

# SOUNDINGS

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

**THE NAVAL ASSOCIATION OF CANADA - OTTAWA**  
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<https://nac-o.wildapricot.org/soundings>

*First objective in Ottawa Branch Bylaws:*

*“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.”*

55.01

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

May 2019



With the Peace Tower in the background, the RCN Monument nears completion in this photo taken last autumn. Workers can be seen behind and to the left of the Monument putting the finishing touches on the boat landing. The flag mast and a low wall listing all RCN ships are complete. See the story behind the Monument starting on page 12.





## From the President

By Barry Walker

Spring is in the air and the snow and ice are slowly retreating from the streets of Ottawa. Over the winter, NAC-Ottawa has had another successful year of Speakers' Nights, in which we have examined a wide range of naval and near-naval activities, ranging from the renewal of the Canadian Coast Guard Fleet to development of Naval Information Warfare Capabilities. Each evening has been well-attended, and as I write this article at the end of March, I look forward to our largest gathering for our April presentations on the Canadian Surface Combatant, with almost 100 members and guests registered for this event.



Looking forward, NAC-Ottawa will have its Spring Social Event in HMCS *Bytown* on 17 April, and I am sure that many of you will want to attend this informal lunch-time gathering. Details will be sent out to you via email.

Your board of directors is also putting together plans for a Veterans' Luncheon to mark the Battle of the Atlantic weekend. This event will allow us to continue to pay tribute to our naval heritage while we plan for a re-invigorated Battle of the Atlantic Gala in 2020. A program such as the Gala requires many hands to make light work, and so I ask you to seriously consider volunteering your help.

At our Annual General Meeting in June, we will hold an election to fill two vacancies on our Board of Directors. We will also be seeking a volunteer to take over the task of caring for the MacK Lynch Library, which is now in good shape thanks to the efforts of **Gord Forbes**, who has successfully rationalized the collection. I invite you to consider taking on one of the two board positions or the library to ensure that our Branch continues to operate successfully.

Having signalled some Board vacancies that need to be filled, I would like to extend my personal appreciation as well to the departing **Alain Garceau** and **Alan Kerr** for their dedication and efforts over the past years. Alain Garceau has served as a Branch Vice-President for several years, and his experience has helped guide us on a steady course. Alan Kerr coordinated our speakers' program until the pressures of his day job required that he re-focus his energy. I'm sure that if you have any questions about Board duties and responsibilities, Alain and Alan would be only too glad to respond. **S**

### In this Edition...

From the President	p 2
Membership	p 3
NAC-O at RMC	p 4
Gimblett MSC	P 6
Silver for Smith	p 6
Mack Lynch Library	p 6
Guest Speakers	p 7
NAC Endowment to <i>Kingsmill</i>	p 8
NAC Endowment to RCSCEF	p 9
Salty Dips	p 9
Naval Affairs	p 10
RCN Monument	p 12
My First Pierhead Jump	p 17
Berchem Retrospective	p 18
Vladivostok Part 2	p 19
Sea Kings in the Persian Gulf	p 23
Remember	p 28
UNTDs and Cuban Missile Crisis	p 29
<i>James Bay Revisited</i>	p 30
Officers and Directors	p 31
Branch Information	p 32





## Branch Membership Report

By Gerry Powell

In the last report, we looked at our membership state as we approached the end of 2018, and reviewed our experiences with the first renewal campaign run within the new online management system. As expected, membership dynamics continued (gains and losses including, sadly, the passing of two more comrades), and we finished the year with 406 members.

The formal 2019 Membership Renewal Campaign benefited from our lessons-learned and, following an additional “grace period”, is now over. However, while we have an apparent increase in our current complement, that still includes a few members that have yet to respond. Manual efforts will again be needed. This report will expand on these areas.

### 2019 Membership

Branch membership for 2019, earlier this month, stood at 425 members. A more detailed breakdown of the membership over the last few years is provided in the table below. For this year, 72% are regular members (down from 75%); 10.6% are Honorary or Lifetime members; and 17.4% are Introductory members and Naval Cadets (up from almost 13%). Sadly, another three Lifetime members who had been with us for many years crossed the bar recently. See Remember on page 28.

It is worth noting that the Branch membership state is dynamic, it and reflects a balance stemming from both our renewal results and our recruiting efforts - affecting our long-term membership strength. The Introductory levels are temporary in nature until they choose to remain in the NAC, whether in the Ottawa Branch or elsewhere. The current state is a good example, The increase so far this year was entirely the result of a stronger than expected naval cadet new intake (32!) at RMC. The numbers will continue to evolve over the year with new members offsetting further departures.

NAC-OTTAWA MEMBERSHIP DATA							
	2013	2014	2015	2016	2017	2018	2019 (as of 8 April)
Honourary/Life Paid Members	80	73	67	60	50	46	45
Regular (local)	173	197	208	228	226	216	213
Regular (Out of Town)	51	58	60	68	69	60	61
Regular (Serving)	22	20	28	38	34	28	29
Regular (Spouse)	7	7	6	5	5	4	3
Introductory Members	22	6	5	13	0	3	4
Naval Cadets (at RMC)		19	37	54	49	49	70
<b>TOTALS</b>	355	380	411	466	433	406	425

### 2019 Membership Renewal

The 2019 Membership Renewal Campaign actually started last November, so that renewals could be completed for the start of the membership year. Several improvements were implemented to benefit from the “teething pains” experienced along with lessons-learned in our pilot online program in 2018. This included:

- Adding AMEX as a credit card that could be used.
- Switching to the service provider’s new, integrated third-party payment process. While somewhat necessary as our previous arrangement was no longer supported, this choice allowed a more direct linkage with our membership accounts.





- Some minor changes to the communications plan to reduce message traffic and better explain the process and options.
- Greater use of the manual renewal initiation and invoicing options when a member encounters problems logging-into or navigating within his or her account.

A couple of initial issues with the new payment service were identified at the start and corrected quickly, and the process otherwise worked smoothly throughout. Very much appreciated was that more members were able and willing to use the self-service features that we are counting on to improve the efficiency in time and effort involved for everyone. The use of manual initiation & invoicing when needed was also effective and well received.

Still, even with a grace period used to extend the campaign to the end of March, the progress achieved, at 82% of the renewals/ responses expected, was only marginally better than at this same time last year. That said, there was a greater proportion of renewals finalized, and a slightly smaller number of outstanding responses still expected.

There are a number of reasons behind many of the remaining outstanding membership renewals or responses, and a follow-up will still be needed this year. Memberships will remain fully “active” until the end of April while the Membership Director reaches out to them directly to resolve any problems or to confirm their intentions otherwise.

During the pilot program last year, memberships were left fully active until November. The improvements this year, however, made it possible to take better advantage of some of the automated features in our online service with Wild Apricot, and tighten the timeline needed to fully complete the campaign.

In the coming May, renewals will be manually initiated for accounts that are still outstanding or members have not communicated their intentions otherwise. This creates an invoice that can expedite the renewal process. In June, accounts still outstanding will be made inactive with a “lapsed” status that, while still a member, limits some Branch benefits such as access to member pages and event registration. Lastly, in July accounts that are still outstanding will be suspended.

There will always be outstanding renewals that need attention. Enhancements to our online processes to reduce that requirement will continue. This is essential to achieving the original objectives to improve our efficiency and service delivery. It will also allow us to put more attention to the initiatives elaborated upon in the previous edition of *Soundings*.

Ideas for features to incorporate in it are always welcome! If there are any questions or concerns with your membership support, on or off line, please send me a note by email at [naco.membership@gmail.com](mailto:naco.membership@gmail.com), or our mailing address at the top of the first page of *Soundings*.

S

## NAC-Ottawa Spreads the Naval Word at RMC

By Gerry Powell

Members of NAC Ottawa travelled to Kingston to meet with its Naval Cadet members at RMC on 29 March 2019 – first speaking to them as a group, and then later mingling with each of them at a Meet & Greet that night. This had been an important goal for a couple of years, since they do not have much opportunity to attend the local Branch monthly and seasonal events, and we direly want to develop a relationship beyond being just a web address.

The cadet membership is an initiative of RMC graduate and national and Ottawa-Branch Past-President **Jim Carruthers**. By means of the memberships NAC seeks to gain the attention of future Naval Officers at the start of their military careers, prior to joining the fleet. It provides a free membership, to those interested, for the duration of their time at the college. However, its greater aim is to foster an understanding of the issues facing them in their future professional lives - in essence, keeping a naval dimension alive and current in their minds while at the college.





The initiative has grown over the last few years, and can contribute to the NAC in the future as it seeks to expand and energize its membership.

Not surprisingly, given its proximity to RMC the Ottawa Branch has the largest cadet membership in the NAC. With 70 naval cadets registered, it is over 16% of our Branch membership base! A significant number which, given the separation from Ottawa and future expectations of them, deserves additional consideration to foster the relationship – offering value in unique ways and benefitting from the energy and new perspectives they can offer.

The Branch delegation was led by the President **Barry Walker** (also a National VP), and included two of his Branch VPs, **Tim Addison** and myself, **Gerry Powell**. While the large number of 70 or more was expected, it was still an impressive group to see. Also humbling was a realization that we were looking at the future leadership of the Navy.

The President outlined the organization and its objectives noting achievements and recent developments with our Maritime Affairs efforts. Tim spoke on the activities undertaken by the Branch connecting with senior leadership (DND, Government, and Industry), the networking opportunities that permits, and the comradeship enabled by the Association. He commented on how many of the members seated with them today would become close friends and long-time colleagues within or outside of the RCN – a point re-enforced by the relationships between the speakers started decades ago. I outlined the cadet membership structure – individually through the website and functionally with our RMC points of contact. I finished with NAC-Ottawa's hope to build a stronger relationship of value with them.

The President closed by noting that membership benefits and opportunities are available across the country, and our hope that they will stay with us when they join the fleet so that we can remain current and relevant to our members. A lively Q&A followed, confirming the cadets' appreciation of the BOA gala event, and offering worthwhile feedback and suggestions that we will follow-up on this year.

We were invited to join the RCN's Meet & Greet that evening to kick-off the cadet "Military Occupation Code Weekend", allowing us an opportunity to meet with the cadets again socially. They were keen to hear more of our experiences and thoughts on life in the Navy. Re-assuring! This opportunity was particularly of value in that the RCN was also looking to build its cultural bond with their future officers – making this visit timely. Such visits will be a standing RCN activity at RMC, and it is anticipated that NAC-Ottawa will be able to participate annually. **S**





## MSC for Rich Gimblett



▲ On 5 November 2018, past Historian of the Navy and NAC-Ottawa Past-President **Richard Gimblett** had the honour of being presented the **Meritorious Service Cross (MSC)** by Governor General Her Excellency **Julie Payette** at Rideau Hall.

## Mack Lynch Library Update

By Gord Forbes

Summer is coming. Do you have your summer reading yet? The MacK Lynch library is on the second floor near the top of the main stairs, and has over 1,000 books dealing with naval matters. Among other things, you will find books that I have reviewed in Starshell. Recent additions in this category include *Indianapolis*, which will be reviewed in the next Starshell, *The Kissing Sailor*, and *Learning War*. But there are hundreds of others, including a section devoted to Winston Churchill.

So, come on in and browse and borrow. No late fees, but please return when you can. Just enter the information requested in the white binder under the window and take the book away.

I will be giving up the custodianship of the library this summer. If anyone wishes to undertake this interesting task, please let the NAC-Ottawa branch president know before the Annual General Meeting. **S**

*The citation reads:*

**Dr Richard Gimblett, MSC, CD, RCN**, is recognized internationally as our country's premier post-Cold War naval historian. His research and advice contributed significantly to the creation of a national monument to the Royal Canadian Navy in Ottawa and to the re-introduction of the Canadian Naval Ensign for warships and other designated vessels. His analysis of past operations and partnerships has influenced the strategic direction of the navy's involvement in world maritime security. **S**

## NAC Silver Medallion for Howie Smith



▲ Ottawa Branch President **Barry Walker** presents Past Branch President **Howie Smith** with the NAC Silver Medallion for his longstanding dedication to the branch, for his leadership as Branch President 2015 - 2017 and for his success as chair of the NAC Conference on the National Shipbuilding Strategy in October 2016. **S**





## Guest Speakers



◀ On 5 November 2018, Branch President **Barry Walker** presented guest speaker Commander **Jeff Loder** with a copy of *Salty Dips* and a certificate of appreciation. Cdr Loder is a staff officer in NDHQ's Directorate of Naval Requirements. He gave an interesting presentation on the exciting combat-related and other projects now, or soon to be underway for the RCN, with a view as to how the Navy is meeting the demands of 21st-century sailors and warfare. **S**

▶ On 3 December 2018, Ottawa Branch President **Barry Walker** thanks US Coast Guard Attaché Captain **Steve Teschendorf** for his presentation to the Branch monthly meeting. Captain Teschendorf provided an excellent overview of US Coast Guard operations, ship replacement programs and some of his career experiences, including his time as Sector Commander, Sector Sault Ste Marie, Michigan from 2013 to 2016. **S**



◀ On 4 February 2019, Branch Vice-President **Tim Addison** thanks Mr. **Gordon Venner**, Associate Deputy Minister at DND, with a Certificate of Appreciation following his presentation on Canada's new defence policy, "Strong, Secure, Engaged". The new policy was promulgated in June 2017 and provides Government direction on Canadian Defence priorities over a twenty-year horizon. **S**





## Guest Speakers



◀ At the Ottawa Branch's 4 March 2019 meeting, Captain(N) **John Tremblay**, Commander RCN's Director Naval Information Warfare, accepting his Certificate of Appreciation from Branch President, **Barry Walker**. Capt(N) Tremblay gave a very interesting and thought-provoking presentation on Information Warfare and Cyber Security, and how they influence today's RCN as well as future naval operations. **S**

▶ In a meeting held on 1 April 2019 at the British High Commission, NAC-Ottawa Branch President **Barry Walker** presents copies of Salty Dips to (left) **Scott Jamieson** of Irving Shipyards and (right) **Gary Fudge** of Lockheed Martin Canada in appreciation of their comprehensive, informative and often provocative presentations and responses to questions on the state of play of the Canadian Surface Combatant project. **S**



## NAC National Endowment Fund Award to Navy League Cadet Corps Vice-Admiral Kingsmill



◀ On 18 November 2018, Immediate Past-President of the NAC-Ottawa Branch, **Howie Smith**, at their Ceremonial Divisions was pleased to present to the Navy League Cadet Corps (NLCC) Vice-Admiral Kingsmill a cheque for \$1,000 from the NAC Endowment Fund. This contribution from Fund will help support the provision of new uniforms including winter parkas for Canada's largest NL Cadet Corps. The photo shows Howie Smith presenting the cheque to the Commanding Officer of NLCC VAdm Kingsmill, Lt(NL) **Bruce Brown**, witnessed by Mrs. **Karen Duval**, the President Navy League of Canada (Ottawa Branch). **S**





## NAC National Endowment Award to the Royal Canadian Sea Cadet Educational Foundation

► On behalf of the NAC Endowment Fund, Ottawa Branch President **Barry Walker** presented a cheque for \$5,000 to Capt(N) (Retd) **Harry Harsch**, President of the Royal Canadian Sea Cadet Education Foundation. The presentation was made at a recent Maritime Affairs Luncheon attended by Vice-Admiral **Ron Lloyd**, Commander of the Royal Canadian Navy, and other naval and industry leaders. In 2018, the RCSCEF provided scholarships to more than 80 deserving cadets. **S**



## Salty Dips Progress

By Rick Guitar

*Salty Dips* has a new editor. **Chris Perry** is the new Official Historian to the Royal Canadian Navy, and has a Master's Degree in War Studies from University College, London. He served in the RCN Reserve and Regular force for 28 years as a Non-Commissioned Member and Mars Officer. He is currently reviewing the holdings of articles we have collected for *Salty Dips* Volume 11, and will report back within a month so that we can flesh out our plan.

We need to get the plan sorted out in time for the June Branch AGM, so that I can provide a detailed report for the meeting. Volume 11 is tentatively scheduled for release in the fall of 2019, and should be available in both electronic and printed versions. We are hoping that modern technology will allow us to print on demand, so that we don't need to print and hold an inventory of books in the future. Further 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.

We have given the vast majority of our inventory to the Navy League of Canada, and they are distributing copies. We have retained some CDs, Volume 10s and one complete set of Volumes 1 to 10.

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 in English and French 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. We look forward to your contribution and to being the first ones to read it. **S**





## A Naval Affairs Fix on the Chart

By Ian Parker, NAC National Naval Affairs Director

Alfred Thayer Mahan was a celebrated sea power strategist of the late 19th and early 20th centuries. He explained that one of the characteristics that define a maritime nation is “National Character”. Essentially, this trait defines a nation’s innovation combined with an inbred passion and need for trade, specifically trade by sea.

It is said that Canada is a nation built on trade. But, unlike a maritime state, most of our trade, or 75%, moves continentally to and from the USA, with only about 20% by volume or 7% by value of this continental trade by marine transportation. Our current inability to move our enormous energy products to non-USA international markets reinforces the fact that as a nation, notwithstanding our multiple free trade agreements, our character is not that of a maritime nation.

This conclusion was reinforced by a NAC Naval Affairs (NAC NA) poll conducted in the Autumn of 2018. It pointed out that Canadians have little awareness or understanding of the critical role that the oceans play or could play in the Canadian economy and security. Consequently, although Canada exists in a maritime world its national character encourages continental thinking.

Since Canada became a country there has been little effort to nurture a maritime mind-set in Canadians or Canadian institutions. Thus, within our people there is little understanding of the critical importance that the oceans and Canada’s internal waterways play in the Canadian economy and Canadian defence and security or the institutions required. The approximately seventy five percent reduction of Canada’s navy since the 1960s points to a mentality that is not focused on a maritime world, but one comfortable on a continent. This lack of understanding permeates through Canadian media, education institutions, influencers and decision makers creating a sense of blindness to our oceans, whereas a similar situation does not seem to exist for the army or the air force. This *maritime blindness* coupled with a deficit in strategic defence and security comprehension has resulted in Canada providing limited capability to defend her sovereignty, effectively relying on the USA for defence, security and trade. Until Canada can dissipate this *maritime blindness*, Canada will continue to lack strategic vision in defence, security and trade.

Notwithstanding the government’s current attention on rebuilding the RCN and the CCG, our past history points to an eventual loss of government interest, which ultimately will contribute to Canada’s unrelenting *maritime blindness*. Accordingly, the NAC leadership took the strategic decision to refocus and attempt to address Canadian *maritime blindness* by becoming a nationally recognized and valued source of naval and maritime strategic thought and information. At the time it was recognized that this approach potentially diverged from long standing NAC practice and may not be fully embraced by the members, but the NAC leadership embraced the wise counsel of George Bernard Shaw and Oprah Winfrey:

*“Progress is impossible without change, and those who cannot change their minds cannot change anything”*

*-George Bernard Shaw*

*“We can’t become what we need to be by remaining what we are.”*

*-Oprah Winfrey*

Over the past two years NAC has made excellent progress based on the plan outlined in the Summer 2018 edition of *Starshell*. Collectively we have moved forward in developing





and publishing NAC NA Briefing Notes, Bibliographies, Niobe Papers and independent studies, as well as a recommended reading list which either are being or have been posted on our existing NAC National website. Of note, the National website has been re-designed and will go live at the end of May. The intent is to modernize the site to better attract visits and to inform those who log on.

NAC NA continues to move forward on additional initiatives, which include, but are not limited to:

- Development and implementation of a national Naval National Security essay contest.
- Development and implementation of a national NAC bursary competition.
- Development and implementation of national strategic maritime security conferences.
- Expansion of a national outreach and leadership program.
- Establishment of a professional relationship with a Canadian University.
- Review of the editorial focus of Starshell and other NAC publications.
- Development and implementation of a membership value package to attract new members and corporate sponsorship.
- Implementation of a national communications and social media strategy.
- Cooperation with like-minded associations, such as the Navy League of Canada.

As you well know, the sustainment of the NAC Naval Affairs activity requires resources, both human and financial. The engagement of the Coordinator NAC Naval Affairs and the NAC Naval Affairs Research Coordinator is a first step in addressing the human resource requirement. This as well as other primary and supporting activities requires sustained financial support. Heretofore NAC has used the proceeds of the annual Battle of the Atlantic Gala in Ottawa to support all NAC Naval Affairs activities. As you know the NAC decided to support the RCN-led Maritime Ball for 2019 rather than hold the BOA Gala for 2019. This decision was based on the considerable effort required to plan and to execute two closely-related events in support of the RCN and the CCG, splitting scarce sponsorship funds, which would adversely impact both events, along with official naval support being provided to the Maritime Ball rather than to the BOA Gala.

Subsequent to this decision the NAC leadership has initiated a review of the NAC NA funding model as well as an estimate of the length of time the NAC Naval Affairs can be sustained with current resources. Regrettably, without funding the NAC Naval Affairs program will perish and once again Canada would lose a critical voice on the importance of the oceans to Canada's economic and the security.

It is recognized that the NAC NA passage plan is ambitious, especially for an all-volunteer organization, and that to be successful it will require considerable effort and resources. That said, NAC believes that this activity is vital if Canadians including their leaders are to lift the shades of *maritime blindness*. Even so, I believe that there is sufficient talent and desire within NAC to move the agenda forward.

Hence, if you want to help, step forward. **S**

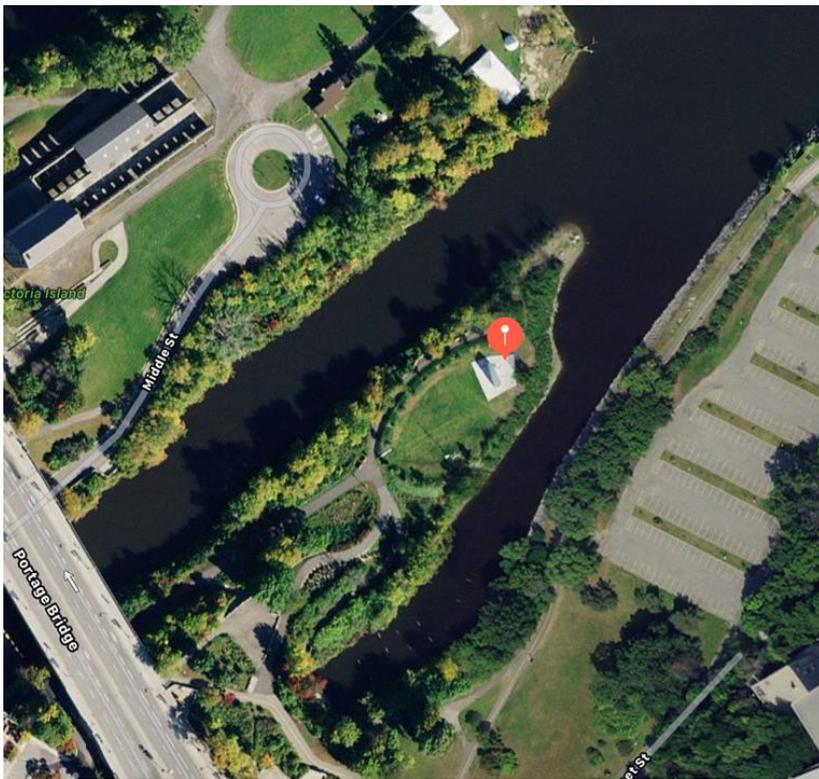




## The Royal Canadian Navy Monument: Journey to Completion

By Dr Richard Gimblett, MSC, CD

At the time of appearance of this article, just over a decade has passed since the moment in early 2009 when Captain(N) **John Pickford**, as Director of the Canadian Naval Centennial Project (CNC), was approached by the National Capital Commission (NCC) with an intriguing proposal – that a monument should be constructed in the nation’s capital to mark the 100th anniversary of Canada’s Navy. In the NCC’s words, it would be “a physical emblem reflecting the maritime character of the country and the contributions and sacrifices made by men and women over the years in protecting and safe-guarding our national identity and freedom.” Such a monument would meet a number of overlapping objectives: to raise public awareness of the importance of the Navy, while augmenting the beauty and significance of Canada’s capital core, and not least, providing a location where naval events and people could be commemorated.



And so the deal was struck, with the NCC acting effectively as the project manager, overseeing the monument’s design and implementation for the Navy. Many readers will be aware that the monument was “opened” in 2012 – indeed, quite a few of the current readers were present at the ceremony on May 3rd of that year – but the site has never attracted the anticipated attention. And very few will be aware of the several finishing touches that were made to the site for the recent Canada 150 celebrations. With that construction work now finished, it is appropriate to review in some detail the decade-long journey to completion of the monument.

The concept agreed between the Navy and the NCC was for “an imposing installation located in a prestigious, water-based site within sight of national symbols including Parliament Hill.” The NCC had identified several parcels of land that were available for development, out of which Richmond Landing was deemed the most suitable – it is a quiet enclave surrounded on three sides by water where it juts into the Ottawa River just below the Supreme Court and the National Archives, midway between the Canadian War Museum and the Centre Block. The site is described as embodying “a powerful visceral feeling of flow and movement... like a ship at sea and contained within the wild river and expansive sky setting, the tranquil sloped lawn area of the monument site provides for a moment of reflective pause.”

The NCC put out the call for design proposals in May 2009. Five design teams from across the country responded and were evaluated by an internationally renowned jury. The selection was announced at an open house “vernissage” on October 1st later that year. The winning design was by the Vancouver-based group that included artist **Al McWilliams** and architects **Joost Bakker** and **Bruce Haden**. In their words, their submission “reflects many facets of the Canadian Navy in its use of the naval black, white and gold colours to create a distinctively





sculpted open space charged with meaning.” In more detail, their design incorporates the following elements (quoted from the design proposal):

**Monument Design** – The design for the Royal Canadian Navy Monument dramatically seeks to reflect the many facets of the navy by deploying a minimal language of bold colour (naval black, white and gold) and noble material to create a form and space charged with meaning. Rather than a focal object, the naval monument is a distinctively sculpted open space at the heart of Richmond Landing. Offering multiple orientations, the open space is symbolically accessed by both land and water.

**Naval Signature** – The heart of the monument is the “naval signature”. This robust curved white marble signature celebrates the navy’s past and future. This dramatic vertical form is suggestive of a multitude of naval associations ranging from sails of days gone by to naval attire and even modern stealth design for signature minimization. Set into an inclined and shifting granite base, it “unsettles the sense of horizontality” as the body seeks to align on a shifting surface – a sense and movement inherent in the naval experience. Cut into this inclined granite base are two bronze strips aligned with the North/South and East/West cardinal axes, referencing navigation and acknowledging our tri-coastal reality. A curved level deck on the east side of this sloped granite plinth provides repose beside the dramatic marble expanse providing a comfortable opportunity to read the Naval Battle Honours inscribed in the surface of the marble, and an overlook of the fast moving Ottawa River. Also on the east side is a fouled anchor, a naval symbol, made of black granite.

**Mast** – Contrasting the solidity of the stone “naval signature”, the delicate steel navy mast provides a second spatial counterpoint within the monument space. A recognized symbol on all ships, naval bases and reserves, the mast and its flags link past, present and future.

**Gold Spheres** – Mounted on both the naval signature and mast are gold spheres. These orbs speak of sun, moon and the global reach of the navy. They speak simultaneously to the critical dimension of communications and navigation. The slight offset of the gilded orb on the white marble signature contributes to the unsettled sense of horizontality.

**Lighting** – At night the character of the monument site will shift dramatically through evocative lighting. The curved marble of the “naval signature” will be illuminated from a slot at its base, creating a shimmer and making the marble seemingly “float” – evoking the hull of a ship. This subtle up-lighting will also pick up the navy motto “Ready Aye Ready / Prêt oui Prêt” inscribed on the west side of the marble surface.

**Entry Threshold and Heart of Oak** – A shallow grass berm, surrounded with symbolic oak trees (the “heart of oak”) generously defines this space of reflection. A ceremonial entry threshold is cut into the berm toward the west, creating a strong processional alignment to Parliament Hill.

**The Monument Materials** – The monument has been made of materials specifically chosen for their links to the navy and its colours: black, white and gold:

- Marble is a noble white stone, used worldwide in honorific structures.
- Granite is an enduring black and white stone, which will provide contrast to the white marble.
- Gold is a material that has been used for centuries, which draws in and reflects light. It is used throughout navy uniforms and structures.





- Oak is an historical shipbuilding material and a symbol used in navy badges, songs and emblems.

Detailed design work started immediately upon selection, but with the onset of the Centennial year looming within a few weeks, it was never envisioned that the erection of a structure of this size could be accomplished in 2010. However, the plans did come together sufficiently over the winter months for a ground-breaking ceremony to be incorporated into the busy schedule of events for the actual anniversary on May 4th.



Under a blazing sun and beautiful blue sky, Chief of the Maritime Staff Vice-Admiral **Dean McFadden** joined with NCC Chairman **Mr Russell Mills** and CEO Mme **Marie Lemay** to turn the sod before an excited group of spectators. Construction work continued through that year and the next, and indeed into the one after that, such that it would be a full two years after the sod-turning before the official unveiling could be contemplated.

By then all of the principal actors and much else had changed – for one, with the close of the Centennial year, the Navy’s project office was stood down, John Pickford retired, and I had become Acting Director of Navy History & Heritage, assuming responsibility for any orphaned Centennial activities, of which this one was of prime importance. Also, in the summer of 2011 Vice-Admiral **Paul Maddison** assumed the watch from Dean McFadden, about the same

time that the Conservative government of Prime Minister **Stephen Harper** announced what I term “the royal restoration” – that Maritime Command henceforth would be known by the old service name of Royal Canadian Navy, and the admiral in charge as “Commander RCN” (similar came to pass for the RCAF, although the army, never having been “royal”, remained simply “CA”).

This rare political interest in naval heritage was appreciated immediately as something worth following up on, and the occasion to mark the anticipated completion of the monument



quickly was re-cast as a “naming” ceremony (modelled upon a ship’s commissioning). The guest of honour was to be the prime minister himself. To help manage the degree of activity this would entail, I was seconded a promising young Lieutenant-Commander by the name of **Ramona Burke**. Fortunately for us all, she undertook the role most competently and professionally (in a clear example of “what goes around comes around”, two years later, after her subsequent promotion and my reversion to “just the Historian”, I found myself reporting to her), and the day, May 3rd 2012, went off without a hitch.

Following remarks by the

*Soundings May 2019*





McWilliams-Bakker-Haden team and a dramatic speech by Prime Minister Harper recognizing the continuing importance of sea power to Canada, he was joined at the podium by former-WRCNS (“Wren”) **Elsa Lessard** to break a bottle of champagne on the now-styled Royal Canadian Navy Monument. The MARLANT Band broke into a stirring rendition of “Heart of Oak”, and acclaimed Nova Scotia artist Terry Kelly performed a song he composed specifically for the event, “Wherever there is Water” (assisted in the lyrics by Rear-Admiral **John Newton** / <http://terry-kelly.com/wp/wp-content/uploads/2013/09/always-there-wherever-there-is-water.html>).

Alas, in the times after that flurry of activity, the monument slipped into obscurity. While it most admittedly is an imposing structure in an idyllic location, the site is not well marked and parking is limited. So beyond the very dedicated, it attracts little traffic other than by walkers, passing bicyclists, and hardy kayakers. Again, fortune intervened – largely at the instigation of the Outaouais Branch of the Navy League of Canada, which operates the historic ship *Pogo*, the NCC was petitioned to build a dock for vessels to approach the site from the river.

In fact, this had been an element of the original design proposal, along with footbridges



from the main river bank to the south and across to Victoria Island to the north, envisioned to entice foot traffic through the site (instead of sticking to the Portage Bridge), but never constructed due to a shortage of funds. Now the NCC was authorized to cover the cost of these accessibility features through Canada 150 funding for construction in 2017-18. The other remaining feature from the

original plan, more central to the monument itself, that it had not been possible to complete for 2012 and also came to be included in the construction now, is what the artists styled as “The Navy Wake” – a low wall listing “all Canadian Navy HMC Ships”.

I put that phrase in quotes because, after the simplicity of it rolls off the tongue, coming up with such a list we were confronted with a quandary – in their design concept, the artists envisioned that, what with the couple of dozen ships presently in the RCN, the list couldn’t be more than double or at best triple that length. Well, a simple review of **David Freeman’s** *Canadian Warship Names* reveals a staggering 1300-odd names (and a few others were uncovered in the course of research) – clearly many more than could be made to fit conveniently upon a modest wall of defined proportions. So we got into a long discussion as to “just what constitutes an HMC Ship”? Not so simple a question either, for as it turns out the notion has evolved over the century of the RCN’s existence. A whole separate article could be prepared on that topic, but





for the purposes of this piece, we settled upon a somewhat malleable matrix of factors comprising sea-going vessels actually being taken into commission, and generally excluding tugs and yard craft. In the end, we whittled the number down by a quarter to slightly over 900, still architecturally overwhelming, but by identifying all ships of the same name only once and consolidating the “numbered” vessels into respective groupings (such as the First World War “TR-” trawlers and “CD-” drifters, and the Second World War “MTB-” motor torpedo boats and “LCI-” landing craft infantry), we settled upon a manageable 518 individual line items. I can imagine folks will challenge our methodology, but with them now literally being “cast in stone”, any errata will have to be reserved for late-night wardroom / messdeck discussion.

And that brings us to the present. The site truly has come together magnificently, and warrants a personal inspection. Unfortunately it remains a challenge to access by vehicle, the nearest parking lot being reserved for the Mill Street Brew Pub – but go in the morning before the lunch crowd arrives, or better yet, make your visit an occasion to be followed with a pint of their best (parking is free for customers). If and when you do, reflect back kindly on “the maritime character of [our] country and the contributions and sacrifices made by men and women over the years in protecting and safe-guarding our national identity and freedom.” **S**





## My First Pierhead Jump

By Rod Hutcheson

In April of 1949, five months after promotion from midshipman to Acting SLt(L) and with another year still remaining to earn my electrical engineering degree at UBC, I received a major surprise -- a temporary appointment to the destroyer HMCS *Athabaskan* (R79/219) as ship's Electrical Officer. This was temporary while the regular incumbent, LCdr(L) Ralph Hind, was absent on special leave. Needless to say, this was cause for some trepidation on my part, having yet had no training in shipboard electrics/electronics and absolutely zero experience in any position of real responsibility in my naval career thus far. In fact I had never even set foot in a ship's wardroom. I understood that the ship's captain refused to sail without an electrical officer, and I can only assume that no one with the appropriate rank and qualifications could quickly be made available. Whoever was responsible for officers' appointments must have dug to the bottom of the barrel to come up with me, and I am not aware of a similar expedient ever being resorted to again!

Having taken the ferry to Victoria from Vancouver, it was evening when I reported on board *Athabaskan* alongside in Esquimalt. It must have been a weekend for I found a roaring party in full swing in the wardroom and no one much interested in this incredibly junior officer looking for his bunk. The steward was instructed to show me to the Electrical Officer's cabin and you can imagine how I felt only ever having suffered the joys of slinging a hammock, let alone welcoming the luxury of having an entire cabin to myself. It was to be another ten years before I enjoyed the experience again, that time as electrical officer of a DDE in my own right.

At that time the *Athabaskan*, the second tribal to bear that name, was still practically brand new, having been constructed in the Halifax Shipyards, commissioned in January, 1948, and steamed around to the west coast in May. It was my good fortune that her electrical equipment was still in "as new" condition and that my maintenance staff could manage perfectly well without my interference. I must have been so overwhelmed that I cannot recall a single officer with whom I shared the wardroom except for then-SLt Mike Martin, later to retire as an admiral, who had been my senior at Naval College. However I do recall the captain, Cdr M.A. Medland, RCN, who may be best remembered for his cool handling of the "mutiny" that had occurred in the ship while in Manzanillo, Mexico, just two months previously, but of which I was then completely unaware.

As usual it's the fun that sticks in the memory and, having sailed almost immediately, I clearly recall our visit to the port of San Diego, California, where the wardroom officers were entertained at the usual cocktail party hosted by the senior USN officers in the area and local dignitaries. In the course of the evening I met up with a charming young Californian and suggested that we repair to the ship for further refreshments. When we got there we found that none of the others had yet returned but, wonder of wonders, there sat a shiny black staff car, complete with uniformed driver, who had been placed at the disposal of our wardroom officers by the USN. Such a windfall was not to be wasted and off we went with instructions to the driver to show us the hot spots of San Diego. This he proceeded to do and it was the first and last time that I ever experienced the luxury of going on a "pub crawl" with a uniformed chauffeur waiting outside to take me and my thoroughly impressed girl on to the next drinking hole. Our driver clearly was on good terms with the USN shore patrol on duty outside each establishment and made sure that his two little chickens stayed out of trouble. He returned us both safely to our respective roosts in the wee small hours. Needless to say, the following morning the rest of the wardroom was not too pleased that their most junior member had made off with their transport. I felt that I should have been given full marks for initiative!

On completion of this short sojourn with *Athabee*, I received the usual S206 from the captain indicating that I had performed "to his satisfaction," which I interpreted as meaning that





he was thankful that I had managed to avoid endangering his ship. I believe that I can justly claim the doubtful honour of being the most junior and least qualified electrical officer ever to hold that position in a destroyer, even if only briefly.



### **Capt (N) (Ret'd) Rod Hutcheson, RCN**

Rod joined the RCN College as a cadet in 1945. Along with junior officer training, he spent 1947 to 1950 as an electrical engineering student at UBC, graduating with a Bachelor of Applied Science in the subject. He received further naval qualifications on the Long Electrical Engineers Course, making him eligible to serve at sea as Electrical Engineering Officer.

In 1951 he was posted to US naval air stations to gain accreditation in air electrical engineering, thereafter being posted to various naval air and air force positions, including Air Electrical Officer, HMCS *Magnificent*.

In 1956 he was accepted at MIT and in 1958 graduated with his Master of Science in Electrical Engineering. After a shore posting, in 1959 he became the Electrical Officer of HMCS *Terra Nova*.

Subsequently, he had a series of shore postings, including NDHQ, the Canadian Defence Liaison Staff in London, UK, and as OIC the Engineering Division, Fleetschool, Esquimalt.

In 1972, he was promoted to Capt(N) and attended the National Defence College in Kingston. This was followed by positions in NDHQ plus a secondment to Transport Canada.

In 1978, Rod retired from the RCN, and was accepted by DND as a public servant, where he served in a number of executive positions, up to and including Chief of Programme. He is now 92 and thoroughly enjoying retirement, living in Chelsea, QC. **S**

## **Hamish Berchem Retrospective**

The Canadian Collection and the Canadian Society of Marine Artists are proud to present a retrospective of the work of **Hamish Berchem**, CSMA. This exhibition will be held at The Victory Gallery, 205 Main Street, Picton, Ontario, and will run until 2 May 2019 with an opportunity to purchase some of the works displayed. The opening is Friday, 12 April 2019 from 3-6pm.

This special exhibition of watercolours and prints is a tribute to Hamish Berchem. It is a unique opportunity to view the span of his subjects and his love of the sea, ships and boats which he knew so well.

Hamish was a sailor. His background serving in the Royal Navy, Merchant Marine, the Royal Canadian Navy and the Canadian Government Research fleet is evident in his works. He portrays the sea state including the waters of the Arctic where he sailed. The history of the Royal Canadian Navy is very apparent in Hamish Berchem's works. Hamish worked with watercolours which allowed him to convey the mood of the marine scene.

He was elected to the Canadian Society of Marine Artists in June of 2010. **S**



“On Guard” by Hamish Berchem, depicting HMCS Skeena at sea.





## Vladivostok Part 2

By Tim Addison

In the Spring 2018 edition of *Soundings* I recounted my initial impressions of the June 1990 visit of HMC Ships *Huron*, *Annapolis*, *Kootenay* and *Provider* to Vladivostok, USSR. What follows are my recollections of the latter part of that historic visit.

### Day One

When I left off mid-stream, so to speak, in Part 1, the evening of Day One was wrapping up after the Soviet hosted Reception at the *Okean* Hotel. There I had spoken to a Soviet Naval Infantry Admiral with a Hero of the Soviet Union Medal. I did see the Admiral several times later in the visit and even got him to pose for a picture. I don't think he remembered our first exchange in the Hotel.

After the reception most of the staff and ships' officers repaired to the *Huron* wardroom to compare notes on the day's events. Impressions were all similar: the Soviets were a friendly lot, but some were friendlier than others. The Soviet ships' officers were generally benign and nothing more than professionally curious. However, some of the headquarters staff officers were very overt in their efforts to gather information on our ships, our deployment program and the Canadian Navy in general. After a beer or two it was time to turn in after such a long and eventful day.

### Day Two

The next day after breakfast I was back on the bus as part of a group of ship's officers and NCMs off to the local Navy base for a tour of the MARKOV Academy, the Soviet Submarine School. The buses followed the VIP entourage of staff cars which transported RAdm **Peter Cairns** (Commander Canadian Pacific Fleet) and Capt(N) **Ted Heath** (Commander Second Canadian Destroyer Squadron (D2)) as we wound our way across town to the outskirts of the city. First impressions were lasting. The interior of the academy was very open and there were a lot of yellow submarine (no pun intended) damage control (know-your-ship type) diagrams on the bulkheads. We were escorted through several classroom areas which contained equipment, more diagrams on the bulkheads and what looked like a helmsman training mock-up. The equipment on display was large and simplistic. One mock-up looked like a main switchboard. My impression was 1950s technology, but not being a submariner, I didn't have a reference to compare. In hindsight, it was likely about as sophisticated as our own 1950-70s vintage trainers in the Fleet Schools, back in the days of tube technology. At the end of the tour RAdm Cairns signed the guest book and off we went back to the ships for lunch.

That afternoon the Canadian warships were open to visitors for upper deck tours. At the same time there was a senior officer luncheon hosted in *Huron's* Captain's cabin and a VIP tour of the ship. Ship's officers and squadron staff spelled each other off on the upper deck, explaining some of the ship's characteristics to guests, through interpreters, who were local university students who were provided by our hosts. As it turned out, one of the interpreters was Victoria who I had met the day before. She and her classmates had all been volunteered to help with the visit, although they certainly did not seem to mind. Victoria's command of English was excellent and being married to a Soviet sailor, whom I came to know as Vadim, she had a very good grasp of naval terminology. I remember the guests were all quite taken with the two Sea King helicopters ranged on the flight deck, and Major **Mike Muzzerall**, who was D2 Staff Air Officer, fielded many questions.

At the end of the open Ship to Visitors, Mike and I received a rare invitation, one that I will never forget. Vadim and Victoria invited the two of us for dinner with their family. She explained that her parents were eager to host some Canadians in the sense of *Glasnost* and give us an idea of what life was like in Vladivostok. After Mike and I cleared our invitation with the powers that





be, we set off about 1700 to buy some flowers and find the address where Victoria's family lived. It was a modest apartment building not far from the centre of the city, about 15 minutes' walk from the ship. There was no elevator and we ascended the stairs to the third or fourth floor of the somewhat drab concrete building, noticing on each floor how the quality of the doors to each unit seemed to improve the higher we went. We were greeted warmly at the door and welcomed into the flat, which was quite small, no more than about 500 square feet, consisting of a main room



with dining area and kitchenette, one small bedroom and a bathroom.

After introductions to Victoria's family, her father, who was an engineer, likely in his mid-fifties, beckoned us to sit down for a drink before dinner. He and Vadim entertained us with toasts to Canadian friendship and we talked about families and careers, while Victoria helped her mother prepare the meal. There was a lot of talk of *Glasnost* and the changes occurring in the Soviet Union. Victoria's father was originally from Georgia and was quite concerned with the political situation there at the time. There was also a lot of discussion about the local economy in Vladivostok. For years there were shortages of food and household goods, but recently things had improved as more visitors, both Russian and foreign, were coming into the area.

We were treated to a delicious meal of pork roast, with lots of potatoes and vegetables and a very tasty dessert. I remember that my guestimate of the cost of the meal was likely the better part of two weeks salary for Victoria's father. All in all it was a very special evening.

After several more farewell toasts (no sparing the vodka) Mike and I made our way back to the ship. Back in the Wardroom there was some discussion about the tours and the

open ship routine that afternoon, but generally things were relatively quiet. Not so the next morning though. One of the ship's officers had gone off on his own the night before, thus in violation of the policy to always be with a buddy when off the ship, and the Executive Officer, **David Kyle** let the wardroom know in no uncertain terms that this was a serious infraction and that everyone was forewarned not to do so again. Extra duties for the guilty party!

### Day Three

After the XO finished his rant we got ourselves organized for the next major event in the visit program, which included hosted ships' tours for our Soviet host ship officers, along with a reciprocal visit to their ships later in the morning.

Our tour in *Huron* was fairly comprehensive, with very few spaces off limits to our guests, save the CCR and a few other classified areas. The Operations Room state boards were covered as per normal and all displays were off, but the Soviet officers and NCMS were given a fairly comprehensive tour of the ship. After stand easy, it was our turn to visit the Soviet ships. *Huron's* host ship was the *Sovremennyy* Class Destroyer *Boyevoy*. The *Sovremennyy* class ships were built by the Soviet Union in the 1970s as a response to the USN *Spruance* class multi-role destroyers. Commissioned in September 1986, *Boyevoy* was one of the newest ships in the





western fleet. Soviet ships of this era were built with the expectation that they would serve a finite amount of time, in other words – one conflict.

As compared to our DDH 280 Class, the *Sovremennys* were much larger, displacing about 6500 tons and having a length overall of 156 metres (511 ft 10 in). Similar to today's CPF, they are armed with an anti-submarine helicopter, 48 air defence missiles, eight anti-ship missiles, torpedoes, mines, long-range guns and a sophisticated electronic warfare system. My lasting recollection of the *Boyevoy* was the rough, almost crude cast to the 130 mm (5.1 inch) automatic gun turret forward and the canisters housing the Moskit 3M80 (for former CCOs, the SS-N-22 Sunburn) anti-ship missiles. Everything seemed very large and clunky. The ship's air, surface and fire-control radars were massive as compared to western systems. Although it was obvious that the ship had received a fresh coat of paint on the uppers, planned maintenance, refit and mid-life conversions did not seem to be part of the Soviet calculus. Notwithstanding her relatively young age, *Boyevoy* was already showing some wear and tear below decks. In contrast to the tour of *Huron*, our *Boyevoy* tour did not include any spaces related to ships' operations. LCdr Dan Leblanc, one of the other squadron staff officers, had befriended two Russian ship's officers, one being an engineer and the other an operations type. They gave us a perfunctory tour above and below decks through the main passage ways and then invited us to one of their cabins to visit. Some stewards came by with some snacks and of course a bottle of vodka quickly appeared. After several toasts to Soviet–Canadian friendship, and a few cock roaches having scuttled across the deck and under the settee, we excused ourselves and returned to *Huron*.

That afternoon after lunch in *Huron*, Dan and I proceeded ashore to do some souvenir shopping. Downtown Vladivostok was no more than a few minutes' walk from *Huron's* berth. It was a sunny Saturday afternoon and the town square was filled with local residents. It was obvious that many were there to see the Canadian sailors as we checked out the local shopping. It was like stepping back in time, to a degree, and it reminded me somewhat if the shopping excursion I had done in *Terra Nova* in Shanghai, PRC in 1983. Goods were displayed on old wooden shelves and tables, which were in many cases fairly bare. Change was made from antiquated manual cash registers, or cash was managed from a central office in the back of the shop. Happy with our few purchases, we walked back to the ship and snapped a few more photos. Despite the fresh day, the air of the streets was filled with the stench of diesel fumes from the hundreds of noisy vehicles on the streets.

## Day Four



Sunday, the morning of our last day in Vladivostok, was an opportunity for a boat tour of the harbour. As the squadron weapons officer and responsible for collecting any and all photography during the visit, I was keen to take advantage of another opportunity to see as much as I could of Vladivostok and the environs. The highlight of the boat tour was to approach the *Frunze*, a nuclear-powered *Kirov* class cruiser at anchor in the harbour entrance. Commissioned on 31 October 1984, she was the pride of the Vladivostok Fleet. At 24,000 tons and 252 metres (827 feet) she dwarfed anything in the Canadian Navy. She bristled with weapons and radar systems and her sleek lines and

overall size were very impressive. The tour boat circled the *Frunze* offering an up-close look and lots of photographs. Our Soviet hosts didn't seem to mind so I snapped away. There were several other warships at anchor, presumably to provide berthing space for the Canadian ship's visit.





That afternoon on our fourth day in port, I received another invitation, this time for Dan and me to lunch with Victoria and three of her university classmates who had been tour guides the day before. This of course was a welcome opportunity to learn some more of the Russian culture while seeing more of the city. We met somewhere close to the university and ate in a large, open restaurant which had the air of a cafeteria. The meal was rather bland, but that was not the point. This was another opportunity to talk to local Russians and soak up the Russian culture. The girls spoke quite good English and were keen to practise, as they told us about their university studies, their families and life in what was a Soviet Union on the verge of significant change. The conversation was pleasant as we tried to learn a few more Russian phrases to impress our shipmates. Throughout the meal and the discussion I noticed the girls all had a similar, and somewhat familiar British accent and I kept asking myself where I had heard it before. Finally as we finished our desserts I asked then collectively how they had learned their English, having never had the opportunity to travel outside Russia. It was an “Ah-Ha” moment for me as one of the girls explained that they had learned to speak English by listening to tapes of the well-known British Prime Minister, Lady Margaret Thatcher.

That evening *Huron* hosted the final formal event of the weekend visit, a reception on the flight deck. Once again, much pomp and ceremony as many toasts were made to Canadian – Soviet friendship and our counterparts from the local fleet headquarters continued to ask questions. I noticed that there a number of civilian dignitaries among the guests and they seemed to enjoy the opportunity to talk to Canadian visitors. One thing that struck me among these guests was the difference in dental practice between the east and the west. Several had dental work and flashed replacement teeth which looked like they were made of stainless steel or some other material. One gentleman in particular who was well over 6 feet in height and had a mouthful of large shiny steel teeth reminding me of Richard Kiel, the giant of a man who appeared in the James Bond films, “The Spy who loved me”, and “Moonraker”. After the reception it was time to catch the ever-evasive sleep before we sailed the next day.

### **Day Five**

The next morning just after colours, the final pleasantries were exchanged on the quarterdeck between Admiral Cairns and the senior Soviet host officers. The Soviets were piped ashore in traditional fashion and the brow was landed. Within a few minutes *Huron* was recovering anchors and exiting the berth. Fortunately there were no delays and we proceeded to sea with our escort vessel in the lead. Once clear of the harbour and heading for international waters the steady hum of the ship returned and it was business as usual. The Task group re-assembled in a broad screen and set our sights on the next task at hand, a visit to Hong Kong.

Looking back, the visit to Vladivostok was truly an historic event. It was the first visit by a western navy in 53 years and the first by large group of westerners since before World War II. It was obvious that a significant effort had been made by our Soviet hosts to impress us. Much painting and paving had taken place around the ships’ berths and in the town. And the red carpet had literally been rolled out. For me the evening spent with Victoria’s family was the highlight of the visit.

However, my experience of the city and the local economy seemed like a step back in time. The Soviet Navy Ships were outwardly large and impressive, but there was a sense that they were not all that mission-capable. The average Soviet sailor was a conscript with little to no leadership or initiative. Only the Soviet officers had a semblance of professionalism. At the time, it seemed that the people had come to the realization that it was time to end the Cold War and accept the opening up the Iron Curtain to western influence and trade. There was a huge amount of goodwill experienced over the four day visit and in several subsequent visits to Soviet ports over the next several years. However, it was all for naught. Since that era of *Glasnost*, little has been achieved in terms of improving east-west relations. **S**





## SEA KINGS IN THE PERSIAN GULF - PART 1

By Ernie Cable

Shearwater Aviation Museum Historian

### ***Operation Friction***

The war in the Persian Gulf in 1991 marked the first time since the Second World War that a Canadian Joint Force Headquarters commanded elements of Canada's sea, land and air forces in a joint and combined combat operation. After the Korean Conflict, the Canadian Forces trained and prepared for a war scenario that foresaw operations under NATO command in Western Europe and the North Atlantic. The operations in the Persian Gulf, dubbed *Operation Friction*, forced Canada to make rapid changes and introduce new procedures to sustain combat operations halfway around the world in an area and as part of a Coalition for which it had neither prepared nor planned.

Canada's Sea King helicopters were the first Air Force units in *Operation Friction*; however, they too were not equipped for the type of duties they would be tasked to perform. This led to the metamorphosis of the Sea King, transforming it from a specialized anti-submarine helicopter into a multi-purpose maritime aircraft. The modifications made to the Sea King also enabled doctrinal changes that permanently expanded the capabilities and employment of this shipborne helicopter. As a result of these fundamental changes, the Sea King provided the Air Force's vanguard in Canada's peace keeping and peace making operations for the next decade.

### **United Nations Resolutions**

Iraq invaded Kuwait on 2 August 1990 in order to gain control over its vast oil reserves. Reacting quickly to this act of aggression, the United Nations condemned Iraq, and Canada co-sponsored the resulting Resolution 660. On 6 August the U.N. Security Council unanimously approved Resolution 661, also co-sponsored by Canada, imposing economic sanctions against Iraq. The same day the U.S. and the U.K. announced major troop deployments to the Persian Gulf. On 10 August, Prime Minister Mulroney announced that Canada would stand by its allies by contributing two destroyers and a support ship to the multinational military effort in the Persian Gulf. Implicit in this announcement was that Sea King helicopters with their air and maintenance crews would deploy on these ships as part of the usual ships' compliments. On 25 August the U.N. Security Council passed Canadian co-sponsored Resolution 665, which called on states deploying maritime forces to use such measures as may be necessary to halt all inward and outward maritime shipping to ensure compliance with Resolution 661. In short, Resolution 665 invoked the provisions in Chapter Seven of the U.N. Charter sanctioning the use of offensive force.

### **The Plan**

The Iraqis posed a serious threat. Their army, a million strong, including more than 200,000 in plundered Kuwait, looked invincible. Not only was Iraq digging in for the long haul, but it bristled with modern missiles, 5,000 tanks, 10,000 other armoured vehicles, 4,000 artillery pieces, chemical weapons and most of the other paraphernalia of war. It was judged to be the fifth largest armed force in the world. Set against this, Canada's military contribution looked small. However, Canada made a significant contribution sending 25 percent of its operational warships to the Gulf. These ships were supported by more than 50 percent of the Sea Kings from 423 Squadron, the operational squadron charged with providing integral air support to Canada's Atlantic coast Navy. The ships carried nearly 1,000 sailors and airmen, including a significant number of women.

*Soundings May 2019*





All previous Canadian peace keeping operations had authorized the use of force only for self-protection or to separate the belligerents. *Operation Friction* was the first time since the Korean War that offensive force had been sanctioned to enforce U.N. resolutions. Since *Operation Friction* was Canada's first foray into *peace making* (as opposed to *peace keeping*) in almost 40 years, leadership would be crucial to the success of the operation. Commodore **Ken J. Summers** was chosen to command the Gulf Task Group, and Captain(N) **Duncan "Dusty" E. Miller** was selected to be second in command and the Chief of Staff. Cmdre Summers and Capt(N) Miller hand-picked experienced naval officers to replace lesser-qualified personnel on their naval headquarters staff, which was to form the Task Group headquarters. However, Major **Pete F. Nordland**, the current air officer on the naval headquarters staff was eminently qualified for the Gulf operation. He was an experienced scheduling officer who could juggle the Sea Kings' daily training, maintenance and operational schedules. Capt(N) Miller had worked with Major Nordland previously and he had a reputation as a hard-working, knowledgeable professional who would be the perfect air officer for analysing the threats, determining aircraft requirements, and tasking the Sea King helicopters embarked on the Task Group ships.

The Task Group would also require a Deputy Chief of Staff (Air) to be the technical analyst who would assess deficiencies and ensure both the correct personnel and equipment were available for the Sea King operations. Brigadier General **Barry Bowen**, the Commander of Maritime Air Group, selected Lieutenant Colonel **Larry A. McWha**, the Commanding Officer of 423 Helicopter Anti-Submarine Squadron (HS 423), as the Deputy Chief of Staff for Air Operations. LCol McWha was an exceptionally talented pilot who would attack his job aggressively and with confidence. He was a "hands-on" leader who would be the first in the cockpit when either new techniques or equipment had to be tested. He was always ready to show his crews exactly what the Sea King could do and then expect them to do it.

The Navy announced that the Task Group would be comprised of the Tribal class destroyer HMCS *Athabaskan*, the Auxiliary Oiler Replenishment (AOR) ship, HMCS *Protecteur* and the Improved *Restigouche* class destroyer escort, HMCS *Terra Nova*. *Athabaskan* and *Protecteur* would each carry their normal complement of two Sea Kings. *Terra Nova* had no flight deck and was not capable of carrying any helicopters. From the Air Force perspective *Protecteur* was a particularly welcome addition, because not only could it re-supply stocks of fuel, food and ammunition, it also carried a full aircraft maintenance detachment with a second-line repair capability.

It was not a fortuitous time for Canada to send a maritime Task Group into a war zone. The Navy had not recently upgraded its ships because it was preparing to take delivery of the first of the new ultra-modern *Halifax* class frigates in a little more than a year. Similarly, the Air Force had not modernized its fleet of 30-year-old Sea Kings, because the new Sea King replacement aircraft announcement was imminent.

Therefore, to deal effectively with the Iraqi air and sea threats, it was essential that the ships and helicopters undergo major modernization before proceeding to the Persian Gulf. The Navy was fortunate in that the required self-defence and command and control systems could be borrowed from the Canadian shipyards where they were awaiting installation on the *Halifax*-class frigates. Even weighing that Iraq itself possessed no submarines against intelligence warnings that Iraq's Islamic sympathizers could possibly present a submarine threat at strategic "choke points", Maritime Air Group decided to convert the Sea Kings from an anti-submarine helicopter to a surface interdiction aircraft. However, the equipment to convert the Sea Kings would have to be purchased from the Americans. Maritime Air Group was successful in purchasing some equipment through Foreign Military Sales (FMS) but the door was slammed shut on other FMS deals once the American demand for some equipment became clear. LCol McWha's first task was to supervise the stripping and re-equipping of the helicopters.

On 10 August, the same day that Prime Minister Mulroney announced that Canada would be sending a naval Task Group to the Persian Gulf, planning began in earnest at 0700 hours at Maritime Air Group Headquarters in Halifax. LCol McWha recommended that *Protecteur* embark





three Sea Kings, in lieu of the standard two to provide insurance against the long tenuous supply line to the Persian Gulf. The fifth aircraft was approved. Next, for the maritime interdiction role in the Gulf, it was agreed that essential equipment for the five aircraft include:

- A Forward Looking Infra-Red (FLIR) optical system for night surveillance.
- A Global Positioning System (GPS) for accurate long range navigation.
- Stabilized day/night binoculars and night vision goggles (NVG's) for long range visual detection and identification of surface and air contacts.
- Chaff and flare launchers to foil radar-guided and heat-seeking anti-aircraft weapons and anti-ship missiles.
- Radar Warning Receivers (RWRs) to warn of the presence of hostile fire control or missile guidance radars.
- Laser Warning Receivers (LWRs) to warn of the presence of laser guided weapons.
- An infra-red missile jammer to foil infra-red guided anti-aircraft missiles.
- Nuclear, biological and chemical defence (NBCD) suits.
- A General Purpose door-mounted Machine Gun (GPMG).
- Armoured seats and personal body armour for the aircrew.

A Missile Approach Warning System (MAWS) was also added later in the morning as the top priority, as well as "Have Quick" secure UHF radios in order to be interoperable with other allied forces. The Navy's goal was to have the equipment installed by 18 August for sea trials and ready to depart Halifax for the Middle East not later than 21 August – **in less than two weeks!**

The Air Force's connections with the United States and the United Kingdom through officer exchange programs proved vital in acquiring some of this additional equipment. Chaff launchers, for example, were expedited through official channels because of personal working relationships developed with the United States Navy. Maritime Air Group also used the unofficial channels to obtain information and training on some of the equipment that was purchased through the auspices of the Canadian Defence Liaison Staff in Washington, despite a high demand for the same gear in the United States Navy. The arrangements for the chaff launcher purchase had moved so fast through the "old boys" net that the equipment was on board a northbound Aurora aircraft before the American equipment manager realized that some of the launchers had been sold to Canada.

To make room for the new equipment and to compensate for the added weight, the Sea Kings' sonar systems and sonobuoy receivers were removed. However, as a precaution against the submarine threat materializing, the Navy agreed to embark these anti-submarine systems in the ships' holds to be ready for reinstallation. As the day progressed, other ancillary requirements were added: cooling vests for the aircrew, a wooden deck to reduce wear and tear on the aircraft floor, a cooling fan for the aircraft's radar, desert survival kits and extra passenger seats. The magnitude of the technical effort that would be required was growing by the hour. To help overcome the technical challenges, Maritime Air Group Headquarters approved the modification of a sixth Sea King to remain at CFB *Shearwater* to serve as a research, development, evaluation and training aircraft. Not only would this aircraft be a spare but it would also be available to solve technical problems unveiled after the Task Group aircraft had departed for the Gulf.

### **Installation Control Team**

In the afternoon of that Friday 10 August, across the harbour at CFB *Shearwater*, Lieutenant Colonel **Bob Hardy**, the Base Aircraft Maintenance Engineering Officer (BAMEO), selected the tail numbers of the aircraft to be modified, based on the flying hours remaining before a major inspection was required. Work progressed throughout the remainder of the day and the weekend to locate supply sources for the new equipment, to develop pre-embarkation





training plans for the operation and maintenance of the new equipment and to organize an engineering, installation, test and approval team for the new equipment. By Sunday the 12th, the logistics airhead activity at *Shearwater* in support of the Sea King and ship modifications reached such a crescendo that Colonel **Sandy Kerr**, the Base Commander, directed all branches and units to set up an around-the-clock, seven-day-a-week work schedule that was to stay in effect until the Gulf War ended in February 1991.

Each new piece of equipment required an engineering assessment of the effects on the Sea King's airworthiness, weight and balance, wire routing, electrical and cooling capacities, electromagnetic interference and safety before the installation design could be approved. The only way that the sailing date could be achieved was to have all of the Air Force's aircraft design and test authorities move from their offices across the country and work together at *Shearwater*.

By late evening of Monday, 13 August all of the design engineers, engineering support personnel, test crews and approval authorities needed to commence the Sea King modification work arrived at *Shearwater*. They were briefed by LCol McWha and Hardy at 2130 hours in the base conference room. They were dubbed the "Installation Control Team" (ICT) and the conference room became "ICT Central", a hive of incessant and intense activity 24 hours per day. Major Terry Robbins from the Directorate of Maritime Aircraft Engineering and Maintenance in Ottawa was selected as the ICT leader and Major **Mike Creighton**, Deputy Commanding Officer 423 Squadron, as his deputy and operational conscience.

The ICT grew in complexity and size as the pace of work increased to what was gradually recognized as a Herculean challenge given the extremely limited time available. As the designs for the various modifications were signed off by all of the required authorities, technicians were literally waiting at ICT Central's door to rush the drawings to hangar floor below to start drilling, riveting, cutting metal and fabricating wire harnesses. As problems were identified, and there were many, knowledgeable people had to be dedicated to them. All had to be well-versed in how their proposed solutions could interfere with the other modifications, so the ICT matrix grew. By the time the ICT's work was done it had mushroomed to over 150 personnel.

A very welcome reprieve came when it was announced that the ships' sailing date had slipped to 24 August, as the ships' modifications were not progressing as rapidly as planned. The reprieve did not lessen the pressure at *Shearwater*. It was originally planned that all modifications could be prototyped serially on one aircraft. However, because of the extremely compressed schedule, the various modifications had to be installed concurrently in different aircraft, tested, redesigned if necessary, and tested again. Once a modification was approved on its prototype aircraft, it was cleared for installation in the other Sea Kings. This process generally proved successful, nonetheless, because of the parallel installation methodology it was only later that some modifications were found to interfere with other aircraft systems and caused unforeseen changes. The worst culprit was the ALQ-144 infra-red jammer. The ICT decided to mount the ALQ-144 on the underside of the tail to avoid additional time consuming engineering that would have been required if it was more ideally located above the tail straddling the tail rotor drive shaft. This made space available above the tail rotor drive shaft to mount the GPS antenna, an ideal location for a system that communicates with satellites. Unfortunately, it was discovered that the ALQ-144 emitted so much heat that there was a danger of igniting fuel discharged from the fuel dump tube, so the tube had to be further extended away from the tail. The ALQ-144 was also a significant emitter of electromagnetic radiation that caused major interference with the flux valve (aircraft compass). A fix to this latter problem, using the sixth modified Sea King that remained behind at *Shearwater*, was not approved until the other five Sea Kings reached Gibraltar en route to the Middle East. The heat generated by the ALQ-144 jammer also posed a danger to maintenance personnel who could be seriously burned by inadvertently touching the jammer. There was no time for a technical fix to this hazard; it would have to be addressed through training. Similar problems arose with almost all of the modifications but they were successfully overcome, some more easily than others.





On 21 August, some 187 hours after the initial meeting on the 13th, in a small ceremony on the ramp in front of HS 423 Squadron's hanger, a tired Major Terry Robbins and his team presented LCol McWha with a symbolic key to the first aircraft. This was a Herculean maintenance achievement that was unparalleled in Air Force history. The six aircraft had undergone major modifications that using normal maintenance practices would have taken eighteen months to complete, but under the operational pressures to have the aircraft ready to join their ships, amazingly the majority of the modification work was completed in only ten days. The ICT's around-the-clock efforts are even more remarkable when it is considered that not a single step was omitted in the strict engineering regimen of the entire modification process. That evening the technicians halted work on the modifications to the six aircraft in order to turn the five departing Sea Kings over to the Base Aircraft Maintenance Branch for their pre-embarkation preparations.

There was, however, still much work to be done to each aircraft, but everything had been engineered, tested and approved to the point where the remaining installation work could be performed by the Base Aircraft Maintenance Branch detachment on board HMCS *Protecteur* while en route to the Persian Gulf. For example, all the aircraft had been fitted with the mounts to carry the ALE-37 chaff launcher but not all were wired for them. Also, the FLIR picture was too jittery to be useable but a vibration absorbing isolation mount had been designed and successfully tested to eliminate the problem; production models, however, would have to be airlifted to meet the ships in Gibraltar. Notwithstanding the required work en route, the ICT, the army of technicians and the industry field representatives that performed much of the complex wiring, drilling, cutting, bending and riveting had accomplished a miracle. Tens of thousands of person-hours had been expended to get the aircraft ready. All of the requested modifications plus a few others had been implemented with the exception of the Missile Approach Warning System and the Have Quick secure radios. Neither of these systems could be acquired in the quantities needed and testing had unveiled some significant engineering and integration problems.

In the meantime, the Task Group had to find space for an increased air department if *Protecteur* was to carry her full complement of three Sea Kings instead of the usual two, which meant an extra crew of four. The only way to accommodate an extra crew was for LCol McWha to be one of the pilots. At Maritime Air Group's urging the Navy also found bunks in *Protecteur* for an additional Safety Systems Technician, a Non-destructive Test Technician, an Aviation Metalsmith and an Aviation Machinist to bolster the ship's aircraft maintenance department. Major **Doug Foster**, *Shearwater*'s Aircraft Maintenance Officer, who accompanied the Task Group to its forward operating base in Bahrain, was needed to oversee the completion of the aircraft's modifications and any that may follow. Two more *Shearwater* aircraft maintenance officers, Captain **Don Feltmate** and Captain **John Madower**, also joined *Protecteur*. Unfortunately, there no was no room in the ships for any industry field representatives to help with problems with the new equipment fitted to the Sea Kings; the air group would be sailing with the knowledge on board and no more.

► A Canadian Sea King modified for the Persian Gulf



See Part 2 on the deployment to the Persian Gulf in the next *Soundings* edition, Autumn 2019. Part 3 on air operations will be published in the Spring 2010 edition. **S**





## REMEMBER

By Pat Barnhouse

### Active Members

**Cdr Gerald Arthur BEAMENT, KStJ, CD\*\*, RCN(Ret'd).** In Ottawa 17/11/18 at 87.

**Capt John R. "Jack" COLGAN, USN(Ret'd).** In Virginia Beach, VA, USA 12/10/17 at 86.

**RAdm William Borden CHRISTIE, CD\*, RCN(Ret'd).** In Ottawa 10/04/19 at 99.

**LCdr(S) Douglas George MEREDITH, CD, RCN(Ret'd).** In Ottawa 26/12/18 at 95.

**VAdm Robert Saint George STEPHENS, CD\*\*, RCN(Ret'd).** In Cambridgeshire UK 09/04/19 at 95.

**Kenneth N. WATKINS.** In Somerset UK 02/19 at 95.

### Others Known to Members

**CPO Donald C. AWREY, CD\*, RCN(R)(Ret'd).** In Ottawa 01/12/18 at 85.

**Capt Douglas BENN, CD\*\*, RCN(Ret'd).** Former member; In Ottawa 17/01/19 at 89.

**LCdr Donel Jeremy BROWN, CD\*, RCN(Ret'd).** In Gananoque 04/09/18 at 84.

**LCdr(L) Clarence B. CAMPBELL, RCNVR(Rrt'd).** In Ottawa 05/09/18 at 105.

**LCol(PLT)(Ret'd) Donald Glen COOK, CD\*.** In Ottawa 26/10/18 at 83.

**El Lt Maurice Charles CARON RCNVR(Ret'd).** In Ottawa 10/08/18 at 96.

**Capt(PLT)(Ret'd) Robert Ernest FERGUSON, CD\*.** In Ottawa 06/03/19 at 81.

**Cdt John Dillon JEROME, UNTD.** In Ottawa 08/12/18 at 85.

**Const LCdr Sydney Thomas MATHEWS, RCN(R).** In Ottawa 17/10/18 at 95

**LCdr(L) Russell Kenneth ODELL, CD\*, RCN(Ret'd).** In Ottawa 09/03/19 at 88.

**Mary Harwood (nee CLARKE) SHERWOOD, WRNS Officer.** Widow LCdr Fred SHERWOOD, DSC\*; In Ottawa 03/12/18 at 97.

**LCdr Donald Howard TAIT, CD\*, RCN(Ret'd).** In Ottawa 05/01/19 at 91.

**Lt Charles Brian THOMSON, CD\*, RCN(Ret'd).** In Smith's Falls, ON 13/12/18 at 91.

**LCdr(P) John Patrick WHITBY, CD\*, RCN(Ret'd).** In Ottawa 15/12/18 at 94. **S**





## UNTD Cadets and the Cuban Missile Crisis

By Lt(Ret.) Ivo Krupka, RCN(R)

“I’d like to go and bomb the shit out of Cuba”. It was late in the evening, early September 1962 (about a month before the Cuban missile crisis), and the young US naval aviator in the wardroom at Whidbey Island had had a few beers. But the vehemence of his outburst and his eagerness to actually fight still shocked my fellow cadet, **Toby Price**, and me.

The U.S. Navy had flown us from Long Beach, where we left our minesweepers, HMC Ships *James Bay* and *Fortune*, to the US naval station closest to Royal Roads, where we were stationed as 3rd-year UNTD cadets. We only had a few days to make it back to Queen’s University to start our final academic year and be commissioned as Sub-lieutenants in the RCN(R) at HMCS *Cataraqui*.

We had just had the best summer of our lives. We sailed the Oriole through the Gulf Islands to Vancouver and then to Seattle for a couple of nights’ R&R. (You know how tough it can be on the Oriole!) We had also done a fair bit of navigating through the Gulf Islands in our minesweepers.

One day, we found we had more free time ashore than anyone had planned or that we could imagine. Through some administrative error, our superiors at Royal Roads were not aware that our ships had to go into dry dock for a few weeks of repairs and maintenance. That meant we could not stay on board. And there were no plans for us at Royal Roads. Recognizing that we were “administrative misfits”, we understood our duty: minimize the problem. The simplest way was to disappear during the day. Our disappearances fell into two main categories: water skiing and partying at a friend’s cottage at Shawnigan Lake; and going to the beach, movies, and pubs. We fulfilled our duty and minimized the problem better than either of us could have imagined.

After a few weeks, Toby and I were back in our minesweepers. We exercised in the Juan de Fuca straits, preparing for a minesweeper competition with the USN later that summer. We learned a lot – much more than in the frigates in which we had served for a couple of months or so in each of the previous two summers. We even had the opportunity to bring our ships alongside (no *Orcas* or simulators then). Our squadron commander (and my CO), LCdr **Bruce Torrie**, insisted that every officer and cadet bring his ship alongside at least once. When the *James Bay*’s navigation officer tore the rubbing strake off his ship, Torrie filled out the grounding report and took personal responsibility.

As our brief future naval “careers” would prove, we were much better prepared to obtain our watchkeeping certificates than the RMC cadets who had opted for the Navy. Four months solid of naval training each summer for three years is not a bad start. And serving in the minesweepers, with their small crew and officer complement, required us to be versatile and actually useful. If you weren’t, it showed.

In those years, however, even at the height of the Cold War, we didn’t think much about actual war fighting. In our first year, a LCdr straight out of central casting, mustered us on the quarterdeck of our frigate, placed his left leg on a bollard (elbow on knee and exposing a gleaming half Wellington) and declared, “You are being trained to kill”. He was met with spontaneous guffaws.

I don’t recall with any clarity whether the October missile crisis, which more or less coincided with midterm exams, significantly changed our perspectives on war fighting, but probably not much. Even a couple of years later, as gunnery officer in HMCS *Swansea*, whenever it was part of the Ready Duty Squadron, I don’t recall particular excitement or determination to take on the enemy.

Today, however, when, as a member of the Naval Association of Canada (Ottawa Branch), I attend various presentations about the RCN’s plans and priorities, I am impressed with the professionalism and determination of the leadership in the Navy and DND. I don’t detect the kind of burning desire to take on the enemy that Toby Price and I saw in the young US naval





aviator we had encountered 57 years ago. But I do believe that the RCN and RCNR are a remarkably professional, sophisticated force more than willing and able to do its duty. **S**

## James Bay Revisited

By Richard Archer

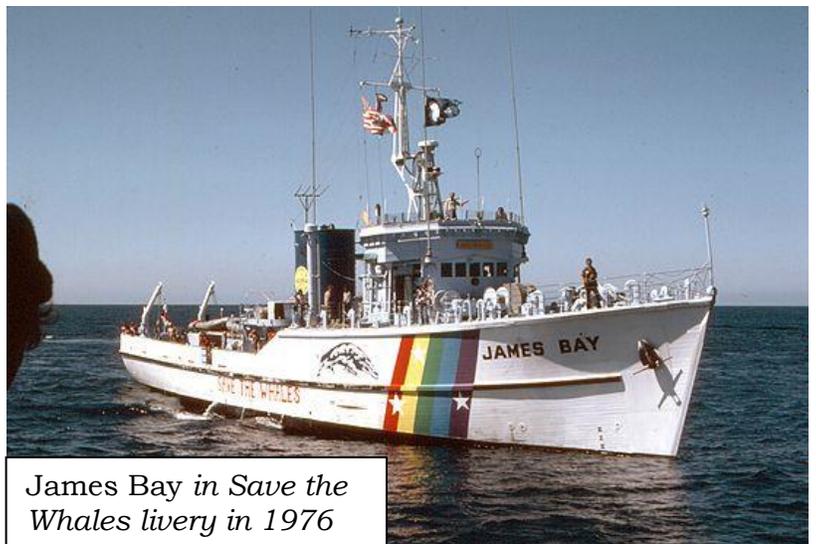
Thanks, Ivo. Great story! Your reference to HMCS *James Bay* reminds me of the time I came across her one day in the mid-70s. At the time I was driving *Fundy*, and along with the other three minesweepers (by this time used exclusively for junior officer training in the west coast Training Squadron) we were visiting Vancouver, the minesweepers' favourite port of call. We normally used a decrepit and largely condemned pier just cross the railway tracks from downtown Gastown. Our parking there didn't cost anybody anything.

As it turned out, right behind us on the pier was a colourful but recognizable vessel, which turned out to be the *James Bay*, but now owned by Greenpeace. Interesting! The next morning I was heading out for a jog, when I was met by a middle-aged gentleman, who said he was the captain of the *James Bay*. I was intrigued and stopped to chat. He started asking questions about the ships and how they operated. In particular he asked, "Do you have the nine-second delay when engaging the engines?"

I had to admit that *Fundy* did. The Bay-class sweepers had two large railway-type 12-cylinder diesel engines driving twin propellers, but of course the engines only rotated in one direction. They were therefore fitted with pneumatic clutches that connected with forward and astern gear boxes. Fine, but invariably the clutches took nine seconds to inflate. This of course made for tricky manoeuvring, especially when making alongsides – timing was everything! Since the minimum speed ahead on the engines was something like nine knots, after stopping the engines on an approach and then ordering slow speed astern, captains like me got into the habit of tapping one's toe on the deck to count down the seconds before the reverse clutches engaged, so as to time precisely the order to stop engines, leaving just enough kick astern to fine-tune the manoeuvre. I discussed these and other practices with the *James Bay* captain.

I heard the next day that my Chief ERA had invited his counterpart on the *James Bay* over to *Fundy* for a drink. Apparently the *James Bay* had a few mechanical problems, and the *Fundy* CERA and a petty officer stoker or two had gone over to the *James Bay* to help sort them out. In those days Greenpeace was in bad odor with authorities, but I was satisfied with the good deed and didn't report it. **S**

▼ HMCS *James Bay* was commissioned in 1954 and paid off in 1964. It was then sold to commercial interests in oil exploration, but later acquired by Greenpeace.



James Bay in Save the Whales livery in 1976





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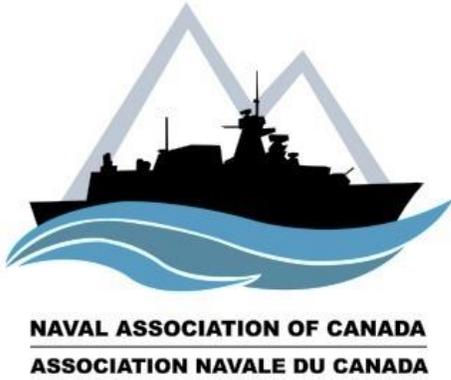
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## Naval Association of Canada - Ottawa

### 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 at:

<https://nac-o.wildapricot.org/soundings>

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**Soundings** returns in November 2019. Please send contributions to the Editor by September 30th, 2019.

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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). **S**

Return undeliverable address blocks to:  
Publications Mail 40947048  
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