



# 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)*

51.02

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

November 2015



USS *Zumwalt*, DDG-1000, incorporates many new maritime warfare technologies. It has also adopted what is called Integrated Electric Propulsion, where a single integrated electrical generating source provides both propulsion at all speeds and distributed shipboard internal power. Other possible prime movers such as internal combustion are replaced by electric motors. See the article on the All-Electric Ship starting on page 14.

**Remember! Participate in the Remembrance Day Ceremonies at the National War Memorial on Wednesday, November the 11<sup>th</sup> starting at 1030.**

**▶ 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 Howie Smith

Dear Fellow Branch Members,

As the new President of Ottawa Branch, I am honoured and excited to have the privilege of leading our organisation through an interesting period of challenge and opportunity. The next several years will see decision points and subsequent actions from government that will be pivotal for our Navy. I believe that the Naval Association of Canada (NAC) can make a contribution to support such decisions. I relish the chance to work closely with your new Board of Directors in serving our Branch as we enter this interesting period. Perhaps as a start it would be useful that I provide a brief introduction.



I am a retired naval officer (MARS) who served in the surface fleet on both the Atlantic and Pacific coasts, and in several staff appointments ashore. Specialising in navigation, I served as navigation officer in five different ships, and had the honour to command several ships in the Atlantic Fleet, participating in an array of interesting operations and exercises throughout the world. My tours ashore included time in National Defence Headquarters Ottawa working in naval requirements, force development and force employment, as a career manager, and as a member of the Joint Staff. I retired from the Navy in 1999 and became a member of the then Naval Officers Association of Canada.

On retirement, my wife and I decided to remain in the National Capital Region to enjoy our children and grandchildren and the beauty of the Ottawa area. In the late summer of 1999, I joined an Ottawa-based consulting firm and have been engaged since then in providing project management and strategic planning consulting services to clients in both the private and public sectors. I have maintained a close interest in naval and maritime developments in Canada and worked for clients on business capture pursuits in defence and aerospace opportunities and within Major Crown Projects. Additionally, I served as the Co-Chairman of the Canadian Defence Industries Association (CDIA), the forerunner of the Canadian Association of Defence Securities Industries (CADSI), annual defence and security exhibition, CANSEC, from 2000 to 2005. In this period the exhibition grew significantly and, with a small but able volunteer group, we were engaged in co-ordinating the CANSEC marketing strategies, and in promoting industry and customer engagement across concerned Government departments. In 2002, I was appointed by the Minister of Industry to the Shipbuilding and Industrial Marine Advisory Committee (SIMAC) for a period of three years. Through this committee we helped advocate and inform government leaders on the need for a vibrant and active marine industrial sector in Canada.

One may ask, why after having been a member of the NAC for over a decade did I decide now to volunteer for the Board of the Ottawa Branch? The answer is both personal and

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professionally-based. Firstly, in 2014 I, like many of you, saw the challenges the NAC-Ottawa Board faced with several unscheduled director resignations, amid the changes being introduced across the NAC nationally. Secondly, I became aware of the planned push by NAC at the national level to change the thrust of the Association. This change in emphasis included strengthening all Branches across Canada, arresting membership decline, providing more value to the membership from the National office, and, most notably, placing increased emphasis on the naval affairs activity. This latter activity is to be accomplished by working with the leadership of the Royal Canadian Navy (RCN) to help educate and inform Canadians of the direct benefits to our security, prosperity and well-being that are derived from a strong and capable Navy. This naval affairs activity is in the embryonic stages although much has been advanced in the past few years. The naval affairs program is allied closely to our Outreach initiative of which Ottawa Branch can offer a leading contribution. Clearly NAC does not advance naval affairs unaided, and our work must be synchronised closely with other like-minded organisations and the RCN. To be clear, I am a strong supporter of the changes being introduced by our NAC National President and this represents my primary motivation for becoming involved with the Board of the Ottawa Branch. I look to continue to work closely with National to bring about the requisite change in the NAC through this new emphasis.

I am particularly pleased to be a part of the revitalisation of the Ottawa Board, which saw several new directors join our veteran guard this past summer as endorsed at the June Annual General Meeting (AGM). Your Board now comprises an excellent group of volunteers with a mix of backgrounds and experience. I am confident that this new team will work well together as we prepare for what will be a busy and interesting year.

Following my brief tenure as the Branch Vice-President, I was pleased to relieve **Fred Herndorf** in the role of President following the AGM. I need to acknowledge and thank Fred for stepping forward to assume the presidential reins during a critical period and for offering to remain engaged as a member of our new Board. Fred did an outstanding job of guiding the Branch through a busy year and he has been instrumental in establishing sound relations with NAC at the national level. Fred – I am certain we are in a much better place as a result of your hard work and dedication; thank you for turning things over to and remaining part of our new team.

While the Branch normally goes quiet following the AGM, this year the Board used the opportunity to get established with our new team and to address the program for our monthly meetings and prepare for our major events. As presented at the AGM, the Ottawa Branch is advancing on planning for two important events in 2016. These are the **Battle of the Atlantic Gala 2016 on Thursday 28th April 2016**, which will precede the **Battle of the Atlantic parade and national ceremony on Sunday the 1st of May**; and secondly, the **hosting by Ottawa Branch of NAC AGM and Conference in Ottawa on Thursday 20th October 2016 (Conference), and on Friday 21st and Saturday 22nd October 2016 (AGM)**. As presented at the Branch AGM, we will benefit from volunteer assistance to ensure these important events are planned, resourced and executed successfully again next year. I would like to again ask that if any members of the Branch are interested in supporting either of these activities, in any capacity whatsoever, your assistance would be most welcome and I encourage you to contact me directly. Without question, there is much to do and the workload can be lightened with more hands. To those with the time and inclination, we will find a role for you that helps contribute to successful events in 2016.

I mentioned above the NAC Outreach Program. Personally, I think it behooves all of us to consider how and where we can best introduce and explain the message of why the RCN is a crucial piece of our national fabric. Our Outreach Director, **Wendell Sanford**, needs the engagement of the entire Branch to deliver a successful outreach program. Wendell is actively looking to all Branch members to tap into their clubs, associations, business affiliates and contacts to identify and initiate outreach opportunities. Progress is being made but there is so much more we can do. I strongly encourage each of you to think about how best to engage with





our fellow citizens on this important initiative. Our future Navy depends on an informed constituency that understands why navies are important and how the RCN contributes to a strong Canada.

Our Membership Director **Steve King** presents his latest report in this Soundings, summarising the state of Branch and the progress being made to increase and retain members. Again, to be successful, we all have a role to play here. Each of us should take every opportunity to talk up the NAC to our friends and colleagues, and explain the benefits of membership in our Association. Recruiting and retention are high priority activities for your Board but to succeed we will need the engagement of the membership.

Let me close by wishing you all the best and I do hope that you will be able to participate in our 2015/16 program. I welcome your feedback and ideas and promise your Board will strive to remain aligned with the interests and desires of our membership as we move through the coming year. Yours Aye, Howie Smith **S**

## Branch Membership

By Steve King

**Overview.** The membership of the Ottawa Branch stands at 425 all told. This reflects a modest, but steady growth over the past few years. There has been some losses (about 15) from the rolls due to resignations - whether due to health, moving, or just plain "lost contact". Sadly, ten of our members crossed the bar in 2015. They are commemorated at: <http://navalassoc.ca/branches/ottawa/crossed-the-bar>.



We are now in our second year with a "sub-branch" at the Royal Military College. There are 36 Naval Cadets who are currently Members. Their membership dues are at no-cost. It has served the Naval Association and the RCN well in developing in these subordinate officers a better understanding of naval affairs and making them feel that they are part of the family.

The number of "paying" members has seen an increase of about 63 when compared to 2013. Regrettably, we are faced with a small number (about 30) who have yet to pay their dues for 2015. At the time of this writing, they had been contacted by email/telephone urging them onward.

For those interested in numbers:

	<u>2013</u>	<u>2014</u>	<u>2015 (est.)</u>
Honourary/ Life Paid	80	73	68
Civilian/Retired	224	255	282
Serving	22	20	27
Spouses	7	7	7
Introductory	22	6	5
Naval Cadets (at RMC)	0	19	36
<u>TOTALS</u>	<u>355</u>	<u>380</u>	<u>425</u>





**Membership Dues.** There has been some confusion on what constitutes the membership year in the Ottawa Branch of NAC. We follow the national membership period, which runs from 1 January to 31 December. And to remind you of where does the money go from the dues that you pay - \$40 per member (excluding Introductory members and naval cadets) is sent to NAC National; the remainder stays with the branch.

We will start the membership renewal for 2016 as of 1<sup>st</sup> November. Indeed seven of our members have already paid up. The 2016 dues will remain unchanged from that approved at the 2010 Annual General Meeting - a veritable bargain:

Regular: \$80.00  
 Out-of-Town: \$70.00 (resides > 40km from HMCS *Bytown*)  
 Serving Members: \$45  
 Spouse: \$45

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**

**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](mailto: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.

**Income Tax Receipts 2015.** Expect your tax receipts by end-January 2016 for the 2015 Tax Year. Your tax receipt is dated when the Treasurer receives your contribution. **S**

**Branch Outreach**

By Wendell Sanford



The fall session has begun. Approaches have been made to 10 Rotary Clubs in the National Capital Region. To date four have responded positively. The first presentation was made to the Ottawa Bytown Rotary Club 22 September. Ottawa South Rotary is scheduled for 25 November. Nepean-Kanata Rotary is planned for January - February 2016. Kanata Sunrise Rotary planning is to be determined.

A fifth fall Outreach presentation will be made to the YMCA Friday Luncheon Club 23 October. In addition, the small world being what it is, a chance encounter with Professor Gerald Wright, Co-Chair of the Canadian International Council Ottawa Branch and a political science professor at Carleton University led to the discovery that he was a UNTD at HMCS *York* in Toronto in the mid-1960s. Accordingly, we have begun discussions regarding the possible inclusion of naval aspects into the teaching at Carleton. *(By the Editor: In my view, outreach is an all-branch effort. So if readers would like to contribute with finding speaking opportunities and perhaps even doing the speaking, contact Wendell right away at [wendell.sanford@yahoo.ca](mailto:wendell.sanford@yahoo.ca).)* **S**





## Salty Dips Progress

By Rick Guitar

We are seeking contributions for Volume 11, and have received a wonderful contribution from **Ian McKee** about his time as a Lieutenant at Rideau Hall when Viscount Massey was the Governor-General. Given our theme for this volume is **How Life has Changed in the Navy Since Korea**, we hope others will tell us about their experiences in naval life in general, and perhaps have experiences at Rideau Hall in different eras to tell us about.

Volume 11 is tentatively planned for release in 2017, so as to be ready for the 150<sup>th</sup> Anniversary of Confederation. Any and all contributions are welcome, and if you feel that you can't personally write your Dip, let me know at [rrjguitar@gmail.com](mailto:rrjguitar@gmail.com) or 613-371-2171, and we will try to arrange an interview so that we can sit down with you and record it.

An electronic version of Volume 10, **All Round Look**, is being readied and it will include an additional story by **Keith Nesbit** about his adventures in HMCS *Okanagan*. Originally it was supposed to be included in the printed version but was missed due to an oversight. This article will be printed in Volume 11. It will be available through the overhauled Salty Dips section of the NAC-Ottawa web page <http://navalassoc.ca/branches/ottawa/salty-dips/>, and will be a downloadable file.

As noted earlier we have made price adjustments in order to reduce our holdings of past volumes. Volume 10 and the compact disk with Volumes 1 to 9 are still \$15 but Volumes 2, 3, 5, 6, 7, 8 and the soft cover version of 9 are now \$10 each and the hard-cover version of Volume 9 is now \$20. In addition you can get a set of Volumes 2, 3, 5, 6, 7, 8 and the soft-cover version of 9 are available for \$50. All purchases can be made by mail or online using the website and payment made by credit card or Paypal. Volumes 2 and 5 are in fairly short supply, but we have lots of everything else.

As always, Salty Dips is a collection of stories, not official history but the recollections of current and retired members of the RCN about their adventures and experiences at sea and ashore. The Dips cover almost all the history of the RCN from The Great War to the present. We want to expand the breadth of the tales collected and bring in more content from non-commissioned members, spouses and married service couples coping with the vagaries of deployments, home life, the good and the bad of the RCN's impact on you.

Salty Dips is a record of RCN experience and we all have things that have happened to us, or were witness to that are worth writing down. Some are short and funny, some are long and less so. Your Salty Dips Committee looks forward to your contributions, and we'll enjoy being the first ones to read them. **S**

### 26th Annual Review Navy League Cadet Corps Vice-Admiral Kingsmill At the Connaught Ranges Parade Square, Sunday June 14th, 2015 By Paul Baiden

The intent of the following is to provide you with a brief description of the **Navy League of Canada, Ottawa Branch, Vice-Admiral Kingsmill 26th Annual Review**, which normally lasts approximately three hours. During the review our proud young Navy League Cadets are given the opportunity to





demonstrate the many skills they have acquired during the year and for a select few the honour of receiving an award for their dedication to the cadet program. For several years Hampton Gray, V.C. Chapter, CNAG has had the distinct privilege of presenting the “Best New Entry Cadet” with a plaque recognizing that sincere effort. The picture shows Captain(N) **Peter Milsom** RCN (Ret'd), presenting the award to this year’s recipient, Able Cadet Jonathan Tremblay. Also pictured is **Paul Baiden**, CNAG National Chairman presenting the NAC-Ottawa award for Leadership in the Senior Cadet Category to CPO2 **Gabrielle Gingras**.

As you may imagine this is a well-attended event, which has been known to bring out the top brass as Reviewing Officer. For example, in 2010 it was the Honourable **Noel Kinsella**, Speaker of the Senate, and a few years ago it was the present-day CRCN, Admiral **Mark Norman**.

As you know, the Navy League also runs the Royal Canadian Sea Cadet program for youngsters aged 12 to 18. But for those of you that may not be familiar with the separate

program for even younger participants, the Navy League Cadets for ages 9 to 13, the program’s purposes and objectives were authorized by Letters of Patent issued on the 28th of March, 1918. I won’t mention all of the goals, but suffice it to say that one of the primary objectives is to promote, organize, sponsor, support and encourage the education and training of the youth of the country through cadet movements and other youth groups with a maritime orientation. This is accomplished through the provision of recreational opportunities and training, to promote the

physical and mental fitness of the boys and girls participating in the cadet program. The program endeavours to develop good citizenship, patriotism, self-respect, self-discipline, healthy living and respect for others, all in a nautical environment.

What an excellent way to groom individuals who quite conceivably may someday be the leaders of this wonderful country of ours. “BZ” to the entire volunteer Cadet Training Staff who continue to devote numerous hours of their personal time to ensure the program’s success! **S**

## Remembrance Day

By Nick Leak

On November 11th each year, Canadians gather at the National War Memorial in Ottawa, standing in collective

Remembrance of all who have fallen in the military service of their country. The

Royal Canadian Legion Dominion

Command organizes and conducts this national commemoration on behalf of and for Canadians. Starting time is 1030. As in previous years, the NAC has once again been invited to participate in the placing of a wreath. The NAC wreath will be laid

by our National President, Mr Jim Carruthers. Those wishing to know more about the national ceremony can visit

<http://www.legion.ca/honour-remember/the-national-ceremony/>

And be sure to consider marching in the veterans’ parade. Form up on Wellington Street near Elgin by no later than 1010.

Further details relating to the national ceremony march past and other ceremonies will be made available by email closer to the day. **S**

## Battle of Atlantic Gala 2016

By Nick Leak

Mark your calendars now! The date for the next BOA Gala is Thursday April 28th, 2016. As was the case with the extremely successful 2015 version, the 2016 Gala will also be at the Canadian War Museum. More details will be made available as we get closer to the event. I suggest regularly checking the NAC web site at

<http://navalassoc.ca/occasions/battle-of-the-atlantic/>. **S**





## NAC-Ottawa Member Awards

There are a number of branch and national awards in NAC. The three prime awards are those that present a bronze, silver or gold medallion, which is worn on a ribbon around the neck. The bronze award is for service to the branch, while the silver and gold are for service to NAC as a whole.

In particular, the **Gold Award** recognizes exceptional and outstanding service to the NAC and to Canada. This service must be of a nationally-recognized nature that brings credit to NAC as a whole.

The **Silver Award** recognizes outstanding service outside normal Branch activities, either at the Branch, regional or national level.

The **Bronze Award** recognizes outstanding service and activities by a member at the Branch level, reflecting either a particular initiative or long-time productive service.

Normally, these awards are presented at the AGM by the National President, but the presentation is made at the first opportunity by the Branch President if the recipient is not in attendance at the AGM. This was the case this year for all NAC-Ottawa recipients, and so a ceremony was held at the recent Super Wednesday Event (SWE) at Bytown, where Branch President **Howie Smith** did the honours.

Unfortunately, one of the **Gold** recipients, **Tom DeWolf**, was unable to be at the SWE, and so his presentation will be scheduled later. **S**



**Richard Archer - Gold Award, with Marilyn**



**Ken Bowering - Silver Award**



**Jay Plante - Silver Award**



**Fred Herrndorf - Gold Award**



**John Millar - Bronze Award**

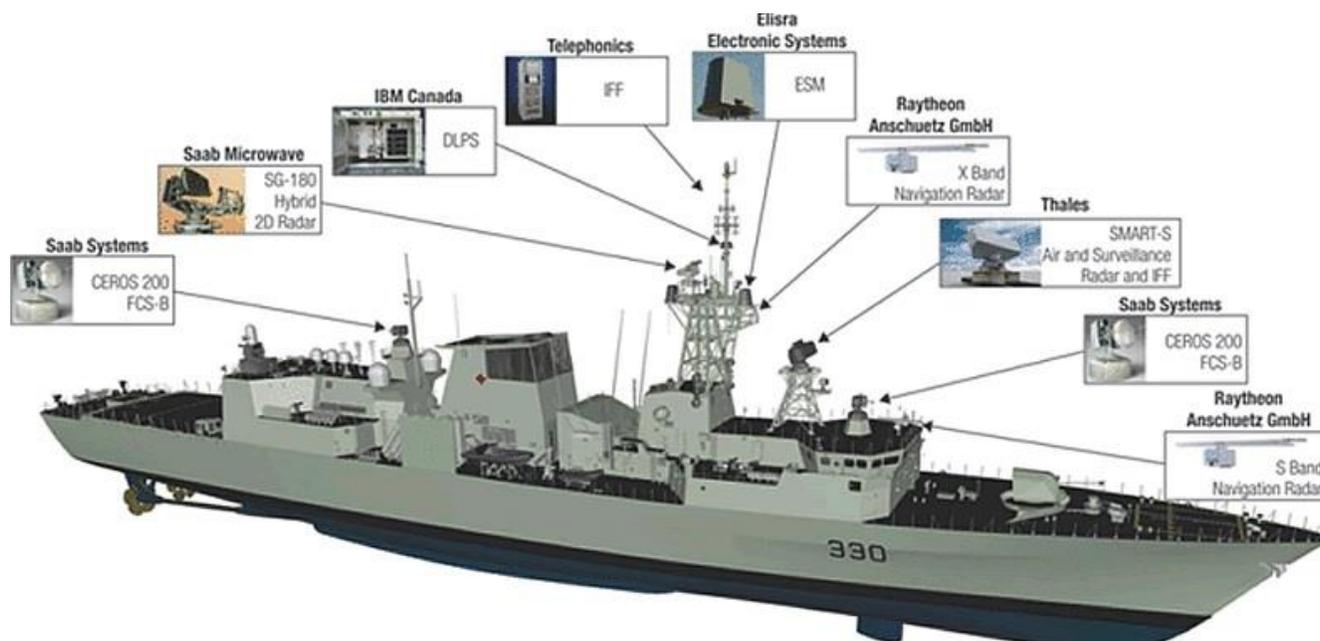




## HMCS *Ottawa* – Coming out of Modernization Better than Ever

By Lt(N) Jeff Benson, HMCS *Ottawa* PAO

It has been a busy and productive year for HMCS *Ottawa*. As another warm, dry summer draws to a close at CFB Esquimalt, the schedule and tempo for *Ottawa* has begun to pick up significantly. In her last Soundings contribution *Ottawa* reported that she had not sailed since November 2013, and in May 2014 she was handed over to Victoria Shipyards Limited (VSL) to complete



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(Source: <http://www.defenseindustrydaily.com/modernizing-canadas-halifax-class-frigates-05062/>)

the Halifax Class Modernization Frigate Equipment Life Extension (HCM-FELEX) refit process. Since that time, *Ottawa* has been returned to the Royal Canadian Navy’s possession and is now being guided under the command of her new Captain, Commander **Sylvain Belair**. Cdr Belair and his crew will continue the task of building the ship up to operational status.

As mentioned in Soundings the crew has not been idle while waiting for the HCM-FELEX refit process to complete. In March and April of this year several Weapons Engineering Technicians and members of the Combat Department were sent to CFB Halifax to complete training on the new systems integrated into the ship. The training was conducted at the state-of-the-art Lockheed Martin building located in Dartmouth, NS. The training and courses focused on new systems and fitted equipment such as an advanced Command and Control System, Radars and Sensors. The training gave members the skills necessary to operate and repair vital components of post HCM-FELEX ships. In early May members conducted HCM Team Training which gave the team a chance to consolidate their training and apply their new skills using high-tech Bridge and Operations Room simulators.

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In June of this year the crew successfully completed Harbour Readiness Training (HRT). HRT is a program designed and run by Sea Training Pacific (STP) in order to ensure the ship's Duty Watch can safely operate and function during daily alongside evolutions and emergencies. Duty Watch members completed several forms of refresher training mostly at Damage Control Training Facility *Galiano* located in Colwood, BC. A new addition to post-HCM-FELEX ships is the Battle Damage Control System (BDCS). All personnel are required to take the BDCS Course which helps them to understand and operate the fully computer-automated touchscreen boards. BDCS is an essential tool when it comes to fighting fires and floods or dealing with engineering problems and emergencies; it has replaced the RCN's old method of Damage Control which was essentially an incident board and grease pencil. Other forms of refresher training include the firefighting Attack Team Leader course, small arms shoots, as well as conducting firefighting exams and firefighting equipment familiarization tours of the ship.



*From left, RAdm Gilles Couturier, Mr. Darcy Turner and Cdr Sulvain Belair*

HMCS *Ottawa* conducted a Change of Command Ceremony on 17th July 2015, where Cdr **Julian Barnard** turned over the ship to Cdr Belair. After an extensive period as *Ottawa's* Commanding Officer, Cdr Barnard was proud to turn over a fresh and skilled crew as well as a newly-refitted ship. Both Commanders addressed the ship's company and guests present at the ceremony. The Presiding Officer Captain (Navy) **James Clarke** looked on as the Change of Command certificates were signed to officially complete the turn over. Newly appointed Maritime Forces Pacific (MARPAF) Commander, Rear Admiral **Gilles Couturier** was also in attendance as an observer. For his first act as Captain, Cdr Belair appointed WWII veteran and retired Petty Officer, **Derek Turner**, as an Honourary Captain of HMCS *Ottawa*. The sailors on parade and guests at the ceremony gave long applause to recognize and acknowledge Mr. Turner for his service. In an emotional moment Mr. Turner expressed his heartfelt gratitude and appreciation for the gesture.

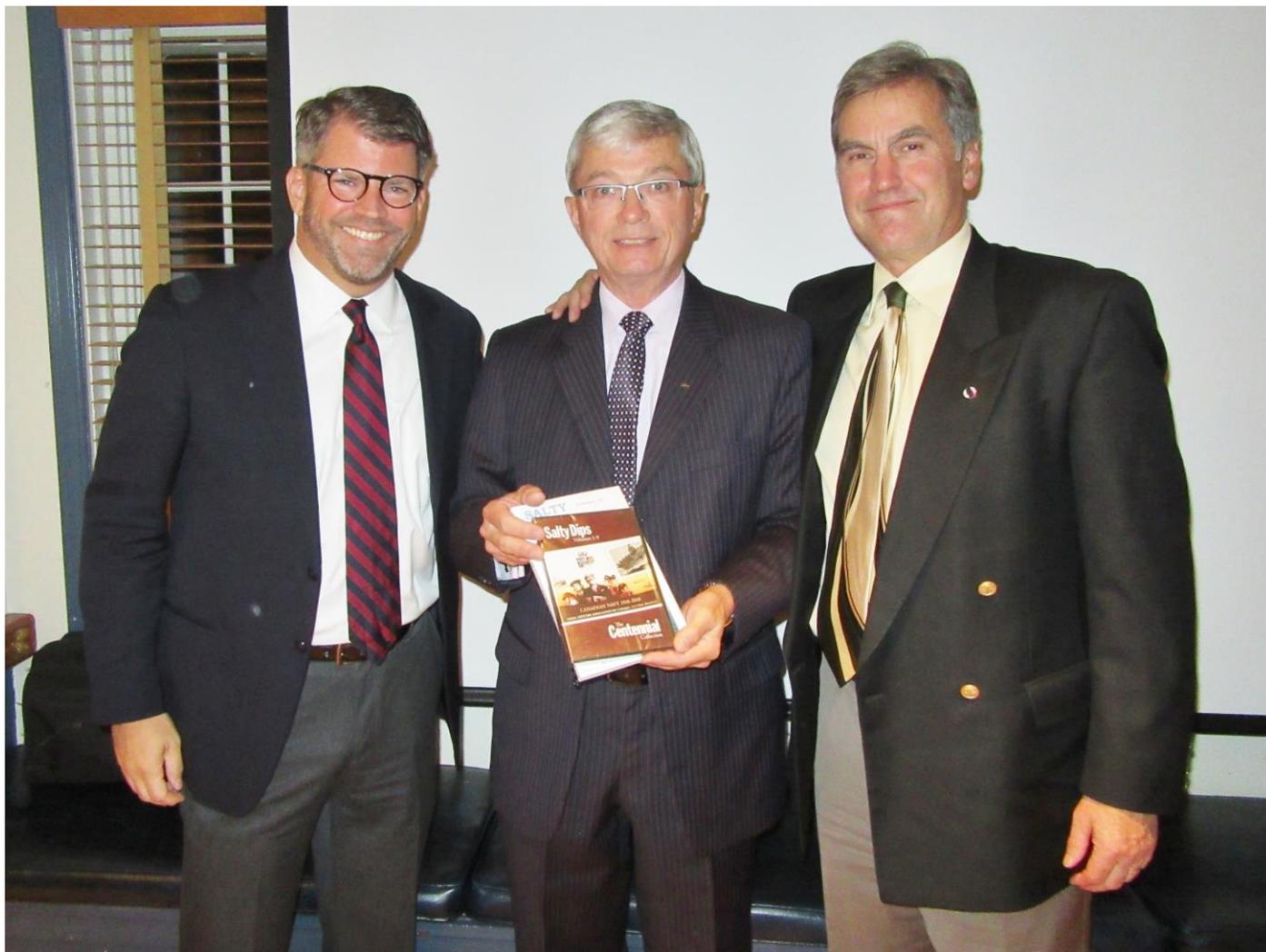
Looking towards future operations, approaching the end of 2015 and into 2016, *Ottawa* will once again enlist the assistance of STP to complete Restricted Readiness Inspections (RRIs). *Ottawa* must also complete her Sea Acceptance Trials, certifying her to safely return to sea. Next time you hear from *Ottawa*, she will have successfully put to sea for the first time since November 2013 and she will have new stories of her ventures and achievements to share.

As ever, the ship and crew are living up to their motto, inherited from the previous three ships carrying the *Ottawa* name: **Regae Revaeb!**





## Guest Speakers 5 October 2015



At the October monthly meeting, the two guest speakers were Mr. **Spencer Fraser**, Chief Executive Officer of Project Resolve Inc., and Mr. **Ian Paterson**, Vice-President Operations of Project Resolve Inc. (and NAC-Ottawa member).

NAC-Ottawa Branch President **Howie Smith** is shown presenting them with gifts for their very interesting and informative presentation on the Project's conversion of a container ship into a vessel that can provide the RCN with replenishment-at-sea to fill the gap between the decommissioning of HMC Ships *Protecteur* and *Preserver* and the advent of the Joint Support Ships. The work is being undertaken at *Chantier Davie*, in Lévis, Québec.

For your calendar, the next monthly meeting will take place at HMCS *Bytown* on **Monday, November 2nd, 1900 for 1930**. The guest speaker is scheduled to be Mr. **Tim Page, Vice-President Government Relations for Seaspan Shipyards**. Seaspan has been selected to be Canada's non-combat shipbuilder for the Navy and the Coast Guard, and will build the two new Joint Support Ships for the RCN. Additionally on the order books is the next polar icebreaker for the Coast Guard plus three offshore Fisheries Science vessels, one Oceanographic Science vessels, and other offshore vessels. **S**





## Letter from Keith Nesbit

(This is letter follows on from the correspondence in previous editions of Soundings that arose from my musings into why exactly the nuclear-propelled submarines were cancelled. Ed.)

Good day, Richard.

Yesterday I received *Soundings*, which I always enjoy reading.

Thanks for publishing my letter concerning SSNs. It looks like David Collins' observation about "activity on the part of RN operational staff" coincides with mine. The "operational visitor" was Commander (later, Admiral) James Perowne.

Many years later, when he was Deputy Commander of SACLANT, Adm Perowne told me that after his visit to NDHQ he reported back to Admiral John Fieldhouse that "there wasn't the remotest chance that the Canadian Navy was going nuclear". He said that, when asked why he was so sure, he told the Admiral that he'd bet his career on it.

I fully agree with your *In My Opinion* statement that it's time to expend even more effort on thinking about the *future* of the Navy. It's gratifying to watch the NAC become less of a social club and more of a thinking institution. Down here, I'm a long time member of the US Naval Submarine League. It's fascinating to watch how well the USN and its support communities coalesce.

*How I Joined the Navy* brought back many memories for me, and I noted several parallels. I was born in Newcastle, UK, in 1941...and have a few memories of the war years: the bomb shelter in the hall, the blackout curtains, and the sound of aircraft engines (which I still found rather disconcerting several years after the war). My father was a Master Mariner in the British Merchant Marine. He spent fifty years at sea...almost all of which was actually spent at sea. His tales of surviving the war are truly fascinating.

Our family emigrated to Canada in 1951, and Dad worked his way up in, first, the Department of Fisheries and, second, the Department of Transport. He became Master of one of the west coast weather ships, CCGS *Stonetown*. I got my first real taste of the sea in the weather ships: I did three summer patrols, and on one of those my dad was first mate. He was a tough son-of-a-bitch, but had a heart of gold.

I wasn't a particularly noteworthy teenager. Academics certainly weren't my highest priority. My focus was on rugby, girls, and piano playing. In 1960, after completing my B.C. Junior Matriculation by correspondence after failing at Oak Bay High School, it was either pursue a jazz/rock musical career or join the Navy. I chose to volunteer for *Venture*, and never looked back. In my parents' eyes, I could thereafter never do wrong. The music career had to wait thirty-six years for a re-launch.

Cheers, Keith

## DDH 280 Destroyer Program

By Gordon Smith

This article outlines the relations I had with the DDH 280 Destroyer program from ship's conception until the present time. I recall and record historical events related to the design, construction, contract activities that took place and the effects this program had on Canadian defence industry. The four ships that were in the DDH 280 Destroyer program are HMC Ships *Iroquois*, *Huron*, *Athabaskan* and *Algonquin*.

In 1964, when I was in Director General Ships Preliminary Design (PD) section in Naval Headquarters, I was the marine engineer in the team of about 6 people responsible for designing ships to satisfy the various staff requirements. The team included LCdr. **Bill Qgle** (Head Preliminary Design) Lt. **Larry St. Laurent** (Naval Architect), **Roger Lingsley** (Design Draughtsman), other draughtsmen, and **Janine** our secretary. Cmdre **Sam Davis** was DGMEM,





Capt. **Keith Farrell**, DMCS, Capt. **Howard Minogue**, DMEE, and Cdr. **Jock Allan**, DMCS. Capt. **Derry Dawson** was head of the Naval Engineering Design Investigation Team (NEDIT) in Montreal.

I had just arrived back from the Advanced Marine Engineering (Dagger) Course in the Royal Naval College, Greenwich, England. Canada's General Purpose (GP) Frigate design had just been cancelled and Preliminary Design was given the task to design another destroyer of roughly the same size but with many changes to the GP Frigate design. In order to give more deck space, it was decided to lengthen the latest DDH design, HMCS *Nipigon*, by 30 feet at the bulkhead between the boiler room and engine room. This meant that the power of the 30,000 SHP propulsion system would be reduced and consequently we could not meet the ship speed requirements. We just needed more power!

The only proven steam plant that I could find in the world was the US Navy's propulsion system design of about 75,000 SHP. Besides the SHP being too high, this design had very high temperatures and pressures with their inherent problems. The Royal Navy had no steam plants over 30,000 SHP. So I thought, why not go for a gas turbine propulsion system of about 50,000 SHP which the naval architects wanted. DMEE, NEDIT, *et al*, looked at the various arrangements of combined diesel, steam, and gas turbines. It appeared the most logical choice was the all-gas turbine arrangement with 2 main gas turbines of 25,000 SHP each and 2 small gas turbines of about 3700 SHP each for cruise power. At this time, I understood that the Royal Navy was in the process of designing COSAG, CODAG and COGAG systems. HMS *Nubian*, with a COSAG G6

"Industrial" type gas turbine propulsion system was at sea and the aero-derivative gas turbine (Rolls Royce Olympus) was being developed for marine use.

We eventually came up with a suitable design to satisfy the Staff Requirements, which were sent to the Naval Board for approval. The Board made the final decision to build four DDH 280 destroyers. I remember one of the major considerations that Admiral **Welland** had was whether the ships should have gas turbine or diesel

alternators. After some deliberating it was decided to go all gas turbine alternators with one diesel alternator for emergency and harbour use. Once the Naval Board approval had been obtained, the DDH 280 project moved to DGMEM Contract Design (CD) and I went on to participate in other studies such as the replacement of HMCS *Bonaventure*, etc.

I left the Navy in 1969 and joined the Industrial and Marine (I&M) Division of United Aircraft Ltd. I was employed to market gas turbine propulsion systems to other Navies and Canadian Coast Guard. Two years later, I went to German & Milne, Naval Architects & Marine Engineering consultants in Montreal. In 1972, German & Milne received a contract from UACL to supply members to the Machinery Operating Team for the DDH 280s. I became the first Chief Engineer responsible for setting to work and trials of HMCS *Iroquois* and HMCS *Huron* in Sorel, Quebec. Once the ships were successfully trialed, they were commissioned and the Engineering Officer took over from me and the Chief ERA took over from my assistant the late **Jack Phillips**.

*Soundings November 2015*



*HMCS Iroquois awaiting decommissioning in Halifax Dockyard on Friday May 1<sup>st</sup>, 2015.*





Jack was my CIER in HMCS *Provider*. I took 2 three hour exams to get my Ministry of Transport First Class Certificate in Steam and Diesel and Jack had to take 7 three hour exams to get his 2nd class certificate. The remaining operating team consisted of about 18 naval personnel who stayed with the ships to Halifax. Someday, as a separate article, I may record some events that took place during the set to work and trials period. My experience with the DDH 280s landed me a very lucrative contract as a consultant to Bath Iron Works in Bath, Maine, USA, on the *Perry* Class Destroyers program.

The next time I became involved in the DDH 280s was in 1978 when I became the Resident Naval Overseer for the Machinery Design & Drawing Office in Canadian Vickers. Vickers had the contract to do the working drawings, shipalts, etc. for the DDH 280s. Around 1981, the MDDO was moved to Ottawa and there was no more need for an RNO in Montreal.

In 1984, I received a contract from Litton in Toronto to be the Resident Overseer of their contract with Pratt & Whitney for the Tribal Update & Modernization (TRUMP) program. The cruise engines, machinery control systems as well as number of other machinery items were change during this program. From all reports, this has been a successful program.

As you know, HMC Ships *Iroquois*, *Huron* and *Algonquin* have now been decommissioned, and only *Athabaskan* still operational, barely, after a very productive life of more than 40 years. **S**



*Gordon Smith helping to pass the Iroquois decommissioning pennant.*

## **Almirante Montt**



The supply ship of the *Armada de Chile*, *Almirante Montt*, sails into Esquimalt Harbour. The ship was acquired by the Chilean Navy from the USN when it was the mothballed *Andrew J. Higgins*. Since July, the *Almirante Montt* has been providing refuelling and other replenishment for a fee to the west coast RCN, and current planning has it being available until 2017. At that time an interim AOR from *Chantier Davie* under Project Resolve should be ready.

In the background is HMCS *Protecteur*, which has been out of service since an engine room fire in 2014.

Thanks to **Pat Jessup** for the photo. **S**





## The All-Electric Ship

By Richard Archer

*By the Editor.... As mentioned in the last Soundings, I'm aiming at making Soundings more ahead-looking. This will support our Ottawa branch activities in support of the future of the RCN, and complement the themes of upcoming biennial naval conferences hosted by Ottawa. One way that Soundings can contribute is to include articles on today's and emerging naval technologies, concepts and ideas. This could include such topics as the application of modern communications (ie, social media) and cloud-computing techniques to shipboard systems, directed energy sensors and weapons, electrically-energized and other advanced guns (such as rail and rocket-assisted guns), stealth measures, new helicopter and drone data links and other technologies, training techniques, and of course propulsion, to note just a few ideas.*

*So if you're interested in taking up this challenge in composing an article on where certain technologies are taking us, especially as to how they could impact on future Canadian ship design, please let me know.*

*In the meantime, here's my own contribution on what's been called the all-electric ship, or what's now called Integrated Electric Propulsion (IEP). For further information have a look at the IHS Global/Janes article:*

[http://www.janes360.com/images/assets/483/50483/Are\\_trends\\_electric\\_New\\_naval\\_power\\_and\\_propulsion\\_generations\\_emerge.pdf](http://www.janes360.com/images/assets/483/50483/Are_trends_electric_New_naval_power_and_propulsion_generations_emerge.pdf)

From 1997 to 2004, when I was executive secretary of Naval Group 6 on Ship Design under the NATO Naval Armaments Group at NATO HQ, NG/6 had a number of sub-groups. One of these was dealing with what they called the all-electric ship (AES). While NG/6 itself was chaired by a USN captain from the USN Sea Systems Command, the AES group was chaired by the Royal Navy, which was leading the discussions and information exchange amongst NATO and Partnership-for-Peace navies so as to support the RN's development of its new LPDs, HM Ships *Albion* (commissioned 2003) and *Bulwark* (commissioned 2004), 19,500 tonnes and 18 knots, and what was to become its Type 45 *Daring* class of anti-air warfare destroyers. Furthermore, the two *Queen Elizabeth* class aircraft carriers, 65,000 tonnes, are reported to be designed as all-electric ships.



Of course submarines have demonstrated diesel-electric propulsion for more than 100 years, plus power storage in large battery compartments. Coast guards also use diesel-electric propulsion in their icebreakers, and more recently the RCN's Arctic and Offshore Operations Ships (AOPS) are intended to have such a system. An all-electric ship on the other hand is a vessel that uses electric power for everything, not just propulsion. True all-electric surface ships have actually been at sea for a while, principally in the cruise industry. Perhaps the largest and most-recent example of the latter is the Cunard trans-Atlantic flagship RMS *Queen Mary 2*, 148,000 tonnes.

But the design characteristics of a combatant surface ship are far more complex than cruise ships, especially with regards to minimal manning, weight, compactness, automatic intelligent control, engineering health monitoring, redundancy, re-configurability, flexibility, variable speed regimes and manoeuvrability. An AES design also allows for possible future incorporation of power devices like super-conducting motors, fuel cells or even improved solar capture. As well, a determining factor can be the need to cater for the tremendous voltage and

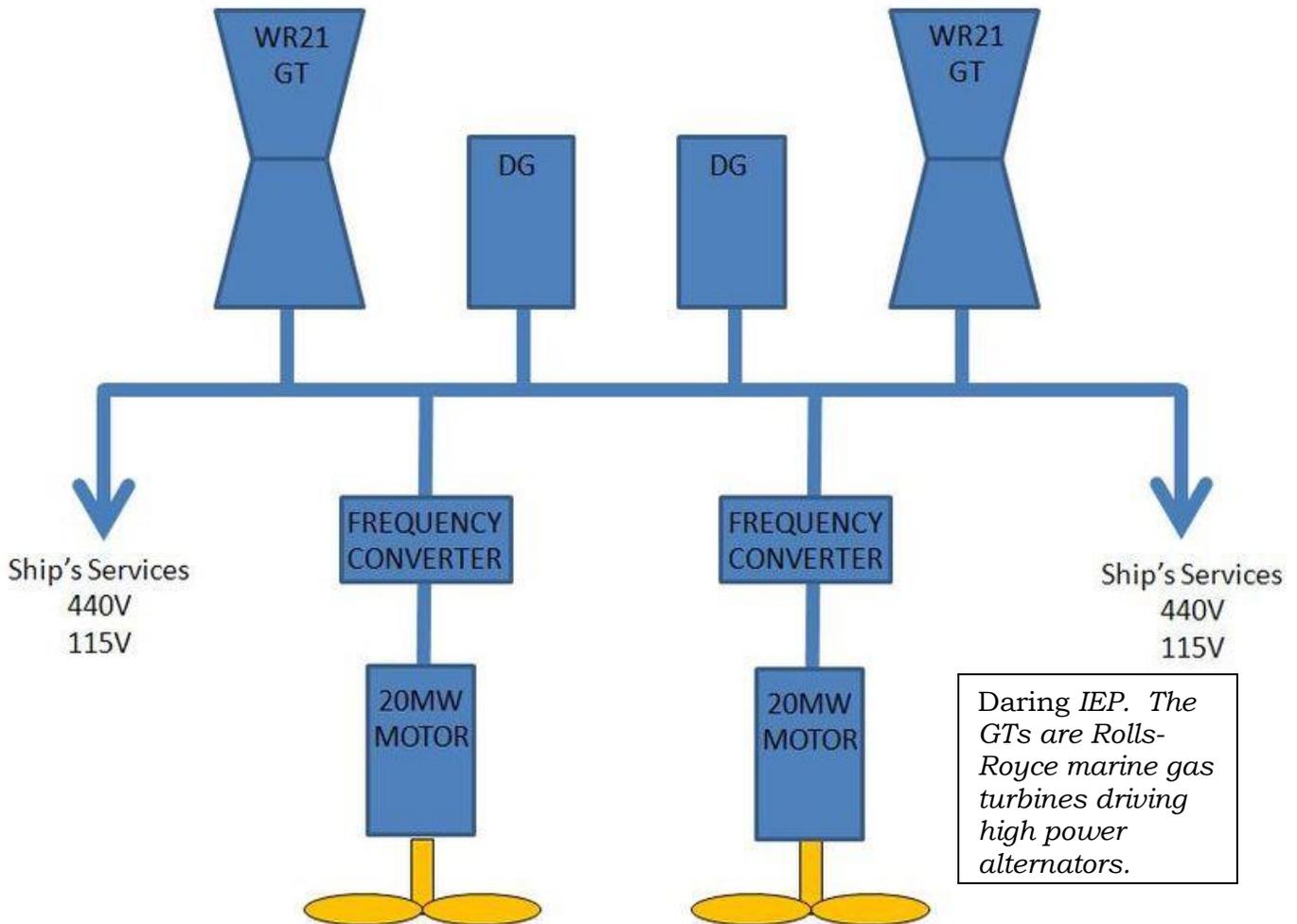




power demands of emerging detection and weapons systems using directed energy, like microwaves and lasers, and rail guns.

The RN's first Type 45, HMS *Daring*, 8,000 tonnes and 31 knots, was commissioned into the fleet in 2009. Originally the class was going to comprise twelve ships, but costs forced this down to at first eight ships and then six. The cost is said to be more than £1 billion each. All six are now commissioned, with the last, HMS *Duncan*, sent to sea in 2013.

### Type 45 Integrated Electric Propulsion High Voltage Power Generation and Propulsion (4.16kV)



The *Daring* class is innovative in that it boasts a fully integrated propulsion and ship services system, based exclusively on electrical power generation. The idea is to eliminate the need for other types of power systems using mechanical (such as big gear boxes), air, and hydraulic signal and power transmission, and to make it easier to distribute the power around the ship with redundancy and improved survivability. So instead of separate propulsion system distinct from operational and hotel power conversion and distribution, an integrated electrical prime movers to do it all – cruise speed, high-speed power as well as ship-wide electricity for everything internal that operates or moves under power.

Such have been the considerations also faced by the USN when it designed its first AES, the DDG-1000 USS *Zumwalt* class, 14,500 tonnes. (See the cover picture.) Similar to the RN's *Darings*, the class is much reduced in hull numbers from what was originally postulated – at first 32 ships but now down to just three. Initial operating capability is scheduled to occur this year,





with the last of the three ships to be delivered in 2018. The crews will each be 130 plus 28 in the aviation detachment. The unit cost is said to be about US \$1.4 billion.

In operations, the *Zumwalts* will act more-or-less independently and provide “forward presence” in support of other forces. They have a stealthy “tumblehome” hull, and the integrated electric propulsion system is ultra-quiet. The *Zumwalt* is said to have a radar cross-section similar to a fishing boat and to be as quiet as a *Los Angeles* class SSN.

While the *Daring* class uses diesel generators for cruise-level electrical loads and gas turbine generators when there’s greater demand like high speed, in the *Zumwalts* the cruise power level is also provided by gas turbine generators.

Some reports say that in fact the overall propulsive power transmission efficiency for an IEP is slightly less than that of the traditional prime movers and mechanical gearboxes. But they go on to say that this deficiency is more than compensated for by all the other advantages of the integrated system. As mentioned, the future may see more innovation in the design of the large electric motors that actually provide the propulsion, and this may contribute to increased efficiency.

For comparison, a different approach is seen in the French-Italian *Frégate européenne multi-mission* or, in Italian, *Fregata europea multi-missione*, usually referred to as the FREMM. The first –of-class for the French Navy is the *Aquitaine*, and for the Italian Navy, the *Bergamini*. Some French FREMMs have also been sold to Morocco, Greece and Egypt. The FREMM has the common gas turbine prime movers transmitting power to the shafts via a mechanical gearbox in what’s called a CODLOG arrangement. The system has the addition of a large electric motor coaxial on each shaft. With the gear box de-clutched, these motors are used to drive the propellers at slower speeds when the ship wishes to be particularly quiet. So the FREMM, despite being a new design and partially using electric propulsion, is actually a ways from being an all-electric ship. The USN is reported to also be pursuing such a “hybrid” propulsion concept for retro-fit into current destroyers and frigates in order to use the electric motor at slow speeds and reduce fuel usage.

Another alternate example is the German F125 *Baden-Württemberg* class. These ships use a CODLAG arrangement, where a single gas turbine supplements the diesel-electric propulsion at higher speeds.

So, is the all-electric combatant in the RCN’s near future? Historically, we appear to be seeing another step change in ship propulsion, as significant as the changes from oars to sails, from sails to steam or diesel, and from steam or diesel to gas turbines. Whether or not the RCN goes further down this route remains to be seen.

If a new combatant ship design is purchased off-the-shelf, as with the *Berlin* class for the joint support ship, then the technology seems unlikely, unless a *Daring* or *Zumwalt* is chosen. And while the 8,000 tonne *Daring* might be a candidate if its cost can be rationalized, the *Zumwalt* at 14,550 tonnes seems to be beyond the pale. On the other hand, if the idea is to take advantage of the lessons learned in the *Daring* and *Zumwalt* in an all-Canadian design, then we may indeed see AES in the RCN’s future.

I would welcome comments. **S**





## REMEMBER

By Pat Barnhouse

### Active Members

**David Ernest CODE**, Lieutenant RCN(R)(Ret'd). In Ottawa 08/07/15 at 85.

**Harold George GILLIS**, Commander(E), CD\*, RCN(Ret'd). In Ottawa 10/06/15 at 92.

**Donald Stephenson JONES**, Commander, CD\*\*, RCN(Ret'd). In Ottawa 01/06/15 at 91.

**Owen Kenneth (Bud) MacLEAN**, Commander, OMM, KCStJ, CD\*, RCN(Ret'd). In Ottawa 21/06/15 at 81.

### Others Known to Members

**Orval Walter BENNETT**, Ordnance Commander, CD\*, RCN(Ret'd). In Ottawa 02/09/15 at 96.

**Harold GRANT**, Chief Petty Officer 1<sup>st</sup> Class, CD\*, RCN(Ret'd). In Ottawa 12/05/15 at 87.

**Leo O. PELLETIER**, Petty Officer 1<sup>st</sup> Class, RCN(Ret'd). In Ottawa 01/04/15 at 91.

**Paul Joseph TESSIER**, Chief Petty Officer 1<sup>st</sup> Class, CD, RCN(Ret'd). In Ottawa 01/05/15 at 85.

**Anne Mary (nee GASCOYNE CECIL) WILSON**, 2<sup>nd</sup> Officer, WRNS. Former Honourary Member, in Ottawa 06/02/15 at 96.

**Edward Harrington WINSLOW-SPRAGUE**, Lieutenant, RCNVR(Ret'd). 99 in Ottawa 14/04/15. **S**

## AND WE THOUGHT THAT WE'D BE FOREVER YOUNG

By Paul Baiden, June 19th, 2015

In Memory of Bud MacLean and Our Other Shipmates in the DELTA

And we thought that we'd be forever young,  
As those that shared our friendship forged while crossing over the "Round Down",  
With nothing but steady hands and a protruding "Tail Hook" to get us safe aboard.  
We were proud young naval airmen, destined to become eternal shipmates,  
And share our dreams of professionalism as we ruled the anti-submarine-warfare world.

We shared the hiss of Sea Kings, with their big sonar balls a-dipping,  
And the ribbing they took as sun-downers while the Trackers still met the call.  
We watched in awe as their "sting" advanced into a stand-alone force on DDH's ever so small,  
And continue to revel over their development of a haul-down system that is now world renown!





We were immortal young naval air comrades,  
 With that undaunted, exuberant fortitude, to overcome the tribulations of our tasks,  
 And reminisce daily about those wonderful adventures, that the boundaries of time will never surpass,  
 Surviving black-assed night wave-offs, broken bridals, launches through waves, ditching at sea,  
 And horrific hurricanes, all of which only served to make our bondage even stronger!

This comradeship engraved in moments of hardship,  
 Has provided us with the courage, wisdom, and enduring friendship, that will forever last,  
 So, let's crank up those tired old engines, rejuvenate the past,  
 And until we join our comrades in the "DELTA",  
 Let's live our lives with that same steadfast enthusiasm that so long ago made us, "Forever Young"! S

~~~~~  
**Soft Power**

By Richard Archer

The year was 1970. I was a lieutenant and the Operations Officer of HMCS *Saskatchewan* based in Halifax. This is the same *Saskatchewan* that had been taken over by the crew, less the engineering department, of HMCS *Kootenay* after its explosion and fire the year before, and brought around from the West Coast. I was the newcomer in the wardroom.

These were interesting times for the Navy as a whole. The Prime Minister was Pierre Trudeau, and he was making an effort to unstick the strategic Cold War environment, to reduce at least the perceived threat of nuclear holocaust, and to allow Canada to spend money on things other than standing military forces. Even with the Soviet invasion of Czechoslovakia in 1968, in 1969-1970, Trudeau publicly toyed with the idea of pulling out of NATO. He didn't go that far, but he did reduce the Canadian military footprint in Europe by half, moving the Canadian mechanized brigade and an air squadron from their decades-long front-line relationship with the British Army of the Rhine to reserve positions at bases in Lahr and Baden-Baden, in the southwest corner of West Germany.

Later, Trudeau would also actively pursue the so-called Third Option, first proposed by External Affairs Minister Mitchell Sharp. This looked to reducing Canada's dependence on its economic and cultural relationship with the United States – including a rejection of the *status quo* with reduction in foreign control over the Canadian economy (*viz.* Petro-Canada, the National Energy program, the Canada Development Corporation and the Federal Investment Review Agency). It was apparently called the Third Option to spurn the existing USA- and USSR-led bipolar world.

Even later, towards the late stages of his time in office, Trudeau would embark upon a quixotic international peace initiative, in which he toured Washington, London, Moscow and other capitals to encourage east-west dialogue and the reduction of the threat of a nuclear holocaust.





Back in 1970, the Third Option and the peace initiative were still in the future, but the Navy hierarchy could read the writing on the wall. The then-current wisdom was that the Navy (and all the Canadian Forces for that matter) had to justify its existence beyond mere mopping up after a nuclear exchange. Sure, on both coasts we practised going after the Soviet ballistic missile submarines, and those of us based in Halifax also practised helping the USN get its carrier strike groups across the Atlantic to the Norwegian Sea to launch airborne nuclear strikes against Soviet facilities. But our overall contribution to nuclear deterrence, especially against the use of intercontinental ballistic missiles, was relatively minor, even though war with the Soviets was the only game in town. Moreover, in home waters it seemed that the Canadian Coast Guard was doing a creditable job. So it wasn't surprising that some questions might be raised as to why Canada needed to spend so much on an ocean-going Navy.

Accordingly the Navy brass cast around for something meaningful and visible to do. Increased fisheries patrols were an obvious choice, but other opportunities needed to be found for connecting with the populace and demonstrating the usefulness of the Navy. In one such initiative, the Navy offered to transport a couple of hundred Québec-based Pioneer Scouts from PEI to a jamboree camp on *Les Îles-de-la-Madeleine*, which are the Québec islands in the Gulf of St Lawrence. As it turned out, *Saskatchewan* was due for





some mid-cycle workups, and as a warm-up, and after taking on board a couple of hundred life-jackets, the ship was dispatched to the Gulf to do this good deed. We set sail out of Halifax, turned north and in due course squeezed our way through the Canso Canal between mainland Nova Scotia and Cape Breton Island.

Enroute, the XO turned to me and said that he'd like me as OpsO to take charge of the evolution.

The pick-up point was the government wharf in the town of Souris at the eastern end of PEI. With the navigator I looked at the chart, and the wharf seemed long enough and deep enough to take us alongside – and I so advised the Captain.

We got there, sent a berthing crew ashore in a boat and duly went alongside. Hundreds of scouts were milling about on the wharf, without anyone apparently in charge. I guess this was all new to the scout leaders as well. There were so many, I wondered whether we should make two trips, but the Captain was adamant – once is enough.

We got them all on board with all their luggage stowed in the gazebo that surrounded the aft 3"50, and issued the life jackets which came in a clear plastic bag. An immediate problem was that few if anyone spoke English among the scouts and their leaders, and I soon discovered that my high school and college French failed me miserably in the real *Québécois* world.

An issue arose. The Engineer reported that while alongside the wharf, the tide had gone out and that now the ship's depth marks at the bow were showing less water than





before. So there had been some uncharted silting and we were resting on the harbour bottom up forward. But the bottom was just sandy mud, so we pulled away without problem. In any case the Captain didn't see a need to report this touching to anyone.

But what to do with the scouts for the couple of hours enroute to the islands? The weather wasn't that good and the Gulf seas were choppy, and so leaving them wandering the upper deck was out of the question, life jackets or not. Someone had the brilliant idea of showing movies in the main cafeteria, and that what we did, somehow squeezing most of them in. The English language of the movies didn't seem to matter.

Of course this happy arrangement didn't last long. As the ship began to pitch and roll, the inevitable happened. I managed to get across the idea that everyone was to put on their life-jackets and use the clear plastic packages as barf bags. (This was a trick I remembered and used again when I was CO of a minesweeper, and I had a number of chronically sea-sick Singaporean cadets under training.) Towards the end of the trip north to the islands, there were just as many scouts lying prostrate in the passage ways as there were remaining in the cafeteria.

In due course we arrived and anchored in the bay of the main town and ferry terminal, *Cap-aux-Merles*. The locals had arranged for a couple of fishing vessels to transfer the scouts ashore. After some close calls with respect to damage to the ship's side and to keeping the scouts from swarming to the rail to see what was going on, the first boat was eventually ready to take them on. The quarterdeck part-of-ship crew were excellent, rigging the scramble net and using heaving lines to lower the luggage and kitbags to the boat's deck. We had relieved the scouts of their life jackets – the Pusser was signed for them – but the evolution all went smoothly on both the first and the second fishing boat.

So that was our experience with demonstrating the usefulness of the Navy for things other than all-out war. We proceeded out into the Gulf for several days of practising the things we expected the workups team to lay on us. I'm not convinced that our good deed with the scouts made any difference or was even noticed. If our present-day Navy sees the need to do such good deeds as a mechanism for greater recognition in the eyes of Canadians, then my experience is don't bother, it doesn't work.

That doesn't mean that the Navy is free and clear of having to justify its existence. A buzz-word going around the ruling defence circles these days is "kinetic". This is an adjective referring to the expenditure of ordnance and the risking of lives by the Canadian Armed Forces. (Just the other day, I heard the description "kinetic" used by the Canadian producer/director/actor Paul Gross when he was being interviewed on CTV's Canada AM about his new film, "Hyena Road", then being premiered at the Toronto International Film Festival. The film is about the Canadian Army in Afghanistan, and he was talking about the fire fight scenes.) Current kinetic activities are the RCAF bombing of ISIS and the Army's training support of the Kurds.

If the Canadian Navy finds itself in the position of having to justify itself on the basis of kinetic activities, it doesn't have much recent history to fall back on. The only





example that comes to mind is HMCS *Charlottetown*'s firing of a few rounds at Libyan governmental fighters some years ago. Even despite the Navy's major role in the first Gulf War, I don't believe it fired a shot in anger. And Arabian Sea dhow boardings and Caribbean drug busts don't appear to cut it.

So it looks like the Navy has to focus on its strengths, and this where NAC can help. In this regard, it seems to me that in NAC's naval affairs and outreach we should emphasize the three areas where the Navy brings its unique capabilities to the problems at hand....

First, the world is entering a new maritime age and Canada is a maritime nation, positioned to take full advantage of the freedom of the seas. Thus the Navy is the only service that can have a direct impact on the Canadian economy and personal Canadian prosperity.

Second, of all services the navy is the one with a more political role in international relations. In his booklet *Why Canada Needs a Navy*, Peter Haydon says, "Navies have always been, and will doubtless remain, political instruments – to a far greater extent than either armies or air forces." Of course, if the situation becomes "kinetic", the navy can handle that too. The RCN is a powerful and useful foreign affairs tool.

And finally, of all the services, the Navy is the only one that can operate and have an influence without in-country basing and boots on the ground.

In short, the Royal Canadian Navy is crucial to success in five national endeavours...

- Our control over our home waters.
- Our national security in an ever more unruly international arena.
- Our support to our friends and oppressed peoples, or those facing natural disasters, around the world.
- Our maintenance of high-value jobs and modern technology across Canada.
- Our ongoing prosperity in a global market place.

I'd be interested in hearing your views on the subject of making the case for the Navy, especially those arguments that illuminate its value to Canada. Contact me at [richmar.archer@rogers.com](mailto:richmar.archer@rogers.com).

Epilogue: Back to *Saskatchewan*. After our pre-WUPS evolutions in the Gulf of St Lawrence we made a port visit to Cornerbrook, on the west coast of Newfoundland. I found myself as Officer-of-the-Day. On a rainy morning I was at the brow when a car from the local radio station showed up. Out came a reporter complete with microphone and recording equipment. He approached me and asked if he could do an interview to be broadcast on the station. I shrugged and said sure. He asked the usual questions about where we were based, and why we were visiting Cornerbrook.

He then asked what we had been doing out there in the Gulf. To his consternation I answered, "Preparing for war," which is probably the last thing I should have said in that quiet corner of Newfoundland. **S**





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## Naval Association of Canada - Ottawa

### Membership Directory

A Directory is enclosed with each autumn issue as an aid to our membership. However, its accuracy depends on how we are advised about errors, changes and additions. We now have most members who are on the Internet and with whom the Branch can communicate with ease -- a magnificent medium for the rapid movement of information. Please advise your Membership Chair, **Steve King**, of changes to your email address. When email messages are bounced you are removed from the network.

### Soundings

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

<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!

**Soundings** returns in May 2016. Please send contributions to the Editor by March 31st, 2016. Mailing Address: **Richard Archer**, Editor Soundings, 12 Zokol Crescent, Ottawa, Ontario, K2K 2K5. Phone/fax: (613) 270-9597, or preferably by email at:

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