

SOUNDINGS



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

THE NAVAL ASSOCIATION OF CANADA - OTTAWA
C/O HMCS Bytown, 78 Lisgar Street, Ottawa, Ontario K2P 0C1

“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.” (Ottawa Branch Bylaws)

53.01

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

May 2017

REAR-ADMIRAL (RET'D)
ED HEALEY ASKING A
QUESTION OF A PANEL ON
CANADA'S SHIPBUILDING
STRATEGY AT THE NAC NAVAL
CONFERENCE, HELD AT THE
WESTIN HOTEL, OTTAWA,
OCTOBER 20th, 2016.

HE POINTED OUT THE
SUCCESS OF THE CANADIAN
PATROL FRIGATE PROJECT.

SEE HIS COMMENTARY
ON THE WAYS THE CPF MADE
IT THROUGH THE DIFFICULT
ACQUISITION PROCESS,
STARTING ON PAGE 8.



Remember! Participate in the Battle of Atlantic Ceremonies at the National War Memorial on Sunday, May 7th with parade assembly at 1015.

- ▶ **Canada is increasingly a maritime nation, becoming ever more dependent on the seas for its prosperity, security and standing in the world.**
- ▶ **A developing 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 capable and effective Royal Canadian Navy.**





From the President

By Howie Smith



Dear Branch Members,
Please find this brief President's report outlining the work undertaken by our Branch over the past several months in advancing the objectives of the Naval Association of Canada (NAC). It is

certainly an interesting time for the Association as we await with interest the results of the Defence Policy Review and the promised White Paper. I also want to flag some key activities on the near-term horizon, several of which may possibly be passé by the time you read this edition of *Soundings*.

Last October, we successfully concluded the **2016 National Annual General Meeting (AGM)**, the **National Board Meeting**, and the **National NAC Conference**. The events in October netted the NAC a modest surplus, thanks to excellent attendance and the outstanding support of our sponsors. This in turn allowed NAC National to commission a special edition of the Canadian Naval Review, entitled *Recapitalizing the Fleet*. Our National President has highlighted this Canadian Naval Review edition in the NAC News and I trust our members have had an opportunity to view the compelling articles prepared by several of our speakers. Special thanks to Dr. Eric Lerhe (Commodore retired) for providing our Conference Review and Conclusions, and for shepherding this special edition through to production. Also I would like to extend sincere thanks to our sponsors and the Branch members who worked so hard in support of these events.

Planning is proceeding in earnest for our next major activity, the **2017 Battle of the Atlantic Gala**. This will be held on the Thursday evening prior to the Battle of Atlantic Ceremony and Parade. The Branch in collaboration with the RCN is staging the Battle of the Atlantic Gala Dinner to recognize the men and women who served in the Royal Canadian Navy, the Royal Canadian Air Force, and the Canadian Merchant Navy during the Second World War. The 2017 BoA dinner will be held on **Thursday, 4 May, 2017**, commencing with pre-dinner drinks at **1800**, at the **Canadian War Museum** in Ottawa. Online registration is available through the Naval Association of Canada website and we are hopeful of a sell-out as we mark Canada's 150th birthday. Special thanks to **Tim Addison, Barry Walker** and their team for the fine efforts in planning this year's Gala in what should be a memorable evening in honour of our veterans.

The **22 March** Federal Budget provided some insight into the Government's priorities and spending plans. Specifics on defence and security were limited, with the main defence issue being the intended deferral of significant capital equipment funding to the 'out years'. This deferral was left largely unexplained beyond passing reference to defence procurement remaining a challenge

In this edition...

From the President	p 2
Branch Membership	p 4
Guest Speakers	p 5
Endowment Grants	p 6
Centurion Grant	p 7
CPF - The Early Days	p 8
Whole Canada	P 11
The Lady Cop	p 13
HMCS Ottawa	p 15
Remember	p 18
Poland	p 19
Officers and Directors	p 23
Branch Info	p 24





and the need for alignment of funding to the projections for spending. While several observers have noted with alarm the implications of this deferral, the how and what this means for planned naval capital equipment spending is largely unstated.

Having completed an extensive consultative process with Canadians, of which the NAC participated actively, let us now await the release of the Defence Policy Review, hoping it occurs as soon as is possible. I understand that the policy statement and report are essentially completed, and now require Cabinet consideration and approval. Equally, let us trust that this policy statement provides both clarity and specifics as to how National Defence is to be funded and aligned with the Government's priorities.

Looking ahead to the calendar I would ask you to note our **Super Wednesday Event** coming up on **Wednesday 19 April at 1130 at HMCS Bytown**. This event provides a great opportunity to renew acquaintances and commiserate with colleagues and friends. We are working now to try to ensure a good turnout from the RCN and Canadian Coast Guard (CCG) leadership. Please plan to attend with your spouse, partner or friend. On **Monday 1 May (1900 for 1930)** our monthly meeting will take place at **HMCS Bytown** with our scheduled guest speaker **CCG Assistant Commissioner of the Central and Arctic Region, Julie Gascon**, who will speak to the membership on Arctic related issues.

In addition to the Battle of the Atlantic Gala, on **Sunday 7 May the Battle of the Atlantic parade and national ceremony** will take place at the **National War Memorial at 1100**. There will be a Veterans Marching contingent with assembly and formation at the corner of **Elgin and Sparks Street by 1015 on 7 May**. All members are encouraged to join this marching contingent. Finally, please take note that the Ottawa Branch is hosting our annual **AGM on Monday 5 June 2017 at HMCS Bytown** commencing at **1900**.

Following the NAC National AGM held in Ottawa last October, a new initiative to establish our plans and priorities for naval affairs emerged under the leadership of **Dan Sing**, NAC's National Director Naval Affairs. Dan is being assisted by two volunteers from the Branch, **Ian Parker** and **Gordon Forbes**. Thanks to Ian and Gord for stepping up to this task. If any other members of the Branch desire to be involved or to provide suggestions, please contact me directly.

Here is a brief update on the efforts of our Salty Dips Committee under the leadership of **Richard Guitar**. Plans are underway for Salty Dips–Volume 11, which will establish a theme of 'How Life in the Navy Has Changed Since the 1950s', and is targeting a publication date in late 2017. The campaign for this edition is underway and if you are interested in contributing please contact Richard at: rrjguitar@rogers.com.

Regarding the forthcoming **Branch AGM on 5 June**, I encourage all members to plan to attend, and if you are unable to attend, then to exercise your right to proxy representation. This AGM is particularly important, as it will allow the membership to receive reports from the Board on the well-being of the Branch, the progress made on specific issues, and it will provide an opportunity to pose questions directly to the Board. This year the Branch will receive a report on the state of our membership, including on our drive to broaden and diversify the Ottawa Branch. The AGM will also be presented with the findings and recommendations from our review of the Branch dues structure. Finally, the AGM will consider the election of incoming directors and the formation of the new Board for 2017/18. We have established the need to change the mix within the Board by trying to reach younger members and increase our diversity. We have had some success but the battle is still underway. This year, as is to be expected, we will face some attrition and will need to actively recruit and attract new members to the Board. If you wish a role on the Branch executive and can offer your time, expertise, and energy, I would welcome the chance to speak with you, answer any questions and find a way to accommodate you on our volunteer team.

Remember Branch members can also propose nominees for the Board, or introduce a resolution to be voted on, using the procedures in our by-laws. The Bylaws may be located on the





web page (see link). If you cannot attend in person our bylaws allow for proxy voting. I will forward information on the proxy process closer to the AGM. The link is:
<http://navalassoc.ca/branches/ottawa/governance/>

Please let me close by wishing you the very best on behalf of your Board of Directors with the hope that you will be able to participate fully in the forthcoming events in our 2016/17 program.

Yours Aye,
Howie Smith. **S**

Branch Membership

By Steve King



Overview

The Ottawa Branch is closing on 500 members (see below), an increase from 466 at the end of 2016. That said, at the time of this writing, membership renewals for 2017 are incomplete. As of this writing, there are still about 150 members who have yet to remit their dues for this year; or indicate an intention to not renew. Your dues cover the period 01 January to 31 December. Prompt attention to membership renewal allows us to advance on our Branch activities with financial prudence and confidence in our numbers. This is particularly important as we face escalating costs and strive to provide true value from your

membership in the association. A brief blurb on membership, including several Frequently Asked Questions, explain to old, new and aspiring members, the benefits and what is offered through membership in the NAC is located at:

<http://www.navalassoc.ca/branches/ottawa/membership/>

Sadly ten of our members crossed the bar in 2016 and we have already lost three more this year. They are commemorated at: <http://navalassoc.ca/branches/ottawa/crossed-the-bar/>.

Contact Information

Maintaining an up-to-date database of contact information is a continual struggle. 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 incorrect. If your address or email has changed, please let me know. Send me an email:

naco.membership@gmail.com

Or 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.

See the latest membership data on page 14. **S**





Guest Speakers



▲ On November 7th, 2016, the guest speaker was **Mr Kevin Hayes**, a Senior Project Manager at the National Research Council of Canada (NRC), and the NRC's liaison with the RCN. This was an interesting presentation which promoted some good discussion on NRC's role and challenges of achieving its mandate.



▲ On December 5th, 2016, the guest speaker was Ottawa Branch member **David Gray**, an internationally-renowned hydrographer who has been called upon to provide recommendations on maritime boundary issues around the world. He spoke to on how Canada's maritime boundaries have expanded over the years and addressed areas of continuing dispute and potential future growth. See his follow-on article starting on page 11.

Soundings May 2017



▲ On February 6th, 2017, the guest speaker was **Capt(N) Josée Kurtz**, Director of Naval Operations and Plans at NDHQ. Capt Kurtz gave a very informative presentation on the way the RCN is ambitiously deploying to and operating in the far corners of the world.



▲ On March 6th, 2017, the guest speaker was **RAdm Scott Bishop, RCN**, Commander Canadian Forces Intelligence Command and Chief of Defence Intelligence. RAdm Bishop gave an excellent presentation on Defence Intelligence, providing an understanding of the challenges of modern warfare and intel support. He described several recent Canadian Armed Forces operations and plans for future operations. There have definitely been some major changes in the way "the business" is done since the end of the Cold War.





▲ On April 3rd, 2017 **Cmdre Luc Cassivi, RCN**, Director-General Naval Strategic Readiness, spoke on naval personnel and the future fleet, including the innovative ideas now being pursued to improve both the efficiency of personnel management and the quality of life in the service. The NAC-Ottawa monthly meeting was held at the WOs & Sgts Mess. **S**

Endowment Grants



▲ Presented by NAC-Ottawa Vice-President **Tim Addison**, **Bill Dziadyk** accepts a cheque from the NAC National Endowment Fund under the “Remember the Past” category. With this funding and under Bill’s direction, NAC-Ottawa is providing professionally-framed limited-edition prints of the William McDowell painting “*Canadian Destroyer HAIDA stops to pick up survivors from the ATHABASKAN*”, for presentation by

other NAC Branches to naval and maritime museums across Canada. The original hangs in HMCS *Bytown*. See the Winter 2016-17 edition of *Starshell* for more background information.



▲ At the Canadian War Museum, Ottawa Branch Vice-President **Tim Addison** (right) and branch member and eminent naval historian **Dr. Alec Douglas** (left) present an NAC National Endowment Fund cheque to **Marcel Cloutier** of the Canadian Battlefields Foundation. The grant will pay for refurbishment of the plaque on Omaha Beach, which commemorates the 31st Canadian Minesweeping Flotilla's support to the D-Day landing operations in June 1944. Details of the Flotilla's heroic deeds and the plaque are at <http://www.cbf-fccb.ca/learn/about-canadas-role-in-wwii/northwest-europe/june-6-1944-d-day>.





RCSCC Centurion Grant

At their 12 January 2017 meeting, the NAC-Ottawa Board of Directors approved a grant of \$500.00 to RCSCC *Centurion* in support of a March Break trip to Halifax in celebration of *Centurion's* 25th Anniversary. Additionally, NAC-Ottawa has made an application to the NAC National Endowment Fund for a further grant of \$1,500 to help defray related travel expenses.

The highlights of the trip included:

- Day sail on board HMCS *Goose Bay*
- Fire-fighting and damage control at the NBCD Division at Purcell's Cove
- Fleet Diving Unit Atlantic
- Naval Air Museum at CFB Shearwater
- Maritime Museum Atlantic
- National Historic Site – Halifax Citadel
- Canada's Naval Memorial – HMCS *Sackville*
- Joint activities with Halifax area Sea Cadet Corps RCSCC *Magnificent*.

▲ Presented by NAC-Ottawa Vice-President **Tim Addison**, Mr. **Harry Harsch**, Navy League of Canada Vice-President for Maritime Affairs and Chair of the Royal Canadian Sea Cadet Education Foundation accepts a grant from the NAC National Endowment Fund. In 2016, a similar grant enabled the academic support of the following cadets:

- Susan Gornall, Belleville, ON,
- Kevin Langlois, Kemptville, ON
- Brian Lawless, Victoria, BC
- Zeke Huber, Langley, BC
- Brandon Rodier, Rothesay, NB **S**



◀ Left to right: *Centurion* Coxswain **CPO1 Braydon Diamond**; *Centurion* Commanding Officer **Lt(N) Sue Learmonth, RCN**; NAC-Ottawa Immediate Past President **Fred Herrndorf**; Navy League Kanata Vice-President **Cdr Bill Mercer, RCN**; and Navy League Kanata President **Mike MacKay. S**





The Canadian Patrol Frigate Program -- The Early Days

By Ed Healey

When did you last see a media article report that a large Canadian Defence procurement was successfully delivered: under budget, ahead of schedule, with over 70% direct Canadian content, over 100% Industrial Benefits, incorporating world-class leading-edge technology and with little or no controversy? The old adage is true -- good news gets scant headlines.

The CPF program had its genesis in the mid-1970s more than 40 years ago. Most if not all the players have changed since then. As far as I know the CPF remains the largest Defence project yet completed in Canada. Most importantly the ships were essentially operationally-ready on delivery.

The Editor has asked me to relate some of the early days of the program that led to this successful delivery of 12 ships for the RCN. In real estate there is an expression that a successful sale of a property depends on location, location, location. In Defence procurement success largely depends on preparation, preparation, and more preparation of a viable procurement strategy. And then sticking to it! I wish I could take credit for the former, but I can take some credit along with other Project Managers for the latter.

I became the CPF Project Manager in 1980. Joe Clark was then the Prime Minister and his government had been defeated in the House, so an election was in the offing. The project was dead in the water; at the time we were seeking cabinet approval to down-select from the five bidders to two bidders to proceed with a funded project definition phase. Our scheduled Cabinet appearance was cancelled and the submission documents were returned to us.

During the 1970s, defence procurement and naval projects in particular were creating a bad odour in Ottawa with the Government, with the bureaucracy, with the media and with the public. Some things never change. Some of this criticism was deserved and some was not. The era included the much delayed and costly mid-life refit of the *Bonaventure*, the aborted General Purpose Frigate, the ill-stared DDH 280 Project and the troublesome Aurora program. Mistrust and acrimony characterized the relationship between the Government, the bureaucracy, (particularly the central agencies like the Prime Minister's Office, the Privy Council Office and the Treasury Board), and DND.

Out of this the Government appointed an outside Commissioner to examine Defence Procurement. The Pennyfather Commission resulted in fundamental changes such as the Treasury Board guidelines for Major Crown Projects and governance and organization of interdepartmental project offices. No more, according to critics in Government, would DND be allowed to go to Government seeking to buy some nails, then later a hammer to make use of the nails, even later to buy lumber to use the nails and hammer and so on until a house was built, which is how the Government and the Commission viewed the 280 project. At the time I was the Project Manager for the 280 propulsion systems although I did not work for, nor report to, the DDH 280 overall Project Manager. This was the case with almost all the ships systems. The





overall PM was left orchestrating what was a cost-plus contract with the shipyard and attempting to get the numerous Government-Furnished-Equipment systems and data packages delivered to the shipbuilder for integration into the ships. As the saying goes, "Failure was not left to chance but was built in". Delays and costs escalated and it was some years after delivery before the ships were fully operational. Our credibility to build ships and manage large programs was very low.

Captain (later Vice-Admiral) Jock Allan was parachuted into the floundering 280 project as Project Manager. Many of the reforms that came out of the Pennyfather Commission resulted from his 280 experience and he was instrumental in later developing the procurement strategy for the CPF.

Some of the major features of the CPF strategy were as follows.

Total Package Procurement.

The PMO was responsible for delivering fully operational ships to the Navy with all support, training and data, etc., such that a "bumpless" transfer into service without further expenditure of capital funds was achieved.

Design to Cost.

The ships were to be competitively designed to the approved budget and trade-off rules were provided to the competitors such as tailoring the capability of the ships as opposed to adjusting the number of ships to meet the cost targets.

Total Systems Responsibility.

The prime contractor was to assume all responsibility for the selection of all systems, design, schedule and costs, with some exceptions such as ammunition and missiles. This was a radical departure from the DDH 280 program, where the Crown supplied and retained the risk for most systems. As the objective was to present to Cabinet two acceptable options from the funded project definition (design) phase, the contractors were to progressively present their design and system selection for comment/acceptance. We developed a concept called "negative guidance" where we attempted to ensure that the total systems responsibility was not abridged. If a contractor proposed a system or equipment that was flawed we would point out the problem but not the solution or an alternative.

Risk Reduction Package.

In assuming more risk and responsibility than any previous Defence contractor in Canada the Government wanted to ensure that there was substance to these commitments; hence the requirement for a package of concrete risk reduction measures, such as warranties, guarantees, lines of credit, asset pledges, intellectual property rights, etc. For example from the tragic experience of the Hydrofoil Project where the under construction vessel was partially destroyed by fire, we insisted that the ships be insured for all risks until delivery. This resulted in the largest insurance policy ever undertaken by the marine floor of Lloyds of London.

Inflation and Foreign Currency Risk.

Those of you old enough will maybe remember the double-digit inflation and the volatile currency fluctuations of that period. We managed to persuade the Government to hold the project harmless with respect to inflation and currency exchange. A comprehensive and complex economic model was developed in conjunction with the Treasury Board, which had the job of predicting Defence- and labour-specific inflation in each future budget year of the project. The eventual contract was priced in these predicted dollars and adjusted each year in accordance with Statistics Canada benchmarks. This proved to have been a wise decision as the project saved the best part of one billion dollars over its life time from the cost that was predicted when the contract was signed.





Industrial Benefits Objectives.

Several IB objectives were identified:

100% industrial benefits -- well over 100% was achieved.

A high level of direct Canadian content -- over 71% was achieved.

A shipbuilding center of excellence was to be established -- Saint John Shipbuilding Ltd and Saint John Marine Systems Ltd were both created.

A major systems integrator was to be established -- Paramax was established in Montreal, which at the time undertook the largest software project in North America.

Two subsystem suppliers were to be established -- seven were actually created.

Other objectives, such as **Small and Medium Enterprise participation** as well as **regional distribution** across the country, were also achieved.

None of this is to say that the project didn't have its challenges and critics, but we did subject all of this strategy to rigorous debate and analysis, including "what ifs" and how it would look on the front page of the Globe & Mail. We refined the rationales for our strategy and took it on the road to test it. Industry organizations, professional associations, service clubs, provincial and municipal agencies and so on were visited and briefed on request. We learned a lot about what organizations and people wanted to know.

In 1983, after many delays, setbacks and visits to Cabinet, a winning contractor was selected and a contract for the first six ships was approved. In the meantime I received a note from two long time veteran attendees of Cabinet meetings to say that was the best briefing they had ever heard given to Cabinet. Preparation, preparation, preparation paid off.

I plan to add more in subsequent articles about other aspects of the CPF Program.

RAdm (Ret'd) Ed Healey, CMM is a graduate of Royal Roads, the Royal Naval Engineering College, the Canadian Forces Staff College and National Defence College. He served at sea in a number of RN and RCN ships and was Engineering Officer of HMC Ships Lauzon, Gatineau and Cayuga. He was appointed trials officer for the DDH 280 propulsion plant at NAVSEC Philadelphia, and then served in NDHQ as DMEE3, DMEE, and DMEM. In 1980 he became PM CPF. In 1983 he was promoted to Rear-Admiral and appointed CEM for the Canadian Forces. Retiring from the CF in 1985 he was appointed Assistant Deputy Minister (Materiel). As such he was also Chairman of the CPF Senior Review Board until 1990, when he retired. In civilian life he was Managing Partner of CFN Consultants and President of the Canadian Defence Industries Association. He has been a director of a number of Canadian companies and community and charitable organizations.

By the Editor: *Many thanks for your insights, Admiral. I am reminded of something I saw in Aviation Week and Space Technology, 27 April-10 May, 2015 Edition. It was called:*

The Defence Trilemma. The three elements are:

- Autonomous National Development
- Affordability
- Military Capability

Pick any two, since no solution is optimal for all three goals simultaneously.

You and your CPF Project colleagues clearly showed that this trilemma is not cast in concrete. We can hope that the trilemma will also be overcome for the Canadian Surface Combatant. We look forward to your further insights. S





Whole Canada

By David H. Gray

Disclaimer: *The views expressed in this paper are not necessarily those of the Government of Canada. The maps are illustrative, not definitive.*

Confederation united Nova Scotia and New Brunswick, parts of Quebec and Ontario to form Canada of about 1.4 million sq. km. in 1867. Canada has been growing ever since. With the inclusion of Newfoundland and Labrador in 1949, the emerged land mass of Canada had grown to almost 10 million sq. km.

But that was not the end of Canada's expansion. One has to look at the waters around Canada, remembering that Canada has the world's longest coastline. From Confederation to the end of the Second World War, a State could claim a territorial sea of 3 nautical miles (n.m.). Quebec includes the St. Lawrence River west of Anticosti Island just as British Columbia includes the waters east of Vancouver Island. Then, Canada declared that Hudson Bay (in 1906) and Hudson Strait (in 1937) were historic waters to evict or license American whalers. In 1910, an international court ruled that ten specified bays in Atlantic Canada were internal waters and therefore closed to foreign fishermen. In 1970, Canada ratified the 1958 *Geneva Convention on the Continental Shelf* allowing Canada to define its continental shelf out to the 200 metre depth contour or limit of exploitability. It should be noted that the 1958 Convention stipulates that the sovereign rights of the coastal State over its continental shelf do not depend on occupation, effective or notional, or on any express proclamation. This concept was accepted as being true when the International Court of Justice in the 1969 decision of the North Sea cases said:

The most fundamental of all rules of law relating to the continental shelf, enshrined in article 2 of the 1958 Geneva Convention, though quite independent of it -- namely that the rights of the coastal State in respect of the area of continental shelf that constitutes a natural prolongation of its land territory into and under the sea exist ipso facto and ab initio, by virtue of its sovereignty over the land, and as an extension of it in an exercise of sovereign rights for the purpose of exploring the seabed and exploiting its natural resources. In short, there is here an inherent right. In order to exercise it, no special legal process has to be gone through, nor have any special legal acts to be performed.

Also in 1970, Canada added a 9 n.m. wide exclusive fishing zone outside the 3 n.m. territorial sea and closed the Bay of Fundy, Gulf of St. Lawrence, Queen Charlotte Sound, Hecate Strait, and Dixon Entrance to foreign fishing, specifying them as "Fishing Zones". Seven years later, Canada widened the territorial sea to 12 n.m., and the exclusive fishing zone to 200 n.m. from the coast, later changed to exclusive economic zone, thus adding the equivalent of the three Maritime Provinces, Quebec and Ontario where Canada has certain sovereign rights in the water column, on the sea floor and in the sea bed (as opposed to full sovereignty). Following the USCGS *Polar Sea's* transit of the Northwest Passage in 1985, Canada defined territorial sea straight baselines across all entrances in the Arctic islands, thus defining the extent of the internal waters between the islands. In 2003 Canada ratified the 1982 *United Nations Convention on the Law of the Sea* (UNCLOS), and within 10 years submitted for examination, to the United Nations' Commission on the Limits of the Continental Shelf, its proposed definition of its continental shelf limit in the Atlantic beyond 200 n.m. Canada advised the Commission that its continental shelf definition in the Arctic will be submitted at a later date. The continental shelf beyond the 200 n.m. limit, where Canada has sovereign rights on the sea floor and in the sea bed, is expected to equal the area of the three Prairie Provinces. Once this process comes to fruition, Canada, including its maritime spaces, will have sovereignty or sovereign rights over about 18 million sq. km. – about 13 times more than at Confederation.





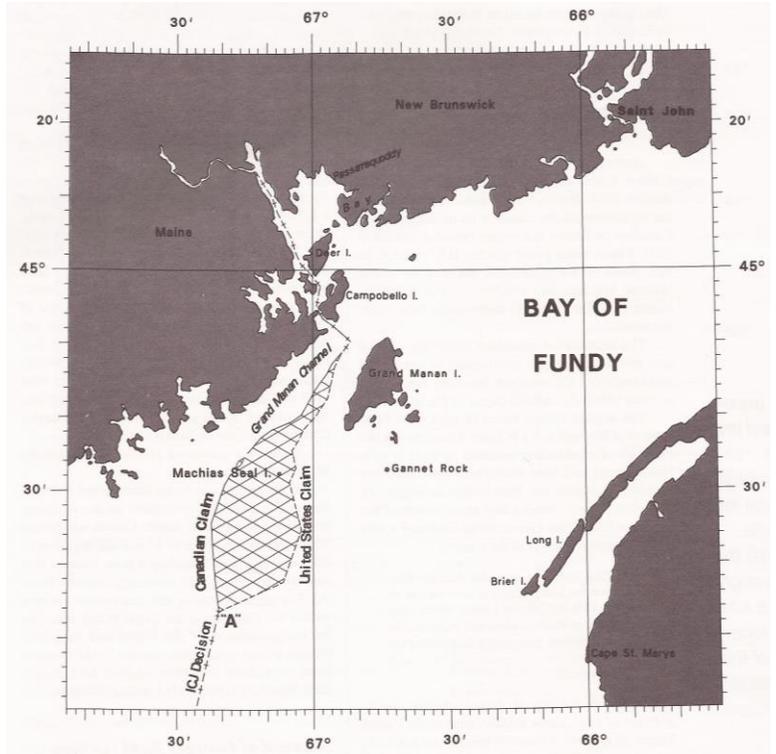
This expanding maritime space overlapped claims by France and Denmark and by United States in 4 locations. I am happy to report that Canada and Denmark (for Greenland) negotiated the maritime boundary from the intersection of the 200 n.m. limits in the Labrador Sea to a similar intersection in the Arctic Ocean. Only the sovereignty of Hans Island itself remains unresolved.



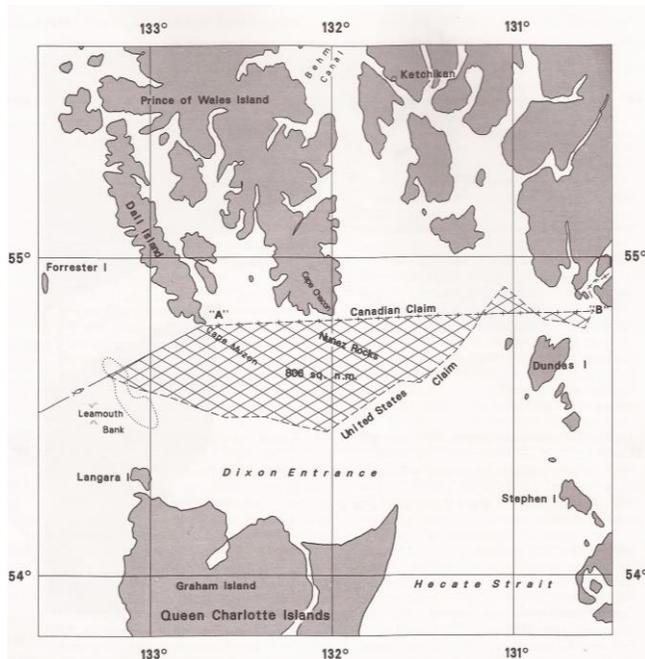
FOR ALL MAPS

LEGEND

International Boundary	— + — + — + — + —
Fishing Zone Limit	— — — — — — — — — —
Disputed Zone	



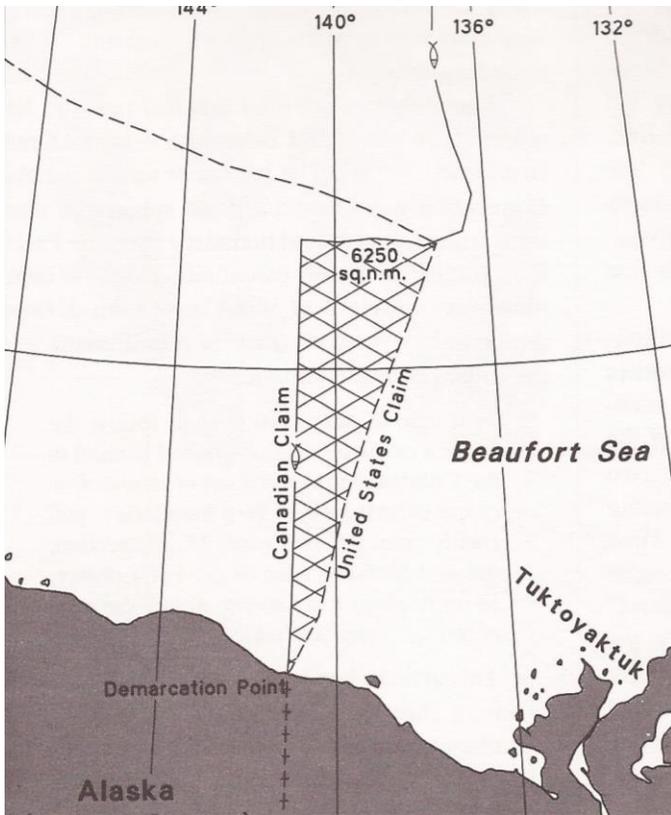
The French islands of St. Pierre & Miquelon have been enclaved in a zone around the islands and a corridor 10.5 n.m. wide running south for 200 n.m. France thinks it has a right to a continental shelf beyond that enclave.



▲ The maritime boundary with the United States in the Gulf of Maine and across Georges Banks was decided by the International Court of Justice in 1984, but 720 sq. km. of ocean near Machias Seal Island and the sovereignty of the island remain in dispute.

◀ On the west coast the claimed boundaries west of Juan de Fuca Strait have very minor differences as do the claimed boundaries west of Dixon Entrance. However the boundary within Dixon Entrance is unresolved and the claims are based on differing interpretations of the 1903 arbitration of the Alaska Panhandle boundary. Salmon fishing is carried out by nationals of both countries in 828 sq. km. of the disputed area using flag-state enforcement.





◀The boundary in the Beaufort Sea is also disputed and depends on whether the 1825 agreement between Russia and Great Britain extends into the frozen sea or whether a line of equidistance is appropriate. Probably there are petroleum reserves in the 6250 sq. n.m. (21,437 sq. km.) of the overlapping exclusive economic zones and in the overlapping continental shelves that are beyond the EEZ's. Once Canada's submission of a claim for a continental shelf in the Arctic Ocean is known, then we can assess the overlaps with United States, Russia and Denmark.

David H. Gray, M.A.Sc., P.Eng., C.L.S. of Definitive Hydrographic & Geodetic Consulting, Ottawa, spent about 25 years of his 37-year Public Service career dealing with the technical aspects of Canada's maritime boundaries & limits. Since retiring, he has assisted judges at the Permanent Court of Arbitration (in The Hague) with the technical data of three maritime boundary cases. S

The Lady Cop

By Richard Archer

I was the XO of HMCS *Ottawa* and in January of 1980 we were down at Caribops, involved in all the many exercises and the training, as well as taking the chance to rid the ship of the signs of a Halifax winter. The Captain was Jim Bell. One of our port visits was Charlotte Amalie in the US Virgin Islands.

This was a strange place, one that had regularly changed hands, most recently from Great Britain to the US. The inhabitants were definitely American, but in their big cars they still drove on the left. Regardless, Charlotte Amalie was a nice place to visit once you got through the shopping area catering to cruise ships (there were seven of them in port when we were there), and the sailors liked the chance to take advantage of some really good beaches, including their favourite, the one designated as clothing optional.

Early one morning the ship's marine engineer, Ian Mack, approached me to report that one of his stokers had spent the night in jail and that he was heading over to bail him out, with an advance provided by the supply officer from the stoker's pay account. In light of the possibility that said stoker might end up in front of me at the summary trial table, I said I would go along too.

In the ship's rental car we drove over to the police station, which sat comfortably amongst the palm trees not too far from where the ship was berthed. Inside we came upon the stoker sitting somewhat self-consciously to one side. He was a PO1 and was one of those big-boned, broad-shouldered guys who gave the impression that he was the sort you wanted on your side in a brawl.

Ian and I approached the desk sergeant to find out what happened and to pay the bail. The story was that a patrol cop had come upon the PO ripping a pay telephone off the wall. He





was inebriated and was arrested for damage to private property. We were told that the islands had a useful tourist-based policy. They would set the bail at the same level as the probable fine if found guilty. If the perpetrator didn't show up as scheduled for his or her court case, then the bail money would be applied to pay off the fine, without any criminal record.

While Ian was arranging bail, I asked the PO what had happened. "Well, Sir," he said, "I was trying to phone my wife at home and the damn phone wouldn't cooperate." Okay, I could imagine the scene.

I went over to the desk sergeant and asked to speak to the patrol officer that had brought the PO in. The sergeant spoke on his phone, and from another room came a mere slip of a girl, looking smart in her patrol uniform. Thinking about a possible summary trial back on the ship, I asked her if the PO had given her any trouble.

"None whatsoever," she said. "He let me put on the handcuffs, and sat himself in the back of my patrol car."

In the ship's car on the way back to the pier, I turned to the PO and told him I was pleased with the way he had conducted himself when approached by the cop.

"Yes, Sir," he replied. "If there's one thing the Navy has taught me over the years, that's to never argue with anyone who's packing a gun!"

There never was any summary trial. **S**

~~~~~  
 NAC-OTTAWA MEMBERSHIP DATA

|                             | 2014       | 2015       | 2016       | 2017 (est) |
|-----------------------------|------------|------------|------------|------------|
| Honourary/Life Paid Members | 73         | 67         | 60         | 58         |
| Civilian/Retired Members    | 255        | 268        | 296        | 330        |
| Serving Members             | 20         | 28         | 38         | 41         |
| Spouses                     | 7          | 6          | 5          | 5          |
| Introductory Members        | 6          | 5          | 13         | 5          |
| Naval Cadets (at RMC)       | 19         | 37         | 54         | 54         |
| <b>TOTALS</b>               | <b>380</b> | <b>411</b> | <b>466</b> | <b>493</b> |



NAVAL ASSOCIATION OF CANADA  
 ASSOCIATION NAVALE DU CANADA

**The Naval Association of Canada - Ottawa Branch**  
**Annual General Meeting**  
**In the Crowsnest HMCS *Bytown***  
**Commencing at 1900**  
**Monday June 5th, 2017**





## HMCS *Ottawa* Transitions toward High Readiness

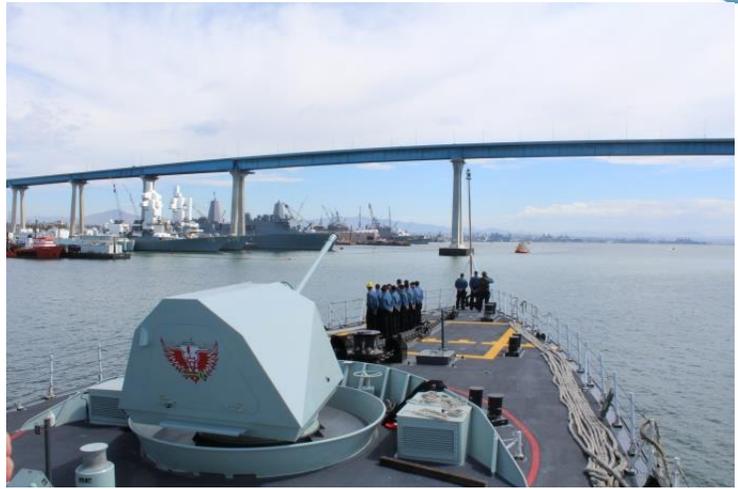
By Lt(N) Ellie Aminaie, HMCS *Ottawa* Information Warfare Officer

Over the course of the past year, HMCS *Ottawa* has had a busy programme, including completing her Halifax Class Modernization (HCM) and Frigate Life Extension (FELEX) trials, successfully working up the crew by conducting Intermediate Multi-Ship Readiness Training (IMRST), and conducting multi-ship Task Group Exercises with HMCS *Winnipeg* and an American task group. The ship also celebrated her 20th Anniversary, highlighted in a community day sail and the annual Namesake City Visit. The ship's crew has also been transitioning to high readiness through two sets of Operations Team Training and Missile Readiness Inspections, culminating in a missile firing exercise off the coast of Southern California, enroute to Indo-Asia for her five-month long *Poseidon Cutlass* sail in the spring of 2017.

For the first time since her Halifax Class Modernization, of *Ottawa's* crew had the opportunity to operate in a multi-ship task group along with HMCS *Winnipeg* and various United States Navy ships off the coast of Southern California in the fall of 2016. In preparation for *Ottawa's* upcoming deployment, the ship's company underwent a month-long Intermediate Multi-Ship Readiness Training (IMSRT), also referred to as Workups, in order to prepare the crew for the challenges ahead. As part of this process, *Ottawa* and *Winnipeg* participated in a United States-led Task Group Exercise called SWATTEX, improving the Royal Canadian Navy's interoperability with our American neighbours to the South. The program included advanced coordinated manoeuvring, weapon firing, anti-air warfare, anti-submarine warfare, and maritime interdiction scenarios. They provided challenging tests for the team's knowledge and ability to adapt to a challenging and ever-changing environment.

During IMSRT, *Ottawa* tested her upgraded weapons systems, including the newest version of the Bofors 57 mm gun and the Phalanx Close-In Weapon System (CIWS). One of the most significant upgrades was to the operations room's Combat Management System (CMS), and in particular the integration of Threat Evaluation Weapon Assignment (TEWA) software which automates data fusion from multiple sources, resulting in improved assessment of incoming threats and recommendations on best courses of action in countering those threats. Despite this fully automated upgrade to the weapon system, the ship still relies on fully-trained operators to execute weapons firings, and the skills and talents of the operations team was highlighted through multiple weapon firing serials throughout IMSRT.

In addition to upgrades to the weapons systems, another notable upgrade which directly improves interoperability with foreign navies is the installation of Link 16. **Master Seaman Kevin Loiselle**, a Shipborne Air Controller (SAC) and Naval Combat Information Operator (NCIOP) on board *Ottawa* explained some of the direct benefits of the Link 16 upgrades. "With the HCM project being complete on board *Ottawa*, it has improved her capability for all areas of warfare and information flow. For example, all multi-role frigates like *Ottawa* now have Link 16 capabilities that increase the amount of tactical information sent to each unit in a task force and command platforms ashore around the world. Also, with the HCM upgrade, the new operating



▲ HMCS *Ottawa* transits under the Coronado Bridge in preparation for coming alongside San Diego Harbor after successful completion of Intermediate Multi-Ship Readiness Training in October 2016.





system is fully loaded with features with little to no limitations on displayed information, creating a much more user friendly and clear tactical picture to perform our diverse missions.”

Among a number of milestones achieved for *Ottawa* during IMSRT was her ship without air detachment (SWOAD) qualification, which includes the ability to conduct operations with domestic and foreign helicopters without having an organic air detachment. A duty usually assigned to Boatswains, *Ottawa* in fact had the opportunity to train members of the ship’s company who were not part of the Deck Department as a secondary SWOAD team, providing enhanced flexibility to conduct high-risk seamanship evolutions concurrent to flight operations. This training came in handy as *Ottawa* executed a real-life medical evacuation (MEDEVAC) via a United States Coast Guard helicopter while *Ottawa* conducted a replenishment at sea. **LS Christopher Henrion**, a Boatswain on board *Ottawa* noted that it was “an amazing experience. I had was doing SWOAD ops with the American Coast Guard, which included doing a real life MEDEVAC. It is an opportunity that doesn’t come around often.” LS Henrion was an integral member of the SWOAD team who assisted with the landing of the Coast Guard helicopter on the flight deck of *Ottawa* and assisted in preparing the member of the ship’s company for hoisting up to the aircraft.

Another young sailor who benefitted greatly from *Ottawa*’s Force Generation programme during IMSRT was **Able Seaman Jean-Michel Derome**, a Junior Weapons Technician. AB Derome’s experience with the Naval Boarding Party was the highlight of the sail for him. “A secondary duty of mine is Naval Boarding Party. This duty has been a worthwhile experience showing me the intricacies of dealing with a variety of different situations when searching a vessel of interest with questionable cargo.”

The ship was also challenged with maritime interdiction training serials, including the localization, hailing, and boarding of the MV *Atlas*, a merchant ship used to train boarding teams from around the world, including U.S. Navy Seals. The IMSRT program finished with a complex, elevated threat humanitarian assistance and disaster relief scenario that brought together the bulk of the lessons learned throughout the five-week process. Notably, during her month-long programme, *Ottawa* fired thousands of rounds of ammunition, dealt with 21 ship-wide damage control and warfare scenarios, treated 122 exercise casualties, and travelled a total distance of 6200 nautical miles.

As a counterpoint to all this hard work, in late November the Captain, Coxswain and two crew members of HMCS *Ottawa* spent a week in Ottawa, Ontario for the occasion of the ship’s Namesake City Visit. These engagements allow the ship to engage with the public away from the



▲ Three generations of HMCS *Ottawa* Commanding Officers: **Cdr Sylvain Belair** catches up with **RAdm Darren Hawco**, a former CO of the current HMCS *Ottawa*, and **Cdr (Retd) Mike Pulchny**, CO of the third HMCS *Ottawa*, at the HMCS *Bytown* Christmas Luncheon during the ship’s Namesake City Visit in the nation’s capital.





coast and bring the reality of naval operations to those who do not necessarily see the effect on a day-to-day basis. The programme included visiting youth groups, seniors and Navy veterans, volunteering at charities, as well as official visits to local leaders. This year, *Ottawa's* Namesake City Visit was of great significance as the ship celebrated her 20th anniversary since her

commissioning and this was highlighted throughout the engagements.



The most notable aspect of the Namesake City Visit was a trip to the ship's official charity: **The Perley and Rideau Veterans' Health Centre**. The *Ottawa* team had afternoon tea with the Navy veterans at the centre, hearing about interesting wartime stories and making a large charitable donation to the centre

◀ Cdr Sylvain Belair and three members of the ship's team volunteer at the Salvation Army Grace Manor during HMCS *Ottawa's* Namesake City Visit in November 2016.

through fundraising efforts made by the ship's crew.

The Perley and Rideau Veterans' Health Centre (PRVHC) is the ship's chosen charity as it is a very worthy cause, and the centre values the ship's support. As stated by the Director of the PRVHC: "The residents thoroughly enjoy it when the HMCS *Ottawa* crew pay a visit to the centre each year. The PRVHC greatly appreciates the fundraising efforts made by the ship's crew as the funds go toward caring for our deserving military veterans." While at the centre, the team had a rare opportunity to meet with a 102 year-old lady whose had served in the Royal Navy during the Second World War and whose husband had also served in the Canadian Armed Forces.

The value of the Namesake City Visit can be seen in the response from **Able Seaman Gallant** who described the visit as "a great experience! I was fortunate to be able to speak to many different groups about our ship and life in the navy in general. We also volunteered at a few different organizations, which was very rewarding for me."

Connections with the families of the men and women on board remains a high priority as the team prepares to leave for an extended deployment. On 28 November, 2016, family members and friends of the crew of *Ottawa* were invited to experience a day in the life of a sailor at sea. The day sail was well-attended by 200 guests, including Honourary Captain(Navy) Derek Turner, a notable WWII veteran and champion for the ship and her crew. During this rare opportunity, the guests experienced the ship manoeuvring at high speeds, a man overboard recovery, a diver deployment and recovery by a CH-124 Sea King helicopter and an overall tour of the ship. With the ship's crew deploying in spring 2017, the day sail provided a great opportunity for family members to experience how their loved ones will be spending their days at sea.

In March, 2017, *Ottawa* will be sailing across the Pacific Ocean to the South China Sea on *Poseidon Cutlass*, with scheduled port visits in the Philippines, Malaysia, Singapore, China, South Korea and Japan. This multi-purpose sail serves the function of force generating sailors of the regular and reserve force of the Royal Canadian Navy while reinforcing interoperability with the Asia-Pacific region through a number of multi-national task group exercises. At the same time, it places *Ottawa* in a forward deployed location ready to respond to changing world events, including humanitarian crises, in the area if called upon. *Ottawa* is scheduled to return to her home port of Esquimalt, BC in early August, 2017. **S**





**REMEMBER**  
By Pat Barnhouse  
**Active Members**



**Colin Ralph BROWN**, Commander, CD\*, RCN(Ret'd). In Ottawa 02/10/16 at 89

**Muriel "Max" BROWN**. In Ottawa 04/05/16 at 91.

**David Hugh CASTLEMAN**, Lieutenant(SB), RCN(R). In Chelsea QC 09/02/17 at 93.

**Seth Walter GROSSMITH**, Lieutenant Commander(L)(P), CD, RCN(Ret'd). In Ottawa 17/03/17 at 94.

**Thomas Claude TREHERNE**, Commander(S), CD\*, RCN(Ret'd). In Ottawa 25/10/16 at 93.

**Eugene Ross WEBER**, Instructor Lieutenant Commander, CD\*, RCN(Ret'd). In Ottawa 17/01/17 at 90.

**Others Known to Members**

**Jean G. ALLARD**, Chief Petty Officer 1<sup>st</sup> Class, MMM, CD\*\*, RCN(Ret'd). In Ottawa 19/11/16.

**William Leonard AMOS**, Lieutenant\*, CD\*, RCN(Ret'd). In Ottawa 13/12/16 at 92.

**Mario Anastacio BALTAZAR**, Capt(Ret'd) Philippine Navy. In Deep River, ON 10/11/16 at 74.

**Robert Henry BRILL**, Lieutenant, CD\*, RCN(Ret'd). In Ottawa 15/01/17 at 78.

**Ronald Arthur CAUGHT**, Lieutenant Commander, CD\*\*, RCN(Ret'd). In Ottawa 06/03/17 at 90.

**William Lorne Douglas DAVIDSON**, Lieutenant Commander, CD, RCN(Ret'd). In Kingston 22/02/17 at 92.

**Dorothy Eileen DOYLE**, Paymaster Lieutenant, WRCNS. In Ottawa 25/01/17 at 99.

**Fred Alexander HAGGARTY**, Chief Petty Officer, CD, RCN(Ret'd). In Ottawa 23/03/17 at 89.

**William Muir HAWES**, Lieutenant Commander, CD\*, RCN(Ret'd). In Ottawa 28/10/16 at 70.

**John David JELLETT**, Commander, CD\*\*. RCN(Ret'd). In Ottawa 10/12/16 at 90.

**William Thomas KELLY**, Chief Petty Officer (Ret'd), CD\*. In Ottawa 23/10/16 at 76.

**Mary Elizabeth Patricia (nee Sigouin) KELLY**, Lieutenant(MN), RCN(R). In Ottawa 10/10/16.

**Peter Anthony KIRK**, Lieutenant Commander, CD, RCN(Ret'd). In Ottawa 27/01/17 at 82.

**John Patrick Heddle MORTON**, Lieutenant Commander, CD\*, RCN(Ret'd). In Ottawa 29/10/16 at 87.

**Ruth WERBIN (Nee CHARLETON)** WRCNS. In Ottawa 01/10/16 at 94. **S**





## Poland

By Richard Archer

Did I ever tell you the story of my expeditions to Poland? Back in the late 1990s I was employed at NATO HQ in Brussels as a civilian on the International Staff in what is now called the NATO Defence Investment Division, led by a senior US political appointee. The division runs the NATO Conference of Armament Directors (CNAD), where Canada's rep is ADM(Mat). Under CNAD there are a number of groups, including those in place to facilitate armaments cooperation between the nations. This task is divided by service, and I worked in the naval section dedicated to the support of the NATO Naval Armaments Group (NNAG).

I had about a dozen NNAG groups at various levels for which I was the executive secretary. My ex-German Navy colleague, Edi Dransfeld, had a similar number. The six main groups were called Naval Groups NG/1 to NG/6, and the naval armaments, design and operational control world was divided up between them. When I was there the Naval Groups had a series of more-or-less permanent Sub-Groups addressing specific areas. And when the information exchange and cooperative work of a group led to the possibility of an actual international armaments project, the Naval Groups would hive off a largely independent Project Group, such as the one I managed on the development of an international approach and cooperative development of systems and vehicles for submarine rescue.

Under the NGs a third type of gathering was called a Special Working Group (SWG). This was a group with a topic important enough to be addressed by a separate group of subject matter experts, but unlike Sub-Groups, the SWG was assumed to have a limited time life. When I was in NDHQ's Directorate of Maritime Force Development in the late 80s, my first exposure to NNAG and the arcane workings of NATO was my representation of Canada in SWG/6 on Advanced Naval Vehicles --hydrofoils, SWATH, air cushion vehicles, and the like -- a SWG long since disbanded by the parent group NG/6 on Ship Design.

Before my time at NATO, NG/1 on Above Water Warfare had put in place two SWGs: SWG/4 on Electronic Warfare and SWG/10 on Electromagnetic Interference (EMI). SWG/10 also looked into the control of radiation hazards for ammunition. On my arrival in 1997 Edi Dransfeld had responsibility for NG/1 and SWG/4, but I inherited SWG/10.

This group had started out as a forum for discussion and resolution of EMI and radhaz in weapon systems, but moved on to include radio frequency interference amongst a ship's antenna farm, and even such matters as the control of radhaz as caused by visiting aircraft, and shielding against the nuclear electromagnetic pulse. Naturally as computing power blossomed the group moved on from just trying to *fix* existing EMI, and became increasingly involved in the world of *prevention*, via the emerging numerical methods derived from the computational fluid dynamics (CFD) as developed for aerodynamics. Before CFD came along a number of nations had large open-air facilities to model and recreate the shipboard electromagnetic environment, and as a group we still visited such places, but they were being phased out.

Given the evolving nature of SWG/10, one of the first things I did was to change its affiliation. As mentioned it was originally a progeny of NG/1 on Above Water Warfare. I convinced the stakeholders that the group had become one that actually contributed before the first steel was cut for a ship project, and that instead it should therefore be affiliated with NG/6 on Ship Design (for which I was also the secretary). We also changed the group's name to Electromagnetic Compatibility (EMC vice EMI).

The group had participation by most NATO navies, plus, with the advent of NATO's Partnership for Peace in the early 1990s, we had members from non-NATO Scandinavian countries and from Eastern European countries that had arisen from the ashes of the USSR. One of these latter countries was Poland, which subsequently joined NATO proper in 1999.

The Polish Navy specialist who joined the group was very interested in furthering a working relationship with his NATO counterparts. And one of the things he did in 1998 was to





invite SWG/10 to the city of Wrocław (pronounced *Vrosswov*), located in the southwest of the country.

In Wrocław, the local technical university hosted a biennial conference on EMC, and the SWG/10 Polish rep invited the group to hold its next meeting in conjunction with the next conference. The idea was that the group would hold its regular meeting on the conference site, possibly attend some of the conference sessions if interested, and where applicable even present some conference papers. The group was amenable,

so I gained approval from my boss and the other necessary authorities.

My boss was a retired Italian naval captain named Archangelo Simi. He liked the idea enough that he decided to participate in the expedition...and he invited the section's secretary, a Scottish (but fully bilingual) lady named Sybil Beaton, to come along as one of her periodic trips to thank her for her hard work over the year. I actually liked the idea of having Simi along because we were operating with Poland under the Partnership for Peace program and we needed to get further experience in how we handled matters. Actually, this wasn't my first NNAG group meeting in a Partnership for Peace nation. In 1995 when I was still in uniform in the NATO International Military Staff I had participated in a SWG/12 (Maritime Environmental Protection) meeting hosted by Bulgaria. But we were still feeling our way.

With such trips it was always an option to be accompanied by one's spouse, and so with Marilyn I planned a drive to Wrocław in our Canadian-made Honda Accord. Archangelo, his wife Paola and Sybil would also drive separately, in the Simi's S-Class Mercedes Benz. Marilyn arranged the necessary visas for the two of us with the Polish consulate just off Parc Cinquantaire in Brussels. I also asked for some leave after the SWG/10 meeting so that Marilyn and I could visit Prague on the way home.

Fortunately, the major highway (with the European designation E40) near where we lived on the outskirts of Brussels headed due east to southern Poland. We stopped overnight at a B&B in an area just south of Dresden in East Germany, called Saxon Swiss because of its hilly topography.

Now, East Germany had only just been reunited with the West a few years before, and not much had changed in the interim. The primary car on the roads for the East Germans was still the infamous Trabant, and we passed the small villages with Soviet-style apartment blocks and the three tall chimneys that indicated the local but lately defunct steel mill. Our hosts at the B&B seemed a little taken aback at us exotic guests from the west – from as far west as Canada, no less. We were treated very well.

The next morning after breakfast and check out, Marilyn and I went over to the famous Bastei rock formation, which is a series of high limestone pillars connected by metal bridges and other walkways. Interesting to visit!





We crossed the border into Poland, showing our Canadian passports with the visas...but the guard wanted to see other related papers, which set us back a bit. Finally we found what he was looking for – a consular document that he kept to record our entry. There was a similar document, we discovered, that we had to turn in when we left the country.

In Wrocław, we came to our hotel as arranged by the SWG/10 Polish Navy rep. It turned out to be one that was owned and operated by the Polish army – no stars to speak of. The rep. had recommended it as inexpensive accommodation, and the beds turned out to be two more-or-less camp cots, and the shower in the bathroom was simply a sprinkler in the ceiling. We met Simi and company there, and we decided not to show up our Polish hosts and to stick it out.

One problem facing us was what to do about the security of our cars, which the hotel staff said could be parked essentially on the wide sidewalk. Back in Brussels, we had heard about Polish car theft rings that had developed well-greased routes to buyers across the Mediterranean. I wasn't that worried about our 1990 Honda, but the Mercedes Benz was problematic. (One of the reasons I wasn't that worried about our car was because I remembered talking to Simi when Marilyn and I were planning a driving holiday to Venice, where cars were parked in large lots on the outskirts of the city. I asked him about precautions to take. "Oh Richard," he replied, "No Italian would ever steal a Honda!")

I spoke with the Polish rep. and he guided us to a fenced and gated compound full of vehicles and guarded by an elderly gentleman. For some *zlotys* and *grosz* we could leave the cars there and we did so.

Back in the lobby of the hotel, through trial and error we found out how most Polish public washrooms were marked -- the Men's by a coloured triangle and the Women's by a coloured circle. This was a piece of intelligence we both passed on to the group and partners as soon as we could.

The next morning we got the two-day SWG/10 meeting underway in what was a lecture hall at the university. That evening our Polish hosts treated to a fine reception at an estate on the city outskirts, complete with a local show that featured people in wild costumes on stilts with lots of firecrackers. Afterwards some of us made our way to the city's main square, where we enjoyed some local brews. The square itself was actually in good shape, because it had been dished up the year before in honour of the visit by the Polish Pope, Jean-Paul II.



Wrocław  
Main Square

On the morning of the third day, members of the group presented some papers at the conference in what was called the "NATO Session". In the afternoon the group members were free to attend any conference session they wished, before they headed home.

Normally the hosts of an away meeting organize a partners' program for the spouses, and a bus tour had been organized for the spouses of all conference participants. The next day Paola invited Marilyn along for a drive into the countryside, but apparently it was quite an adventure for Paola to get her car out of the compound – she didn't speak Polish and the guard didn't speak any Italian, English or French. But after a lot of

exasperated gestures, the car was rescued. (Lesson learned; when I later went to get the Honda out, I took the Polish rep. with me.) They drove out of the city and perhaps not surprisingly were astonished by the level of poverty that was in evidence. The Poles were still bravely emerging from the cold war, from an enemy occupation, and from imposed socialism.





While I was in attendance during the NATO Session, I had no interest in any other conference topics, so Marilyn and I took the afternoon off and headed by car to the town of Boleslawiec, to the west of Wrocław near the Czech border. We had heard about a pottery factory in the town that produced distinctive designs using individual stamps rather than hand-painted patterns. The Polish delegation at NATO had some for sale at the annual Christmas bazaar, but besides that there were many NATO wives who went on chartered bus trips around Europe to visit sources of high quality goods such as pottery, carpets, stemware, dish sets, linens, you name it. Boleslawiec was on their radar. We picked up some pieces that now grace our home here in Ottawa.

We stayed another night in the Wrocław hotel, when everyone else from NATO had departed. The breakfasts provided by the hotel had been pretty good – an indication, I suppose, of their wish to make the NATO people feel welcome. But on that last morning, breakfast was a single wiener on the plate next to a small puddle of ketchup. I'm not being critical here; it's just an indication of where Poland stood in those days.

That morning we headed off for our leave days in Prague, where we stayed in a B&B hosted by a woman doctor, who let us park our car under the pear tree in her locked garden -- but Prague is another story. Suffice to say that enroute home from Prague we did find time to stop at Karlovy Vary, in the western corner of the Czech Republic near the German border. This town was another on the NATO wives itinerary because it was the centre of crystal stemware. There we purchased our current set of champagne flutes.

This wasn't the last trip to Poland for me or for Marilyn. SWG/10 participated again in the subsequent EMC conference in Wrocław in 2000. This time Marilyn stayed home and I flew on Polish LOT Airlines. Unfortunately, my luggage was lost and eventually discovered to be in Agadir, Morocco. Now, there turned out to be no direct flights between Agadir and Wrocław, so it was a day or so before I saw my suitcase again. LOT was of course very embarrassed, but I had worn my blazer on the aircraft and had carried important papers in my briefcase, so no real harm done. I later applied for some compensation, and the airline gave me the maximum amount, 500 US dollars. Interestingly, through this interaction with LOT and other incidents, I gained the impression that Poland's efforts to shed its eastern European past and join the west were a whole-of-nation endeavour. Every Pole we came in contact with couldn't do enough for Marilyn and me as representatives of NATO.

In subsequent years Marilyn and I had other NATO business trips to Poland with other groups, including Warsaw (with NG/5 on Tactical Control and Data Handling), and the naval base at Gdynia on the Baltic (with NG/6 on Ship Design). The groups were always treated like visiting royalty. Marilyn had a remarkable spouse's tour of how Warsaw was rebuilt in the 1970s to replace all the palaces, monuments and other historical buildings that had been destroyed in World War II. They used the original medieval architectural drawings. While in Gdynia with NG/6 on ship design, we were given a tour of the nearby shipyard in Gdansk, where the Solidarity movement, led by the electrician (and later national president) Lech Walesa, was a crucial factor in the downfall of the Soviet Union. The Polish NG/6 rep. lived in Gdansk and he and his wife gave us a windshield tour of the city, including a drive-by of Walesa's modest house. I also got on board and had tours of the Polish Navy's flagship Modified Kashin destroyer, the ORP *Warszawa*, and a Kilo class submarine.

I can say that our visits to Poland were inspirational. The people had thrown off the Soviet yoke and were doing their utmost to move on – to renew and reinvigorate long-lost western connections. A big part, of course was to reinforce their security vis-à-vis the Russians. When I was there NATO membership was in the process of being achieved, and all eyes were on the next prize – membership in the European Union, won in 2004.

At one of the first meetings at NATO HQ after the Polish accession to NATO (a meeting of NG/5, I seem to remember), the Polish rep. had smuggled into the NATO HQ meeting room a large bottle of fine Polish vodka. We all drank congratulatory toasts to the magnificent accomplishment. **S**





## Officers, Directors and Appointments 2016-2017

### **PRESIDENT and CHIEF EXECUTIVE OFFICER; CONFERENCES**

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

### **VICE-PRESIDENT and CHIEF OPERATING OFFICER; CO-CHAIR BOA GALA, PROGRAM SUPPORT**

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

### **VICE-PRESIDENT and HUMAN RESOURCES; RECRUITING, Dwd, RCN LIAISON, EVENT CALENDAR**

**Garceau, A.L. (Alain)** (H) 613-569-8716  
PH1-260 Besserer Street  
Ottawa, ON K1N 1J3  
Email: al.garceau@bell.net

### **VICE-PRESIDENT and CHIEF INFORMATION OFFICER; CO-CHAIR BOA GALA**

**Walker, R.B. (Barry)** (H) 613 408-7071  
608-7 Marquette Avenue  
Ottawa, ON K1L 8A7  
Email: rbarrywalker@me.com

### **PAST-PRESIDENT, ENDOWMENT, HONOURS, AWARDS**

**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

### **SECRETARY and CHIEF ADMINISTRATION OFFICER; SUPPORT TO PROGRAM, PRIVACY OFFICER, HONOURS AND AWARDS, ENTERTAINMENT**

**McMillan, S. (Sarah)** (H) 613 868-7152  
1091 Charest Way  
Orléans ON K4A 4S1  
Email: sarahmcmillannac@hotmail.com

### **TREASURER and CHIEF FINANCIAL OFFICER; SUPPORT TO ENTERTAINMENT**

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

### **DIRECTOR MEMBER SUPPORT**

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

### **DIRECTOR MEMBERSHIP and LISTS**

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

### **DIRECTOR COMMUNICATIONS, PARADES and CEREMONIES; SUPPORT TO BOA GALA**

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

### **DIRECTOR – OUTREACH Vacant**

### **DIRECTOR SALTY DIPS and HISTORY**

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

### **DIRECTOR ENTERTAINMENT**

**Forestell, D.J. (David)** (H) 613-590-1640  
285 Gleneagles Ave  
Orléans ON K1E 1L6  
Cell: 613-986-2484  
Email: davidjforestell@rogers.com

### **PROGRAM LEAD; SUPPORT TO CONFERENCES**

**Barber, M.J.M. (Josh)** (H) 613 823-1723  
19 Kane Terrace  
Nepean, ON K2J 2A3  
Email: joshbarber39@gmail.com

### **SUPPORT TO SECRETARY, COMMUNICATIONS, CONFERENCES**

**Soule, C.J.D. (David)** (H) 613 837-4026  
1138 Sauterne Park  
Orléans, ON, K1C 2N8  
Email: soule.j7ds@hotmail.com

### **SUPPORT TO BOA GALA, PROGRAM, CONFERENCES**

**Kerr A. (Alan)** (H) 613-292-5674  
2114 Applewood Cres.  
Ottawa ON K1H 6B5  
Email: alankerr66@gmail.com

### **NON-VOTING APPOINTMENTS**

#### **EDITOR SOUNDINGS**

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

#### **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 **S**





**NAVAL ASSOCIATION OF CANADA**  
**ASSOCIATION NAVALE DU CANADA**

## **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** (see previous page), 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>

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

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

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

**Soundings** returns in November 2017. Please send contributions to the Editor by September 30th, 2017.

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

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

Production Notes: **Soundings** is produced by the Editor using his personal computer word processor. It is printed commercially by Postlink Corporation, 1475 Star Top Road, Unit 8, Ottawa, ON K1B 3W5. Phone 613 741-4538, or email to **Leonard Mandel** at [postlinkcorp@gmail.com](mailto:postlinkcorp@gmail.com).

Return undeliverable address blocks to:  
 Publications Mail 40947048  
 Naval Association of Canada – Ottawa  
 C/O HMCS *Bytown*, 78 Lisgar Street  
 Ottawa, ON K2P 0C1

