



# SOUNDINGS

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

This and previous editions of Soundings can be found on [www.navalassoc.ca/soundings](http://www.navalassoc.ca/soundings)

**THE NAVAL ASSOCIATION OF CANADA - OTTAWA**  
Box 505, Station B, Ottawa, ON K1P 5P6

*“Make all levels of Government and the general public clearly aware of the vital need for, and value of adequate and effective Maritime defence forces to protect and further the interests of Canada.” (Branch Bylaw No. 3)*

50.02

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

November 2014

## CP-140 Auroras Upgraded



The baseline Aurora over the Pacific. After some initial problems, the upgrade and life extension of most of the Aurora fleet has turned out to be one of the most successful Canadian Armed Forces aviation projects in recent memory. See the cover story starting on page 13.

► CANADA IS A MARITIME NATION. ► A MARITIME NATION MUST TAKE STEPS TO PROTECT AND FURTHER ITS INTERESTS, BOTH IN HOME WATERS AND WITH FRIENDS IN DISTANT WATERS. ► CANADA THEREFORE NEEDS A ROBUST AND MULTI-PURPOSE ROYAL CANADIAN NAVY.





## From the President

By Fred Herrndorf

“There has been a lot going on..... “

Since the last edition of Soundings, we in NAC-Ottawa have conducted the very successful Battle of the Atlantic Gala Dinner at the Canadian War Museum on 1 May 2014. Over 350 people attended, including Federal ministers, MPs, Senators, the heads of the RCN and RCAF, over 40 serving RCN, many representatives of industry, and, very significantly, over 40 veterans of the battle. We were very impressively supported by sponsors and with their support we raised on the order of \$85,000 to pursue our objectives going forward. BZ to all those who worked so hard to make this event happen.

In August the Salty Dips Committee, led by Richard Guitar, reached a milestone with the start of sales of Volume 10, “An All Round Look” devoted to dips about submarines in Canada. This was the culmination of a more than a year’s effort by the committee to seek out the stories, then organize, edit and publish the book. It’s a great read and continues NAC-O’s success in documenting Canada’s maritime heritage in this important way. BZ to all the members of the committee.

Richard Archer has put together a standard presentation, intended to be given to service or community organizations, making the case that Canada is a maritime nation and therefore needs a capable Navy. He has given the presentation a number of times and other members of the branch are now also doing so, and the presentation has been passed to NAC National and the other branches for their use. One of our central objectives is making the case for a strong Navy. We can push that “top down” through such events as the conferences and BOA dinners, but Richard’s very important initiative makes the case from the “bottom up”, by informing and hopefully influencing public opinion. BZ to Richard Archer for doggedly developing this to fruition.

As I write this, NAC-O has just completed hosting the NAC National AGM and Conference 1-5 October 2014. The Conference had some 200 attendees from government, the RCN, industry, and over 50 NAC-O members. The speakers, and the discussions their presentations generated, were impressively well researched and thought provoking, making the conference a very successful event for the NAC and importantly, in supporting the RCN. The various NAC meetings before and after the AGM, and the AGM itself, were very well supported, allowing NAC National to get on with doing their business at the meetings. The partners program was highly appreciated. A very large BZ to Tom DeWolf and his team who made this complex series of events come off without a hitch.

Over the summer there was considerable, unexpected, turbulence in the NAC-O board, with a number of directors leaving, and the former President resigning his position. Without going into the individual reasons for this, it has left the board with fewer members than desirable, and several working positions, including Entertainment, unfilled. See page 27. I and

### In this edition...

From the President	p2
Branch Membership	p3
Outreach	p4
Interview CRCN	p5
Kingsmill Inspection	p6
RCN in WWI Part 2	p7
Aurora Update	p13
SSNs Revisited	p17
HMCS <i>Ottawa</i>	p19
Al Driega Remembers	p20
Remember	p22
My Cricket Career	p23
Officers and Directors	p27
Branch Info	p28



the board are actively seeking volunteers, either to become board members and /or to fill the vacant working positions. We can only continue the kinds of activities I described above if we have enough members willing to pitch in and help. Please contact me, or any member of the board, to get more details or to volunteer.

Over the next month or two the board will be considering the level of activity we can sustain going forward. The past six months have seen us stage 2 major events (BOA and Conference) and while we know we cannot continue that pace, we have to determine a level of activity which is ambitious but sustainable. Feel free to give me our thoughts on this issue, and I will let you know what the board decides as soon as I can.

Yours Aye,  
Fred Herrndorf  
Frederik.herrndorf@sympatico.ca **S**

## Branch Membership Report

By Steve King

### Overview

As of this month, the Branch has **403 members** – the first time (in recent memory) that the branch rolls has surpassed the 400 mark. This reflects a net growth of about 50 in past year, largely as a result of recruiting both serving and recently retired RCN members and the addition of Naval Cadets from RMC. The number of "paying" members has seen an increase of about 35 when compared to 2013 and currently stands at 288. There remains a small number (13) who have yet to pay dues for 2013. In summary:

	<u>2013</u>	<u>2014</u>
Honourary	62	58
Life paid	18	18
Annual Paid	253	288
Yet to Pay	0	13
Introductory	22	8
Naval Cadets	0	18

### Annual Dues for 2015

The drive for 2015 annual dues will commence on 1<sup>st</sup> November. For those with internet access, go to the NAC Ottawa Joining and Membership Renewal webpage for details. For those on regular mail - fill out the membership form (located in this issue of *Soundings*) and mail it with your cheque to:

THE NAVAL ASSOCIATION OF CANADA – OTTAWA  
Box 505, Station B, Ottawa, ON K1P 5P6

Your dues remain a bargain - unchanged from that approved at the 2010 Annual General Meeting:

Regular: \$80.00  
Out-of-Town: \$70.00  
Serving Members: \$45  
Surviving Spouse: \$45

“Out-of-Town” is defined as residing more than 40km from HMCS *Bytown*.





## Contact Information

I maintain contact information for all branch members. Contact information is used for postal mailings and emailing, both by the Branch and NAC National. Whenever we distribute *Soundings* or *Starshell*, or when a “Branch GEN” is sent by email to advise you of news and upcoming events, we invariably discover that some of the addresses are no longer correct. If you need to update your membership information, please use the online form at our website (located at Joining and Membership Renewal) and send it to the membership director (naco.membership@gmail.com). If you don't have a computer, kindly advise me by mail whenever any of your contact information changes. It will ensure that you are kept informed, and can stay in touch with other members.

## Membership Directory

The Membership Directory is published once a year and mailed with the hard copy version of the fall *Soundings*. For those who read *Soundings* on the Branch web site, you will notice the Membership Directory is not posted there, for reasons of privacy and personal security. By the time this edition has been published, our Branch President will have sent you a copy of the Membership Directory as an attachment to one of his weekly messages. If you have been inadvertently missed, send me an email and I will provide.

## Income Tax Receipts 2014

Expect your tax receipts by end-January 2015 for the 2014 Tax Year. Your tax receipt is dated when the Treasurer receives your contribution.

## Recruitment

And finally, remember - we are all recruiters – don't miss any opportunity to extend an invitation to join NAC. The future of our organization depends very much on our ability to recruit new blood. Happy recruiting! **S**

## Outreach

By Richard Archer

Your NAC-Ottawa Board of Directors has been working hard to implement an outreach program. While NAC generally continues to produce learned, academic-style papers on the issues surrounding the ongoing development of a strong RCN, the Board realized that there is a need to also educate the Canadian grassroots population.

We've all heard the lament that Canadians in general are “maritime blind”; that is, they are unaware of how their Canada is a maritime nation, both geophysically and trade-wise, and what this means in term of their own security, prosperity and overseas responsibility. Canada's home waters alone are a tremendously valuable asset that needs stewardship and safeguarding. A longer-term objective of the outreach program is therefore to turn Canadians towards being more “maritime conscious”.

To date a number of service clubs in the Ottawa area have been spoken to, not only by me, but also by **Bob Bush** and **Norm Jolin**, and soon by **Bob Edwards** and **Wendell Sanford**. The Norm Jolin engagement was organized by NAC-O member **Linas Pilypaitis**. More opportunities are in the works.

As you may have heard, I've also been named national outreach coordinator. With this hat on I spoke to the national BOD (the one before the AGM, comprising Branch Presidents). I outlined what we call the standard PowerPoint presentation, which argues that Canada is a maritime nation and draws conclusions about what this means for the RCN. So far, so good. I can report that the presentation seems to be largely successful in convincing the audiences. And once they realize that Canada is indeed a maritime nation, the logic flows naturally to the conclusion that Canada needs a robust Navy.



The next step is to go national. I've called for each branch to name its own outreach coordinator. And it looks like we'll be able to coordinate opportunities to speak with the Navy's speaker's bureau. In this regard, Toronto Branch has just recently provided a speaker for a short notice speaker's bureau engagement in Scarborough, where the speaker used our standard presentation.

So if you see an opportunity to speak to an organized group, say like your local Legion, please let me know at richmar.archer@rogers.com. I can provide you with the standard presentation, which takes about 30 minutes max, or I can search out another speaker to do it.

I look forward to hearing from you. **S**

## **Interview by Chis Thatcher of VAdm Mark Norman, CRCN Published in Vanguard Magazine, June/July 2014**

*Thatcher: The One Navy plan speaks about brand, communication, increasing stakeholders and empowering sailors to tell the RCN story. Is it your sense that the navy lacks a narrative within Canada?*

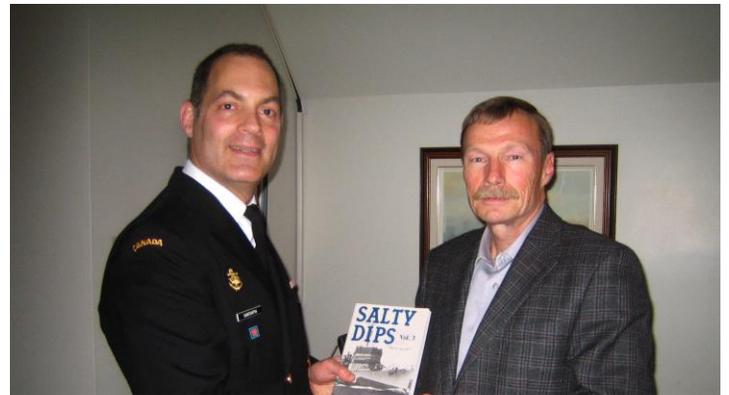
Norman: I think that is a fair statement. I think we have a narrative; the challenge is perhaps that our narrative is not resonating in the way we might want. We are, in the traditional military context, a continental nation surrounded on three sides by water, but we have a population most of which sees water through lakes and rivers, not through the oceans. And the bulk of our activity in recent history has been North-South as opposed to the broader East-West. When you look at the world from the maritime perspective, it's a different world. We want to help Canadians understand their role as a maritime nation in a world that is increasingly looking to the world's oceans as potential trouble areas and potential areas of opportunity. You don't have to look far; the North is a perfect example. Ninety percent of trade in goods is moved by water, 60 percent of the world's oil moves by water; 95 percent of the world's telecommunications move under the water. What happens on the world's oceans half a world away might not necessarily be newsworthy in a Canadian context, but it is important to Canadians. We have a national retailer that reminds us that 30 percent of its inventory is at sea on any given day. So we have to reach out to Canadians in a way that is positive and constructive and not in a way where the narrative just doesn't resonate. We want Canadians to see the connection between the world's oceans and their security and prosperity and opportunity. **S**

### **Speakers**

▼ On 14 Feb 14, Mr Richard Fadden, DND Deputy Minister, spoke on the relationship between the civilian and military sides in NDHO.



Soundings November 2014



▲ On 5 May 14, Cmdre Brian Santarpia, the RCN's Director General Strategic Readiness, discussed the "ongoing work to understand the business of our business (including the transformation that began several years ago to a more function-based organizational structure) through the lens of 5F modelling and specifically the efforts to build a Force Generation Model."





## Annual Inspection of the Navy League of Canada Cadet Corps Vice-Admiral Kingsmill

By Bud MacLean

The annual inspection of the Vice-Admiral Kingsmill Cadet Corps at the Connaught Ranges on June 15<sup>th</sup> went off without a hitch on this bright and sunny Sunday afternoon, with cadets fulfilling each element of the inspection program with enthusiasm and precision, much to the enjoyment of the parents, friends and visitors.

Of special interest to all was a unique demonstration by the corps where they put on a perfectly orchestrated and entertaining display illustrating each training element they had undergone over the year. This remarkable fast-moving demonstration showed examples of First Aid, Semaphore, Drill, and Seamanship.



▲ *Canadian Naval Air Group Award Plaque presented to the “Best New Entry Cadet”, Able Cadet Jeremy Cheng*



▲ *Naval Association of Canada-Ottawa Award Plaque for “Leadership” presented to CPO2 Riley Parsons*

After witnessing this innovative performance by this worthy group of Cadets, it was truly an honour and a distinct pleasure to participate in the Annual Inspection, and in particular, present two of the nine awards won by top-notch Navy League cadets.

The Reviewing Officer, Capt(N) C.P. Donovan, CD, Director of Naval Strategy, NDHQ, addressed not only the cadets but the proud parents, friends and visitors on this special day for the cadets. The remarks by the Navy League Ottawa Branch President and the current and past commanding officers of the Corps further praised the cadets, highlighting many of the special events in which they have participated.

It must also be mentioned that annually they travel to Portland, Ontario to tidy up the gravesite of Admiral Sir Charles Edmund Kingsmill, founder of the Royal Canadian Navy, and participate in a small memorial service, a most commendable exercise for these dedicated youth.

For those that may not be familiar with the Navy League’s cadet programs, they endeavour to develop good citizenship, patriotism, self-respect, self-discipline, healthy living and respect for others, in a nautical environment suited for young people between the ages of 9 and 12. To this end the Vice-Admiral Kingsmill Cadet Corps worked very hard during 2013-14, placing first in the Drill Without Arms and Seamanship, allowing two teams to move on to the provincial competition. The Seamanship team returned with a Silver Medal.

BRAVO ZULU to all cadets for their individual and team achievements, as well as to the officers (all of whom are volunteers), and the parents, who together make it possible for these young Canadians to develop the skills to become our leaders of the future.

*[Prepared with the most welcome assistance of Lt (NL) Bernadette Greene, Commanding Officer, and photographs by SLt (NL) Bruce Brown, Training Officer, Vice-Admiral Kingsmill Cadet Corps.]* **S**





## The Royal Canadian Navy and the First World War - Part 2

By William Johnston

*[Part 1 can be found in the Spring 2014 edition.]*

As successful as the introduction of convoy was in curtailing losses, its adoption also contributed to one of the country's most devastating catastrophes. On the morning of 6 December 1917, a Belgian Relief Committee ship, SS *Imo*, was proceeding out of Bedford Basin on its way to New York just as a French merchant ship, *Mont Blanc*, was entering the harbour to await the next HX convoy. New York shipping agents had loaded the 3121-ton *Mont Blanc* with 3000 tons of wet and dry picric acid, TNT, and gun cotton. In addition, drums of flammable benzol were stacked three or four high on her fore and after decks. Running behind its scheduled departure, *Imo* was steaming south at high speed down the wrong side of the shipping channel when she collided with the slow-moving French steamer, half a mile north of the naval dockyard. With some of the benzol drums rupturing and bursting into flame from the force of the collision, the French sailors quickly abandoned their burning ship to drift aground on the Halifax shore.

▼ *The Halifax explosion of 6 December 1917 devastated the harbour, but Niobe amazingly survived and can be seen raising steam at the right of this photo.*

Twenty minutes after the initial collision, as RCN sailors from *Niobe* raced to fight the fire, the munitions ship exploded in the largest detonation of manufactured explosives to that time.



C-019953

The massive blast killed some 1600 people, most of them instantaneously, and injured another 9000, many of whom were cut by flying glass as they stood at windows looking out at the burning ship. It also left some 6000 Haligonians homeless in the heavily damaged northeastern section of the city. Some 700 metres to the south, the naval dockyard suffered extensive damage as well. For the RCN, however, the Halifax explosion's greatest impact resulted from the public's desire to assign blame to someone in authority. Although NSHQ was well aware that the main cause of the disaster had been the dangerous loading of *Mont Blanc* at New York and its subsequent routing to Halifax for convoy, it was determined that the Canadian Government did not have jurisdiction to investigate the Admiralty. As a result, the public enquiry chaired by Judge Arthur Drysdale was unable to investigate the circumstances of the French ship until after its arrival at Halifax, a decision that excluded the Admiralty's culpability from the proceedings





while placing the actions of RCN officers under the public's microscope. In the face of Haligonians' understandably intense anger over the disaster, and ignoring the actual circumstances of the collision, the inquiry placed the full blame for the disaster on the captain and pilot of the *Mont Blanc*, but also found the RCN's chief examination officer to be guilty of neglect in not keeping himself fully acquainted with the movements of vessels in the harbour.



By late June 1917, trawlers and drifters purpose-built in Canada were ready to join the East Coast Patrols.

Despite the black eye the navy received as a result of Drysdale's findings, NSHQ's biggest problem in early 1918 was the need to plan for the upcoming shipping season without having a single effective anti-submarine vessel in its patrol force. In January, the Admiralty had provided Ottawa with a candid assessment of the likely scale of attack and the forces the RCN would need to meet it. Anticipating one or two long-range submarines to be operating off the Canadian coast at any one time, London stated that six destroyers, six 4-inch-gunned fast trawlers, thirty-six additional trawlers and thirty-six drifters would be required to meet the threat in supplementing the RCN's existing patrol force. The Admiralty telegram also assured Ottawa that the most important warships in the scheme, the six destroyers and the six fast trawlers, would be supplied either from the RN or the USN. Based on London's promise of assistance, a relieved NSHQ set about planning its first adequate defence scheme of the war – only to have the rug pulled out from under them a few weeks later. In mid-March the Admiralty tersely informed Ottawa that the promised fast trawlers would not be sent, while the question of the six destroyers “should the necessity for them arise, is being discussed by [the British] C-in-C [NA&WI] with United States naval authorities.”<sup>1</sup>

As a result, the navy once again had to contemplate defending Canada's shipping lanes with only slow, inadequately-armed auxiliary vessels, trawlers and drifters. The arrival of the

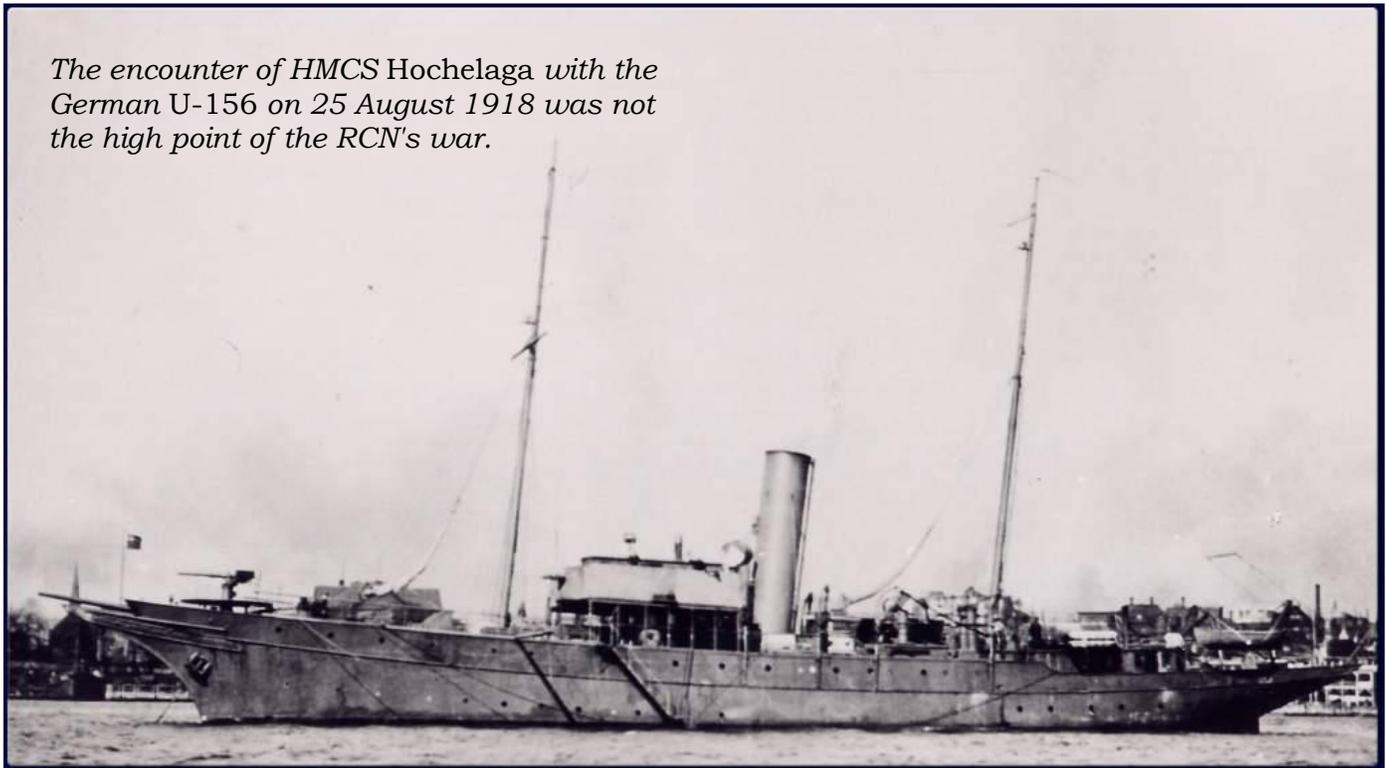
<sup>1</sup> Admiralty to Naval Ottawa, 16 March 1918 (LAC).



Canadian-built trawlers and drifters at Halifax and Sydney in June and July 1918 finally allowed the captain of s to expand his defence schemes for the approaches to the two convoy assembly ports. As a result, Captain Hose, who had been in charge of the east coast patrol force since the previous August, had to draw up yet another defence scheme in early June. While the navy would not have the twelve destroyers and fast trawlers that had been central to the scheme devised by Hose and Kingsmill in March, limited reinforcements had arrived from the United States Navy in the form of six submarine chasers – motorboats armed with depth charges – and two very old torpedo boats. The threat to Canada’s east coast shipping lanes was emphasized when the first enemy submarine, *U-151*, began sinking merchant vessels off the coast of the United States in late May and into June. By mid-July a second U-cruiser, *U-156*, was also reported heading for New York where it laid mines in the port's approaches. On 19 July the 13,680-ton American armoured cruiser USS *San Diego* sank after hitting one of the U-boat's mines off Long Island with the loss of six sailors. It was the largest American warship lost during the war.

On 22 July, *U-156* made a bold daylight attack on a tug and four barges only three miles off Cape Cod in front of thousands of stunned, sunbathing onlookers. Any doubts that the German submarine was moving into Canadian waters rather than returning to the busier shipping lanes off New York were removed on 2 August when the U-boat sank the Canadian four-masted schooner *Dornfontein* forty kilometres south-southwest of Grand Manan Island at the mouth of the Bay of Fundy. The U-boat continued east across the south coast of Nova Scotia where it sank four American and three Canadian fishing vessels between 3 and 5 August before turning north and heading for the approaches to Halifax. Late on the morning of the 5<sup>th</sup>, *U-156* torpedoed the tanker *Luz Blanca* fifty-eight kilometres south-southwest of the Sambro lightship.

*The encounter of HMCS Hochelaga with the German U-156 on 25 August 1918 was not the high point of the RCN's war.*



While the Halifax command made a creditable effort in flooding the area of the attack with every trawler, drifter and sub-chaser it had available (and *U-156* spent the next two weeks cruising in US waters), the *Luz Blanca's* sinking convinced the naval authorities to shift the convoy assembly port to Quebec City for the remainder of the war. With the Halifax shipping lanes virtually devoid of traffic following the shift of convoys to the St Lawrence, the only ships





left in the area when *U-156* returned to the Nova Scotia coast on 18 August were the many fishing vessels plying their trade on the Canadian and Newfoundland banks. These were, in fact, a target, and the German submariners had come prepared to adopt an entirely new tactic in their attacks against the fishing fleets.

Moving northeast parallel to the coast, *U-156* was some 110 kilometres south-southwest of Cape Canso at noon on the 20<sup>th</sup> when her crew captured the Canadian fishing trawler *Triumph*. Arming the trawler with a 3-pounder gun they had brought with them for the purpose and sending her Canadian crew off in a lifeboat to row for shore, the Germans set about capturing and sinking four more fishing vessels that afternoon. After spending the night of 20/21 August steaming northeast at the trawler's top speed, *U-156* and *Triumph* captured and sank two more fishing vessels at dawn on the 21<sup>st</sup>, eighty kilometres east-southeast of Cape Breton Island. The trawler in all probability was scuttled during the morning of the 21<sup>st</sup>, and the German submarine disappeared until 0130 hours on 25 August when it attacked the British steamer *Eric* some 115 kilometres west northwest of the French island of St. Pierre. Then around 0600 hours *U-156* overtook the Newfoundland schooner *Wallie G.* forty kilometres west of St. Pierre.

*U-156 circa 1914-1918*



Turning south-southwest, the U-boat had travelled some thirty kilometres when it spotted a group of four fishing schooners at anchor about a kilometre apart from each other. As *U-156* was in the process of boarding and sinking the schooners, however, the vessels were spotted from the bridge of HMCS *Hochelaga*, part of a four-ship Canadian patrol searching for the German submarine. Rather than steering directly for the enemy, however, *Hochelaga's* captain, Lieutenant R.D. Legate, turned back to the flotilla leader, urging caution and suggesting they await reinforcements. Ignoring Legate's timidity, the flotilla leader in HMCS *Cartier* steamed at top speed for the U-boat's reported position only to find that she had submerged after sinking the remaining schooners. Having failed immediately to close with the U-boat upon sighting it, *Hochelaga's* captain was placed under arrest and court-martialled at Halifax in early October. In view of the overwhelming evidence of a loss of nerve in the face of the enemy, Legate was found guilty and sentenced to dismissal from the navy with the forfeiture of his commission, war service gratuity, medals and other benefits. Having easily evaded the Canadian flotilla, meanwhile, *U-156* boarded and sank another Canadian fishing schooner, *Gloaming* of 130 tons, 130 kilometres southwest of Miquelon Island on the 26<sup>th</sup> before heading for home. Alone among the U-boats that operated off the North American coast in 1918, however, *U-156* failed to return safely to Germany, disappearing on 25 September, most likely a victim of the British mine barrage to the west of Fair Isle. Nonetheless, Legate's actions on 25 August were a rather sorry conclusion to the RCN's only direct encounter with an enemy warship during the course of the war.



Even as the east coast escort fleet was fanning out across the fishing banks to warn schooners of the presence of *U-156*, a second U-boat appeared off Nova Scotia. After operating south of New York, *U-117* began its homeward voyage, stopping the Canadian schooner *Bianca* some 275 kilometres southeast of Halifax on 24 August. But the attempt to sink the vessel with bombs failed when her tobacco cargo swelled with seawater and plugged the holes in the hull. *Bianca* was taken in tow by a Boston fishing schooner three days later and successfully brought into Halifax. The delay in survivors reaching shore, occasioned by the greater distance *U-117* was operating from the coast, meant that naval authorities could not organize an effective response to her activities. By the time Halifax received word of the attack on *Bianca*, for instance, the U-cruiser had already sunk the American fishing trawler *Rush* on the morning of the 26<sup>th</sup>, some 260 kilometres east-southeast of Canso and 170 kilometres south-southwest from where *U-156* sank *Gloaming* that same morning. The next day *U-117* torpedoed and sank a 2550-ton Norwegian merchant ship 175 kilometres southwest of Cape Race. On the evening of 30 August, the U-boat overhauled two Canadian fishing schooners travelling in company and sank them with bombs 450 kilometres northeast of St. John's. Fortunately, the abandoned fishermen were picked up by a passing steamer two days later and brought ashore while the submarine arrived safely in Germany in late October.

The Canadian navy's meagre anti-submarine forces also received a welcome reinforcement at the end of August. Throughout the spring and summer NSHQ had been attempting to organize a naval air service to operate patrol aircraft along the coastal shipping lanes. Since Canadian naval airmen had to be trained for the new service, the US government agreed to send USN aircraft and crews to Nova Scotia to man airbases at Halifax and Sydney in the meantime. An advance party of Americans arrived at Halifax on 5 August. They brought portable hangers with them to begin the task of establishing a temporary aerodrome at Baker Point, on the Dartmouth side of the harbour. After receiving four Curtiss HS-2L flying boats by rail from the United States, the USN airmen began air patrols off Halifax at the end of August. A similar detachment of USN flying boats assigned to the Sydney air station, meanwhile, began their first air patrols off Cape Breton in mid-September. While the American patrols were being organized, the call for Canadian recruits for the new air service was sent out to newspapers on 8 August, even though the government did not officially approve the Royal Canadian Naval Air Service until 5 September. Sixty-four RCNAS volunteers were sent to the Massachusetts Institute of Technology in Boston in late September and early October to commence aircrew training, while a third contingent of RCNAS cadets followed at the end of October. Another twelve RCNAS cadets and six RCN petty officers sailed to Britain in early October to commence airship training. The war ended, however, before any of the RCNAS airmen could complete their training.

Even as *U-156* and *U-117* departed Canadian waters at the end of August, the *Deutschland*, refitted and recommissioned as *U-155*, arrived in mid-September and laid a series of mines some ten to fifteen kilometres southwest of Chebucto Head and Sambro Island. As well as being hampered by the fog that normally occurred off Nova Scotia during the summer months, the German submarine recorded having to interrupt its work after spotting destroyers and patrol vessels in the shipping lanes off the Sambro lightship – undoubtedly *Grilse*, deployed in the approaches along with the three USN sub-chasers as part of the port's defences. After lying some twenty kilometres off the coast during the night of 18/19 September, the U-cruiser made its way to Sable Island in an effort to cut some of the telegraph cables linking Canada to Britain but did not waste much time on the effort, cutting only one cable before heading for US waters. On 17 October, *U-155* sank the 6744-ton US freighter *Lucia* as it was steaming in an unescorted convoy from New York to Marseilles, France, making her the last ship sunk in North American waters during the war.

In view of the complete absence of destroyers from the navy's order of battle, the fact that German submarines did not sink a single ship in convoy is a testament both to the effectiveness of shifting Halifax convoys to Quebec and to the RCN's ability to get the most out its armed yachts, submarine chasers, trawlers and drifters. The three merchant ships actually sunk in





Canadian waters were all attacked while proceeding independently as, indeed, were most of the ships sunk off the US coast. The only other victims in Canadian waters were the fifteen small fishing schooners and trawlers sunk by *U-156* and *U-117* between 20 and 30 August. While there is no denying the success achieved by shifting the convoy assembly port to Quebec, the decision was an obvious one for the naval authorities to have made. With over 80 per cent of Canadian-bound transports and liners having to journey up the St Lawrence to load at Montreal in any event, the use of Halifax as an assembly port made little sense within the Canadian transportation network – of which the convoy system was an extension – and simply added some 650 kilometres to a merchant ship's voyage, all of it in the very waters that were most exposed to U-boat attack. Protecting the fishing fleets, however, was more problematic. Lacking radios, the unarmed schooners could not alert naval authorities of events until the crews rowed ashore, twelve to twenty-four hours after they had been attacked. As a consequence, the Canadian navy could only see that word of the threat was spread across the various fishing banks even as their inability to intercept any U-boats (aside from *Hochelaga's* encounter) made the RCN appear useless to many in the Maritimes. Nonetheless, Canadian naval officers were privately relieved that the U-boats had attacked vulnerable fishermen while ignoring the far more valuable Canadian convoy traffic.

Throughout the First World War, the RCN was squeezed between the Admiralty's relative indifference to Canadian naval defence and Prime Minister Borden's unwillingness to accept NSHQ's advice unless it had London's stamp of approval. The result was the situation in which the navy found itself in 1918, facing 6-inch gunned U-cruisers with a fleet composed primarily of slow trawlers and drifters armed with weapons half the size of the enemy's. Despite the handicaps imposed on it, the RCN's war experience was not without some success. From the tiny, pre-war remnants of Laurier's navy, a total of 8826 Canadian personnel served in the RCN during the war: 388 RCN officers and 1080 RCN ratings, and 745 RNCVR officers and 6613 RNCVR ratings. Another 90 RN and RNR officers and 583 ratings served with the RCN for a grand total of 9499 sailors. Of these totals, 190 men in RCN service were killed in action, died of wounds or died of disease or accident, the latter category including those sailors who were killed in the Halifax explosion. Although a much smaller service, the navy's fatality rate of 2 per cent was, in fact, identical to that sustained by the RCN in the Second World War. While the pre-war cruisers *Niobe* and *Rainbow* were the navy's largest warships, the RCN employed 130 commissioned vessels on the east coast during the war and another four in the Pacific. Nonetheless, there was no escaping the fact that the RCN emerged from the war with a tarnished reputation in the eyes of the Canadian public. Not only had the navy been saddled with a portion of the blame for the Halifax explosion, but the Germans' decision to attack the fishing fleet also amounted to a direct, if unintended, attack on the RCN's already limited public credibility. As the officer who would lead the post-war Canadian navy for a decade and a half, Captain Walter Hose recalled in later life that the Canadian navy had to endure "scathing – you might say scurrilous – ridicule for years in the press and in parliament, against the navy itself, which was trying its best, making bricks without straw, to maintain the highest efficiency possible and which could not defend itself, it was indeed discouraging."<sup>2</sup> The discouragement reflected in Hose's statement, however, also served to foster a determination among many of the RCN's younger officers to see that the navy would never again be relegated to the status of afterthought in future Canadian conflicts.

**William Johnston** is an historian with DND's Directorate of History and Heritage. He is a co-author of official histories of both the RCN and the RCAF, including *The Seabound Coast* (Volume One of the RCN official history), and is the author of *A War of Patrols: Canadian Army Operations in Korea*. **S**

<sup>2</sup> Rear-Admiral Walter Hose, "The Early Years of the Royal Canadian Navy," 19 February 1960, (DHH).



## Second Dawn of Aurora

By Ernest Cable

Shearwater Aviation Museum Historian

After an extensive evaluation in the late 1970s, the Canadian government selected the Lockheed CP-140 Aurora to replace the obsolescent Argus long-range maritime patrol aircraft. The Auroras first dawned at 14 Wing Greenwood, NS in May 1980 with the 18<sup>th</sup> and last aircraft arriving in August 1981. The Aurora was derived from the US Navy's four-engine P-3C Orion from which it inherited its long range and endurance. The avionic and sensor suite incorporating the latest technologies in the US Navy's new carrier-borne S-3A Viking were married with the P-3C airframe to make the Aurora one of the most advanced Anti-submarine Warfare (ASW) aircraft in the world. The air force's fleet sizing study called for 24 Auroras to perform the tasks envisioned by the Canadian government; however, Prime Minister Trudeau unilaterally reduced the fleet to 18 Auroras as cost-cutting measure, but with no commensurate reduction in tasks. After establishing an impressive operational reputation amongst Canada's allies, the Aurora was in



▲ *Aurora avionics circa 2011.*

*Photo Cpl Marc-André Gaudreault, Canadian Forces Combat Camera*

continual demand for NATO maritime surveillance and enforcement operations in regional conflicts, where it frequently

demonstrated over 95 percent mission availability. This was accomplished despite being heavily tasked with 25 percent of the surveillance missions with only 10 percent of the in-theatre assets.

By the mid-1990s the Aurora was losing its operational edge as its obsolescent sensors and avionics were not as effective against the latest, more sophisticated and diverse targets. More critically, the original electronics manufacturers were not producing spare parts and were no longer committed to repairing and overhauling a relatively small volume of obsolescent equipment. In 1997, the government approved the "Aurora Incremental Modernization Program" (AIMP), with the objective of modernizing the flight and mission avionics by replacing the original systems and subsystems to restore operational capability, and at the same time improving reliability and supportability. The AIMP would not only restore the aircraft's impressive maritime capabilities, but also provide new dimensions in surveillance, reconnaissance and intelligence gathering. The improved Aurora would be a truly national strategic surveillance aircraft capable of operating over land or sea anywhere in the world.

Ideally, the new avionics and sensors should have been installed while each Aurora underwent its regularly scheduled periodic third-line inspection under an omnibus program. But, because of fiscal considerations the government decided on an incremental approach to be implemented over a 10-year period, with completion in 2008. With the incremental approach the \$1.1 billion program cost was more expensive than the omnibus scheme, but was more affordable by stretching the costs over ten years. The AIMP consisted of 23 individual projects that were grouped into four blocks.

*Soundings November 2014*





Block I.

Legacy projects that had to be implemented to keep the Aurora compliant with international aviation regulations and to replace avionics that were no longer supportable. Scheduled for completion 2002.

Block II.

Navigation and Flight Instruments Modernization (NFIMP) and a new Communications Management System (CMS) to integrate new UHF, VHF, HF and SATCOM radios. Scheduled for completion 2004.

Block III.

Replace mission computer, software and displays, acoustics processor, electronic surveillance, electro-optics and synthetic aperture imaging radar. Scheduled for completion 2006.

Block IV.

Mission computer phase II enhancements, magnetic anomaly detection (MAD) and defensive electronic warfare system (DEWS). Scheduled for completion 2008.

It was planned to sequentially install Block I in each of the 18 Auroras. Upon completion of Block I, each aircraft would sequentially return to the contractor (IMP in Halifax) three more times for the installation of Blocks II, III and IV. Since the contractor could have up to five Auroras in the modification line at any one time the number of aircraft available for operations was significantly reduced and prompted a commensurate reduction in manning levels. Because of the phased approach there would be a mix of Block II, III and IV Auroras available for operations during the ten-year implementation period. This complicated training because maintenance and aircrews had to be concurrently qualified on more than one Block configuration. Additionally, as the aircraft were sequenced through the modification process, flight simulators and maintenance training devices had to be similarly modified to reflect the latest Block I, II or III configuration.



Matthew Fisher/Postmedia News

Because of the small fleet size and heavy tasking, the Auroras were exhibiting signs of structural fatigue much sooner than anticipated. In fact, the Auroras were flying at a 50 percent greater rate than the US Navy's P-3Cs, which were also showing early signs of structural fatigue. If the flying rate persisted, the Aurora's life expectancy was projected to expire much sooner than planned, around year 2020. The Aurora life expectancy problem was compounded in early 2000, when during a routine third-line periodic inspection, corrosion was detected in the interior structures of the Aurora's wings and horizontal stabilizers. A follow-on structural assessment program, a shared venture with Norway and other P-3C nations, confirmed that fleet-wide corrosion would compromise the structural integrity and reduce the life expectancy of most P-3 type aircraft to the 2012-2015 timeframe. An Aurora Structural Life Extension Program (ASLEP) would be required to extend the life of Canada's Auroras until 2025. The ASLEP cost was estimated at \$25M per aircraft, \$450M for the fleet of 18, bringing the total Aurora AIMP and ASLEP cost close to \$1.7 billion.

In 2005, the government conducted a fiscal review and AIMP and ASLEP were put on hold to determine the most cost-effective way to proceed. In 2007, the government announced that as



part of its austerity program the number of Auroras slated for the incremental avionics improvement and life extension programs would be reduced to ten aircraft; a draconian reduction in surveillance capability for a nation with the world's longest coastline.

The government's 2008 Canada First Defence Strategy (CFDS) included plans to replace the Aurora fleet with a new Multi-mission Maritime Aircraft (MMA) such as the Boeing P-8 Poseidon, derived from the 737 airliner and selected by the US Navy to replace its P-3C fleet. Boeing estimated that it could provide Canada a fleet of P-8s for \$3.1 billion, but DND's analysis estimated the total program costs to be closer to \$5 billion, a cost that far exceeded the combined price for AIMP/ASLEP. Boeing also advised that the first Poseidon would not be available to Canada until 2015 -- too late to replace the fleet of Auroras. In addition to the P-8 other options such unmanned aerial vehicles (UAVs) and Canadian built multi-mission aircraft were considered. By 2011, there was no substantive progress on the acquisition of an Aurora replacement. DND was faced with the conundrum of having spent close to a billion dollars on AIMP to make the Aurora's sensors viable until 2025; but belatedly found that the Aurora airframe would be airworthy only until the 2012-2015 timeframe. Finally, after a period of indecision, false starts, lobbyist wars, and ill-considered qualitative and/or quantitative reductions, alternatives to modernizing the Aurora were rejected and the combined AIMP/ASLEP, now called the Aurora Capability Extension Program, was reaffirmed at ten aircraft. The former four-block program was streamlined into three blocks. Delivery of the Block II Auroras to Greenwood was finally completed in 2012 and the first Auroras were inducted into the Block III modification line at IMP. In 2012, the air force advised the government that with only ten Auroras all the proposed tasks in the CFDS could not be fulfilled. On 19 March 2014, the Harper government announced that the fleet of modernized and life-extended CP-140 Auroras would be expanded to 14 aircraft. In the first phase of the \$548 million undertaking, the existing contracts for the first ten aircraft would be extended to complete the work on the four additional aircraft. The second phase added three new major capability enhancements. The Block III modifications plus enhancements on all 14 aircraft are expected to be completed by 2021, extending the operational effectiveness of the modernized Aurora aircraft from 2020 to 2030.

The Block II Auroras made their first operational debut in Task Force Libeccio, the air component of Operation Mobile in Libya in 2011. The two Block II Auroras brought a number of unique capabilities to the campaign. The new communications management system allowed aircrew to talk with as many as six agencies simultaneously. This capability along with its endurance and space to embark specialist personnel made the Aurora an excellent airborne command and control node. Concurrent with the Block II modifications an Overland Electronic Mission Suite (OEMS) was installed to replace the original forward-looking Infrared (FLIR) camera with the WesCam MX 20 electro-optics/infrared (EO/IR) camera. The EO/IR camera was capable of collecting imagery day or night from long standoff distances; the GPS position of the camera's bore sight intersection with the ground provided precise location of the target of interest. The OEMS not only greatly improved situational awareness, but also provided smart cueing of the EO/IR camera to targets of interest. The EO/IR imagery can be stored for post-flight analysis or assigned to the Tactical Common Data Link (TCDL) for transmission to other remote video receivers or to surface terminal equipment where target specialists could take control of the camera to scan for collateral information. The OEMS also received contacts listed in the automatic identification system (AIS) that provided real-time position and movement of shipping traffic, significantly reducing the time to identify unknown targets during both expeditionary and domestic maritime surveillance.

Operation Mobile's successes were built largely on experience gained from Aurora ISR missions during the Vancouver Winter Olympics, the 2010 G8/G20 Summit, the 2009 Commonwealth Heads of Government Summit and the Applanix camera mapping missions in Afghanistan in 2009. Aurora crews also manned the tactical control van for "Heron" unmanned aircraft intelligence, surveillance and reconnaissance (ISR) missions over Afghanistan then rotated back on to the Aurora.





In the ISR context the Aurora's endurance provided persistence over an area of interest seen only in unmanned aircraft. Being a multi-crew/multi-sensor platform the Aurora had an array of sensors to simultaneously collect uninterrupted imagery and fuse it with other intelligence sources (radio chatter, electronic emissions, vehicle movement, etc.) to provide an integrated accurate picture of the situation below. During Op Mobile it was not uncommon for Aurora crews perform multiple tasks simultaneously; carrying out overland ISR with EO/IR, monitoring vessels of interest with AIS and radar while also transmitting "warning and compliance" (psychological operations) messages to Gaddafi fighters over the radios. The presence of the Block II Aurora over Libya marked the second dawning of Aurora as it was again acknowledged as a world-class surveillance and reconnaissance aircraft.

The Aurora's transition to an overland role was not immediate. Only after the anti-air threat and the intelligence picture were better understood were the Auroras allowed to reduce the standoff distances from over the Mediterranean to closer to shore. Closing nearer to the coastal cities and inland supply routes increased the quality of the imagery. Analysts and mission planners were better able to follow troop movements and fuel trucks and monitor traffic flows and other indicators of everyday life. With other ISR platforms stretched thinly the Aurora became the preferred ISR platform. Canadian imagery products were praised at higher headquarters for their quality and were often the first with "eyes-on" important intelligence. The Aurora's endurance and Block II modifications made it a natural choice for coastal and eventually overland intelligence, surveillance, reconnaissance, and control (ISR&C) missions.

In its coastal ISR&C role the Auroras were the preferred platform for Naval Gunfire Support (NGS). When naval units operated in an area of responsibility, contacts were located with the EO/IR camera enabling an embarked naval observer to positively locate and identify targets, verify compliance with the rules of engagement and pass the information to the naval attack units. The Aurora EO/IR camera provided superior imagery from a standoff distance and the communications suite allowed seamless reporting without compromising communications security.

After the Libyan capital, Tripoli, fell the Aurora's ISR&C missions moved from over the Mediterranean to entirely overland where the reduced target standoff distances improved image quality exponentially. Cross-cueing and information flow from the Aurora to other units were more timely enabling the Aurora to undertake Strike Coordination and Armed Reconnaissance (SCAR) missions where fighter aircraft were talked-on to their targets using Aurora sensor information. Similar to the NGS missions an embarked SCAR coordinator was responsible for positively identifying military installations as legitimate targets and confirming compliance with the rules of engagement then communicating the target location to the attacking units. Again, the Aurora's endurance allowed it stay over the area of interest for sustained periods to build an accurate intelligence picture by correlating targets, estimating potential collateral damage and assessing post-attack damage.

The imagery from Block II Auroras was limited to EO/IR video and still photographs. Block III Auroras equipped with synthetic aperture radar will provide almost monochromatic photo quality of the terrain and targets such as tanks and buildings at much greater ranges. The new radar's moving target indicator (MTI) will track moving targets undetectable by the naked eye or EO/IR camera in both the overland and maritime environments. An improved electronic support measures (ESM) system will give the Aurora a true electronic intelligence (ELINT) capability. A new sonobuoy acoustic processing system and magnetic anomaly detection (MAD) system will increase the Aurora's ability to search, detect, track and prosecute increasingly sophisticated subsurface targets. The three new enhancement systems to be installed during the second phase of Block III will add a quantum increase to the Aurora's surveillance capability; the current tactical data link will be replaced by link 16 to improve interoperability with allies; a large aircraft infrared countermeasures (LAIRCM) system will provide a self-defence capability, which will autonomously detect and track a missile launched from the ground then direct a laser beam to jam the missile's infrared guidance system. The third system, a Beyond Line of Sight-Video,



Block III Aurora with new antennae, the most prominent being the BLOS dome just aft of the cockpit.



Voice, and Data Communication (BLOS-VVDC)) satellite system will revolutionize ISR&C missions. The BLOS-VVDC system incorporates a live chat facility, and can send photos and recorded video. Most impressively, it can send live video from the EO/IR camera to a distant ground station, even from very high arctic latitudes.

The Aurora Structural Life Extension Program breathed an additional 15,000 flight hours into the Aurora, extending its life expectancy to about 2030. The relatively modest \$2 billion cost of modernizing the Aurora will give Canada one of the most capable MMA in the world with outstanding IRS&C capabilities that will be on a par with, if not better than those of the newer and more costly P-8 Poseidon currently entering service with the US Navy. [P-8 flyaway cost is estimated at US\$180M each.] The Block III modernization will provide a highly coveted ISR&C capability that will be interoperable with our allies' latest equipment for the foreseeable future. The Aurora will be able to detect targets of interest from standoff ranges and transmit precise target coordinates plus amplifying information (live video, electronic intercepts, etc.) directly to the fire control systems of allied ships and aircraft. Most importantly, the modernized CP-140M Aurora will provide a significant reduction in sensor-to-shooter delays, which will greatly increase the probability of successfully engaging the target.

*Postscript. At time of writing Canada is preparing to send two Auroras to Kuwait to assist in the ground surveillance of the Islamic State forces in Iraq. Two new Block III aircraft are available at Greenwood, but it remains to be seen whether operator training and deployable logistic support are mature enough to dispatch the aircraft to a war zone. If not, Block II aircraft are ready. S*

## **The Real Reason the Canadian Nuclear-Propelled Submarines Were Cancelled?**

By Richard Archer

In the November 2010 edition of Soundings I wrote a memoir of my time on the staff of the Chief of Submarine Acquisition, which had been established to implement call made by the June 1987 white paper on defence for Canada to acquire 10-12 nuclear-propelled submarines. The memoir has also been published in Volume 10 of Salty Dips. In it I offer that the reason for the submarines were cancelled by the April 1989 federal budget was the inflated and compounded cost of the nominal \$8 billion over the course of the 27-year project schedule. The theory is that

*Soundings November 2014*





the government realized that this would have been an enormous figure adding to the federal deficit, and unsellable to the Canadian public.

However, at the recent national conference hosted by NAC-Ottawa, where the theme was “Canada and Submarines: Past, Present and Future”, one of the presenters, Lt Jason Delaney RCN of the Directorate of History and Heritage, made passing mention of a different probable cause. This was that a number of factors had come together, not least being the way the United States had relieved the pressure on Canadian sovereignty concerns in the North West Passage.

Online I have found two authoritative documents dealing with the issue of the submarines and Canadian sovereignty, and I recommend them to you if you wish to explore the issue further.

The first is an archived article from the Canadian Military Journal by Adam Lajeunesse entitled “Sovereignty, Security and the Canadian Nuclear Submarine Program”. It can be found in the archives at [journal.forces.gc.ca](http://journal.forces.gc.ca).

The second is a treatise by Australia’s Donald R. Rothwell, who in 1996 published his “The Polar Regions and International Law”. It was published by the University Press of Cambridge, UK as one of the series called Cambridge Studies in International and Comparative Law. An online copy can be found at [books.google.ca](http://books.google.ca).

These studies make reference to the rapidly changing strategic situation in the late 1980s. The Soviet Union was in a state of near collapse, and the fear that Soviet missile-firing submarines could threaten North America from Canadian Arctic waters was declining rapidly. At the same time, the fear that the United States would run roughshod over Canadian claims of sovereignty in the North West Passage had been somewhat alleviated.

The concern with US unregulated use of the North West Passage had started with the 1969 transit of the ice-strengthened super tanker *Manhattan* through the passage in a test of the transport of Alaskan oil to Atlantic markets. But another trigger of concern was the transit of the USCG icebreaker *Polar Sea* through the passage in 1985. This transit demonstrated that the US didn’t recognize Canada’s claim that the passages were internal Canadian waters. Lajeunesse says that this provoked a fear that a lack of surveillance, control and physical presence in northern waters would lead to international non-recognition of Canada’s claims. In part, the 1987 white paper call for nuclear submarines was a response to the perceived need to patrol the waters, or face the implicit, at least, ceding of control to the Americans.

During my time in the nuclear submarine project I heard the stories as to how the US Navy was deathly afraid of a Canadian nuclear submarine having an accident and seriously affecting their own program and possibly the deployability of both nuclear-propelled submarines and surface ships to foreign ports. They may also have been influenced by the 1986 Chernobyl nuclear disaster. Americans being Americans, they had no idea of Canada’s highly successful indigenous nuclear industry, and in fact seemed to think of us as nuclear novices. They were unaware (or perhaps didn’t care about) Canada’s world-class regulatory system led by what was then the Atomic Energy Control Board, established in 1946. They wouldn’t offer their *Los Angeles* class to the Canadian project, for example, and there was a concern that they might even intercede with a veto if the British *Trafalgar* with its US reactor design was selected.

In 1988 American fears about Canadian initiatives in the Arctic brought them to the table, and the two countries put together an Arctic Cooperation Agreement. Rothwell notes that this agreement stipulates that navigation by US icebreakers within waters claimed by Canada to be internal would be undertaken with the consent of Canada. But interestingly, one of the clauses provides that the respective positions of both states with respect to the law of the sea in the North West Passage would not be affected by the Agreement. That is, the US would make no concessions as to Canadian sovereignty in the Passage. At the same time, the Canadian position that the Passage is not an international strait remained intact. The two countries agreed to disagree.

So in mid-1988, it appears that the Mulroney government had taken steps (other than 10-12 generally unpopular nuclear submarines) to help secure Canadian sovereignty in the Arctic. But before taking the onerous task of cancelling the project, first they had an election to fight in



November of that year. This election was fought outwardly on the single issue of the Canada-US Free Trade Agreement, which had been signed by the prime minister in January 1988. The trade agreement certainly heralded greater cooperation with the United States. In this regard, one wonders if the Prime Minister's friend, Ronald Reagan, had spoken to him about the submarines.

Regardless, it seems that the case for the submarines, at least in the government's eyes, had developed serious holes. Much of the Mulroney government's concerns about Canadian sovereignty in the Arctic from both Soviet and US sources had been reduced. So it's not hard to imagine that the decision to scuttle the submarines had already been taken by the time of the election, but an announcement was held off in order to get through the election without seeming to flip flop and to avoid hurting MND Perrin Beatty's election chances, and not least in order to show good faith to our UK and French allies. Beatty was moved on to Health and Welfare before the 1989 budget, leaving the new defence minister Bill McKnight to support the budget's cancellation of the project.

Yes, the government of the day wished to address the federal budget deficit, but we could also draw the conclusion that the real reason for the cancellation was lobbying by the US Navy in Washington, which led to the Americans sitting down at the table with the Canadians and coming to an agreement on Arctic cooperation. In other words, in the late '80s DND's marquee project was outflanked by the USN. To me, it has the ring of truth about it.

*[From the Editor: I'd be interested in and would publish other views on this subject.]* **S**

## **HMCS OTTAWA**

By Lt(N) Jeff Benson

HMCS *Ottawa* has not sailed since late November 2013. However, the past months have still been an exciting time for the ship and her company. In November 2013 the crew began working diligently to remove virtually every piece of small machinery and stores. It was an arduous process which required several hours of man power to carry everything across the brow and into storage facilities ashore. The process took a number of months and in mid-May 2014 *Ottawa* was handed over to Victoria Shipyards. She proceeded across Esquimalt Harbour into the dry dock where she will remain until May 2015. The reason for the ship's move into dry dock is that it's her turn to complete the refit process laid out by the Royal Canadian Navy's Frigate Life Extension Program, also known as the FELEX Program. FELEX will eventually see the capabilities of all 12 of Canada's frigates significantly improved.

Currently considered the mainstay of the Royal Canadian Navy, the new and improved *Halifax* Class Ships will be more than capable of conducting deployments both within Canadian waters and abroad. Once refitted, the frigates will have all the tools necessary for conducting operations either independently or in consort with allied nations. The FELEX overhaul will provide *Ottawa* with a new Command and Control System, new radar capabilities, a new Electronic Warfare System as well as upgraded combat capabilities.

As *Ottawa's* crew waits for the return of their ship they have not sat idle. Much of the crew has been tasked out to other ships deployed on operations or have helped to support force generation within the RCN. HMCS *Ottawa's* crew has played a significant role in providing assistance to the Patrol Craft Training Section (PCTS). PCTS is responsible for crewing and maintaining the navy's 8 PCT *Orca* Class Ships. Often overlooked and rarely mentioned these small ships play a pivotal role for the training of Junior Officers and Non-Commissioned Members (NCMs) alike. HMCS *Ottawa's* crew is able to support the *Orca* tasking by providing Bridge Watch Keepers, Lookouts, Helmsmen, Marine Systems Engineers and Cooks. The skills





and experience HMCS *Ottawa*'s crew members have garnered through past deployments and operations is now passed to the trainees onboard these vessels. In the future, these trainees will be the men and women, both Officers and NCMs, serving Canada and its Naval Fleet.

As HMCS *Ottawa*'s crew approaches the halfway point of the refit process they will soon begin the required specialized training in order to be qualified on the new systems and equipment. By the fall of next year the ship should be ready to return to sea. HMCS *Ottawa* and her company are eager to set sail on operations again and are looking forward to sharing more stories and updates of her future endeavours. **S**

## Al Driega Remembers – The Day We lost our White Stripe



At *Cornwallis* in 1965, I was Captain's Secretary to Captain Frewer and Bob Cox was the XO.

Prior to the New Year's Levee I invited the supply gang to my PMQ and had them stick on white hospital tape on their sleeves prior to proceeding to the Wardroom for the Levee. The XO was flabbergasted that we were improperly dressed. He quickly informed other members and guests that the errant pussers would be fined drinks for this flagrant disregard of dress regulations.

Just before the stroke of midnight we all congregated as a group and quickly removed the white stripe. We all enjoyed a hearty laugh with a much surprised XO. As I recall we all had a free drink on the house and I expect the XO paid for it. **S**



## Gord Edwards Remembered

By Al Driega

It was sad day when Gord Edwards passed away March 1<sup>st</sup>, 2011. He is either punching holes in the sky, sailing the seas of tranquility or both. He and I go back a long way to my first appointment in *Shearwater* in '53 as a brand new A/Sub Lieutenant following completion of the Supply Officers Technical Course. It was there I met Gord - a newly trained pilot who was in search of someone to go up with him in a Harvard for Saturday flying.

He was not able to find a willing passenger so he put the touch on me. Not knowing what to expect, I eagerly accepted the invitation. He gave me a rudimentary briefing and with a friendly grin, told me to keep my hands off the canopy handle and don't jump out.

We proceeded to the designated flying area where he gave me the best nickel ride of my life - rolls, Cuban 8's, dives, stalls, loops ....well you get the picture.

Proceeding back to the crew's quarters on a pair of shaky pins, I could not fail to notice a poster which read "Flying is many hours of sheer enjoyment intermingled with a few moments of stark terror". I muttered to myself - 'How True'.

We had a good laugh over this engagement and Gord never failed to enjoyed relating it to his many friends for a hearty laugh. It served to bond us.

My last email to Gord was a Christmas Greeting in 2009, to which he replied :  
"Al - don't swallow your tongue thinking back to that great day in a Harvard when I asked you if you would like to have a spin and I think you thought it was going to be a spin around the airport or something. Those were the good old days. Take care, and have a good one. Gord" **S**





## Remember

By Pat Barnhouse



### Active Members

- John ALLAN**, Vice Admiral, CMM, OStJ, CD\*\*, RCN(Ret'd). In Ottawa 01/05/14 at 86.
- Brian John BERRYMAN**, Commodore(S), CD\*, RCN(Ret'd). In Kingston 25/05/14 at 78.
- Denis Richard BOYLE**, Rear Admiral, CMM, CD\*\*, RCN(Ret'd). In Ottawa 14/08/14 at 79.
- Darrell Miller CARMODY**, Lieutenant Commander, CD, RCN(Ret'd). In Guelph, ON 05/08/14 at 84.
- James Lewis CREECH**, Commander, CD\*, RCN(Ret'd). In Richmond, VA 27/07/14 at 86.
- Ralph Lucien HENNESSY**, Vice Admiral, DSC, KStLS, CD\*\*, RCN(Ret'd). In Ottawa 13/06/14 at 95.
- Bernard James VanFLEET**, Lieutenant Commander(O), CD\*, RCN(Ret'd). In Ottawa 21/05/14 at 85.
- Arnold Rudolph WESTERBERT**, Lieutenant Commander (MT), CD\*, RCN(Ret'd). In Ottawa 01/09/14 at 95.

### Others Known to Members

- Juan Carlos AVILA PONCE de LEON**, Capt, Mexican Navy (Attache Ottawa). In Ottawa 04/04/14 at 40.
- Kerry Philip BRIARD**, Lieutenant [Captain (AERE)], CD\*, RCN(Ret'd). In Ottawa 11/09/14 at 80.
- George Edward FORMAN**, Commander(PL)(P) (Lieutenant Colonel), CD\*\*, RCN(Ret'd). In Ottawa 09/04/14 at 83.
- Nigel John HOPKINS**, Lieutenant(P), RCNVR(Ret'd). In Ottawa 06/04/14 at 91.
- Gerald Ralph KUDER**, Surgeon Commander, CD, RCN(Ret'd). In Ottawa 30/07/14 at 81.
- James Bernard LUFF**, Lieutenant, CD, RCN(Ret'd). In Ottawa 12/09/14 at 85.
- James Franklin MILES**, Lieutenant Commander(L), CD\*, RCN(Ret'd). In Ottawa 28/06/14 at 86.
- Ronald Joseph NUTH**, Lieutenant, RCN(R)(Ret'd). In Ottawa 09/04/14 at 81.
- Patricia Lavergne PAUL**, Petty Officer 1<sup>st</sup> Class (Ret'd), CD. In Ottawa 19/09/14 at 76.
- George Ellis PERRIN**, Sub Lieutenant, RCNVR(Ret'd). In Ottawa 12/07/14 at 91. **S**



## My Cricket Career

By Richard Archer

In Len Deighton's iconic series of books on the travails of Bernie Samson, the most competent spy that British intelligence has in the 70s and 80s, before the fall of the Berlin Wall and the Soviet Union, Bernie is being held back from promotion in the headquarters because of his middle class roots. He is an acerbic observer of the British upper crust, from which his bosses are drawn. One such observation is that it is extremely important for those in the upper reaches of British society never to be seen to be trying too hard.

I kept this in mind when I was at the staff college in Greenwich and when I served at HMS Dryad near Portsmouth. I also realized that it sure explained cricket!

Now, I was born in England and emigrated to Canada at age ten. So when I was back over there representing the Canadian Navy I was familiar with the fundamentals of the game. And I confess that when I was a junior cadet at HMCS Venture in Victoria I played one game for a cricket team organized by our Anglican padre, who had actually just recently joined the RCN from the UK. I was good in the field, but when I batted I was out before I could score any runs. I didn't know how to control the flat bat.

After arriving in Canada in 1953 I had taken up the Canadian game of softball with alacrity. We local kids used to play a game called "500". One kid would be the hitter and the rest of us would spread out in the field. A fielder would score 25 for catching a ball that bounced two or more times, 50 for a one-bouncer, and 100 for a ball caught on the fly. None of us had mitts, and so we also doubled the score if you caught the ball with one hand. The first one to 500 had the honour of becoming the hitter. This game became very combative – all of jostling and leaping high to catch the incoming softball with one hand. We got quite good at it. And as a teenager before joining the RCN I played in a series of competitive fast pitch leagues as a centre fielder. So when it came to cricket, the fielding at least wasn't a problem.

For those unfamiliar with the game of cricket.... In the middle of a large grassy field, two wickets of three posts called stumps, surmounted by two smaller horizontal pieces called bails, are set up 22 yards apart. Teams comprise eleven players. Two separate batsmen bat from the wickets, while all eleven of the defending team are spread around the field. The batsmen have in front of them a line called the crease where they must initially stand to protect the wicket and/or try to hit the ball out into the field. The idea is once a ball is hit anywhere in the field, both batsmen can run between the two creases and score runs before the defending team can get the ball back to the pitch and knock a wicket down. The only defending player with any hand protection is the wicket keeper behind the target wicket. The ball is usually red with one raised seam that encircles it. It is slightly larger than a regular baseball and just as hard. The batsmen don't have to run if they don't wish to, but in all cases if a hit ball is caught in the field the batter is out. A ball hit directly over the boundary is automatically six runs, while a ball that bounces over the boundary is four. The defending team provides a bowler who must bowl from the area of one wicket towards the other so to either knock down the other wicket or at least minimize the number of runs the batsmen score. A bowler has the opportunity to bowl six times towards one end in what is called an "over". Two umpires enforce the rules and declare if a batter is out. A more comprehensive explanation of some of the terminology is in the side-bar.

In 1977 Marilyn and I and our two daughters, aged 7 and 2, arrived in London. We were put up by CDLS London at a hotel near Regent Park. Having travelled all the way from Victoria, we were suffering some serious jetlag. We tried the television but all we could find at first was a televised cricket match. But there was no sound. Marilyn jacked up the volume, but still nothing. She turned it up some more. Suddenly the TV set blasted out "OH MY WORD!" from one of the cricket commentators. It was Marilyn's first introduction to the game.

When I was at the staff college at Greenwich in east London, one of my syndicate mates was a fellow called Mike Gretton, son of a well-known Battle of the Atlantic hero and later





admiral. My path crossed with Mike years later when I was on the staff of Nato Headquarters and he was a vice-admiral acting as the British Military Representative to the Nato Military Committee. But at Greenwich we were fellow lieutenant-commanders. When it came time for the college to have joint gatherings with the British army and air force equivalent colleges, some sports events were set up. This of course included cricket games, and I asked Mike, the Greenwich cricket organizer, if I could participate, admitting that my experience with the game was limited. Indeed I didn't even have the right kit, the almost obligatory white long-sleeved shirt and long pants. Even so, I was invited to show up for the game against the army's Camberley team.

As it turned out, I was the eleventh man and our RN team took the field first. Mike as captain sent me to defend the farthest reaches of the field, just inside the boundary. It wasn't long before a long fly ball came my way and I caught it easily, and threw it directly back to the wicket keeper in standard softball fashion. Okay, so I could field...and Mike moved me up to about the hallway point in the alley where many hard hit balls were directed. I had seen some of the other team members trying to field hard hit grounders and not doing too well. They would run at right angles to the ball, inevitably fail to intercept it and then chase it to the boundary. I did better than that, intercepting such balls at the correct angle before they got too far. At first I tried to throw the ball directly at one of the wickets, but this was a mistake because when it missed neither the wicket keeper nor the bowler could field the hard thrown ball...and further runs were scored. Okay, so I had to back off from my softball practices. Besides, it was readily apparent that I was breaking one of the unwritten rules, in that I was trying too hard. I made my throws more like the lobs I had seen the other players use.

At this point, Mike made a bold move. He asked me to bowl an over. I had witnessed how the previous bowlers had operated, so I knew most of the drill. After a run-up to the crease at the bowler's wicket end the ball is bowled with a straight arm in a swinging motion over the head. The umpires won't accept any bent elbows. The standard bowl is to bounce the ball ahead of the batter. If a bowl is aimed directly at the wicket without bouncing it was called a full toss. The umpire asked me how I bowled so he could position himself properly. "Right arm over", I said, as I had heard others say.

Basically there are two kinds of bowlers, fast and spin. The fast bowlers rely on a speed bounce to get by the batter and go for the wicket. The spin bowlers put lots of spin on the ball to rely on strange bounces to either get by the batter or make him hit an easily fielded ball. I knew I was a fast bowler.

I made my way back behind the wicket in preparation for my run up. I had no idea how much I needed and so started the run slowly. I wanted to position and time my last left foot step at just inside the limit of the crease, at the same time as my arm came over my head. I could see it was going to work well so I moved up to a full speed run, hit the crease just where I wanted to and let the ball go as hard as I could directly at the wicket, with the bounce just short of the batter's feet.

### **Here's an explanation of cricket:**

You have two sides, one out in the field and one in. Each man that's in goes out, and when he's out he comes in and the next man goes in until he is out. When they are all out, the side that's been out comes in and the side that's been in goes out and tries to get those coming in, out. Sometimes you get men still in and not out.

When a man goes out to go in, the men who are out try to get him out, and when he is out, he goes in and the next man in goes out and goes in. There are two men called umpires who are out all the time, and they decide when the men who are in are out. When both sides have been in and all the men have been out, and both sides have been out twice after all the men have been in, including those who are not out, that is the end of the game.



The batter simply put his bat out to stop the ball without any intent of running. I guess he wanted to get a feel for my bowling before he tried to hit to score.

Myself, I gained some confidence in seemingly knowing what I was doing. My second bowl was even harder and the batter took a swipe at it. But he popped it up in the air and was caught out. My teammates gathered round me to congratulate me on my first ever “dismissal”, much to the disbelief of the Camberley players.

The next batter was Camberley’s Regimental Sergeant Major. While he was making his way out to the pitch I had a thought about what I would do next. I had confidence in my bowl, but I decided to put something extra into it. For the next bowl I would maintain the speed but aim slightly to the left of the wicket and put lots of spin on the ball so that it would jump towards the target. This I did and it worked perfectly –the stumps were down and the RSM was out on the first ball. Now, a batter who is out without scoring a run is said to have been dismissed for a “duck”. If it happens on the very first bowl that he faces, it is called a “golden duck”. I sympathized with the red-faced RSM as he made his way back to the pavilion.

So I had dismissed two batters in a row. Apparently there was something mystical in the achievement of three dismissals in a row, and Mike brought in most fielders to short range to try to get that third out. But to no avail – the next batter simply blocked the ball so that it dribbled a few feet forward. My two remaining bowls were similarly unsuccessful, but at least the opposition didn’t score any runs.

When it came time for our side to bat, I was so far down in the batting order I didn’t get a chance to go in before the two captains mutually agreed to end the game. I can’t remember who won – it didn’t seem important.

My next chance to exercise my cricketing skills occurred when I was on exchange with the RN at HMS Dryad. In my first year there I was the Deputy Training Officer in the Redpoll (a British bird) analogue ship operations team trainer. My boss in Redpoll was the Training Officer, a gentlemanly fellow named Richard Hastilow. After my first year there, Redpoll was shut down. Richard moved on, back to sea, and for my second year at Dryad, I was the first Training Officer in the newly commissioned Cook (as in Captain James) digital operations team trainer. I ran into Richard again when I was serving with USN Commander Third Fleet in Pearl Harbour, Hawaii. Richard was in command of a Type 42 AAW destroyer and part of the RN task group going around the world and, among many other events, participating in the 1986 RIMPAC. He had asked about me when in Esquimalt, had found out I was in Hawaii, and had sent me a message to make contact and invite Marilyn and me on board. The last I heard about him, he had command of the carrier HMS *Invincible*.

But back to Dryad. I played a lot of intermural sports for the division I belonged to – many sailors and a group of feisty wrens for whom I was the divisional officer -- and we won, for example, the deck hockey and were quite good in the field hockey. As the scrum half I was also a mainstay of the Dryad rugby team, although there we had only partial success, playing mostly the teams from the many other RN establishments in the Portsmouth area. In my first year Richard Hastilow, as it turned out, captained the Dryad cricket team. As far as I could tell, the play wasn’t exactly competitive – other teams were simply challenged as the opportunity permitted. I asked him if I could turn out for the next game and he agreed. I immediately went to a colleague who wasn’t playing and borrowed his kit.

The games I played for Dryad were very special. They took place on a field that wasn’t in any sense level, as it was at the top of one of the rolling hills of the area. It was call Broad Ha’penny Down, and was considered by all to be the birthplace of cricket. Just across the country road that skirted the down was a Victorian-era pub called The Bat and Ball. This pub brewed its own real ale and displayed artifacts from the earliest days of the sport. Including the cricket, Marilyn and I well-appreciated the historic ambience and tradition of the area.

Broad Ha’penny Down was managed by Dryad’s sister establishment, HMS Mercury, which taught communications and was tucked away in the nearby woods. I remember well the first game I played for Dryad. We were at bat first, and for some reason Richard put me in as one





of the two first batters. Hmm, I said to myself, I'd better get this right. I picked up a bat and experimented with how to get the flat face to connect with an incoming ball. Holding the bat over the shoulder like a baseball hitter, for example, was a non-starter. I heard that no golden ducks were allowed. Essentially all batters were to have one mulligan, if needed, on the first bowl.

Not surprisingly, the Mercury team decided to bowl to me first. The bowler turned out to be medium speed. His first offering was well outside the line of my wicket and so, thinking of the no golden duck rule, I made a half-hearted stab at it, knocking it a few yards on the ground. I admit, it didn't look good.

So the bowler came at me with confidence on his second bowl and bowled a full toss at my wicket at about half the speed of a fast pitch softball. Now this was more like it. I hit the ball into the parking lot.

From then on my batting partner and I started accumulating runs at a steady pace. After a half-dozen or so of overs, I could see that it was unlikely that the other team could ever get me out, so in order for other players to get a chance at batting, I did what I had heard was possible. I turned to an umpire and said, "I declare," which is a way of saying I've done enough and am going back to the pavilion to allow another batter to take over. Dryad scored enough runs to let the other team bat, and we won the game in the field. Both teams then followed tradition and repaired to The Bat and Ball to sample their room temperature ales. Ah memories.

I played a number of other cricket games for Dryad, but with my 1979 posting to HMCS Ottawa as XO based in Halifax; my cricket career came to an end. I can still watch the game though, on the rare occasions I come across it. The last was a game two or three years ago between the crews and actors of the Stratford Shakespearean Festival and the crews and actors of the Shaw Festival. The game took place that year in Niagara-on-the-Lake, and we were invited to be a spectator by our B&B landlady, who was keen on and an organizer of this traditional annual challenge. I have to admit that watching the white-clad players go through their paces on the green field, I had a distinct urge to get out there amongst them and enjoy the game once again. **S**



## Officers, Directors and Appointments 2014-2015

### **PRESIDENT (Interim), HISTORY and ENDOWMENT**

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

### **VICE-PRESIDENT (Vacant)**

### **PAST-PRESIDENT**

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

### **SECRETARY and PROGRAM**

**Soule, C.J.D. (David)** (H) 613 728-4922  
1138 Sauterne Park  
Orleans, ON K1C 2N8  
Email: soule.j7ds@hotmail.com

### **TREASURER**

**Millar, J.S. (John)** (H) 613 830-2829  
621 Princess Louise Drive  
Ottawa, ON K4A 1Z3  
Email: john.miller@rogers.com

### **DIRECTOR - NAVAL AFFAIRS (Vacant)**

### **DIRECTOR - MEMBER SERVICES**

**Baiden, P.A. (Paul)** (H) 613 824-1561  
702 Clearcrest Crescent  
Ottawa, ON K4A 3E6  
Email: pbaiden@rogers.com

### **DIRECTOR - MEMBERSHIP**

**King, S.E. (Steve)** (H) 613 680-4809  
517 Fielding Court  
Ottawa, ON K1V 7H2  
Email: capt\_seking@hotmail.com

### **DIRECTOR - SOUNDINGS**

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

### **DIRECTOR - ENTERTAINMENT (Vacant)**

### **DIRECTOR - CONFERENCE COORDINATION**

**DeWolf, T. (Tom)** (H) 613 692-1059  
5584 Carrison Drive  
Manotick, ON K4M 1K7  
Email: tdewolf@sympatico.ca

### **DIRECTOR - SALTY DIPS**

**Guitar, R.J. (Rick)** (H) 613 834-2171  
6906 Edgar Brault Street  
Ottawa, ON K1C 1L7  
Email: rrjguitar@rogers.com

### **DIRECTORS-AT-LARGE**

**Gimblett, R. (Rich)** (H) 613 830-8633  
49 Southpark Drive  
Ottawa, ON K1B 3B8  
Email: richard.gimblett@rogers.com

**Hamilton, R. (Robert)** (H) 613 547-5173  
239 Helen Street  
Kingston, ON K7L 4P5  
Email: bobhamilton@sympatico.ca

**Hudock D. [Dave]** (H) 613-422-2489  
572 Bathurst Avenue  
Ottawa, ON K1G 0X8  
Email: dhudock@pcl.com

### **OTHER NON-VOTING APPOINTMENTS**

#### **WEBMASTER**

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

#### **MACK LYNCH LIBRARY**

**Mace, P. (Peter)(H)** 613 729-3766  
#1 Summershade Private  
Ottawa, ON K1Y 4R3  
Email: petermace@sympatico.ca

#### **HONORARY COUNSEL**

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





## 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)

The Editor is solely responsible for the contents. Items from **Soundings** may be reproduced by other publications providing credit is given to Soundings, NAC - Ottawa, or any by-lined author.

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!

**Soundings** returns in May 2015. Please send contributions to the Editor by March 31st, 2015.

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

[richmar.archer@rogers.com](mailto:richmar.archer@rogers.com).

Production Notes: **Soundings** is produced by the Editor using his personal computer word processor. It is printed commercially by Postlink Corporation, 101 Innes Park Way 208, Ottawa, ON K1B 1E3. Phone 613 882-2269, Fax: 613 521-3015, or email to **Leonard Mandel** at [len@postlink.ca](mailto:len@postlink.ca).

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

Canada

40947048

