAC-O President Jim Carruthers Presents Salty Dips to Speakers**



▲ *Capt(N) Joe Sipos, NDHQ Director of Maritime Strategy, November 2012.*



▲ *Mr. Jake Jacobson, former NDHQ ADM(MAT) COS, December 2012.*





## Ahoy There! Our Programme

By Jay Plante

While we had hoped expanding celebrations to honour our Navy and **Battle of the Atlantic** (BOA) Veterans over several days, NAC Ottawa will limit planned activities to Thursday's "Signature" dinner (02 May) for this year, and of course, continue supporting our Navy to the more formal BOA Service on Sunday (1000-1200). As you know, the latter event is typically followed by receptions at both the Government Conference Centre and HMCS Bytown – these receptions are planned again this year. And for our planning of next year's 2014 BOA commemoration, we shall have additional BOA-related activities, in the expectation that we can make them into even more of a signature event. Stay tuned ....

With regards to the gala dinner, the event is nearly fully booked, and may well be by the time you read this clip. In fact, seats are only remaining to date because the Canadian War Museum (CWM) has reconfigured the LeBreton Gallery, thus allowing us to place additional tables – we therefore anticipate 400-plus guests. We shall host many of our regional BOA veterans at the Gala Dinner; in fact, 50 or so have expressed interest in attending. Certainly, this would not have been possible without the help and financial support of all our sponsors, and of our Signature and Gold level sponsors in particular. Further and due to limiting seating arrangements, tickets are available on an "invitation-only" basis for this year and are restricted to serving RCN and branch members and partners.

Our Guest of Honour will be **The Right Honourable David Johnston**, CC, CMM, COM, CD, Governor General of Canada and Commander-in-Chief of the Canadian Forces. Invited guests will include **Vice-Admiral Paul Maddison**, BOA veterans, senior military and naval personnel (serving and retired), parliamentarians, senior industry representatives, and Honourary Naval Captains. Admiral Maddison will present the 2013 Admirals' Medal recipient to Commander **Fraser M. McKee** RCN (Ret'd). Another highlight will be the unveiling of a portrait bust of Rear Admiral **Leonard Murray**, designed and created by **Christian Corbet**, one of Canada's preeminent artists and sculptor-in-residence for the RCN.

As a staunch supporter of our Navy, Mr. **Don Newman** has offered to act as the Master of Ceremony. Most of our readers will appreciate that Don is a well-known Canadian, award-winning journalist and broadcaster who has covered the Battle of the Atlantic and the RCN extensively. Over the next few weeks, we will continue finalizing the program with him to ensure the evening will be remembered by all who have chosen to attend.

As a final note and eight days prior to the 02 May BOA Gala Dinner Event, our members should note that the **Super Wednesday Event** (lunchtime function) will proceed as planned at noon on 24 April at HMCS Bytown. This bi-annual reception is intended for all our members and their spouses; the reception provides an ideal setting to renew acquaintances and meet new members - we will again invite RCN leadership to this early spring reception. Looking forward to seeing everyone there! **S**

## Planning Underway for the NAC-O-Hosted 2014 National AGM

By Tom DeWolf

The 2014 National AGM and Conference are already in the planning stages for an appropriate window of time in the Fall of 2014. There are many different themes being discussed, including the Centennial of Canada's Submarine Service. If you have other suggestions for topics and sessions please send in your ideas to Tom DeWolf at [tdewolf@sympatico.ca](mailto:tdewolf@sympatico.ca). **S**





## Branch Constitution and By-laws

By Eric Deslauriers

**Background.** Though the branch was founded much earlier, in 1986 the membership of the day decided to incorporate as a non-profit organization under the relevant Federal legislation, the Canada Corporations Act Part 2 (CCA Pt 2). The National organization had incorporated under the same Federal legislation in 1950. No other branches are incorporated under federal legislation, but most, if not all, are incorporated under the relevant provincial legislation.

In 2009 the Parliament of Canada passed the Not for Profit Act (NFP), superseding the CCA Pt2. This Act provided for corporations formed under the CCA Pt2 to “continue” under the new act, so long as they made application to Industry Canada (IC) by 17 October 2014. A corporation which had not applied by that date would automatically be dissolved. To “continue” under the NFP, a corporation must replace its letters patent, supplementary letters patent (if any) and by-laws with new charter documents, by submitting Articles of Continuance to obtain a Certificate of Continuance and creating and filing new by-laws. The articles and by-laws must comply with the NFP Act. The articles plus the Certificate of Continuance from IC, are the new Constitution.

**The Not for Profit Act.** Compared to the old legislation, the NFP specifies a clear set of rules that govern the internal affairs of federal not-for-profit corporations. Many topics which had to be included in by-laws under the CCA Pt2 are specified under the NFP and therefore do not need to be included updated by-laws. The NFP mandates that every corporation must have by-laws on two topics, membership conditions and notice of a general meeting to the members. The NFP provides default rules that apply if the corporation’s by-laws do not address certain matters. If there are no other provisions in the by-laws, the default rules will apply. If these default rules do not meet the needs of a corporation, the corporation may create by-laws that would override them, though there are some limitations imposed by the NFP. A corporation can also have by-laws on topics not specified in the NFP, so long as they conform to the NFP.

The NFP also is very explicit that the voting members of a corporation elect the directors, who oversee the running of the corporation on behalf of the members. It is the directors, for example, who decide which officers are required (eg., President, Treasurer, etc.) and who appoint individuals to fill these positions. The NFP also makes much clearer the responsibilities of Directors. For those interested in more detail, the following IC website provides detailed information on the NFP and the process to transition from the old legislation to the new: [http://sbinfocanada.about.com/gi/o.htm?zi=1/XJ/Ya&zTi=1&sdn=sbinfocanada&cdn=money&tm=33&gps=208\\_275\\_1076\\_625&f=00&tt=14&bt=0&bts=1&zu=http%3A//strategis.ic.gc.ca/epic/internet/incd-dgc.nsf/vwGeneratedInterE/h\\_cs02139e.html](http://sbinfocanada.about.com/gi/o.htm?zi=1/XJ/Ya&zTi=1&sdn=sbinfocanada&cdn=money&tm=33&gps=208_275_1076_625&f=00&tt=14&bt=0&bts=1&zu=http%3A//strategis.ic.gc.ca/epic/internet/incd-dgc.nsf/vwGeneratedInterE/h_cs02139e.html). Or go to the IC website and follow the cues.

**Next Steps.** Your Board of Directors has been working on drafting the Articles of Continuance and new By-laws to allow NAC-O to “continue” under the NFP. In doing so, we have worked on the principle of not making substantive changes to our current Constitution and By-laws, except for the small number of cases where changes are required under the act. These draft documents will be forwarded to the membership prior to our Annual General Meeting (AGM) on 6 May 2013. At the AGM, I will propose a motion that these documents be approved by the membership. Although the AGM will be conducted under our current constitution and bylaws, the NFP requires that two thirds of the voting members must approve the Articles of Continuance. A simple majority must approve the By-laws. If both are approved, they will be forwarded to IC, requesting a Certificate of Continuance. The new Constitution (Articles + Certificate) and by-laws come into effect on the date of the Certificate of Continuance.





If you have any questions of the substance of the NFP, or the process to transition, feel free to contact me. When you receive the draft Articles and By-laws, please review them carefully, so that we can make an informed decision at the Branch AGM. **S**

## Amyotrophic Lateral Sclerosis (ALS)

By Fred Herrndorf

The NOAC Ottawa Branch has been a long time and generous supporter of ALS, or Lou Gehrig's disease. In recent times the disease has taken **Gordon Myer** and **Helen Brown**, the late wife of **Colin Brown**, and LtCdr **Christian Douglas Hatch** (Royal Roads '93), and our walk is dedicated to their memories. We shall not forget!

This year the ALS Walk D'Feet was held on Saturday, June 16, 2012 at the War Museum and consisted of a 5km walk along the Western Parkway.

**Allan and Pat Brookbank, Pat Barnhouse, Merv Cameron, Jim Carruthers, Bill Dziadyk, Jake Freill, Andy Geddes, Bruce Hayes, Rod Hutcheson, John Nash, Paul Roquet, Bruce Wilson and Gene Weber** generously sponsored **Elizabeth and Fred Herrndorf** to participate in the ALS Walk D'Feet.

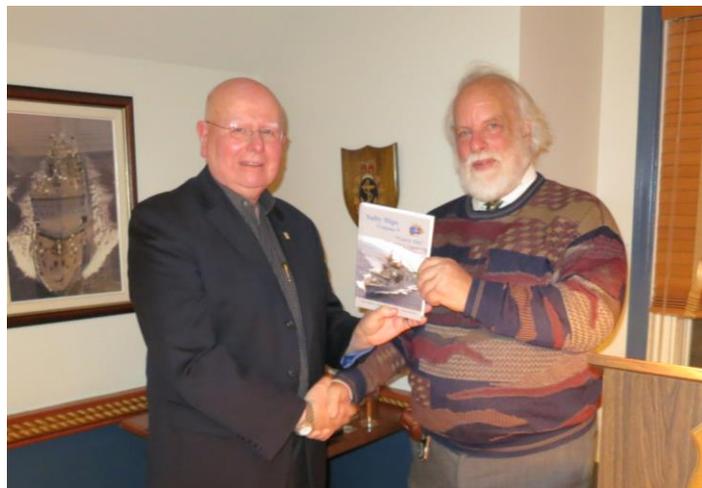
One thousand persons participated, and raised \$130,000 for ALS Research (40%) and Patient Care (60%). Bravo Zulu to the NAC-Ottawa Branch for their continued support (\$405.00).

The 2011 ALS Walk D'Feet was also dedicated to the daughter-in-law of **Paul and Carol Godbout, Sari Godbout**, who is currently fighting the ravages of ALS. **S**

## NAC-O President Jim Carruthers Presents Salty Dips to Speakers



▲ (Left) Capt(N) **Serge Bertrand**, RCN Director Maritime Strategic Communications, and Capt(N) **Bill Woodburn**, RCN COS, March 2013.



▲ Dr **Nicholas Tracy**, Adjunct Professor of History, University of New Brunswick, April 2013.





## John Richard Honoured



◀ On November 23rd, 2012, NAC-O member The Honourable John Richard, O.C., L.L.D. (Carleton) was invested as an Officer in the Order of Canada by Governor-General David Johnston. John served in the RCN as a UNTD entry in the 1950s. The investiture is in recognition of his distinguished service as a jurist, including his service as a Chief Justice, his leadership in the Canadian legal community and his charitable works.

## Branch Membership Report

By Rich Gimblett

As of mid-April 2013, the Branch has **372** members of all categories, a net growth of **49** since the last Branch AGM a year ago.

This is directly attributable to the several high-profile activities in which the Branch has been engaged and attracting new members, with a direct co-relation to some **20** persons who joined for the National Conference and AGM last June, an additional dozen joining to participate in the forthcoming Battle of Atlantic Gala Dinner, as well as through the recruiting efforts of individual members.

We also have been fortunate in having had a very minimal decline due to death, moving away, or folks otherwise leaving the Branch. Indeed, several persons moving to warmer climes have opted to remain with the Branch in the "out-of-town" category.

The absolute and relative numbers of "paying" members also are increasing. With **75** persons in the Honorary Life category, another **12** still in the Paid Life category, and a further **13** 1-Year Honouraries (total 100), there are fully **272** dues-paying members.

Of course, a good number of Honouraries and Paid Lifers also submit an equivalent or higher amount in "donations", for which the Branch is truly grateful. The extra funds, as you will have seen reported elsewhere, allow the Branch to return better service to you, and engage in other charitable and education works.

The slightly disappointing news is that a good number of members (**54** at time of writing) have yet to pay dues for 2013. Please do so at your earliest opportunity....

Finally, by the time you read this, I will have completed my term as Membership Director and will have turned over to Captain(N) **Steve King**, RCN (Ret'd).

It has been an honour to serve you in this capacity, and I look forward to working with you in other ways. **S**





## Salty Dips

By Rick Guitar

The NAC-O Salty Dips Committee is planning for Volume 10 of Salty Dips, which I have tentatively named *We Dive Deeper Than You Do*. The committee members are:

**Richard Guitar** - Chairman and NAC-O Board Member

**Michael Young** - Editor-in-Chief

**Fred Herrndorf**

**Pat Barnhouse**

**Paul Roquet**

**Ken Lait**

**Bruce Hayes**

Some of the committee members have been around for a long time and would like to retire, so we're looking for new members to assist in story selection, editing, marketing and sales.

The intent is to publish in time for the 100<sup>th</sup> anniversary of Canadian Submariners and Submarines in 2014. We have a plan for Volume 10 and want to have five sections:

1. The early years – WWI, interwar years
2. WWII
3. 1945 – 1965
4. *Oberons, Grilse and Rainbow*
5. *Victoria Class*

Each Section would have a brief introduction to set the context for the era.

In addition there will be short one to two paragraph dips placed throughout the volume at the bottom of pages. We may include other non-submarine dips, and would put them in a separate section. There are some specific kinds of stories we would like to look for to go along with straight submarine experience:

- Submarine – Aircraft interaction
- Submarine – Skimmer interaction
- Non-Submariners who worked closely with them; e.g. Submarine Squadron Supply Officers

The committee looks forward to your contributions and purchases. **S**



◀ *HMCS Grilse (SS-71) is the former USN Submarine USS Burrfish (SSR 312). She was loaned to Canada and was commissioned into the RCN at Groton, Connecticut, 11 May 1961, serving for five years. The Submarine was originally commissioned on 13 September 1943 and conducted 6 War Patrols during World War II. After American and Canadian service she was sunk off San Clemente as a target on 19 November 1969.*

***[Look for the 100<sup>th</sup> anniversary of the submarine service in Canada to be the cover story of the Autumn 2013 Soundings. Ed.]***





## Sea Kings Celebrate Golden Jubilee

By Col (Retired) Ernest Cable  
Shearwater Aviation Museum Historian

In early 2011, a number of retired former Sea King officers and NCMs established the Sea King 50<sup>th</sup> Anniversary Committee to commemorate the Sea King's 50 years of service to Canada. Although, various events will take place from Wednesday, 31 July to Friday, 2 August 2013, the formal ceremonies will occur on 1 August 2013, 50 years to the day that the first Sea King arrived at HMCS *Shearwater*. The first event has already occurred; on 19-20 June 2012, the Canadian Forces Aerospace Warfare Centre hosted a historical workshop at 12 Wing Shearwater where serving and retired officers and members from academia presented papers featuring the Sea King. The Warfare Centre will be printing a compendium of the presented papers in a journal for the 1 August celebrations. Other events include a meet and greet, a military parade, fly past and memorial service at 12 Wing Shearwater, the laying up of a Sea King into the Shearwater Aviation Museum, a formal plated dinner at the Halifax World Trade Centre, where Sergei Sikorsky will be the guest speaker, and a golf tournament. Details of these events including registration, costs and accommodation packages can be seen on the 50<sup>th</sup> anniversary website, [www.seaking50.ca](http://www.seaking50.ca).

The *raison d'être* for the Sea King golden jubilee began in the 1960s when the Royal Canadian Navy (RCN) led the navies of the world in solving the seemingly insurmountable challenges of marrying a large helicopter with a small destroyer. The concept of operating helicopters from destroyers led to revolutionary advances in naval warfare, especially in the role of Anti-submarine Warfare (ASW). After the RCN and Canadian industry solved the difficult challenges of landing and taking-off from rolling decks in rough weather, the use of helicopters at sea was adopted by most navies around the world. The rapid proliferation of helicopters on ships other than aircraft carriers gave rise to shipborne aviation, the most ubiquitous form of naval aviation in all but the largest navies. Shipborne aviation presented challenges quite different from carrier-borne aviation where aircraft carriers had much larger, more stable flight decks and more sophisticated maintenance

## Canadian Naval Aviation – An Historic Monument

By Peter Milsom and Bud MacLean

In July of 2010, for its final of eleven Naval Centennial projects, Hampton Gray VC Chapter of the Canadian Naval Air Group presented a submission to the Historic Sites and Monuments Board of Canada. It requested an historic site be approved to commemorate “Canadian Naval Aviation” at the place of its origins in 1918 at Shearwater Nova Scotia. We were informed in early 2012 that the Board had approved in its December meeting the award of an historic event designation rather than a site. The formal news release announcing the designation was issued on 27 March, 2012 by The Honourable Peter Kent.

The Board agreed the plaque should be displayed in Shearwater outside the Shearwater Aviation Museum; however, while historians at Parks Canada had strongly endorsed the submission, the Board constrained the event to recognize naval aviation only during the Cold War for the text of the plaque. After many months of negotiation seeking to have the extraordinary exploits of Canadian naval aviators during and between the two world wars well before the Cold War acknowledged, a modestly revised text was approved last December. Pending approval by the Minister, it is hoped that the event may be celebrated in conjunction with the Sea King 50<sup>th</sup> anniversary celebrations this summer in Nova Scotia.

Whenever it is celebrated, the plaque will serve to officially acknowledge the contributions of Canadian Naval Aviation to Canada and the event, and the articles which will follow in this magazine, will finally present the remarkable but relatively unlauded accomplishments of this extraordinary component of Canada's military forces.

*[Look for more info on these events in the next Soundings. Ed.]*





facilities. Destroyers capable of hosting helicopters for shipborne operations were designated “Helicopter Destroyers” or DDH’s.

### Arctic Helicopters

The RCN acquired its first HTL (Bell 47) helicopters in 1951 to investigate the usefulness of the rotary wing aircraft of the period for naval operations. In 1954, HTL helicopters were the first to embark in *HMCS Labrador*, the first Canadian ship to incorporate a landing platform and hangar for helicopter operations during initial construction. Later in the year three larger twin-rotor Piasecki HUP-3 helicopters were purchased to augment *Labrador*’s HTLs, providing a capability to sling up to 400 kg of heavy equipment ashore for the icebreaker’s survey parties.

### ASW Helicopters

The use of helicopters to support *Labrador*’s Arctic surveys gave rise to the concept of using helicopters in ASW. The idea was not new, as the United States Coast Guard had considered basing helicopters on merchant ships during the Second World War. Their role at the time would have been to drive submarines down to reduce their effectiveness, or to hold them down until a warship arrived. By the early 1950s the concept of the anti-submarine helicopter changed profoundly with the latest development of dipping sonar, a sonar transducer that could be lowered by cable into the depths of the sea. The proposed ability to detect a submarine with helicopter sonar and attack with homing torpedoes launched by another aircraft or ship promised to revolutionize ASW. To further investigate the concept, the RCN purchased a small fleet of Sikorsky HO4S-3 (S-55) helicopters from the United States and equipped them with dipping sonar. In 1955, the RCN formed Helicopter Anti-submarine Squadron 50 (HS 50) to pioneer the use of helicopters in ASW; the first HS 50 helicopters embarked in the aircraft carrier *HMCS Magnificent* in 1956.

### The Beginning of Shipborne Helicopter Aviation

The prospect of a mix of dipping sonar helicopters and destroyers in the anti-submarine screen around a convoy or naval task group portended a quantum leap in the RCN’s ASW capability if the relatively large Sikorsky HO4S-3 helicopter could be incorporated into its small *St. Laurent* Destroyer Escorts (DDEs). The feasibility of landing on a small ship was investigated

by constructing a small landing pad over the quarterdeck of the *Prestonian* class frigate, *HMCS Buckingham*, in the summer of 1956. The first HO4S landed aboard in September in the sheltered waters of Halifax’s Bedford Basin. This much had been done during the Korean War when U.S. Army helicopters had conducted emergency evacuations from Canadian destroyers by landing on the aft deckhouse. Although, the RCN had recent experience operating Bell HTL and Piasecki HUP-3 helicopters from *HMCS Labrador*, the motion of a 6,500-ton



▲ *The Buckingham trials.*





icebreaker in quiet Arctic waters was hardly a harbinger of the challenges of landing a heavy helicopter on a 2,500-ton destroyer in the heaving North Atlantic.

Although the *Buckingham* trials proved it was possible to routinely land a large helicopter on a small ship, the HO4S's undercarriage was not sufficiently robust to prove the concept in "heavy weather". The next step was to determine the feasibility of operating a helicopter from the RCN's latest St. Laurent class destroyer escort; at the time considered the "Cadillac" among ASW destroyers in the Western world. In the latter part of 1956, *Buckingham's* landing platform was transferred to the new St. Laurent class destroyer, HMCS *Ottawa*, and a heavier Sikorsky H-34 (S-58) helicopter with an undercarriage rugged enough to handle the lateral stresses of landing on a rolling deck was borrowed from the RCAF. The *Ottawa* trials confirmed that a large helicopter could operate from a small ship in heavy seas. However, severe corrosion from exposure to strong cold winds and sea spray proved the need for a hangar for maintenance and protection against the weather. Also, a device was required to guide the helicopter down to the deck while landing, then capturing and holding it securely to a rolling, pitching deck in rough seas. The trial also proved that a helicopter even more robust than the H-34 was required.

In 1958, the case for operating helicopters from destroyers gained new impetus with the development of the Canadian-designed Variable Depth Sonar (VDS) that could be towed at selectable depths from the stern of a destroyer. The VDS provided a vast improvement over the traditional hull-mounted sonars as destroyers could lower the VDS transducer to the best search depth that resulted in submarines being detected at ranges in excess of 20,000 yards, a five-fold increase over hull-mounted sonars of the day. Two VDS-equipped destroyers could now search an area that previously required six ships with hull-mounted sonar. The RCN quickly added the VDS system to its list of improvements for the *St. Laurent* destroyer modernization program.

The ability to locate submarines at longer ranges presented the problem of how to attack them. The St. Laurent class's primary weapon, the "Limbo" anti-submarine mortar bombs, had a range of 1,000 yards. The Limbo's limited range required destroyers to enter well within the lethal range of a submarine's torpedoes to deliver an attack. The introduction of the Mark 44 homing torpedo improved a destroyer's attack range to 6,000 yards, but this was still only one-third the VDS detection range against a submarine.

The ability of the shipborne helicopter to conduct sonar searches beyond the extent of a surface ship's sonar range provided a dramatic increase to the size of the area searched. But more importantly, a shipborne helicopter provided a means to attack targets beyond the range of a destroyer's torpedoes. By 1958 the HO4S-3 helicopters flying from the aircraft carrier, HMCS *Bonaventure*, demonstrated an autonomous sonar search capability, independent from the carrier. The potential to operate autonomously provided additional impetus to the RCN's efforts to incorporate sonar-equipped helicopters into small destroyer operations. Other navies experimenting with shipborne helicopters thought of the helicopter merely as a weapons carrier for attacking targets acquired by the ship. However, in 1959, the RCN decided that large shipborne helicopters, with their own sonars and weapons, would be most effective by providing its mother ship a collaborative but independent stand-off search and attack capability.

### **The St. Laurent DDH**

By early 1959, the RCN decided to rebuild the seven original *St. Laurent* DDEs completely to carry a heavy helicopter and to be fitted with VDS. It also decided to build a helicopter capability into the last two repeat *Restigouche* class destroyers, better known as the *Annapolis* class. The *St. Laurent* reconstruction required stripping the ship aft of the flag deck, including the "Y-mount" aft gun turret and one of the Limbo mortar launchers. This provided new spaces for air detachment personnel and aircraft maintenance facilities to be built along the main deck and a new hangar and flight deck to be constructed above.

Although, most navies claimed it couldn't be done, the RCN solved the biggest impediment to shipborne aviation; that is, how to land a helicopter on the rolling, pitching flight deck of a small destroyer. The RCN, in collaboration with Canadian industry, designed and pioneered the





“Helicopter Hauldown and Rapid Securing Device” (HHRSD), better known as the “Beartrap”. The Beartrap enables a helicopter to land on a destroyer’s small flight deck in all but the worst weather conditions and then secure the aircraft to the deck. The Beartrap could then be traversed forward along the flight deck to pull the Sea King into the ship's hangar. The Beartrap, or versions of it, have been adopted by navies around the world, including those of the United States, Australia and Japan. The Beartrap is considered Canada’s gift to shipborne aviation. The DDEs converted to carry helicopters were re-designated DDHs.

### The Sea King

It took time to find the money and finalize the design to rebuild the *St. Laurents*; therefore, it wasn’t until 1962 that the first ship, HMCS *Assiniboine*, started conversion to a DDH. In the meantime the RCN searched for a suitable new helicopter. The obsolescent HO4S-3 was suitable for aircraft carriers, but it was clearly not capable of withstanding the rigours of operating from much smaller destroyers. In 1962, the RCN found the ideal aircraft capable of independent operations from a destroyer. The Sikorsky CH-53 Sea King was selected to replace the HO4S-3 in the ASW role from both the carrier, HMCS *Bonaventure*, and the soon to be modified destroyer escorts. The Sea King was selected for its size, range and all-weather day-night capability. It also combined the “hunter-killer” role in a single airframe for anti-submarine missions. Its two turbine engines provided a good safety margin for extended mid-ocean operations, where returning to shore was not an option. Also, its hull design increased survivability in the event of a water landing. The Sea King’s primary sensor would be dipping sonar, which from a 15-meter hover can be lowered to ocean depths of 150 meters to search for submarines. The Sea King was capable of carrying two homing torpedoes to attack submarines detected by either its own sonar or on information from ships or other aircraft.

The first two Sea Kings arrived at *Shearwater* on 1 August 1963 and the last of 41 Sea Kings arrived on 3 May 1969. The first four helicopters were manufactured at the Sikorsky plant in Stratford, Connecticut while the others were assembled in Canada by United Aircraft Canada Limited (later Pratt & Whitney Canada) in their plant at Longueuil, Quebec<sup>1</sup>.

With the advent of nuclear-powered submarines in the late-1950s the Sea King would come to play an even more crucial role in reducing the capability gap between VDS-fitted destroyers and the nuclear submarine’s superior speed and manoeuvrability. More critically, the nuclear submarine’s exceptional sonar could detect targets at ranges that greatly exceeded the VDS. The DDH was in the unenviable position of being attacked by a submarine before it could even be detected. This tactical disadvantage thrust the Sea King into the role of the DDH’s primary weapon system. The Sea King’s ability to extend the DDH’s tactical reach reduced the nuclear submarine’s advantage in sonar and weapons range.

▼ *The marriage of the Sea King with HMCS Assiniboine is consummated*



<sup>1</sup> 14 Sea Kings and eight lives have been lost due to human error or mechanical failure.





## The Replacement DDHs

The importance of the Sea King was recognized in the early 1970's, when the Navy introduced four larger (5,100 tons) and more capable *Iroquois* class helicopter destroyers with a larger hangar capable of accommodating two Sea Kings (re-designated CH-124 after integration in 1968). Similar to earlier DDHs, the *Iroquois* class flight decks featured a HHRSD or Beartrap that enabled the two helicopters to be launched and recovered sequentially. The role of the Sea Kings remained unchanged, extending the DDH's tactical reach or operating independently with other naval forces.

In 1992, the Navy introduced the first of its new helicopter-capable 5,000-ton *Halifax* class frigates (FFH). These general-purpose frigates were equipped with the latest ASW sensor and weapon systems including a hangar, flight deck and a HHRSD to support a single Sea King. The frigates replaced their predecessors' VDS sonar with the new Canadian-designed Towed Array Sonar System (CANTASS) streamed hundreds of meters behind the frigate. The CANTASS passive hydrophones were capable of detecting submerged submarines at ranges well in excess of the VDS. Again, the Sea King was called upon to bridge the gap between CANTASS's long detection ranges and the shorter ranges of the frigate's ASW weapons. Six Sea Kings had their active sonars removed and replaced with sonobuoy processors, which passively detected the same submarine sounds as CANTASS. Using CANTASS information as a search datum the Sea Kings used sonobuoy localization tactics to pinpoint the submarine's position and ultimately deliver a standoff attack<sup>2</sup>. The modified Sea Kings were also intended to explore the systems and tactics intended for the Sea King's successor, the long-awaited Sikorsky CH-148 Cyclone.

## Role Expanded

From the Sea King's arrival in August 1963 it was primarily employed as an ASW aircraft, but after the first Arabian Gulf War in 1990-91 the roles and missions of the aircraft changed irrevocably. Intended as a temporary measure for OPERATION FRICTION, Forward Looking Infra-Red (FLIR), secure radios, GPS, a 7.62 mm door-mounted machine gun and self-protection equipment against infrared and radar guided missiles were hastily added to six Sea Kings in an incredibly short two-week period. The new equipment proved so successful in the surface interdiction role in the Gulf War that it was adopted fleet-wide as standard equipment, and new tactics and procedures were developed to exploit their capabilities.

In 1992 during OPERATION DELIVERANCE in Somalia, the Sea King re-enforced its excellence as a surface surveillance platform. After setting a record of slinging more than 400 tons of supplies from HMCS *Preserver* to the Somalia airfields at Bale Dogle, the inland base for the Canadian Airborne Regiment, and Mogadishu in just seven days, the FLIR-equipped Sea Kings were re-tasked to conduct overland night surveillance and provide tactical reconnaissance for field units of the Canadian army. The Sea Kings' prescient success over the deserts of Somalia entrenched the role change from an ASW helicopter to a surface-surveillance platform with a direct-fire weapon.

To reflect the expansion in roles, in January 1995, 423 and 443 Sea King Squadrons were re-designated from Helicopter Anti-Submarine to Maritime Helicopter Squadrons. Although the mid-ocean ASW missions were not abandoned, the majority of the Sea Kings' tasking concentrated on surface surveillance operations to support the maritime dimension of NATO and UN peacekeeping /peacemaking operations in regional conflicts. The Sea King also continues to represent Canada in coalition forces conducting anti-piracy patrols, counter-drug surveillance, and humanitarian relief. From 9/11, 2001 until today, Sea Kings have been deployed on national or international named operations for all but 28 months of that period, the most recent littoral operation being off the coast of Libya in OP MOBILE.

Happy 50<sup>th</sup>, Sea Kings!

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<sup>2</sup> In 2006, five of the six towed-array support Sea Kings had their ASW equipment replaced with 14 troop seats to support Canadian troops in Afghanistan. Because of the Sea Kings' high density-altitude limitations the aircraft were never deployed.





## NAMED OPERATIONS SINCE 1990 INVOLVING SEA KINGS

**OP FRICTION 1990-91:** Persian Gulf; maritime interdiction and mine countermeasures.

**OP FLAG 1991:** Red Sea; maritime interdiction.

**OP DELIVERANCE 1992-93:** Somalia; delivery of food, water, medical supplies, fuel and troops as well as conducting tactical reconnaissance.

**OP FORWARD ACTION 1993-95:** Haiti; maritime interdiction in support of U.N. fuel and arms embargo.

**OP SHARP GUARD 1993-96:** Adriatic Sea; maritime interdiction to support UN fuel and arms embargo against former states of Yugoslavia.

**OPERATION TRANQUILITY 1995-98:** Maritime Interdiction Force support working with the US Navy covering waterways with high traffic, sometimes volatile.

**OPERATION OCEAN VIGILANCE 1995-97:** Turbot fishing war between Canada and European Union. Navy seized Spanish fishing net to prove contravention of fishing regulations.

**OP ASSISTANCE 1997:** Manitoba; search and rescue, medical evacuation and aerial reconnaissance for the Red River flood.

**OP DETERMINATION 1998:** To enforce UN Security Council Resolutions in the Arabian Sea; shipping interdiction.

**OP PERSISTENCE 1998:** Nova Scotia; search, transportation and recovery in support of Swissair 111 crash.

**OP TOUCAN 1999-2000:** East Timor; transportation and aerial reconnaissance.

**OPERATION MEGAPHONE 2000:** Canadian sailors boarded American cargo ship GTS Katie carrying Canadian equipment from Kosovo to Canada.

**OP APOLLO 2001-2003:** Arabian Sea; battle group escort, surface surveillance and maritime interdiction in support of war on terrorism. While deployed, ships participated in force-protection operations, fleet-support operations, leadership interdiction operations, and maritime interdiction operations. Canadian naval boarding personnel hailed more than 10,000 ships and conducted more than 260 boardings - almost 60 per cent of the entire coalition fleet's total.

**OP ALAIR 2003:** Present: Support of coalition forces in the Arabian Sea.

**OPERATION ALTAIR** is the continuing Canadian Forces maritime contribution to the U.S.-led coalition campaign against terrorism known as Operation ENDURING FREEDOM. Operation ALTAIR consists of six-month ship deployments; ships often seamlessly integrate into US task groups operating in the area. While in theatre, our ships conduct surveillance patrols and maritime interdiction operations in order to control sea-based activity in the region.

**OPERATION UNISON 2005:** In September 2005, the Canadian Forces contributed to the Government of Canada's response to the United States relief effort following Hurricane Katrina. The hurricane was one of the most powerful storms to ever hit the U.S., leaving significant damage along the southern coastal states.

**OP SAIPH 2009-Present:** Canada's participation in the international campaign to enhance maritime security in the North Arabian Sea, the Persian Gulf and the waters around the Horn of Africa Anti-piracy patrols around the horn of Africa.

**OPERATION PODIUM 2010:** Maritime support to Winter Olympics in Vancouver.

**OP HESTIA 2010:** Haiti; humanitarian assistance and disaster relief operations; emergency evacuation and transport of medical equipment and water.

**OPERATION SAIPH 2010:** Canada's participation in the international campaign to enhance maritime security in the North Arabian Sea, the Persian Gulf and the waters around the Horn of Africa. To date HMC Ships *Ville de Québec*, *Winnipeg* and *Fredericton* have provided support to the operation.





**OPERATION MOBILE 2011:** Canada's participation in the international campaign to enhance maritime security in the North Arabian Sea, the Persian Gulf and the waters around the Horn of Africa.

**OPERATION ACTIVE ENDEAVOUR 2012:** Canada's current participation in the NATO counter-terrorism operation in the Mediterranean Sea and the Strait of Gibraltar. **S**

## HMCS *Ottawa* Represents Canada on the World Stage

By SLt Cody Black (DND Photos)

HMCS *Ottawa* has been busy since we last checked in with the good folks at *Sounding*. During 2012, *Ottawa* spent over 190 days away from home port, with over 170 of them at sea. In addition to that time in 2012, she has already spent over 40 days at sea in 2013. During that time, she visited Vancouver, San Diego, Pearl Harbor, Balboa (Panama) and Puerto Quetzal (Guatemala). As the ship had sailed as often as she had, many sailors joked that their *favourite* foreign port was in fact (their home port) Esquimalt, BC! All kidding aside, however, *Ottawa's* officers and crew are very proud of their time at sea and their accomplishments since last checking in during the summer of 2012.

HMCS *Ottawa* has conducted all manner of operations since last summer. She has spent time away from home conducting Directed Work Ups (DWUPS), Task Group Exercises (TGEx), Work Ups Assistance (WUPS Assist), Maritime Security Patrols (MARSECPAT), a Fleet Navigating Officer's Course (FNO), a Submarine Commander's Course (SCC) and counter-narcotics operations abroad while on Operation Caribbe (OP CARIBBE).

After her participation in Rim of the Pacific (RIMPAC – see last issue) during the summer of 2012, HMCS *Ottawa* returned home to ramp up for her next mission, OP CARIBBE. She would have approximately one month alongside at home in Esquimalt. Both the ship and her crew were in need of rest, relaxation and repair during this time. Many of the sailors were able to spend some much needed time at home with their families, and the ship had her minor wear and tear improved upon. Before the ship would sail again, a few proud members of the ship's company and Command travelled to the city of Ottawa for a few days in order to conduct a Namesake City Visit. A Namesake City Visit is an opportunity for the ship to showcase her accomplishments and share her stories with the people and public of the city from which her name is taken. During the visit, the mayor of the city the Honourable Jim Watson declared September 27<sup>th</sup> "HMCS *Ottawa* Day". In addition to this honour, the ship's representatives were most pleased to present a cheque to the Children's Hospital of Eastern Ontario (CHEO) for the amount of several thousand dollars, establishing it as the ship's official charity. The sailors were also privileged to present a ship's bell to local military chapels for use in their ceremonies. With the culmination of the namesake city visit, the ship would soon leave for the eastern Pacific.

According to the Government of Canada Canadian Armed Forces website, OP CARIBBE is a Canada Command counter narcotics operation, and is Canada's contribution to an ongoing U.S.-led, multi-national effort to stop drug trafficking in the waters of the Caribbean Basin and East Pacific. It would be HMCS *Ottawa's* role to ensure Canada's successful participation in this worthwhile endeavour. True to *Ottawa* fashion, she would indeed ensure a success.

*Ottawa* would depart for her area of responsibility in the eastern Pacific Ocean at the end of September, 2012. Before she could begin her counter-narcotics mission, she would first transit down the pacific coast of North America en route to San Diego, conducting DWUPS along the way. After several days of transit and hard work at sea, she reached her Californian destination and embarked a United States Coast Guard Law Enforcement Detachment (USCG LEDET). A USCG LEDET is a unit of specialized sailors, acting as the on board or deployed arm of their law enforcement branch. They have been operating for over 30 years with the US Navy, and more recently with Canadian and international navies. Their role on board *Ottawa* would be to conduct any actual boardings or seizures of suspect vessels.





Before *Ottawa* could reach her destination patrolling the eastern Pacific, she encountered some rather severe engineering difficulties and unless repairs were made, the success of the mission was in jeopardy. *Ottawa's* engineering department had their work cut out for them. With time alongside in foreign port made available, and with the helpful guidance of senior Fleet Maintenance Facility personnel, the engineers on board rose to the occasion and achieved mission-critical repairs allowing *Ottawa* to proceed. Ultimately, *Ottawa* and the USCG LEDET



▲ *Drug Bust! HMCS Ottawa, its Sea King and an embarked USCG detachment approach a suspect vessel.*

conducted several investigations of suspect vessels culminating with the seizure of one fishing vessel which was being used to transport narcotics. The seizure of this vessel, the *MV Capt Erson*, made international headlines. The prize seized was 36 bales of cocaine, totalling 1.3 tonnes at an estimated wholesale value of 32.4 million US dollars. The bust was a great morale booster, and the ship's company was quite proud to have made such an important contribution to international law and order. To add icing to the cake, *Ottawa* and her Sea King helicopter Air Detachment from 443 Squadron (Sidney, BC) were able to conduct a rescue of a pair of distressed sea turtles, which had become entangled in some discarded fishing nets. Eventually, HMCS *Ottawa* returned home, the officers and crew having earned the Operational Service Medal (Expedition) for their efforts.

After a leave period which extended over the Christmas and holiday period, *Ottawa* was back at sea. This time her destination was Hawaii, where she would participate in the SCC. *Ottawa* was honoured to be able to assume Flagship duties as the command platform for this exercise, when she embarked Commander of the Canadian Fleet Pacific, Commodore Scott Bishop and his staff. The exercise was a great success, and *Ottawa* achieved her mission in helping to refine and redesign some of Canada's already very successful anti-submarine warfare tactics. She steamed home for Esquimalt, satisfied with a job well done.



Most recently, coming off of a two-week deployment conducting a Fleet Navigating Officer's course in her home waters, HMCS *Ottawa* now finds herself once again alongside, preparing for her next deployments. For her efforts in 2012, the ship has been awarded The Kinley Award from the Navy League of Canada. The Kinley Award this year has been awarded to an RCN ship which has "made a remarkable contribution in support of naval and maritime interests". Certainly, *Ottawa's* officers and crew are very proud to have been recognized publicly in this manner.





What does the remainder of the year hold in store? Of note in a busy 2013 sailing schedule will be participation in Exercise Trident Fury and another deployment on OP CARIBBE. EX Trident Fury, a multi-week, international task group exercise in Canada's home waters will be conducted prior to the ship's sailing for the eastern Pacific once again. Whether at sea or alongside at home, HMCS *Ottawa* looks forward to sharing her further exploits within the pages of the next edition of *Soundings*. **S**

## Naval Affairs

By Ken Bowering

*[Given the importance of this analysis by Ken Bowering, it is included here in full. Ed.]*

In the last two issues of *Soundings* the "way ahead" for Naval Affairs was outlined and NAC-O members were encouraged to come forward with comments and opinions on a number of important issues. So far, the response has been somewhat less than deafening, but we still want to hear from you. At least four relevant articles were written recently by members of the Naval Affairs Committee including those by **Richard Archer**, **Rob Huebert**, and **Roger Girouard**. These are:

- In **The Wave of the Future – The Way Ahead for Canada's Naval Policy** (published in **Frontline Defence Issue 4 2012**) Richard Archer discusses how naval forces are becoming pre-eminent in their utility for the execution of emerging Canadian foreign policy in an ever more unpredictable world. A copy is posted under the Naval Affairs banner on the NAC web site.
- In **Why Canada Needs a Navy** (as yet unpublished), Richard Archer asserts that "if we accept that Canada is a maritime nation, then accordingly we must take the necessary steps to protect and advance our interests in home waters and in seas around the world. To achieve such objectives, it follows that Canada needs a capable and adaptable Royal Canadian Navy. A strong, capable Navy is crucial to Canada, to its national security and interests, and to the prosperity of future generations of Canadians."
- In **2013: A Decisive Year for Canada's Arctic Ambitions**, Rob Huebert calls for the government to start acting on its maritime northern promises. He says "Canada's role in the circumpolar world will enter a critical phase in 2013" as "Canada will assume the role of chair of the Arctic Council. At the same time, it will submit coordinates to extend its continental shelf in the Arctic region. The government has also promised to begin building a large icebreaker and a new class of navy vessels capable of operating in the Arctic". ... The appointment of "Minister Leona Aglukkaq as Canada's senior Arctic official means that the government will be focusing on social, economic, and health priorities for the Arctic". ... but "the government will still need to develop policies that focus on sovereignty and security issues as the Arctic region continues to integrate more and more with the rest of the world."

The entire text of Rob's paper, including some very well-written comments can be found at <http://opencanada.org/features/the-think-tank/comments/2013-a-decisive-year-for-canadian-arctic-ambitions/>.

- In **Planning for the future of the Canadian Navy** (National Post, 5 February 2013) Roger Girouard presented his vision of how important naval power will be in the coming decades and argues in favour of Canada having a robust Navy. He reminds us that a class of ships "can take 30 years to conceptualize" ... "and construct", that "naval planning takes not only political acumen, but a capacity to predict looming threat scenarios and manage the risk associated with getting some of the predictions wrong" and that "decisions made, or not made, today will have the same reach for decades to come".





In addition to these very timely articles, we have also seen three very relevant papers, one on behalf of government, one from the Conference of Defence Associations Institute (CDAI), and the third from the Parliamentary Budget Officer (PBO):

- **Leveraging Defence Procurement through Key Industrial Capabilities, 12 February 2013;**
- **Vimy Paper 6: 2013 Strategic Outlook for Canada, 20 February 2013; and**
- **Feasibility of Budget for Acquisition of Two Joint Support Ships, 28 February 2013.**

On 12 February 2013, Mr. Tom Jenkins, Special Advisor to the Minister of Public Works and Government Services Canada, presented his much-awaited report titled **Leveraging Defence Procurement through Key Industrial Capabilities** (KICs) to Minister Ambrose. One of Jenkins' KICs, in fact the first one mentioned, is "Arctic and Maritime Security". If you read the Archer, Huebert, and Girouard articles, you'll recognize that indeed this should be a Key Industrial Capability under what Jenkins, in his covering letter, refers to as a "further development of the government's defence procurement strategy". The entire report can be found on-line at <http://www.tpsgc-pwgsc.gc.ca/app-acq/documents/eam-lmp-eng.pdf>.

In the press release that accompanied the report, Minister Ambrose was quoted as saying the government is committed to "supporting Canadian jobs and industry by maximizing military procurement" and that the government will "carefully review and consider" the report as it continues to "improve military procurement and focus on maximizing its economic benefits for Canadian families."

Although the ultimate objective of government procurement is to ensure the best possible value for money, shorten the procurement timeline, engage industry early and substantively in the procurement process, and improve oversight and governance of major purchases, the report seems to extrapolate mainly on initiatives already in place, namely the government's Industrial and Regional Benefits (IRBs) initiative and the recently-initiated (for the National Shipbuilding Procurement Strategy [NSPS]) Value Proposition initiative.

In essence, the report seems to recommend that, insofar as military procurement is concerned, Canada should place Canadian companies over and above others – offshore companies – even if the offshore companies can offer comparable products at lower prices. Clearly, this will sit well with the Canadian defence industry but it is inconsistent with the government's often followed practice of selecting products on the basis of "lowest cost compliant". So, we'll just have to wait and see whether or not the report's recommendations, or some of them, are actually implemented.

There's no doubt that Canadian companies can design, manufacture, and deliver world class products. Just look at CAE, MDA, Bombardier, and others. But what also needs to be realized and understood is that, for Canadian companies – and hence all Canadians – to reap the economic benefits, the major markets to be addressed by these companies are not within Canada but are mainly offshore. And in international marketing, it's an unwritten rule that, to be successful, the product must first have been sold domestically. Thus, for Jenkins' KIC concept to be successful, the government will have to be prepared to fund (or partially do so) early Research and Development (R&D), initial procurement, and provide follow-on support as the products are marketed elsewhere.

The second report (or study) referred to above – **Vimy Paper 6: 2013 Strategic Outlook for Canada** – was released to the public on 20 February 2013 by the Conference of Defence Associations Institute (CDAI), a well-respected organization that as part of the Conference of Defence Associations (CDA) provides broad geopolitical and military analysis and, coupled with an understanding of Canadian foreign and defence policies, tries to identify alternatives for Canada in the area of national defence. The study is available on-line at <http://cdai-cdai.ca/cdai/en/research-and-publications/vimy-papers>.

The Vimy 6 Paper examines the international strategic landscape and how challenges in security and defence, as well as the defence and security dimension of foreign affairs could be addressed by Canada. That said, while it seems principally to be the work of two key authors – *Soundings May 2013*





Mr. George Petrolekas and Mr. Ferry de Kerckhove – the paper also lists the names and credentials of 28 international advisors with expertise in military (land and air forces), diplomacy, academics, politics, journalism, and foreign affairs. However, there's no indication that the authors sought to consult anyone with expertise in the naval dimension of defence and security; they might have, but it's just not evident. Thus, when it comes to recommendations that have direct impact on the Navy, this questions the credibility of the paper.

The first 54 pages provide a “report card” on how well the government has addressed recommendations made in the 2012 Vimy Paper, address geopolitical issues and regions of stability/instability and their importance to Canada, postulate a number of threat scenarios that could be faced in the near future, and present a number of “Canadian interests”. Some of these discussions can be interpreted as being partisan and not supportive of the Navy's significant contribution to national security and sovereignty and its significant contribution to allied/coalition expeditionary, humanitarian, etc. operations.

While it's all interesting reading, the real “meat” of the paper is contained in its 28 recommendations, many of which are of the “apple pie/sliced bread” variety and have merit (the entire paper can be found on-line at <http://cda-cdai.ca/cdai/en/research-and-publications/vimy-papers>).

For example, the first recommendation is to undertake a full foreign policy, trade, development, and defence review whereas the second recommendation is for a new Defence White Paper and reset of the Canada First Defence Strategy (CFDS).

Certainly government policy needs to be reviewed from time-to-time and it's been several years since the last White Paper on Defence was tabled. However, the idea of resetting the CFDS carries with it the suggestion that the entire procurement program should be restructured. For the Navy, any such action could have disastrous effects as it is the only service to yet commence major spending for procurement projects under the Strategy. As MARPAC's Jim Boutilier said recently, “We lose a million dollars a day from our national shipbuilding fund to inflation; that's half a CSC per year! It's a truly tragic state of affairs.”

Here are a few observations on the Paper:

(1) **Page 49 – Lessons for Canada:-**

*“What this means for planners and policy makers, especially in these times of fiscal restraint, is that if, say, Canada were to decide to play a role in a conflict that unpredictably, surprisingly and suddenly erupted, little time would be available to mobilize, train, and deploy resources to the area unless a force were already available at a sufficient level of readiness (i.e. already mobilized and trained) to respond. In Libya for example, HMCS Charlottetown was initially dispatched to assist in a limited non-combatant evacuation operation (NEO). Once in theatre, however, its mission evolved substantially to one of directly assisting the air campaign and Misrata ground forces. This experience demonstrates that in today's complex security environment, CF members must be prepared for the widest possible range of contingencies. If defence cutbacks force a choice between readiness and other priorities, high readiness should be given priority. At a minimum, a range of units capable of performing a spectrum of international operations such as disaster assistance, NEO, naval and air interdiction and hostage rescue operations, among others, should be on call.”<sup>3</sup>*

Clearly, one of the messages here is that naval forces merely provide assistance to ground and air forces and, despite what is said a few times later, are not really part of expeditionary operations. Second, but important, is the understanding that the conflict scenarios require spontaneous response.

(2) **Page 51 – Transformation - government concern for northern sovereignty:-**

*“This clear view precipitated the search for, and eventual acquisition of, an Arctic Offshore Patrol Vessel, even though traditionally the Canadian Forces had never anticipated such a role and in fact actively avoided it.”*

<sup>3</sup> NAC note “What this means” in the opening sentence refers to the element of surprise in the possible conflict scenarios.





Apparently the authors of the Vimy Paper 6 were unaware of the role of HMCS LABRADOR in the mid-1950s (and in 1957 assigned to the Canadian Coast Guard as that organization's first icebreaker, remaining in service until 1987), the fact that consideration was given in the early/mid-1970s to convert the two PROTECTEUR Class Auxiliary Oiler/Replenishment (AOR) ships to be ice capable, the government's plans in the 1980s to procure nuclear powered submarines with Arctic capability, and recent deployment of ships, submarines, and aircraft for Arctic exercises. They also seem to have ignored the fact that the Arctic/Offshore Patrol Ship (AOPS) Project came about as a result of the government's change of plans to acquire armed icebreakers for the Canadian Coast Guard and, instead, opted to procure AOPS for the Navy.

(3) **Page 52 – still on the subject of Transformation but specifically with the Canada First Defence Strategy (CFDS):-**

*“Unfortunately, CF-18 replacement debate is almost entirely focused on the issues of affordability and technical superiority when it should, in priority, be about which aircraft would best serve Canada’s domestic and international (expeditionary) needs, both of which entail joint navy, army and air force operations.*

*“A similar sign of trouble seems to be plaguing the National Shipbuilding Procurement Strategy. It would appear that the Joint Support Ship (JSS) naval resupply capabilities requirement may have been reduced to minimum levels, thereby reducing the Navy’s joint operational effectiveness. Meanwhile, the question of the mix and number and type of surface combatants and Arctic Offshore Patrol Vessels has not been evaluated particularly in consequence of geostrategic shifts and Prime Ministerial direction which appears to focus on domestic sovereignty issues.<sup>4</sup>*

*“To add to what can only be described as a less than ideal mix of capabilities for joint expeditionary operations, the Army is acquiring vehicles and upgrades to fleets whose characteristics correspond to those required in an Afghanistan-type theatre of operations, thereby limiting the government’s options in regard to future expeditionary deployments.”* While we won't express opinions about plans to replace the CF-18 aircraft or to acquire Army vehicles and fleet upgrades, it's our understanding that the JSS and AOPS Projects are moving ahead with preliminary design/definition work being done respectively by Seaspan Shipyards in Vancouver and by Irving Shipbuilding in Halifax. These are both very complex projects but they are not unlike other shipbuilding projects (e.g., CPF) that have been undertaken by the Navy and Canadian industry.

(4) **Page 56 – Recommendation 5 – Defence Review:-**

*“The defence review should also consider the Navy’s ability to better function in the vast expanses of the Pacific and Asia vice its more traditional areas of deployment. Equally, this review should consider how Naval Forces might better contribute to projecting and supporting land and air forces from the sea to achieve strategic leverage. In light of the above, the overall defence review will influence procurement decisions for a generation. The Navy should review the mix and numbers of surface combatants required to execute its missions at home and abroad, and ensure that its future force structure can satisfy its littoral, expeditionary, combat, re-supply and amphibious capability requirements;”<sup>5</sup>*

<sup>4</sup> In the 1950s/1960s, the RCN undertook operational analysis/parametric studies to determine the number of surface combatants (destroyer/destroyer escorts) needed to fulfill the RCN's assigned anti-submarine warfare (ASW) responsibility in the North Atlantic as assigned by NATO. Since that time, submarine and surface ship capabilities have improved, the role no longer just ASW, and there's a similar responsibility in the North Pacific. The current number of 15 surface combatants would seem to be at or below the number that's really needed.

<sup>5</sup> At the same time as saying the Navy should be re-looking at its “mix of and numbers of surface combatants” the paper also says a “fifth generation fighter is likely to provide the best operational benefits to Canada” – i.e., a direct recommendation that the JSF/F-35 should be procured (“fifth generation fighter” is a term coined to describe the F-35; the two terms – F-35 and fifth generation fighter – are synonymous).





Insofar as the mix and number of ships is concerned, we would expect that, based on current defence policy and priorities, the Navy is the best organization to address these issues and to recommend what's needed and what's affordable. However, reading between the lines, one might interpret this recommendation as lobbying for some type of amphibious ship to support Army operations. If that's the hidden objective, with a bit of "tongue-in-cheek, maybe it would be appropriate to lobby for an aircraft carrier/amphibious ship so the Navy can carry the Air Force as well as the Army.

(5) **Page 56:-Recommendation 7 – Military Procurement Organization:-**

This recommendation suggests the government should consider the creation of a dedicated professional civil military procurement organization and what it shows is a lack of understanding by the authors of the procurement process and the problems with it. This recommendation, if implemented, would likely only serve to worsen the existing situation by causing unnecessary and unwarranted change – and a new organization, which would take years to put in place. What might be appropriate would be "single point accountability" as opposed to having three separate agencies (DND, PWGSC, and Industry Canada), none of which are fully accountable, as we have in the current process. However, the main problems with government procurement today, at least for the DND Capital program, are over-management, onerous non-negotiable terms and conditions, non-sharing of risk, inability to express appropriate technical requirements, the need for 100% compliance with all requirements – technical, contractual – and a "one size fits all" approach to IRBs.

Space prevents further comments on the CDAI's Vimy 6 Paper or commenting at all on the PBO Paper but we're planning on discussing it (the PBO Paper) in the next issue of *Soundings*. In the meantime, look at the papers referenced above and send us your opinions. These issues, and your views on them, are important – to the Navy, to government, and to all Canadians. **S**

## Web Site News

By Bob Bush

The NAC National and NAC Ottawa website - <http://www.navalassoc.ca/> - has been evolving and is becoming a useful portal to information for members and others interested in naval matters. The site provides information about local and national NAC events - AGMs, Significant Events, and Monthly Meetings - as well as other interesting events and occurrences.

The new Naval Affairs page now has links to 6 very informative and timely papers, and promises to continue growing. There is a page to access NAC logo'd items as well. The site also contains the latest Starshell and Soundings as well as an archive of past editions of these publications. In the interest of continued improvement of the site I am always open to new ideas and suggestions for content Contact me at

[robertbusharl@aol.com](mailto:robertbusharl@aol.com).

Please visit the site's pages and enjoy! **S**





## Sea Memories – Part Five

By Jake Freill

*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. Part Three was in the Spring 2012 edition. Part 4 was in the Fall 2012 edition. When we left him, Jake had just turned over his command of HMCS Assiniboine. Part Five picks up the story when Jake is in command of Iroquois and engaged in Caribops.. Look for Part 6 in the next Soundings.*

We were to participate in a two-week exercise while returning to Halifax. I arranged to go on the Electronic Warfare Range on our way out of Roosevelt Roads. However just before I left for the exercise briefing I was told that our WLR1, an important piece of electronic warfare equipment, was not working. To fix the problem we had to take down the heavy WLR1 antenna from the top of that mast and change the crystals and replace it on top of the mast. It was an impossible task given that we were sailing that afternoon. But nothing was impossible for Wendell Brown, the Operations Officer, merely a challenge. He knew the importance I placed on electronic warfare and how disappointed I was. He asked to be excused from attending the briefing and asked for a bottle of pusser's rum. After the briefing as I was nearing the ship I could see this huge floating crane lifting the WLR1 antenna back in place on top of the mast. We were ready for the range thanks to Wendell. He knew that it was very important to have it operating properly and he saw to it in his own way.

On the odd afternoon while in Roosevelt Roads we were invited to the Yeagers, a retired RN naval officer. They had a beautiful house in the forest on the edge of the mountain not far from the ship with a spectacular view of the ocean in the distance. On one such occasion we brought our ship's band, (3 piece), 5 men from the seamen's messes, 5 Chiefs or Petty Officers and ten officers with us and had a very relaxing time. We had arranged that gathering with the Yeagers before we headed to Kingston, Jamaica.

The house was open to the weather and had an in ground pool. At sunset Lieutenant Peter Campbell played the bagpipes as he marched along the outer perimeter of the pool silhouetted by the sunset. I will remember Peter and that sunset for the rest of my life. It was a spectacular setting. Peter was a 6 foot something who played the best bagpipes I had ever heard.

The Yeager's also lived in New York so I invited them to spend July 4 in Iroquois for the International Naval Review, Operation Sail and the great sail past.

It was about this time that Leonne and I started to plan our ski trip to Lahr and Switzerland in March. I planned to fly Priority 4 Service Air from Halifax to Ottawa and from Lahr to Halifax. Then hopefully Priority 5 overnight to Lahr. The request for Priority 4 went in early. We were still not sure if Shirley and Michael would be able to go because of school work. However we had to think of passports for all of us. In the end they didn't feel that they could afford the time away from their studies.

When the ship returned to Halifax on the 19<sup>th</sup> March I found out that some guy on the Admiral's staff didn't send my Priority 4 request for the Halifax-Ottawa leg because he thought that I wouldn't leave Halifax while in command. In the end I booked Air Canada for all but Shirley and Michael to get to Ottawa and take my chances on getting Pri 5 from Ottawa to Lahr. Pri 4 was assured coming back from Lahr to Halifax. Well we made it to Lahr and General Jack Cadieux was there to meet us. We rested for a day then got fitted out with skis and off we went to Chateau-D'oex in the Swiss Alps Vaudoises-Region du Leman. I rented a compact car and traded with Jack for his station wagon. Chateau D'oex is in a beautiful valley with different ski hills and lifts stretching for miles. The chalet that we rented through Lahr was very large and could sleep up to 20 people. It even had a fair sized bomb shelter full stocked. The cost to us was \$25 a day. The ski lift tickets to use anywhere in the valley and take us to the very top of the mountain were also about \$5 each a day. The boys were very impressed with the people in the town because they were out every morning washing down the sidewalks and the outside of their stores. It was very clean. For the whole time we were there the weather was perfect with lots of sunshine. We had





only rented the chalet for a week but we wanted to stay longer. The landlady said she had a place up in the mountains that we could have which was about 10 kilometres out of town. We took it. It was a beautiful all-wood chalet nestled on the side of the mountain.

Skiing at Chateau D'oex was an exhilarating experience. The first lift, at the place we skied at most, was like a bus on sleds. It was pulled up the hill with a cable. We then rode a cable car to the top. On top was a large chalet restaurant. At lunch time it was warm enough to sit outside and have our lunch with a view of beautiful mountains peaks all around us. During the day we would ski at the top and then at the end of the day we would ski all the way down to the bottom. Non-stop it would take us about ½ hour. That was living; spring skiing at its very best.

One day on our way back to the chalet in the mountains we noticed an army jeep beside a barn all camouflaged. Looking around we saw more equipment hidden. That night around supper we heard gun fire and eventually an officer knocked on our door to tell us not to worry because the gunfire was just a training exercise. We invited him in and he accepted a glass of wine. He told us that the Swiss male is always on call to defend his country. He must train several weeks as a recruit and the following years he must spend 2 weeks on exercises. Later he will also go back for a longer period of in depth training. No wonder Switzerland has never been attacked.

Our last night at that chalet after the kids got to bed I noticed that it started to snow. Just past midnight the snow was piling up so quickly that we decided to head back to Lahr right away. We were due to leave for Ottawa the following day. I didn't want to be stuck up in that mountain. It continued to snow most of the night but we arrived safely in Lahr on time for a good healthy breakfast and rest.

Our trip home went as planned and all the risks I took to make the trip were well worth it. In the end the trip cost us a total of \$1,800 and most of that was the cost to fly Air Canada from Halifax to Ottawa at the start of the trip.

The next activity for Iroquois was Fishery Patrol on the Grand Banks in May. When we arrived there we found over 50 large Russian fishing vessels all fishing capelin. They were each hauling in their huge net bulging with up to 20 tons of the small fish every 4 hours. There was one of the largest fishing vessels in the world, called, I believe, the Admiral Golokov. It carried the Commodore of the fleet. This vessel had 2 large nets and while it was taking in one it was letting out the other. I went with the fisheries inspector to examine the Golokov. They knew who I was so I was immediately ushered up to the captain's cabin. We had a small chat to start with and eventually he showed me around his ship. They had all the good fixing equipment on the bridge, i.e. Decca and Loran which surprised me. He also showed me the space below the fish deck. As the fish came in on deck they were dropped through a hole in the deck and landed on a platform below where they were formed into a rectangular cube about 1'x3'x3" high. They were wrapped in a cardboard box and instantly frozen and placed in a large refrigerator.

After the tour we went back to his cabin and had a couple of shots of vodka—a no-no. I had brought him a bottle of Crown Royal and a copy of Playboy. When I was leaving his cabin he said he wanted to give me something special and eventually went into his room and brought out a beautiful dagger knife and said "I want you to have this". He then escorted me down to the Jacob's ladder and with my ship's company looking on; he planted a kiss right on my lips and gave me a big hug.

These were 50 vessels working 24 hours a day 7 days a week and hauling back thousands of tons of those little capelins. The capelin was feed for the cod so it is no wonder that a few years later there was a moratorium on fishing for cod. The poor cod had nothing to eat.

For part of that trip I carried the CBC National Reporter for the Maritimes, Bob Allison with Derek Kennedy, cameraman, and John Norkett, the soundman. I never did see the results of their work but he had a report on the National at 11PM on May 11.

In early June Iroquois received a message rearranging our berth alongside in New York. I didn't catch the significance of the change until I saw John Mason and he told me that my letter to him only reached him 3 weeks before we were due to sail. He had promised me the best berth in New York and he had to change a number of ships around in order to keep his promise.





Jim Crist, was an Area Sea Cadet Officer, when I tried to joined sea cadets in 1947. I was turned down for being too short but he spoke in my favour and I was admitted. Years later I told him that if I ever got command I would invite him for a trip in my ship. He joined *Iroquois* for the trip to New York on June 30<sup>th</sup>.

After embarking Vice-Admiral Boyle late that evening we sailed for the American Bicentennial International Naval Review and Operation Sail '76 in New York harbour. I also brought Barry and his friend Greg, Peter and Norman along with me. By granting leave to as many men as possible we were also able to carry 26 sea cadets who were selected from the Atlantic Provinces.

Commodore Bill Hughes called me earlier to say that I should remember that the next day was July 1 and that he didn't want to receive any priority messages from the Admiral.

Early on July 1 the Admiral asked if he could have a look around the ship. He got an earful in almost every compartment he visited. When he entered the Chief and Petty Officers' Mess he found it very warm. I think they may have turned the heat on. Anyway it just happened that the Chief Shipwright was close at hand when the Admiral asked the Coxswain why it was so hot. "Sir the shipwright can best explain the problem." The shipwright went on to explain to the Admiral that if he could just cut a hole in the bulkhead leading to the flats the air circulation would be solved. When the Admiral asked why they didn't seek approval to do so, they said they did but they were told that the Admiral had issued an order that such alterations we not to be approved. He assured them that he would look into it.

When he got back to the senior officer's cabin he was not happy and called for the Chief Yeoman and out went a very detailed priority message of all of the items he wanted looking into. I don't think Bill Hughes ever forgave me for that and I don't blame him.

About 100 miles off New York, *Iroquois* was joined by a virtual armada of 64 warships from various countries arriving for the celebrations. We were guided to our station, 9<sup>th</sup> in our line, by an AWACS aircraft overhead. The formation guide was the USS *Wainwright* and our line guide was the *Independencia*. There were 2 lines stretching several miles. NATO signals could not be used but somehow everything went as smoothly as clockwork. We cruised in that formation and during the day ships from around the world took up their proper station as we headed towards New York harbour. As the ships entered the Hudson River, on the 3<sup>rd</sup>, they proceeded to previously assigned anchorages on each side of the river.

Admiral Boyle, a navigation specialist, who was impressed by the forming up in lines, thought out loud that there was no way the Americans were going to pull off a smooth anchorage, with the 64 ships including the big aircraft carrier, USS *Forrestal*. In the end he had to admit that he was wrong. Except for a few ships that missed their anchorage everything went perfect that morning, in spite of the strong current in the Hudson River. *Iroquois* was spot on her anchorage.

On the trip down to New York Norman didn't feel too well and Jim Crist followed him around with a barf bag in his pocket in case he was sick. While in New York he took Peter and Norman to see the Statue of Liberty. On the way back on the ferry Peter and Norman had their pictures taken with the twin towers of the World Trade Centre in the background. Later the Air Officer took them and Barry to Yankee Stadium and Shea Stadium to watch ball games. Along with the International Naval Review ships there was the gathering of 225 sailing ships from a total of 30 countries called Operation Sail'76. Just about every tall ship in the world was there including 1 from the Soviet Union. It was the fourth international naval review in New York Harbour and the largest. The first INR took place in 1893 during the Columbian Exposition marking the 400 anniversary of the discovery of America.

Early in the morning we embarked several guests to view the sail past of the President Gerald Ford in a USN cruiser followed by all the sailing vessels including *Lawrence II*, *Playfair*, *Barba Negra*, and the *Harelda*.

Among the guests we embarked for the Review were: Leonne, Mom, my five sisters and Gerry Arbic, Russell and Flo Barrett and Lucien and Muriel Rose. Mom had won some money at bingo and paid the way down for my sisters and Gerry to visit New York. Commodore M.A.





“Mike” and Mrs. Martin also spent the day on board. He brought along Admiral Harry D. Train, II and his wife. He told me that he preferred to be in *Iroquois* where it would be quieter than the hustle and bustle aboard the *Forestall* with the President. The sail past started about noon. It was quite spectacular and there was huge crowds lining the banks along the river. Our anchorage was just south of the George Washington bridge where the reviewing ship turned around. The lines of ships stretched for miles. The Canadian sailing vessels, mentioned above, steered close to *Iroquois* and saluted us and we returned their salute.

At the height of the sail past the Tiffy (Medical Assistant) came to see me to say that Admiral Train had a seizure and he may have to be evacuated immediately by helicopter. He said the he didn't know what medication he took for his seizures but said he gave him what he thought would help and that he would know shortly if it worked or not. I started making arrangements to land him without notifying anyone outside the ship. About 10 minutes later the Tiffy came back to say that it looks as if he will be okay. He was soon to take over as the Commander of the American Sixth Fleet in the Mediterranean.

As soon as the sail past was over all guests proceeded ashore and all ships in some order embarked a pilot and proceeded to their berths. It was an unbelievable feat as all the ships were berthed within a few hours. Of course we had the prime berth, pier 90 at the foot of 50<sup>th</sup> Street. The main reception was held that night in a glass enclosure on Pier 90. Of course the ship was in full view of all the guests which included Jack Warner and Elizabeth Taylor.

When the ship was open to visitors the Montreal Star reported that, “The Iroquois was the centre of attraction for an estimated 10,000 visitors.....The pier where she berth had to be closed because of the huge crowds. On the 5<sup>th</sup> I had a visit from my old NATO Commander, Captain Arie Sigmond (the USN doesn't have a rank of Commodore but he was called Commodore while acting as COMSTANAVFORLANT). He brought me a souvenir mug of the International Naval Review and said he wanted me to do him a favour. He mentioned that the Secretary of the Navy would be visiting all the ships the next day and it was planned that he spends 10 minutes in each ship. Captain Sigmond was then the Squadron Commander of several destroyers carrying Lamps Helicopters. He said that his crews have all kinds of problems manhandling the helicopters in and out of the hanger and the ships spent an inordinate amount of time out of station while launching and recovering their helicopters. He made me promise him that as soon as the Secretary came on board I was to take him directly to the flight deck and show him the Beartrap and I said that I would. As he left he said that the USN had to buy the Beartrap.

*(Continued in the next Soundings)*

## Remember

By Pat Barnhouse

### Active Members

**Joseph Paul Avme GODBOUT**, Captain, CD\*\*, RCN(R)(Ret'd). In Ottawa 22/01/13 at 82.

**George Allan KASTNER**, Lieutenant Commander(L), CD\*, RCN(Ret'd). In Ottawa 28/11/12 at 89.

**William Ross VAN**, Lieutenant, RCNVR(Ret'd). In Ottawa 11/01/13 at 91.

### Others Known to Members

**Rhonda AuCOIN**, Petty Officer 2<sup>nd</sup> Class, RCN. In Petawawa 09/10/12 at 47

**Stanley Webster CONNER**, Petty Officer 1<sup>st</sup> Class (AT), CD, RCN(Ret'd). In Ottawa 28/11/12 at 82.





- Michael Edward DENNY**, Captain, CD\*\*, RCN(Ret'd). In Ottawa 20/03/13 at 75.
- Charlotte Anne Mary DONALDSON**, Lieutenant, RCN(R)(Ret'd). In Ottawa 18/01/13.
- William Carter DZIADYK**, Leading Seaman (CK), RCN. In Victoria 23/10/12 at 83.
- William Leonard FARMER**, Petty Officer 1<sup>st</sup> Class, CD, RCN(Ret'd). In Bradenton FL 27/11/12 at 83.
- Aubrey J. MURPHY**, Chief Petty Officer 1<sup>st</sup> Class, CD, RCN(R)(Ret'd). In Ottawa 29/09/12 at 92.
- Gordon Allan PENGALLY**, Sub Lieutenant, RCNVR(Ret'd). In North York 20/03/13 at 92.
- Joseph Edward PIERCY, PhD**, Engineering Artificer 5<sup>th</sup> class, RCNVR(Ret'd). In Ottawa 13/02/13 at 88.
- Roger Michael PYPER**, Lieutenant(P), CD\*\*, RCN(Ret'd). In Ottawa 17/01/13 at 73.
- Wellwood Stanley SMITH**, Lieutenant, CD, RCN(Ret'd). In Renfrew 03/01/13 at 91.
- Charles William Keith TAYLOR**, Petty Officer 1<sup>st</sup> Class, RCN(Ret'd). In Ottawa 31/10/12.
- Leonard TRUDEL**, Chief Petty Officer, RCNVR. In Ottawa 17/11/12 at 91.
- William Clarence WILKINSON**, Lieutenant(SB), CD\*, RCN(Ret'd). In Ottawa 01/01/13 at 98.

### **Inadvertently Not Included in the Autumn 2012 Soundings**

- Robert Joseph COLLIN**, Lieutenant Commander, CD\*, RCN(Ret'd). In Ottawa 30/07/12 at 80.
- Donald James CRUIKSHANK**, Lieutenant(E)(A/E), RCN(Ret'd). In Kingston 19/05/12 at 80.
- Wafa DABBAGH**, Lieutenant Commander, CD, Naval Reserve. In Ottawa 05/06/12 at 50. Continued...
- Madeline Dianne GRAHAM (nee FRASER)**, Lieutenant(MN), CD, RCN(Ret'd). In Renfrew 30/08/12 at 73.
- Simon GREEN**, Lieutenant(P), CD\*\*, RCN(Ret'd). In Ottawa 25/06/12 at 78.
- Richard Derek LIVINGSTONE**, Lieutenant Commander(Ret'd), CD\*.. In Ottawa 31/07/12 at 64.
- Hugh McEWEN**, Chief Petty Officer 1<sup>st</sup> Class, CD\*\*, RCN(Ret'd). In Ottawa 05/08/12 at 82.
- Gavin Lindsay McCALLUM**, Lieutenant Commander, CD, RCN. In Ottawa 29/08/12 at 51.
- Watson Walter SCOTT**, Lieutenant RCNVR(Ret'd). In Ottawa 14/04/12 at 90.
- Budd Earl SMITH**, Lieutenant Commander(S), CD\*, RCN (Ret'd). In Gananoque 01/12. at 93.
- Douglas TERRY**, Petty Officer 1<sup>st</sup> Class, RCN(Ret'd). In Florida 23/01/12 at 63.





## A Weekend in Honour of Korean War Veterans

**KOREA VETERANS  
ASSOCIATION  
OF CANADA INC**



**L'ASSOCIATION  
CANADIENNE DES  
VETERANS  
DE LA COREE**

To mark 2013 as the Year of the Korean War Veteran, Veterans Affairs Canada is organizing a weekend of activities for Korean War Veterans in the National Capital Region from June 21st to 23rd, 2013.

Events are to include, among others:

- The launch of a new Canadian War Museum photo exhibit on the Korean War.
- Viewing of the Korean War Book of Remembrance.
- A ceremony at the National War Memorial.

Travel and accommodation are at participants' cost; weekend programming costs are covered by Veterans Affairs Canada and partners. For registration information, call 1-613-947-0714 (collect), or e-mail [cr-cs@vac-acc.gc.ca](mailto:cr-cs@vac-acc.gc.ca) before May 3rd.

### **Bulgaria**

By Richard Archer

Did I ever tell you the story of the time I visited Bulgaria? Well it was in the Fall of 1994, and I was a Commander and had just taken up my new job in the NATO international military staff (IMS) in the armaments division. One of my tasks was to represent the IMS at the NATO Naval Armaments Group and among NNAG's many information exchange, working and project groups. In the IMS we reported eventually to the Chair of the NATO Military Committee, as opposed to the civilian International Staff, which reported to the Secretary General.

What happened is that a meeting of NNAG's Special Working Group 12 on Maritime Environmental Protection was scheduled to be held in Varna, Bulgaria, hosted by the Bulgarian Navy delegation. Bulgaria was a member of Partnership for Peace, which when I joined NATO was just getting underway. Eastern European nations like Bulgaria were looking to Partnership for Peace to drag them out from under the old Soviet and later Russian blanket, with a view to the eventual joining of NATO (which Bulgaria achieved in 2004).





When I was later the executive secretary of this SWG/12 and many other groups, I was to refer to it as my “Pumps and Pipes” group. Although “government vessels” were specifically excluded from the burgeoning international law on both air and sea pollution, most nations called upon their navies to be in the vanguard and to set a high standard for pollution control. This meant a lot of work on processing equipment for the hundreds of pollutants in a ship, and things like substitution for chemicals like chlorofluorocarbons, and anti-growth hull coatings. The work list was very long. Within NNAG it was a group that achieved a lot, and even made successful submissions to the UN’s IMO pollution prevention committee.

So this three-day meeting to be hosted by the Bulgarians was a “first”, but due to other commitments I wasn’t scheduled to attend. The Head of the Naval Section in the International Staff (and my future boss) Captain (Ret’d) Archangelo Simi, Italian Navy, wanted to make this first meeting hosted by a Partner for Peace into a big deal, and he wanted all NATO nations to be represented. As it had turned out, the normal NDHQ Canadian representative couldn’t make it, and so Simi approached my IMS boss’s boss, the head of the division, who was an Italian Air Force General having the delightful name of Ferrari. No contest; I was on my way to Varna.

The trip to Varna from Brussels was generally uneventful. The NATO HQ delegation (Simi, the SWG/12 secretary who was ex-German Navy Edi Dransfeld, Simi’s secretary who was a Scottish lady named Sybil Beaton, and myself) caught Balkan Bulgarian Airlines to the Bulgarian capital, Sofia. There we changed aircraft and embarked on a very decrepit short-haul Soviet-era aircraft. I looked out of the window at the fixed undercarriage and saw to my dismay that the tires, at least on that side, were bald. I had the feeling that as we approached Varna we were steadily going back in time, but we arrived without incident.

The city of Varna is the major Bulgarian port and naval base on the Black Sea. Given its reputation as a beachfront watering hole, it was where the Bulgarian Navy had set up its Soviet-





style resort for its sailors. It was at this resort where the meeting would be held and where we were accommodated. In the rooms the plumbing was severely antiquated, including a shower head that was located in the centre of the bathroom ceiling without any curtains; one simply stood in the middle of the floor. We didn't begrudge this; it was just an aspect of Bulgarian life that we had come to experience. In any case, the Bulgarians themselves were very friendly and obviously pleased to be able to host us.

As usual with NATO away meetings, the SWG/12 part would take one day and spill over to the next morning. The second afternoon was set aside for professional interest. With other SWG/12 meetings that I was to experience later in my years at NATO HQ the second afternoon normally included visits to companies working in the field, sometimes at sewage treatment plants. On this occasion the visits included the sewage and other waste treatment facilities on the base plus a trip to the Varna maritime museum. The plant visits may sound distasteful, but all navies, both NATO and Partner for Peace, were struggling in those days with the rapidly increasing restrictions on what could or could not be disposed of in the sea. The delegates looked upon the visits as a chance to exchange ideas and take home some insights. Some of the NATO navies, at least, had large expensive projects underway, trying to duplicate the treatment capabilities of a shore-based plant, but scalable for the tight confines of a ship.

For registration on the first morning, we were met by the Bulgarian Navy captain who was the Bulgarian delegate to the group and our host. He directed us to the registration table where some young sailors were struggling with what looked like brand-new computers. I had the impression that this was the first time such computers had been put into service. I was struck by how the Bulgarian Navy had so few resources, a feeling that was to be extended to Bulgaria as a whole in the days that followed.

Even so, the Bulgarians had managed to set up for the meeting the required English-French simultaneous translation, which doesn't come cheap. We also learned that a naval exercise involving the Bulgarian Navy, a USN frigate, some Russian ships and a few other navies had just concluded and that the ships were all visiting Varna naval base. Simi cleverly invited representatives from the ships to sit in on the meetings. Some did, including a couple of Russian officers who had brought along their own English-to-Russian interpreter to whisper in their ears. This was my first exposure to the Russian Navy, but certainly not the last as I worked in later years to gain as much formal Russian presence in group meetings as I could. In return for the invitation to the meeting, we were all invited to participate in a reception to be held on the USN frigate on the evening of the second day.

The meeting went as expected; I even had one speaking part...but I can't remember the topic, something, I think, to do with the balance between pollution control and operational necessity.

The first evening we were entertained in a nearby hall. We were treated to a very nice meal of local provenance, and to a boisterous dance troupe that performed Bulgarian dances in national costumes. We enjoyed lots of good speeches and toasts about eternal friendship. All this in a hall with chandeliers and wall sconces, but with every second socket missing a bulb.

Some of us walked back to the resort, avoiding the occasional pack of feral dogs. My sympathies went out to the locals. This was 1994, but Varna looked like it had just come out of a debilitating war – no actual damage, just long-unrepaired wear and tear – and I guess that is exactly what had happened. Bulgaria was on the wrong side in WWII, and became collateral damage in the Cold War. But now at least they weren't just sitting back and crying in their beer. They were actively courting both NATO and the EU, and from what I heard they were taking all the right steps to move forward to throw off the remnants of Soviet rule.

We were also given the opportunity to visit the local maritime museum. The curator was a charming lady who gave us the grand tour. The big topic of display was a Bulgarian sea victory over an Ottoman cruiser in 1912. The cruiser had threatened to destroy Varna and another town if the Bulgarians insisted on interfering with Ottoman sea lanes to Romania. Four Bulgarian torpedo boats attacked and severely damaged the cruiser and Bulgaria was never challenged





again. One of the boats was preserved nearby. But I don't recall seeing any displays of WWI, WWII or Cold War events.

On the second day of the meeting a huge storm came out of the Black Sea, but in the evening we pressed on to the harbour in a bus for the reception. Despite the dangerously rocking ship we managed to get on board safely. But it was surreal. Huge waves were breaking over the breakwater, and the roaring wind was threatening to rip off the awning over the heaving quarterdeck. We were all dressed in our winter coats, struggling to stay on our feet while we engaged in small talk and sipped our salty drinks.

The next morning we headed for the airport but found out that the storm had prevented the aircraft from flying in from Sofia. We dealt with a concerned lady in the Bulgarian Air office in the airport, but she reported that we couldn't fly out for a couple of days. So we headed downtown to the Varna train station and got in the long line at the ticket counter. Just before we got to the head of the line, the lady from the airport airline office showed up beaming. She had managed to convince the airline to pay for an elderly Mercedes mini-bus to take us to Sofia. It seemed a lot less comfortable than a train (if we managed to get on board), but she was so evidently pleased with herself that we couldn't say no. At least we'd be leaving right away.

What followed was a 10-hour voyage through the Bulgarian countryside. We had one stop, where one could buy a snack and where the toilets were the kind with two foot spots either side of a hole. Most intriguingly, while we were generally on a four-lane divided highway we hardly ever seemed to cross a bridge. Every so often, we would take an off-ramp onto the local roads, dodge the occasional donkey cart, scatter some chickens, cross a rickety bridge over the river in the village, and then climb back up to the highway. We never knew if the highway bridges were missing or they were just judged to be unsafe.

It was an endurance test, but we eventually arrived at a

comfortable, upscale hotel in downtown Sofia. We managed to arrange some new flights via Vienna, but not until the next morning. That night we treated ourselves to a grand dinner in the hotel's dining room, which came complete with an orchestra and a dance floor. All-found, the bill came to about \$20 each.

Enroute home the next day we had a 4- or 5-hour layover in Vienna. We decided to head into the city and we shared the cost of a guided tour. Not bad.

So that was my first adventure with a NNAG group visit out of Brussels. It sure set me up for the many other visits that were to follow over the nearly ten years I spent at NATO HQ. Fortunately, Marilyn was able to accompany me on most of the subsequent trips. Most intriguing continued to be the trips to Eastern Europe, four to Poland, one to Latvia and one to Russia. The nations were all struggling to raise themselves to western European standards. We also took advantage of the trips where we were able to drive our car to the destination to also visit other countries like the old East Germany and the Czech Republic. Seeing where the representatives were coming from helped me in hosting them and making them feel welcome at NATO HQ. But I guess most of all, it made me feel so fortunate to be a Canadian. **S**

▼ *Bulgarian Navy Pauk Class Corvette Reshitelni*





## Officers and Directors 2013-2014

Subject to election at the AGM 6 May 2013

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## Naval Association of Canada - Ottawa

### 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. Please advise your Membership Chair, **Steve King**, of changes to your email address. When email 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 NAC - Ottawa programs and activities, trends and other matters of interest to its members. This and previous editions are posted on the branch web site:

[www.navalassoc.ca/soundings](http://www.navalassoc.ca/soundings)

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

Submissions by email (preferred), telephone, mail, fax, CD or memory stick are welcome. Electronic document files should be converted to WORD format before transmission to the Editor. Images should be in jpeg format. Please remove all automatic formatting!

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