



# SOUNDINGS

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

This and previous editions of Soundings can be found on <http://navalassoc.ca/branches/ottawa/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)*

51.01

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

May 2015



BMT Fleet Technology Ltd.

An artist’s impression of the potential shape of the Canadian Surface Combatant, to replace three Tribal Class destroyers and twelve Halifax Class frigates. The contract for Irving Shipyards to begin construction is expected in 2018. See commentary on Page 5.

### **Battle of the Atlantic Gala Dinner**

Thursday, 30 April 2015

Canadian War Museum

Reception: 18:00 to 19:00

Dinner: 19:00m to 22:00

Mess Dress or Black Tie

Tickets \$100 each

[www.epl.com/NACBattleoftheAtlanticDinner2015](http://www.epl.com/NACBattleoftheAtlanticDinner2015)

### **Battle of the Atlantic Parade**

Sunday, 3 May 2015

National War Memorial

Marchers Gather on Sparks Street  
at 1020

Post-Reception: Parliamentary

Reading Room Centre Block

Bytown Open 12:00 to 16:00





## From the President

By Fred Herrndorf

“There has been a lot going on.....”Preparations are well underway for our third annual Battle of Atlantic Gala Dinner, scheduled for April 30, 2015. Once again, our Event Coordinator **Tom DeWolf** is leading his team consisting inter alia of **Ken Bowering, Jay Plante, Tim Addison, John Millar,** and **Nick Leak**. Our branch member and National President, **Jim Carruthers**, has also been a great support, especially in the critical area of sponsorships. We urge members to make their reservations, while there may be still spaces available.

While I am on the subject of major events, your Board is currently deliberating, whether to host the National AGM and Conference in 2016 or just the National AGM. The problem is that the Conference plays a major role in raising the profile of the Royal Canadian Navy, which is the principal *raison d’etre* of the NAC, and the close proximity of this event to the Battle of the Atlantic Gala Dinner.

One recent development is that the RCN finds it difficult to support NAC Conferences during the summer, because of other demanding commitments. Therefore, a change of Conference schedule to the

autumn, might make the staging of two major events more feasible. Your Board intends to investigate this issue more closely in the near future. We can only take on these kind of activities described above, if we have enough members who are willing to pitch in and help. Please contact me or any member of the Board, to get more details or to volunteer. Please feel free to give us your thoughts on this issue and we let you know the Board decision as soon as possible.

**Richard Archer** continues to make amendments to his Standard Naval Affairs Presentation, which by my count is now in its 16<sup>th</sup> iteration, evolving as new challenges present themselves. Richard now has become the Chair of the National Outreach Committee, tasked with spreading the word across Canada of the need for a strong Navy Canada. **Wendell Sanford** has assumed the duties of Chair at the Ottawa Branch level and is the latest arrival on the NAC Ottawa Board.

Last summer, our Board suddenly lost a goodly number of its Directors and for a Branch as active and vibrant as Ottawa, this had a significant effect. Thankfully our **Bob Hamilton** stepped into the breach and recruited four new Directors, **Tim Addison, Nick Leak, Howard Smith** and **Barry Walker**.

What a difference they have made and what a tremendous contribution to the Board’s performance. While handing out bouquets, I would be very much remiss, if I did not mention **David Soule** our erstwhile Secretary and heavy lifter of many of the Branch’s administrative tasks; we could not have succeeded without you, thank you.

**Saturday ALS Walk D’Feet, 13 June, 2015.** This year the ALS Society of Ontario (Champlain Region) is again organizing the ALS Walk D’Feet. This will be fifteenth time this event will be held in Ottawa. The Walk will start again this year from the Canadian War Museum at 1 Vimy Place and then proceed along the Park Way (5km) and back. Participants will be registering in the Barney Danson Theatre at 10:00 in the Museum and the Walk D’Feet will start at 11:00. Everyone is encouraged to participate in this worthy cause. Those willing to participate are requested to contact **Fred Herrndorf** by email or at (613)226-2964. NAC-Ottawa will again honour its own, **Helen Brown**, the late wife of **Colin Brown**, and the late **Gordon Moyer**. NAC-Ottawa will register its own Team.

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**Super Wednesday or the Spring Luncheon, April 22, 2015.** This not to be missed event, is organized by our very own **David Soule**. This is where NAC members and their spouses can welcome our warm spring!!! Hope to see you there! If you are coming please let David know either at: <http://navassoc.ca/events/ottawa-spring-super-wednesday-event-swe/> or email at: [soule.j7ds@hotmail.com](mailto:soule.j7ds@hotmail.com)

### **Sackville 2015 Calendars**

Our thanks to NAC Members for their support of the calendars, as the proceeds of the sale will go towards much needed maintenance support for the HMCS *Sackville*. We would also like to thank **Captain(N) Simon Page** and **Ted Parson** for their enthusiastic canvassing

### **The Museum of Naval History at Port Burwell, Ontario, the Home of HMCS *Ojibwa***

Please put this unique museum on your bucket list for places to see in 2015; the fabled silent warrior needs our help and our support. Speak Up for our Silent Warrior!

### **NAC-Ottawa Awards.**

Finally, it gives us great pleasure in announcing the following NAC Awards, for outstanding services to the NAC and the NAC-Ottawa Branch, which were recently approved by the NAC National Board. For those, who will attend the National AGM and Conference in Calgary June 25 – 28, 2015, it will be done at the Formal Dinner on Sunday, June 28<sup>th</sup>. For those unable to attend the NAC Calgary Event, the awards will be made at the Fall Super Wednesday.

Richard Archer - Gold Medallion;  
Tom DeWolf - Gold Medallion;  
Ken Bowering - Silver Medallion;  
Jay Plante - Silver Medallion;  
John Millar - Bronze Medallion.

Yours aye,  
Fred Herrndorf  
[Frederik.herrndorf@sympatico.ca](mailto:Frederik.herrndorf@sympatico.ca) **S**

## **Branch Membership Report**

By Steve King

**Overview.** The Branch ended 2014 with 380 members in all categories, an increase of 25 over the previous year. We fell short of the 400 mark that I reported in the Fall 2014 edition of *Soundings* due to a number struck from the rolls due to resignations or just plain lost contact. Sadly, eight of our members crossed the bar in 2014 and we have already seen the passing of five more this year. They are commemorated at: <http://navalassoc.ca/branches/ottawa/crossed-the-bar>.

There is a continuing effort to raise our profile with the young naval officers at the Royal Military College. We now have 42 naval cadets as Introductory Members, an increase over the 19 that were on our rolls at the end of 2014. They are our future.





For those interested in statistics, this is where our membership numbers stand:

	2013	2014	2015 (est)
Honourary Members	62	56	54
Life Paid Members	18	17	17
Regular Members	173	197	219
Out-of-Town Members	51	58	63
Serving Members	22	20	26
Spouses	7	7	7
Introductory Members	22	6	6
Naval Cadets (at RMC)	0	19	42
<b>TOTAL</b>	<b>355</b>	<b>380</b>	<b>434</b>

**Membership Dues.** The 2015 membership renewal is well underway. To the 189 members who have settled their account for this year, thank you very much. And a grateful thanks to the good number of Honoraries and Paid Lifers who sent in an equivalent or higher amount in donations. The extra funds allow the Branch to return better service to you, and engage in other charitable and education works. For the remaining approximately 125 who have yet to render their membership dues, please expedite your payments.

Your dues remain a bargain - unchanged since 2010:

- 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.

To renew, you have two options:

Option One - go to the NAC Ottawa Joining and Membership Renewal webpage for details.

Option Two – 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

**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, let me know. Drop me an email (naco.membership@gmail.com). If you don’t have a computer, kindly call me or 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. My telephone number is 613 680-4809. **S**





## Branch Outreach

By Wendell Sanford

The quarter has delivered a mixed bag of outcomes. On the positive side of the ledger, on January 28th one presentation was made to the Orleans Rotary Club. A group of 15 were in attendance for a breakfast meeting. The newly revised presentation worked well and a lively Q and A session followed. In addition a presentation has been booked for the Canadian Society of Senior Engineers. This will take place in February 2016 (yes, next year). NAC-O member **Gord Forbes**, who is a professional engineer, has agreed to make the presentation.

On the negative side of the ledger, a series of 6 outreach approaches which had been initiated in December of 2014 were all renewed but without any response. These included: Lions Clubs in Almonte, Kanata-Hazeldean, Manotick and Orleans; and Community Associations in Beaverbrook and Kanata Lakes. I'll persevere.

Approaches have been made as well to the Canadian Ship-owners Association and the St Lawrence Seaway Authority, for which I am awaiting replies.

My next step will be to recommend to the next NAC-O Board meeting that we as a branch determine how to better extend our network of contacts by taking advantage of those organizations of which we ourselves are members. This is where you come in. It is time to take advantage of your own club, association and Legion contacts to initiate outreach opportunities. Please let me know right away at 613 744-4269 or [wendell.sanford@yahoo.ca](mailto:wendell.sanford@yahoo.ca).

*By the Editor: Outreach is a whole new initiative for the Branch, and so congratulations to Wendell for taking it on. As he says, it is a full-branch effort, as we make the arguments in favour of a strong Navy to the local grassroots. Given its importance, and as mentioned by President Fred Herrndorf in his remarks starting on page 2, Wendell has agreed to sit as a Director for Outreach on the Branch Board of Directors, to be confirmed at the upcoming AGM. Wendell, welcome on board! **S***

## In My Opinion...

By Richard Archer

In my opinion...the time has come for Soundings to expend even more effort on thinking about the *future* of the Navy in support of our branch. We've had a lot of commemorations lately, and this has meant that we have been largely focused on that other pillar of our mission, naval history and anniversaries.

Yes, we branch members must remember the past and participate to the best of our ability in the Battle of the Atlantic and Remembrance Day ceremonies, but if we wish to properly fulfil our self-imposed mandate to actively support the Navy, then we should be looking at how we do it. A mid- to longer-term objective for us must be to contribute, however we can, to Canada's development of world-class, superbly-trained and -led crews in world-class ships and aircraft, with them taking a robust combat capability and significant international influence to our three ocean approaches as well as to the far corners of the world. Ambitious, I know, but in my opinion this target should be the driving focus in Soundings.

There is one project that epitomizes the future of the Navy – the Canadian Surface Combatant (CSC), intended to replace the destroyers and frigates. This project promises to be among the most complex undertakings ever in Canada. From all reports it sounds like Irving Shipyards has properly prepared for and is now executing the contract for the Arctic Off-Shore





Patrol Ships (AOPS). But we heard a comment from the floor at a recent monthly meeting that if AOPS is double-A baseball, then CSC is the big leagues – maybe two orders of magnitude greater in complexity and risk. CSC will be a major challenge for Canada, for example, to ensure that the requirements match the funding, and vice versa.

Beyond this challenge, however, CSC is a tremendous opportunity. It will be a chance to develop home-grown technology along with high-paying, productive jobs. And of course, CSC will be the centre-piece of the Navy's world-class ships and international influence that I mentioned earlier.



*Canadian Surface Combatant Concept*

National NAC initiatives in aid of a focus on the future include the two-pronged outreach now being undertaken. At one end of the spectrum is the national naval affairs effort led by **Dan Sing**. This effort is aimed at exploiting the pens, brains and enthusiasm for all things maritime found in our association's

members. The target audiences are the opinion leaders found in the political, academic and media classes.

At the other end of the spectrum we have the outreach program, which as you probably know is led nationally by me. This program is aimed at the Canadian populace grassroots. NAC-Ottawa has been the leading branch in establishing the fundamental messages to be delivered, and finding out what works and what doesn't. The branch's contribution is ably led by **Wendell Sanford**, but he will be the first to tell you that it must be an all-branch effort. See his report above. Contact him right away if you have suggestions as to groups that can be approached to hear the messages about the Navy, anywhere in the National Capitol Region and the Hamilton area.



*Arctic Offshore Patrol Ship*

This leads us to NAC's primary tool for influencing the way ahead for the Navy – the annual naval conference associated with the national AGM. Coming up this June, the Calgary Branch will be hosting a day-and-a-half conference dealing with the Arctic and the Navy's role there.

In 2016, it is NAC-Ottawa's turn again to host the AGM and conference. But here in our branch we are also stretched to the breaking point by our annual organization of the Battle of Atlantic Gala Dinner. So if the branch agrees to hold the AGM, it must be shifted, as we did in 2014, to the right towards the late September, early October time frame so as to clear some





space-time from the gala. I hear the Navy brass would prefer this later time anyway. As I've indicated, the conference is the pinnacle of NAC's support to the Navy, and in my view, we in Ottawa Branch must take it on. While the subject matter of the conference is now in the hands of NAC national, it will be an excellent opportunity to address the future of the Navy. And Soundings can at least help set the scene.

So with the preceding discussion providing context, let me get to the point of this opinion piece. As your Soundings editor, in my mind a renewed focus on the future means that our branch newsletter must move on from all the history and delve into the things will make our Navy great in the decades to come. One important aspect is marine technology. In past Soundings editions, technology was relatively prominent, because it was fairly easy to ask naval staffs to expound on what they were working on, and they relished the chance to tell the naval community. But for whatever numerous valid reasons, this source of great material has dried up. For both the Fall 2014 and this issue I tried to go around this problem by approaching local commercial

enterprises to speak to the issues, including innovative approaches to naval support, but I confess that so far my efforts have met with failure. I'll

*Joint Support Ship*



keep trying, and I'll widen the net.

To me, the discussion of the future Navy in Soundings has two main areas – naval affairs and innovative technology. So this is a call out all those who have an interest in both the future of the Navy, and the technologies and structures that will enable it to continue to be world-class. I seek your engagement in finding possible Soundings contributors from both inside and outside the branch. You may even wish to write your own related articles.

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

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

By Richard Archer

As a result of some of the discussion at the 2014 NAC naval conference on the past, present and future of Canada's submarines, hosted by NAC-Ottawa, in the last edition of *Soundings*, I mooted the idea that the real reason for the cancellation of the nuclear-propelled submarines was that DND was outflanked by the US Navy. It was an open secret that the USN was dead against the project, and in the run up to the April 1989 budget that cancelled the subs, the Americans came to the table and Canada saw considerable progress in helping secure Canadian sovereignty in the Arctic. In this I saw probable lobbying by the USN.

In response to this idea, I received two pieces of correspondence....





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## **Letter to the Editor**

By David Collins

With regard to submarine acquisition I was a mere deputy director dealing with armaments cooperation in the Defence Programmes Bureau of the Department of Foreign Affairs & International Trade at the time. John Anderson had been appointed Chief Submarine Acquisition in DND and Armand Blum something similar in Foreign Affairs (to handle the political aspects). The policy aspects of yea or nay form one part of the debate and you may well be right that the US Government kyboshed it all.

But from where I sat dealing with the overseas suppliers and the operational and technical staffs of the RCN, the RN and French Navy, there were other issues at play. The French wanted to make a sale of their technology, regardless I would say. The British approach was more nuanced. On the one hand there was obvious UK interest in selling their technology and that effort had both government and commercial/technical support. But behind the scenes I was aware of activity on the part of RN operational staff (how widely or with official sanction, I do not know) who raised very tough questions with RCN staffs along the line of "do you know what you are getting into?" Not only was the up-front cost flagged but even more so was the whole issue of affordability of maintaining and operating nuclear submarines. Phrases like "it will bankrupt your surface fleet" are still in my memory.

As I say was at the commander level when all this was being debated so I cannot claim that my sense is profound. In my view, the programme was torpedoed for a number of reasons, but ultimate affordability has to be one of them. Perhaps the Brits did us a favour.

## **Editor's Reply to David**

By Richard Archer

I agree with you about affordability. If the Navy had gone ahead with the acquisition of the submarines, including all the relevant infrastructure and regulatory requirements, then they would hold all the rest of the Navy hostage. There wouldn't be any money for anything else naval...or maybe even fighters for the air force. In retrospect, the Navy dodged a bullet.

When I did the RN staff college at Greenwich in the late-70s, one of the problems we were presented with was the rationalization of the Royal Navy's annual acquisition budget. We were given the costs of each program and told to get the total down to a politically accommodating level.

Of course the bugbear was the acquisition of new nuclear submarines, especially the boomers and Trident (or was it still Polaris in those days?). The only way the column of figures would add up to anything reasonable was to delete the new boomers. Unsurprisingly, this was a non-starter. At the end, the staff solution was to nickel and dime (talking, of course, in millions of pounds) most of the other programs until the budget overage was still substantial but within more or less acceptable limits. Having a budget overage was said to add flexibility. Some object lessons for Canada there....

## **And the Last Word Goes to...**

### **Letter to the Editor**

By Keith Nesbitt

I don't think it's very likely that "lobbying by the USN" was the real reason for cancellation of the Canadian SSN project.





I recall ADM (Pol) staff learning that President Reagan had assented to the program, presumably as a result of the supportive view of his National Security Advisor, Colin Powell. Nevertheless, senior DND officials who visited the USA's Director of Naval Nuclear Propulsion, USN members of the Joint Chiefs of Staff, and the Secretary of Defence received the strong impression that our southern naval friends were not the least enthusiastic about Canada getting involved in nuclear propulsion.

Canadian submariners knew that without USN support - if only of the moral variety - we were likely to be dead in the water. Political-level lobbying wasn't necessary.

I recall being astonished when I first learned of the White Paper proposal to "go nuclear". Planning deliberations seem to have involved little consultation with senior Canadian submariners; we knew all too well what a supreme challenge such an undertaking would entail. As the senior serving submariner in the Policy Branch after publication of the White Paper, my personal view became that *Challenge and Commitment* was largely an exercise in optics. I was in the untenable position of having to work hard at an endeavour that I suspected would fail.

Late in the proceedings, the British First Sea Lord sent a senior submarine commanding officer to NDHQ for "situational awareness" purposes. The latter's report back was that, in his view, there was no way we were going to proceed.

It's my belief that the project was terminated simply because it wasn't realistic and the political will wasn't there.

*Thanks for the insight, Keith. S*

## Auroras in Iraq

By Ernest Cable

Shearwater Aviation Museum Historian

*This is a follow-up by Ernie to his article on the "Second Dawn of Aurora" found in the last edition of Soundings. The aircraft have undergone a major update in five "blocks" that are making them among the most sophisticated and capable surveillance aircraft in the world.*

In the November 2014 edition of Soundings the article "Second Dawn of Aurora" explained that the Aurora Incremental Modernization Program (AIMP) greatly expanded the Aurora's maritime surveillance capabilities to include a state-of-the-art overland intelligence, surveillance and reconnaissance (ISR) capability. The AIMP Block II was first tested in combat during OP MOBILE in Libya in 2011. The latest AIMP Block III version, designated the CP-140M, is currently deployed to Kuwait to provide ISR for the U.S. led coalition forces fighting Islamic State of Iraq and the Levant (ISIL) insurgents. During OP IMPACT, the Canadian mission against ISIL in Iraq, the CP-140M has excelled in providing the eyes and ears for coalition forces.

From the initial Canadian deployment in Oct 2014 of six CF-18 Hornets, two CP-140M Auroras and a CC-150 Polaris aerial tanker the chief spokesman for Canada's Task Force-Iraq has repeatedly reported that the missions were going well, with the CP-140M Aurora ISR aircraft singled out for praise. The mostly Canadian-built electro-optical and infrared sensors on the two upgraded Block III CP-140M Auroras operating over ISIL held territory in western and northwest Iraq have been a boon to CF-18 pilots and other coalition aircrews. The 30-year old turboprop Auroras were first acquired in the early 1980s for anti-submarine warfare and were accordingly based in Nova Scotia and British Columbia. But the cutting-edge ISR sensors with which the Auroras were recently modified have turned them into effective battlefield surveillance platforms. LCol Dave Devenney, the Joint Task Force-Iraq spokesman at Camp Canada in Kuwait, reported "We are extremely pleased with how well it is going, especially the Aurora. This is the first outing for the Block III Auroras and they've been giving a good, clear image that allow us to assess the effects that coalition aircraft have been having on the ground. They are providing us with an





enhanced picture of the battle space that we can further analyze later. That information is being used in direct support of coalition air missions.” BGen Daniel Constable, the commander of Canada’s air campaign, added “The information collected by Auroras’ sensors is being used by the U.S.-led Combined Air Operations Centre in real time or brought back for processing and then distributed across the wider ISR network”.

On 9 March 2015, as the sun sank into the dusty desert of Kuwait, turning the sand a deep orange hue, the whisper of four turboprop engines announced the safe return to base of the 100<sup>th</sup> CP-140M ISR mission over Iraq. Members of Air Task Force-Iraq’s CP-140 Detachment have been engaged in the fight against ISIL since late October 2014, amassing nearly 900 hours of flying during 100 missions and gathering considerable information and imagery on ISIL activities. The 100<sup>th</sup> mission marked the sustained success of overland operations for the Aurora, earning acceptance in the wider intelligence community as one of the most capable ISR aircraft in the world. OP IMPACT operations have built on the experiences in Afghanistan and Libya to solidify the CP-140M’s new Block III capabilities, which have received much acclaim throughout the coalition. The Block III modifications to the Aurora aircraft have also enhanced its multi-mission maritime aircraft role; the CP-140M excelled in the latest multi-national naval RIMPAC exercise in the Pacific and has brought enhanced surveillance capabilities to the Joint Interagency Task Force (JTF 4) drug interdiction operations in the Caribbean.

The improved Aurora is equipped with new sensors such as the Wescam MX20 infrared camera and a synthetic aperture ground mapping radar. With its highly sensitive heat resolution, the MX20 can produce high definition imagery of targets of interest from standoff distances the day or night. Thanks to developments in radar computer processing technology, even on days of total cloud cover, the Aurora’s radar can produce images of ground features and targets that rival conventional cameras. This imagery can be immediately transmitted in-flight to ground analysts who can identify and assess objects that merit further investigation or potential airstrikes.

The benefit of having ISR missions performed by a manned platform, instead of a remotely piloted vehicle, is the human component on board. Crewmembers that are immersed in the mission and have situational awareness over the battle space are often better able to differentiate





changes in activity on the ground from the normal patterns of life.

Despite living and working in an inhospitable environment, constantly battling the sand and heat and frequent dust storms, the Auroras' dedicated technicians have ensured the superb serviceability of the aircraft in theatre. The Auroras' 100-mission milestone was achieved only through round-the-clock efforts of all the technicians, aircrews and support staff that have been part of the detachment. As the Aurora landed from this 100<sup>th</sup> sortie, the Aurora Detachment gathered together to celebrate with pizza and pop. However, the celebrations couldn't last too long into the night; the next day's crew required rest and the second Aurora had to be readied for the long 101<sup>st</sup> mission. Through a team effort, the Aurora Detachment of Air Task Force-Iraq will continue to ensure that ISIL has no place to hide.

The previous Soundings article also mentioned that a second phase to Block III would include a Beyond Line of Sight-Video, Voice and Data Communications (BLOS-VVDC) capability. The BLOS-VVDC manufacturer, ViaSat, has successfully integrated a prototype of its advanced airborne satellite communication system into the Aurora. The company will be working in collaboration with L-3 Electronic System Services, DND and IMP Aerospace in Halifax. It also completed the first test flight of the upgraded satellite communications aircraft in less than 90 days from the beginning of the quick reaction project.

ViaSat ISR broadband senior director John Hoffman said: "We're able to meet this kind of urgent timeline because of the global reach of our ViaSat network and the maturity and reliability of our VR-12 mobile satellite system. "We had to make a number of modifications for the Aurora aircraft integration, but to serve this market our team is built for rapid response." The VR-12 is a Ku/Ka dual-band in-flight communication system designed to enable secure, high-speed data streaming from the aircraft through satellite on the ViaSat global network.

The new system is expected to provide the DND with an improved ability to disseminate ISR intelligence in support Canadian Armed Forces' operations worldwide.

DND says: **Operation IMPACT** is the Canadian Armed Forces' contribution to the Middle East Stabilization Force (MESF) – the multinational coalition to halt and degrade the Islamic State of Iraq and the Levant (ISIL) in the Republic of Iraq and in Syria. Op IMPACT is halting and degrading ISIL, which has lost the ability to operate in 20-25 per cent of the area it previously controlled. As of 8 April 2015, Air Task Force-Iraq conducted 748 sorties, including 135 reconnaissance missions by CP-140 Aurora aircraft.

More than 600 ViaSat VR-12 systems are currently installed and in operation on board commercial and government aircraft belonging to several countries around the globe.

Of 18 CP-140 Auroras, DND is upgrading 14 to the CP-140M configuration at a cost of more than \$2 billion to extend their operational effectiveness from 2020 to 2030. The upgrades are part of the AIMP, the Aurora structural life extension project, and the Aurora extension proposal. The Block III second phase upgrades began in 2014 and are scheduled to be completed by 2021.

*Postscript by Ernie: I have found some comments (Ottawa Citizen, 18 Dec. page A14) on the Block 3 Aurora performance in Iraq. Even though his comments were quite innocuous and benign for operational security reasons, RCAF Colonel Dan Constable, the Canadian Air Task Force Commander, conceded to the media the CF-18s had garnered most of the media attention, but emphasized that the Auroras were a tremendous asset to the coalition forces.*

*The aircraft's electro-optical and infra-red sensors and synthetic aperture radar were able to detect minuscule details such as weapons mounted on civilian trucks and determine if the weapon had recently been fired (heat source), even from above the clouds and in inclement weather. The ability to remain over the target area for a long time allowed the Aurora to record in real time the impact of the bombs then linger after the attack to report near real time battle damage assessment.*

*This is not surprising as I had written about these capabilities in my article for Soundings.*

*And from the Editor: And now the Auroras are flying over Syria as well. **S***





# RCN Cap Tallies – Lost but Not Forgotten!

By Bill Dziadyk



Over the years, many of you will have admired the collection of Royal Canadian Navy cap tallies mounted in the display case in the Main Bar of the HMCS Bytown Wardroom in Ottawa. The Bytown History records the 1975 genesis of this important Canadian naval heritage collection:

*“... the Mess Manager, Bob Sharpe, himself a fixture in the establishment, had collected a number of cap tallies ... and started a display to which newly found cap tallies were added over subsequent years ....”*

*(The HMCS Bytown Wardroom Mess History is still available in the Mess Office for \$15 each.)*

Over the subsequent forty years, Bob Sharpe’s initial contribution has grown to a collection of almost 200 cap tallies.

If you have been lucky enough to share a couple of pints and salty dips at Bytown, you have likely noticed that the amalgamation of three display cases is in need of repair and overhaul. HMCS Bytown has initiated a project to build or acquire a new display case and to take the opportunity to add missing tallies to our collection. We have one of the largest





collections of RCN cap tallies; however there are still quite a few that should also be included in our collection. Hence the reason for writing this short article.

We are requesting that Naval Association of Canada members search through their stored away ditty bags, sea bags, attic trunks and the hidden corners of deck drawers for any cap tallies that they would consider donating to the HMCS Bytown collection. We will accept duplicates of those already mounted, since we plan to use these as trades to acquire certain tallies from other collections. The tallies that we are actively searching for are:

H.M.C.S. ANNAN	H.M.C.S. MILLTOWN	R.C.N.V.R. WINDSOR
H.M.C.S. ARMENTIERES	H.M.C.S. MONTREAL	R.C.N.V.R. WINNIPEG
H.M.C.S. BLAIRMORE	H.M.C.S. NANOOSE	R.N. CANADIAN V.R.
CANCOMCORTRON FIVE	H.M.C.S. NOOTKA	R.N.C.V.R.
CANCOMCORTRON THREE	H.M.C.S. PORT HOPE	R.N.C.V.R. (*) ATLANTIC
CANCOMFLT	H.M.C.S. PORTE SAINT JEAN	R.N.C.V.R. (*) CENTRAL
H.M.C.S. COLLINGWOOD	H.M.C.S. REINDEER	R.N.C.V.R. (*) PACIFIC
H.M.C. DESTROYERS	H.M.C.S. RIDEAU	ROYAL CANADIAN NAVY
H.M.C.S. DRUMMONDVILLE	R.C.N.R.	H.M.C. SUBMARINES
H.M.C.S. FORT WILLIAM	R.C.N.V.R.	H.M.C.S. SARNIA
H.M.C.S. GANANOQUE	R.C.N.V.R. CALGARY	H.M.C.S. ST. ANTHONY
H.M.C.S. GODERICH	R.C.N.V.R. CARTIER	H.M.C.S. ST. BONIFACE
H.M.C.S. GUELPH	R.C.N.V.R. CHARLOTTETOWN	H.M.C.S. ST. CHARLES
H.M.C.T.B. GRILSE	R.C.N.V.R. EDMONTON	H.M.C.S. ST. HYACINTHE
H.M.C.S. HALIGONIAN	R.C.N.V.R. MONTREAL	H.M.C.S. ST. JOHN
H.M.C.S. HALLOWELL	R.C.N.V.R. PORT ARTHUR	H.M.C.S. SWIFT CURRENT
H.M.C.S. KENORA	R.C.N.V.R. PRINCE RUPERT	H.M.C. TR. 25
H.M.C.S. LEASIDE	R.C.N.V.R. QUEBEC	H.M.C.T.B. TUNA
H.M.C. MINESWEEPERS	R.C.N.V.R. REGINA	H.M.C.S. WENTWORTH
H.M.C.S. MAHONE	R.C.N.V.R. SAINT JOHN	H.M.C.S. WESTMOUNT
H.M.C.S. MALPEQUE	R.C.N.V.R. SASKATOON	H.M.C.S. WILDWOOD
H.M.C.S. MEDICINE HAT	R.C.N.V.R. VANCOUVER	

We are also searching for any pre-World War II pattern tallies. These cap tallies can be identified by the period or dot “.” which is embroidered immediately after the name of ship. Here are some pre-WW2 pattern tallies that we searching for:

H.M.C.S. CHAMPLAIN.	H.M.C.S. NOOTKA.	H.M.C.S. SAGUENAY.
H.M.C.S. FRASER.	H.M.C.S. OTTAWA.	H.M.C.S. SKEENA.
H.M.C.S. MONTREAL.	H.M.C.S. PATRIOT.	H.M.C.S. STADACONA.
H.M.C.S. NADEN.	H.M.C.S. RAINBOW.	H.M.C.S. VENTURE.
H.M.C.S. NIOBE.	H.M.C.S. RESTIGOUCHE.	

If any members have cap tallies to donate to our collection and are in town, please drop them off at the Mess Manager’s office. Or you can mail them to:

Bill Dziadyk, Heritage Officer  
 HMCS Bytown Wardroom  
 78 Lisgar Street  
 Ottawa, ON, K2P OC1 S





## Guest Speakers

By David Soule

► November 2014. Branch Program Manager **David Soule** presents guest speaker **Mr. John Schmidt** with a copy of *Salty Dips* Vol. 10, to add to the Vol. 9 presented by Branch President **Fred Herrndorf**. Mr. Schmidt is Vice-President Commercial at Chantier Davie, Lauzon, QC, and spoke about how Davie is responding successfully to the provincial, national and international challenges faced by a shipyard in Québec.



◄ December 2014. **Mr. Lee Carson**, a long-time employee of MacDonald Dettwiler and Associates and now president of NORSTRAT, receives a copy of *Salty Dips* from NAC-O president Fred Herrndorf. Mr. Carson has had a tremendous lifelong passion for the Canadian North. He provided the meeting with a fascinating account of his participation in the Summer 2014 expedition to the Canadian Arctic which found one of Sir John Franklin's ships, HMS Erebus.

► February 2015. **Mr Hassan Eltaher** was guest speaker. An individual with a great deal of experience in security related issues in the commercial aviation, he has brought this experience to bear in his involvement in related work for the commercial marine world. Hassan briefed the gathering on security issues facing the commercial shipping world and proposed a model to better integrate the various agencies involved in marine security so that their efforts and activities can be more effective.





## Guest Speakers Continued

► *March 2015. **Commander RCN (retd.)** and former CO of HMCS Vancouver, **Robert Lewis-Manning** receives a copy of *Salty Dips* from NACO President **Fred Herrndorf** for his interesting presentation on the Canadian Shipowners Association, of which Mr. Lewis-Manning is the president. He described the challenges the organization and Canadian shipping industry faces in maintaining a competitive advantage in Canada in face of rail and truck transport, the impact and cost associated with new environmental regulations, as well as the challenge of recruiting and training young people for employment in the marine industry. He also spoke to the challenges of ensuring that Government understands of the importance and relevance of maritime shipping in Canadian waters and his organization's lobbying efforts in this regard. Many of the issues he discussed have relevance for the RCN.*



◀ *April 2015. NAC-Ottawa Branch President **Fred Herrndorf** presents **Mr Scott Jamieson**, Vice President -Program for Irving Shipbuilding Inc. with copies of *Salty Dips* in appreciation for his presentation on Irving's significant effort to modernize their Halifax shipyard and implement new construction processes and techniques in preparation for the first of the NSPS combat vessel builds, AOPS, for which construction is set to begin in September 2015 .S*

## The “White Box” Retires

By David Soule

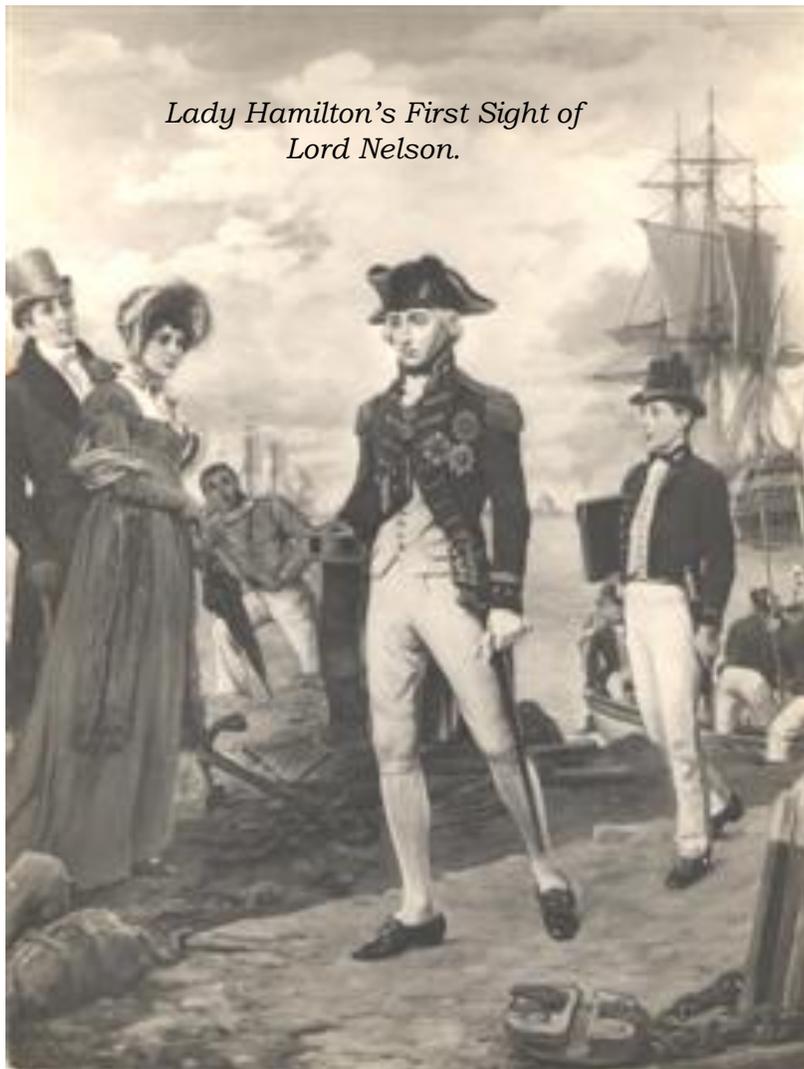
► *At the monthly meeting on 3 November, **Paul Baiden** presented Branch President **Fred Herrndorf** with a hand-crafted donation box, to replace the infamous “white box” that Fred has been using to collect donations for the branch’s support of sea cadet bursaries. Look for the new box at an event near you, and be sure to contribute to the Branch’s admirable sea cadet support. **S***





## The Saga of the Stolen Paintings Continues ...

By Bill Dziadyk,  
Heritage Officer, HMCS Bytown



*Lady Hamilton's First Sight of Lord Nelson.*

Many NAC Ottawa Branch members who attended mess functions in the 50's, 60's and 70's and those who purchased the "*The History of HMCS Bytown Wardroom Mess*", will be pleased to know that the November 1979 cold case of the stolen paintings was reactivated in May 2012.

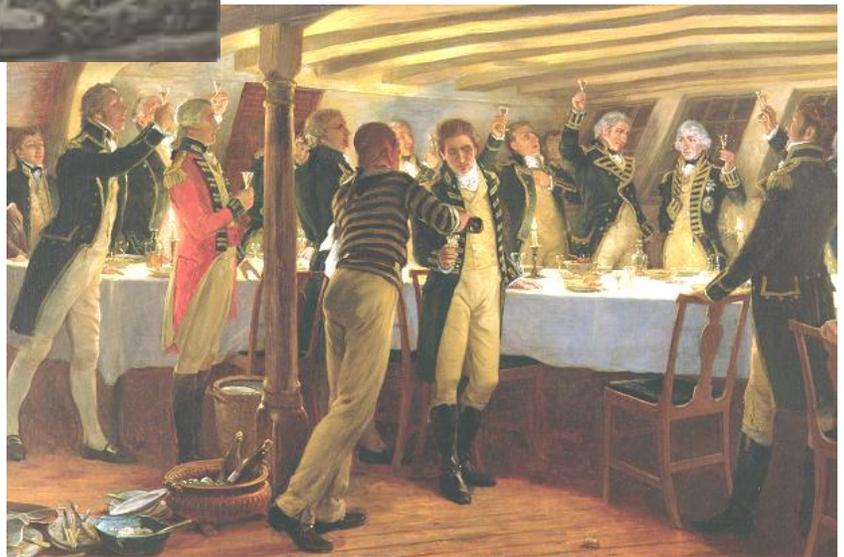
Thomas Davidson (1842-1919) produced a series of at least 14 paintings which captured historic moments in the life of Horatio Nelson; probably in anticipation of the centenary of the Battle of Trafalgar and Nelson's death. Two of these historic paintings were those stolen from BYTOWN in 1979.

The first of the stolen paintings is the "*Lady Hamilton's First Sight of Lord Nelson*". This painting depicts Lady Hamilton observing the triumphant 22 September 1798 welcome in Naples Italy of Nelson and his flag ship HMS *Vanguard*, after his victorious Battle of the Nile. Davidson may have painted this artwork in 1886. This painting was originally presented by the estate of James D. Good to the HMCS *Prevost* wardroom in 1950. (James D. Good was the co-founder of **Supertest Petroleum**. His company was acquired by **BP Canada** which eventually became **Petro**

**Canada**.) The painting was acquired by the HMCS Bytown wardroom in about 1964.

The second is "*The Evening before the Battle of Copenhagen*". ►

This 1898 painting depicts Nelson and his officers enjoying a spirited dinner on the evening of 1 April 1801 in the Great Cabin of his flag ship HMS *Elephant*. This painting is the more well-known, having been published in many prints, magazines and books over the years. This painting was acquired by the HMCS Bytown wardroom in 1957. **S**





## REMEMBER

By PDC Barnhouse



### Active Members

- James Guthrie DEAN**, Captain, CD\*\*, RCN(Ret'd). In Ottawa 03/01/15 at 77.
- Donald James HAMILTON**, Commander, CD\*, RCN(Ret'd). In Ottawa 26/01/15 at 91.
- Gerald Francis George HUGHES**, Lieutenant Commander(L), RCNVR(Ret'd). In Ottawa 03/02/15 at 95.
- John David LINSOTT**, Commander(Ret'd), CD\*\*. In Ottawa 26/02/15 at 62.
- Alexander PATRICK**, Lieutenant Commander, CD\*, RCN(Ret'd). In Port Dover, ON 27/01/15 at 91.
- Arthur Montague PERCY**, Lieutenant Commander, CD\*, RCN(Ret'd). In Ottawa 08.03/15 at 88.
- John Peter VanHAASTRECHT**, Lieutenant, RCN(Ret'd). Of Bolton, ON. 08/01/15 at 71.

### Others Known to Members

- Lancelot George DIXON**, Lieutenant Commander, CD\*\*, RCN(Ret'd). In Ottawa 12/10/14 at 74.
- Raymond Charles EASTMAN**, Commander, CD\*, RCN(Ret'd). In Ottawa 26/01/15 at 89.
- Donald Kenneth GOODWIN**, Lieutenant(CE), RCN(Ret'd). In Ottawa 19/10/14 at 80.
- Robert Norman Rufus KING**, Chief Petty Officer 2<sup>nd</sup> Class, CD\*, RCN(Ret'd). In Perth 02/02/15 at 80.
- Martin James LAMBERT**, Sub Lieutenant, RCNVR(Ret'd). In Ottawa 06/03/15 at 93.
- Emmett Joseph LECLAIR**, Chief Petty Officer 2<sup>nd</sup> Class, CD, RCN(Ret'd). In Ottawa 23/01/15 at 83.
- James Bernard LUFF**, Lieutenant, CD\*, RCN(Ret'd). In Ottawa 12/09/14 at 85.
- Gary Wayne William MUELLER**, Lieutenant Commander(Ret'd), CD\*. In Ottawa 17/01/15 at 67.
- James Gibson MIMNAUGH**, Lieutenant Commander, CD\*\*, RCN(Ret'd). In Ottawa 13/12/14 at 88.
- Daniel MOONEY**, Sub Lieutenant, RCN(R)(Ret'd). In Ottawa 26/12/14 at 74.
- Ivan Lawrence REEDMAN**, Lieutenant, CD\*, RCN. In Ottawa 13/02/15 at 55.
- John Harris SAWYER**, Chief Petty Officer, RCNVR(Ret'd). In Ottawa 15/12/14.
- David STANSFIELD**, Lieutenant Commander(S), RCNVR(Ret'd). In Ottawa 27/09/14 at 95.
- Harold Osborne TANNER**, Lieutenant Commander, CD, RCN(R)(Ret'd). In Brockville 17/01/15 at 73.
- John Arthur THOMAS**, Lieutenant(E), RCNVR(Ret'd). In Ottawa 17/10/14 at 99
- John Gerald TURCOTTE**, Sub Lieutenant, RCN(Ret'd). In Ottawa 09/10/14 at 75.
- Caroline Mary Teresa WALLACE**, Acting Sub Lieutenant(MN), RCN(Ret'd). In Ottawa 19/12/14.
- John Campbell WILSON**, Lieutenant Commander, CD\*, RCN(Ret'd). In Ottawa 09/03/15 at 91. **S**
- Soundings May 2015*





## How I Joined the Navy

By Richard Archer

How I came to join the Royal Canadian Navy in 1960 can actually be traced back to the late 1930s and the start of the Second World War. My Londoner father, Reginald Archer, was a part-time soldier, a gunner in the Royal Artillery in the British Territorial Army, and like most other young men in this militia, he was called up into active service shortly after war was declared in 1939. As a gunner in the 65th Field Regiment in the 44th (Home Counties) Division, he was soon packed off to France with the British Expeditionary Force, leaving my mother, Winifred, to cope by herself and with the birth of my older sister, Frances, living in some temporary accommodations in the Kent countryside away from the expected bombings.

When in 1940 the Allied lines either side of the BEF collapsed in the face of the German blitzkrieg, the British had to fight a rearguard action in a retreat to the Channel coast. Dad never said much about this episode of his life, but he told me that the officers of his regiment simply instructed the troops to leave all their equipment where it was and to make their own way back to the shore. He once told a story of how he and a friend "liberated" a French or Belgian farmer's motorcycle, but couldn't handle it over the plowed fields; his friend on the rear seat kept falling off. They gave up on the motorcycle, but soon saw another pair of soldiers having much more luck with it, roaring past, to Dad's chagrin.

The BEF found its way to the beaches at Dunkirk, on the French-Belgian border. There, Dad was taken off the beach by the British destroyer HMS *Impulsive* -- his first introduction to a navy.

On return to England, Dad's regiment was assigned responsibility for contributing to the defence of the Kentish coast, particularly the cliffs above Hastings, against the expected German invasion. They had managed to scrounge some ancient French field guns from somewhere and were deployed along the cliffs overlooking the beaches. At this time Dad was operating as a mechanic and he was given a motorcycle to act as a sort of roving trouble-shooter for the regiment's widely dispersed vehicles. I can just imagine him with his leather coat, goggles and tool kit tearing around the back roads of the South Downs at night, in full blackout conditions and without the benefit of any signposts, responding to calls for assistance. He must have loved it.

But it soon came to an end. One dark night, Dad was leading another mechanic in response to a call and, seeing that he had just missed the gate to the farmer's field where the vehicles were parked, he skidded his motorcycle to a halt. The other mechanic crashed into him. Dad's leg was smashed, and he spent the next year or so in various hospitals getting the leg repaired and himself rehabilitated.

Towards the end of this period, Dad was given weekend passes from the hospital, and he took the opportunity to travel in his heavy leg cast to visit Mum. This is important to this story, for it seems that on one of these visits I was conceived, the leg cast notwithstanding. I was born in June of 1943 in a hospital to the west of London, and even though the Luftwaffe was intent on killing me, relatively safe from the blitz. My younger brother David was born in December of 1944.

About this time, given his serious injury Dad was demobilized from the army and started work for Fairey Aviation, a factory producing wartime naval aircraft, like the Fairey Swordfish torpedo-bomber that helped sink the *Bismark*. The job at Fairey continued after war's end and Dad rose in the ranks to a senior position in the inspection (ie, quality assurance) role on the factory floor. There then occurred another of the critical events the chain of cause and effect that shaped the family's future and led to my joining the Canadian navy some ten years later. Fairey dispatched Dad to the Royal Naval Air Station at Eglinton in Northern Ireland to participate in the upgrading of Fairey Firefly aircraft embarked on the Canadian aircraft carrier HMCS *Warrior*.





The Canadian crewmembers working on the aircraft upgrade were billeted in some temporary wartime barracks, at the opposite end of the air station from the where the British lived. Dad was given the opportunity to stay at the officers' mess, but chose instead to bunk with the Canadian chief and petty officers. The reputation of the Canadians had apparently preceded them, and the distant location of their billet was designed to keep the trouble they caused to a minimum. He tells stories how the local farmers complained to the station commanding officer that "the bloody Canadians" were stealing their chickens, presumably to supplement the heavily rationed and meagre diet afforded by the Royal Navy. Regardless, Dad says he was thoroughly impressed with the open and easy nature of the Canadians he met.

Only a couple of years later, Dad's friend at work approached him to say that he had seen an advertisement by the Canadian arm of the A.V. Roe aircraft company looking for people with just the skills that he and Dad had. The Canadian government was concerned with the war on the Korean peninsula, and had made arrangements with A.V. Roe, located at the Toronto airport, to increase its production of CF-100 Canuck fighters. This was to be done by means of three work shifts instead of the usual one. The pay offered was more than twice as much as Dad could earn at Fairey.

But besides the added income, my parents had any number of reasons for wanting to pull up stakes, leave their relatives, give up a secure job and strike out with their three children into that great unknown called Canada. I believe that a better life and opportunity for the children was among the strongest. Whatever the reasons, the end result was that Dad was recruited by A.V. Roe. And, after we had all gone through the Canadian immigration process at Canada House on Trafalgar Square, he departed by himself in early 1953 to start work in Toronto (with only an initial limited contract), and to get settled before moving the rest of the family over once the English school year was completed.

Before he left he showed us some strange-looking Canadian banknotes obtained from the Bank of Montreal branch in downtown London. They still had the image of George VI on them. At this time one of my clearest memories was accompanying my mother to the local bank where she wished to close the account. In his office the assistant manager solemnly counted out the huge white five-pound notes that constituted my parent's life savings. Looking back on it now, I realize that it wasn't very much.

Mother, Frances, David and I eventually set sail at the end of August, 1953.

The voyage across the Atlantic was of course one of the great adventures of my young life. Even the trip from where we were living west of London to Liverpool, to catch the ocean liner heading to a place called Quebec City, was an adventure, because at London's Euston Station we climbed aboard the wrong train. . . luckily also going to Liverpool. The Atlantic crossing was exciting, especially when we hit some stormy weather and the old liner heaved, rolled and pitched so much that other passengers were rarely to be seen. Even though the ship was registered under the British Home Line, the crew was exclusively Italian. Only one officer spoke any English, and he was called upon to make all the public address announcements.

We set foot in Canada for the first time on September 4<sup>th</sup>, 1953. Amazingly, we caught the correct train in Quebec City to make the overnight trip to Toronto and our reunion with Dad. A few days later, I was being introduced to my new classmates in a little one-room schoolhouse in a rural area near Newmarket, Ontario, a place called River Drive Park. The adventure was never-ending, for River Drive Park turned out to be adjacent to the navigable Holland River, deep in a forested area a fair distance from the nearest paved road. And I was only ten years old.

The first year in the one-room schoolhouse was tough because I started out in my English short pants and English accent, and being small of stature I was a natural target for the one or two bullies that ruled the playground. But eventually I started winning my fights, and became more and more accepted by the other children. I never look back on this period with any dismay. I just recognize it as part of a necessary toughening-up. Actually I can still see the scars on my knuckles.





We seemed to go through a lot of teachers at the school: one year we literally had at least ten different ones. We pupils took a perverse pride in our belief that we were somehow tougher than these adults who came and went. But I was enjoying myself, learning to speak "Canadian" and play strange sports like softball, Canadian football and ice hockey.

There were only four or five pupils in my grade five, and I occasionally took classes with the grade sixers. It was hard not to, since they occupied the next row of desks. One day the teacher of the week asked me what class I was in, and I unhesitatingly answered, "Grade six!" This was a major event in my life, because it meant that from then on in my education I was a year younger than my classroom colleagues. It also meant that throughout my high school days, as a reasonable athlete but small, I could play junior rather than senior sports -- and be a "star" player who rarely left the field, instead of a probable bench-sitter on a senior team. Another result was that when I joined the navy, I was barely past my 17th birthday.

Despite the less than credible education received at the public school level, I managed to do all right in Newmarket High School, even winning prizes for top student in my class some years. And something else was going on at this time, which helped to steer my future choices. Dad was telling me about the new aircraft being designed and built at A.V. Roe: the Avro Arrow. I caught much of his interest in and enthusiasm for aircraft in general, an interest and enthusiasm I have retained to this day.

So at the start of grade 12, when I had just turned 16, I was ripe for another threshold event. The high school was visited by a naval recruiting officer from Toronto.

In the school auditorium, in front of a large number of boys like me, the man in the naval uniform outlined all the various plans for entry, from those for ordinary seamen to those for people having post-graduate degrees. He then showed a film of flight deck operations on the navy's newest aircraft carrier, HMCS *Bonaventure*. NAC-O and CNAG member Bud MacLean recently sent me a copy of this film. Seeing it again, I was just as stirred as before.

The film showed brave young men, barely older than me, climbing all alone into the cockpits of their Banshee jet fighters, taxiing and hooking up to the steam catapult, and then after a throwing off a snappy salute, being rocketed into the air to do who knows what acts of derring-do. The later movie scenes were of the fighters returning home to the carrier to land in sort of a controlled crash, with a tail hook catching a wire to avert disaster.

I don't know if I actually pointed at the screen, but everything within me yelled (I think silently), "I want to do that!"

I believe I mentioned this wish in passing to Dad, but I forget what his reaction was. It was shortly thereafter, however, that he pointed out to me an article the Newmarket weekly newspaper, the *Era and Express*. It was one of those set piece local-boy-makes-good articles that military public affairs folks like to place in newspapers. It was about a fellow from the neighbouring town of Aurora who had just received his commission as an acting sub-lieutenant in the Royal Canadian Navy. He had completed two years of training in the "HMCS *Venture* Programme", at a place called Esquimalt, near Victoria, British Columbia. He had two cadet training cruises to the south seas under his belt and in his second *Venture* year had received his initial cadet flying training with the United States Navy at Pensacola, Florida.

As soon as I could, I approached the high school guidance counsellor for information on *Venture*, and he produced a brochure. Sure enough, there it was in black and white: two South Seas cruises and flying training with the United States Navy. The navy would also give you your British Columbia high school senior matriculation -- a not insignificant factor for me since high school in Ontario was five years before graduation. And you actually got paid to do it. All you had to do in return was join the navy for a seven-year short-term engagement. *Bonaventure* and *Banshees*, here I come!

Mum and Dad were very supportive of this idea. The outside world had intervened in any plans I might have had about going on to university, in that the government had recently cancelled the Avro Arrow, and Dad, like 14,000 others, had been laid off. Money was in very short supply in the household, and this was before the student loan programme -- at least I had





never heard of any. My sister and acknowledged smart one in the family, Frances, had been working at the Era and Express during her high school years and even had her own weekly column, called "The Cat's Miaou." She tells the story of using her Era and Express "press card", which she had typed up herself, to talk her way into the backstages of a number of concerts in Toronto, ostensibly to garner interviews for her column with the stars. Accompanied by Mother, she even talked her way into the hotel room of the British pop star Cliff Richards. But because of the financial situation, her dream of going on to Ryerson Institute of Technology in Hamilton to take journalism had to be put on permanent hold.

After some stints selling used cars and life insurance, Dad ultimately won a job with the federal civil service in which he provided contract support to the Canadian company producing the new Belgian FN rifles under license for the Canadian armed forces. He translated this job into a permanent position with what in due course became known as the Canadian Forces Technical Services, rising to officer status along the way.

In my naval career I eventually got to serve on the *Bonaventure* just before she paid off -- but it wasn't as a pilot. And it was a long and bumpy road to get there from my grade 12 classroom. The very first obstacle was an interview with a recruiting officer in Toronto in early 1960. I went through a series of thorough medical tests and questionnaires ("How often do you wet the bed?"), interview questions ("What was the headline in this morning's newspaper?"), mental tests ("Which of the following shapes is a rotated version of this one?"), and psychological tests ("True or false? Drinking alone is not a bad thing." I saw the ambiguity in this one, so I asked the recruiting officer how to answer it and followed his advice. . .). Actually, I had the feeling that once the doctors had pronounced my health and eyesight to be flawless, the biggest determining factors in whether or not the Navy was going to look at me were the quality of my academic marks and the extent of my sports life in high school.

In the end, the recruiting officer told me he was going to recommend me for the next step, which turned out to be a ten-day assessment at a recruiting centre at the Centralia air force station near London, Ontario. You can imagine that this 16 year-old was very excited by the prospect, and I only vaguely remember getting there. I do, however, remember Dad driving me and my borrowed suitcase one spring day out to Highway 11 to flag down the bus to Toronto, with him gravely shaking my hand and wishing me good luck.

Centralia turned out to be a centre run by the air force but providing officer candidate assessment for both the air force and navy. I remember Centralia as ten days of gloriously sunny spring weather, filled with all sorts of wonderfully interesting things. While the assessment was to last ten days, our group was only one of a series that began each Monday. This meant that when we several hundred candidates arrived from all over Canada and were being formed up, we were greeted by certain of the previous group hanging out their barracks windows and calling, "You'll be sorrrrry. . . ."

All of the candidates were people who had done well in their high school academics and sports -- the top-of-the-class jocks. I was billeted in a small barracks room with a fellow from southern Saskatchewan. Over the course of the assessment he took delight in explaining to me in great detail the mysteries of sex with the other gender. Our usual day started at about 6 a.m. with one of the sergeants coming noisily through the barracks yelling, "Wakey! Wakey! Get your hands off your cocks and put on your dirty socks!" and other such ditties. After our ablutions, we would be formed in a single large group in three ranks to be moved to the mess hall for breakfast. Next we would be formed into our ten-person syndicates and throughout the day take our turns with the various steps in the assessment programme. Typically, this could include a problem in leadership: "Okay guys, you and your buddies here are in a prisoner-of-war camp represented by this green-painted area on this hangar floor. This red-painted area around the green area is a minefield. Here are a chair, three wooden beams, some rope, and some other odds and ends. Your task is to escape from the POW camp over the minefield and to safety." I was lucky here. I had seen a recent program on television where similar problems were





presented to groups of young Africans, with the objective of finding out who should be supported as potential leaders. Whatever, I found that I naturally took charge.

The day could also include yet more medical tests, an interview by a bored psychologist ("Do you have a girl friend?"), and individual and syndicate interviews, or problems posed by the two young naval pilots who were our syndicate leaders.

Since I was applying to be a pilot, I was also given aircrew suitability tests, which consisted of a turn in an ancient Link trainer which was purported to act like a real aircraft, and a mental test which entailed orally adding a spoken number with the one given previously in the series. For example, if the three first numbers in the series were "2. . . 4. . . 7. . .", then I was supposed to say "6" after hearing the 4 and "11" after hearing the 7, and so on. I never received any feedback as to how I did on these tests.

Interestingly, in one of the individual interviews, a syndicate officer pointed out to me that not only could I apply to go to *Venture*, but with my marks I was also eligible to apply for the "Prep" year at the Collège militaire royal in St. Jean-sur-Richelieu, Québec. This would be an entry into the Regular Officer Training Plan rather than the short-service option through *Venture*. ROTP was the plan that put officer cadets through university, either in the military colleges or at a civilian university of one's choice. If I chose the ROTP route, it would be five years before I actually got myself commissioned into the navy. With visions of flying off into a Floridian sunset still dancing in my head, it took me less than five seconds to say no, my heart remained set on *Venture*.

On the following Monday we also took time out to hang out our barracks windows and sing to the new group arriving, "You'll be sorrrrry. . . ."

Finally the tenth day arrived, and we were all mustered in the station auditorium. A senior officer standing on the stage spoke into the microphone to say that the following people should go through that door, and he started reading off a list of names that never seemed to end. We looked at each other, sensing that this was the time those accepted into the services were being separated from those who were not. Finally, the list of names ended, the last of the more than half of those who had entered the auditorium had filed out, and those of us remaining were told that it was in fact us who were selected for officer training. Strangely, I don't remember any cheering or mutual backslapping. We just sat there in silence. I looked around at the individuals scattered about the auditorium seats. As far as I could tell, I was the only one from my syndicate to have made it.

In due course I received some train tickets from the navy along with some instructions as to how to make my way to Esquimalt the following early September. The instructions said I should send the bulk of my worldly goods in a trunk, and bring with me such things as a collar box, some collar studs, two white bath towels, a dressing gown, and at least \$35 -- a lot of money in those days. I never did find a collar box.

It wasn't long before I was standing, all 5' 7" and 150 lbs of me in a sports jacket and tie and my black hair trimmed short, in the great hall of Toronto's Union Station, saying farewell to Mum and Dad. The chain of cause and effect -- Dunkirk - motorcycle accident - Fairey Aviation - HMCS *Warrior* - A.V. Roe - Avro Arrow - *Bonaventure* film - Centralia -- had led me, seemingly inexorably, towards this point in time, where I would board the transcontinental train to distant and exotic Vancouver, bid farewell to my childhood and embark on a 36-year encounter with the Royal Canadian Navy.

The train ride was of course another adventure, especially since a large group of potential *Venture* cadets were all billeted in the same car. They all seemed so much more sophisticated than me. This was lucky, because without them I'm not sure I would have found my way from the Vancouver train station to the CP ferry to Victoria, the *Princess Marguerite*. But it all worked out and in due course we were met by someone from the navy at the downtown Victoria ferry terminal and piled along with our suitcases into the back of a covered stake truck. We duly arrived at the *Venture* parade square in the Esquimalt dockyard, and those that met us began the yelling and browbeating that prevailed throughout the first year.





*Junior Venture cadets on the parade square 1960.  
Early morning punishment drill.*

A few days later we were in our spanking new uniforms complete with the white lanyard that signified our junior status. We were ushered into the junior gunroom, where the divisional officers told us that we were now to take the oath of allegiance.

When I look back on it now, there seemed to be unseemly haste in getting us all through the ceremony. No mention was made of the momentous nature of the decision we were making, and nobody said it wasn't too late to back out. Most of all nobody indicated that we were individually selling our souls to the government of Canada "by right of the Queen" for the next seven years, and making ourselves subject to the intricacies of the National Defence Act, with all that meant in terms of behaviour and punishment. Regardless, on September 11<sup>th</sup>, 1960, exactly seven years and seven days after arriving in Quebec City, with my hand on a Bible I swore the oath of allegiance to Queen and country. I had just turned 17 years old, and I had joined the navy.

*Postscript. Virtually one year later I was a cadet recruit at Royal Roads. Once again we newbies were ushered into a room, and without ceremony lined up to take the oath. As soon as I saw what the gathering was for, I balked, saying I'm already in. Nevertheless my divisional officer, Lt Dave Elrix, ordered me back into line and I was told to go through the ceremony again, which reluctantly I did. So I actually joined the navy twice. **S***





## Officers, Directors and Appointments 2015-2016

### Subject to the 2015 Branch AGM

#### **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**

**Smith, H.R. (Howie)** (H) 613 286-8555  
803-131 Holland Avenue  
Ottawa, ON, K1Y 3A2  
Email: h.smith@lansdowne.com

#### **PAST-PRESIDENT**

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

#### **SECRETARY**

**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 - PROGRAM**

**Walker, R.B. (Barry)** (H) 613-408-7071  
Email: rbarrywalker@me.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 - EVENTS**

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

#### **DIRECTOR - ASST EVENTS**

**Addison, T.S. (Tim)** (H) 613 841-4180  
1681 Des Perdrix Crescent  
Orléans, ON K1C 5E2  
Email: timaddison@yahoo.ca

#### **DIRECTOR - CONFERENCES, ENTERTAINMENT**

**Leak, N. (Nick)** (H) 613 823-1316  
47 Stradwick Avenue  
Ottawa, ON K2J 2Z9  
Email: n.leak@rogers.com

#### **DIRECTOR - OUTREACH**

**Sanford, W.J. (Wendell)** (H) 613 744-4269  
32-39 Putman Drive  
Ottawa, ON K1M 1Z1  
Email:wendell.sanford@yahoo.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:

[http://navalassoc.ca/branches/  
ottawa/soundings](http://navalassoc.ca/branches/ottawa/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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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).

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