SOUNDINGS

REST IN PEACE
LATE PATRON H.R.H. THE PRINCE PHILIP, DUKE OF EDINBURGH

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

57.01 "Trying the depth of the water and the quality of the bottom line…." May 2021

Credit Lockheed Martin Canada

The Combat Management System 330 (CMS 330) operator console at the Lockheed Martin Canada facility in New Zealand. The console is installed in the modernized *Halifax* class and is intended for the Canadian Surface Combatant, plus New Zealand and Chilean frigates. For the story on Lockheed Martin Canada's legacy and future aspirations see the cover story starting on page 14.

From the President

By Tim Addison

Greetings NAC Ottawa Branch Members....

In this Edition…

Checking in once again, I hope that everyone has had, or will receive shortly, a COVID vaccination. I received my first shot this week and it certainly provided a sense of relief. My hope now is that the powers-that-be in the Province of Ontario will regain their senses regarding closing parks and some other forms of outdoor recreation. In the words of one doctor, "I've never heard of anyone catching COVID on the golf course". Perhaps some sanity will prevail in the near future.

As mentioned previously, when I took over as Branch President last Fall, I received several congratulatory emails. One was from retired RAdm Tim Porter. Always positive, Tim was known as someone who set a fine example with his many accomplishments and worthy pursuits. Regrettably, the good Admiral passed away in early April. He was truly inspirational leader and one who could be counted on. We have been advised by Tim's family that a Celebration of Life will be held at Beechwood Cemetery on 26 June 21 and at that with COVID restrictions the event will also be possible to attend virtually. More information can be found at:

https:// beechwoodottawa.ca/en/services/tim-porter

The recent passing of HRH Prince Philip was also noteworthy, and many stories have surfaced regarding his time in the "Andrew" as some will know the RN by, his exploits in WW II, and his service to the United Kingdom as the Queen's Consort. To note, he was the Patron of the NOAC and then the NAC. We are now considering who might be a good follow on.

Addressing Sexual Misconduct in the Canadian Armed Forces

Last fall the NAC posted a briefing note, titled OP HONOUR, on the national website. With the recent events and allegations surrounding sexual misconduct in the CAF and the RCN, it was thought that the briefing note should be reviewed. Then came a sense of concern that this issue was a hot potato, one which NAC should steer clear of, because it was not our business to be commenting on such an emotive issue. A period of reflection ensued and after careful consideration, we have reversed course and decided that NAC indeed should be concerned with and make a statement on this most serious subject.

All Canadians deserve a safe, professional and respectful workplace, regardless of where it is located. That workplace should be free of any form of racism, harassment or misconduct of any kind. From the NAC perspective, if we want to educate the young people of this country about the RCN and why a career in the Navy is worth pursuing, we must be willing to comment on even the most sensitive of issues. Accordingly, the briefing note has been updated and reposted under the title "Addressing Sexual Misconduct in the Canadian Armed Forces". I suggest everyone should have a read of it. Indeed, all the briefing notes are worthy of review and referral. If you have a member of your family who is considering a career in the navy and wants to learn more, check this link: https://www.navalassoc.ca/naval-affairs/briefing-notes/ .

Congrats to Gerry Powell...Welcome Nora Kennedy

On a different note, our Membership Director **Gerry Powell** was nominated and joined the National Board in mid-April to work on what is being called the On-line Membership Implementation Program. Over the coming months Gerry will on board all the remaining members and action changes necessary to align membership across all branches. Gerry will be assisted by Ms. **Nora Kennedy**, who helped Ottawa Branch last year with the planning of the BOA Gala Dinner. She recently accepted a position as Admin Assistant to the National Executive Director, **Dave Soule** and she will also assist Dave with bookkeeping and other duties. Welcome aboard, Nora!

Status of the *Bytown* Mess

I think all are aware the *Bytown* Mess remains closed due to COVID. What you may not know is that after several years of uncertainty the mess building was sold to DND effective March 25th. Given the close relationship between NAC Ottawa and the HMCS *Bytown* Officers' Mess, the Branch Executive has been following the situation very closely. We have been advised that the mess is now undergoing much-needed repairs and will reopen after the pandemic. More details to follow in terms of what Bytown will be used for, whether associate members will have the same rights and privileges, etc., as they become available.

Other News

There are a number of other topics worthy of an update or a comment, but I will save them for the next President's Message at the end of April. For now, enjoy the Spring weather and some fresh air when you get the opportunity and "stay in touch" with your mates as best you can. I look forward to seeing some Branch members at the Hylands Golf Club in May. In closing, once again many thanks to Richard Archer for his efforts in getting out another edition of NAC-Ottawa's *Soundings*. **S**

Branch Membership and Web Site

By Gerry Powell

The COVID-19 pandemic continues to place demands on our lifestyles and routines, preventing the gradual return towards a normal anticipated in my last report in last year's Autumn

Edition. I hope that everyone and their families are coping with the prolonged measures for staying safe and keeping healthy as we move through this 'third wave' and into what will hopefully be a great summer.

Branch total membership remains strong. The main effort of the renewal campaign has finished, but efforts will again have to continue for a little longer finish an outreach to those still outstanding. Lastly, there are a few developments in progress with the membership application we use and, a little further down the road, potentially with NAC membership management in general. I will touch on these areas in this report.

2020 Membership

The Branch finished 2020 with 395 members – largely as forecast in the Fall. A more detailed breakdown of the membership as it has evolved over the last few years is provided in the table below. Regular members combined currently form 69% of our membership, while the number of Honorary & Lifetime members continued to decline gradually.

NAC-OTTAWA MEMBERSHIP DATA (end of year)									CURRENT	
Membership Level	2013	2014	2015	2016	2017	2018	2019	2020	as of 10 Apr 2021	
Regular (local)	173	197	208	228	226	216	193	188	185	47%
Regular (Out of Town)	51	58	60	68	69	61	56	54	53	13%
Regular (Serving)	22	20	28	38	34	28	29	30	32	8%
Regular (Spouse)	7	7	6	5	5	4	2	2	2	1%
Honourary/Life Paid Members	80	73	67	60	50	45	40	35	35	9%
Introductory Members	22	6	5	13	0	3	10	3	3	1%
Naval Cadets (at RMC)		19	37	54	49	49	83	83	83	21%
TOTALS	**355**	**380**	**411**	**466**	**433**	**406**	**413**	**395**	**393**	100%

The membership state is a dynamic value and reflects a balance stemming from ongoing renewal and recruiting efforts to offset departures – all affecting membership strength in the longer term.

Sadly, we have lost another two members who have crossed the bar since the last report - one in December bringing the number who left us in 2020 to eight, and another just recently.

2021 Membership

This year's renewal campaign ran from November 2020 to March 2021, having been again extended by a one month "grace period" to allow for many still outstanding. It continued to build on the lessons-learned with our online system over the previous years. Again, there was a clear increase in the use of online processes available to our members who completed their renewals during the campaign. By the end of March, however, the percentage of members yet to do so remained about the same as last year. The membership table also shows our current status.

It was expected that the grace period would result in a similar final success, especially with the intended use of a more deliberate "push" approach this year with invoices to those who had yet to respond in addition to the traditional methods by phone and email. For several reasons, that extra outreach was not completed.

As such, while the grace period itself is now over, I will be continuing the planned follow-up over May. This should result in a more complete renewal outcome. Memberships still outstanding in June may be lapsed.

Another consequence of the COVID pandemic on the annual update to our numbers has been the connection with our many Naval Cadet members. Traditionally located collectively in Kingston, that had been a largely centralized and consistent arrangement. However, most of them, like other university students across the country, are operating remotely this year. The outreach to them will be changed to a more independent arrangement to better connect with them, especially as many can now participate in our online events more readily.

Membership Initiatives and the Ottawa Branch Website

The Ottawa Branch remains by far the largest NAC Branch in the country and continues to enjoy a strong and stable membership. In many ways, our use of Wild Apricot as an integrated online membership management tool has enabled our continued success through the pandemic and enhanced our outreach and ability to deliver professional and informative events to more members, including many from other branches across the country.

Our partnership in the Wild Apricot application with other Branches continues to grow and develop. The NAC-Vancouver Island Branch is now fully self-managed, holds regular online events, and is starting their own Branch online news and chat forums. Their bi-weekly “ZOOM SUPER WEEPERS” is popular and open to all! The NAC Nova Scotia Branch has joined the partnership and will soon have the ability to self-manage their membership and events as well. More than two-thirds of the NAC members across the country are registered within these three branches. Membership transfers between them is seamless. The NAC Calgary Branch has decided to participate as well – that will be arranged in the coming month. A fourth branch has the matter under consideration.

National is another partner. They use Wild Apricot to manage the NAC memberships from the branches registered with them. Hence, our members can see and reach out to all NAC memberships across the continent (and some overseas). There are over 930 of us! One of the membership benefits, the weekly NAC NEWS, is now using the database to ensure distribution to all members. Similar arrangements are under consideration for other National services. The most ambitious will be to synthesize memberships in a manner that will allow for online access to all members either directly or through their Branches.

There will be a lot on the go over the next season. For any concerns or questions, please contact the membership director at naco.membership@gmail.com. **S**

Support Your Local Navy League of Canada Branch

By Gerry Powell

Members may recall the cover story in the last year’s Spring edition of *Soundings* about the Navy League of Canada and its celebration of 125 years of support of Canada’s naval service and the merchant navy since 1895. Following WWII, that support focused on youth programs and promoting an awareness in communities across Canada of maritime affairs and the value of a strong maritime defence.

Ottawa is blessed to have two of the largest Cadet Corps in the country – the Sea Cadets of RCSCC *Falkland*, and the younger Navy League Cadets of NLCC *Vice-Admiral Kingsmill*, plus RCSCC *Centurion* based in Kanata. In addition to developing the discipline, self-confidence and leadership skills that will make them outstanding citizens in our community, the two corps bring a well-recognized naval splash to many community activities such as support to our veterans in homes, poppy campaigns, and wreath laying ceremonies as well as at civic events at National and local war memorials.

Important to their efforts is the connection they maintain with the community through not only these activities, but also through the backing they receive from their families, the efforts of

their corps staff, and the encouragement from members of the local Navy League Branch. The COVID pandemic has significantly curtailed that connection by preventing in-person training, parading and their seasonal fundraising outreach to the community.

Still, the Ottawa corps have embraced the online alternatives to progress their training and advancement regardless. They have demonstrated some of the strongest attendance and performance results across the province – a credit to them and their corps' leadership. Despite the loss of the traditional fundraising events over the last year, the Navy League Ottawa and Kanata Branches remain strong and well-positioned for continued operations.

However, in addition to the time and contributions of cadet parents, family and sponsors for the current programs, fundamental to their strength is the community support of their long-term goals and direction with a robust and involved local membership. Over the last several years that had seen a steady decline. The Navy League Branches are continuing efforts to rebuild that foundation.

Given a strong bond in the same history of service and naval values, NAC Ottawa members have traditionally been a major part of the NLC Ottawa Branch membership base as well. They hope to see a return of that relationship and are appealing to NAC members who may wish to join. Further information is available by contacting them at nlob.membership@gmail.com

Navy League Membership is only $10, and donations are always welcome. Joining now would be in time for their Branch AGM on June 23rd. Membership can be arranged online conveniently at:

https://donate.micharity.com/navy-league-of-canada-ontario-division-ottawa-branch/754503895/donate?campaign=1 **S**

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Salty Dips

By Rick Guitar

The latest volume in the Salty Dips series, Volume 11, will be published in late Spring/early Summer 2021. Volume 11, "Some things pass. Some things change. Some just stay the same." is mainly focused on the social change in the Canadian Navy/RCN that has taken place between the early 1950s until 2001.

This volume includes the stories and interviews from two women officers, **Louise Fish** and **Diana Dewar**, who were among the first women to go to sea in the Navy, reminisces from the late Rear-Admiral (Ret'd) **Tim Porter** on his life journey from sea cadet to admiral, and then his role in the creation of the Royal Canadian Sea Cadet Education Foundation when he retired from the RCN, and Dr. **Alec Douglas**'s early career in the RCN and his role in the NDHQ Directorate for History where he lay the foundation for the writing of the official history of the RCN, a task that continues to this day. **Pat Barnhouse** and **Jerry Wynnyk** provide an informative glimpse of life as an officer and sailor in the days prior to the integration of the Canadian Forces in 1968. **Louise Mercier** provides an insight into the first female UNTD class post the Second World War to earn bridge watchkeeping certificates.

Rounding out this volume are **Ian McKee**'s insight into the life of an aide-de-camp for the Governor General in the 1950s, **Rod Hutcheson**'s recollections of his travels and life in the American Southern States while under training in the early 1950s, while **Barry Walker** provides the background story for the introduction of the modern shore-based command and control capability in the 1980s. The late **Keith Nesbit**'s diary of a submarine operating as an "enemy force" in exercises during the Cold War is contrasted with **Margaret Morris**'s story of how HMCS *Cabot*, a "Stone Frigate", responded to the 9/11 crisis in 2001. Finally, as usual, there are a number of smaller but equally entertaining short stories – some rather humorous – to complete this volume. We think you will find this a most worthy read!

This volume will be a first for the Salty Dips series as it will be available for sale as an e-Book. It will also be available as a print-on-demand soft-cover book from Friesen Press and available for purchase through the major book seller of your choice. Enjoy! **S**

Alex Polowin Awarded Convoy Cup Medallion

By Tim Addison

On October 8th, 2020, NAC-Ottawa member **Alex Polowin**, aged 96, was awarded the prestigious Convoy Cup Medallion along with an accompanying certificate. The award was made by the Convoy Cup Foundation, which is based in Dartmouth, Nova Scotia. The Foundation recognizes the contribution of the Port of Halifax to the convoy lifeline to Europe in World War II, and perpetuates the memory of the courageous men and women of Canada's Merchant Marine, Navy and Air Force. Herb Davis, of the Royal Newfoundland Regiment Advisory Council, made the presentation outside Alex's home in Ottawa.

Alex served in the RCN throughout the war and retired as an Able Seaman. He served in HMC Ships *Pictou* and *Poundmaker*, and in the Tribal class destroyer HMCS *Huron*. He is a member of the French *Ordre National de la Légion d'honneur*, the premier order of the French Republic. The City of Ottawa has named Alex Polowin Avenue after him. **S**

NAC Endowment Fund Support to Veterans' House

By Howie Smith

Introduction

This is a brief update on the Naval Association of Canada (NAC) provision of financial assistance to Veterans' House (the Andy Carswell Building), through the NAC Endowment Fund. Veterans' House is located at the site of the former Canadian Forces Base Rockcliffe in east Ottawa. The NAC's engagement with this project commenced last year, contributing to a compelling need in the community by helping to address the problem of homelessness amongst veterans. The project is an initiative led by the local Multifaith Housing Initiative, and it recently completed construction of a three-storey 40-unit supportive housing community. The first residents moved in starting in February of this year.

Credit Multifaith Housing Initiative

▲*Entrance to Veterans' House, 745 Mikinak Road, Ottawa.*

Veterans' House will help provide a solution to the growing number of homeless veterans living on the streets of Ottawa and in the region. The challenge of veterans who are living rough in Canada has grown dramatically in the past decade. Ottawa is at the forefront of this situation, given its limited accessible and affordable housing, and its demanding cost of living.
The concept of addressing 'Housing First' has been proven effective in permitting the homeless to reclaim their personal lives and to restore confidence and purpose. Veterans' House has been developed to meet the specific circumstances of individual veterans who are homeless and their most urgent need – affordable housing. Additionally, the support services offered at Veterans' House will recognize the unique requirements of residents from former military and naval backgrounds.

The supportive housing model will help these individuals:

- Gain access to stable housing;
- Obtain a safe refuge from the threats posed by living rough;
- Recover from health, mental health, and addiction-related issues; and
- Improve their overall quality of life, as well as the lives of their families who are unable to provide them with the support they need.

▲*Architect's rendition of the planned outdoor space.*

The NAC Endowment Fund Project

Through the Endowment Fund, the NAC is providing financial support in the form of a grant to create an outdoor mediative space to bring comfort and tranquility to the residents. The NAC project will construct a warm and accommodating outdoor space in a mediative garden setting. It will allow veterans to gather and socialize and participate in peer support group sessions in an outdoor hub in their backyard. Through the grant, we will be installing a large outdoor BBQ with cover, customized outdoor tables and chairs (with seating for 20+ veterans), and two park benches in the garden area. This will commence later this Spring once outdoor construction can begin.

Shown below is the architect's rendition of what the outdoor space will look like. As the temperature warms up, the veterans will utilize the covered outdoor space more frequently. It is in this space that Veterans' House will find the perfect location to install a recognition sign that reflects the NAC Endowment Fund donation.

Current Status

While the COVID-19 pandemic has delayed the commissioning of Veterans' House by a couple of months, all is on track to complete construction in the coming weeks except for the outdoor fittings, garden area, and landscaping. Residents have commenced moving in, subject to the completion of screening steps and adherence to COVID-19 protocols, with a goal of having the three-storey facility filled by the Spring. As of April 1st, 15 residents are in and settled.

In recent weeks, volunteers at Veterans' House, along with members from the Royal Canadian Legion and Correctional Service Canada, have been helping to assemble and install furniture and prepare welcome kits that will be presented to the veterans on arrival. The welcome kits contain items ranging from bedding sets, pots and pans to laundry and cleaning supplies. The veterans will also be blessed with quilts, scarves and afghans that have been hand-knitted by community members.

▲ *Typical individual room at Veterans' House.*

Many thanks to all who support the NAC Endowment Fund, as your generosity has contributed to this successful project. Through this important endeavour, the NAC is working to deliver a comfortable outdoor sanctuary and contributing to improved quality of life, addressing the health and well-being challenges of our homeless veterans. **S**

MULTIFAITH HOUSING INITIATIVE

Guest Speakers

The RCN's Personnel Campaign

On November 2nd, 2020, the guest speaker was the Deputy Commander of the RCN, **RAdm Chris Sutherland**.

His subject was the RCN's plan for a personnel campaign, in which the Navy's work force is to be re-balanced in line with strategic human resources priorities and the demands of the future fleet after 2025. Recruitment is adequate, but basic training is being inhibited by Covid 19. One result is a shortage in mid-level ranks. A major element of the personnel campaign is the initiation of a culture change and welcoming of diversity in all ranks, plus the use of advanced technology to reduce and enhance training time. An objective remains a "One Navy" to meld the Naval Reserves effectively into the overall picture. The driving factor is the upcoming advent of the new classes of ship: Canadian Surface Combatant, Joint Support Ship and Arctic and Offshore Patrol Ship. They will significantly determine the way ahead for navy personnel planning.

RCN Strategic Planning

On December 7th, 2020, NAC-Ottawa hosted a virtual monthly meeting at which the guest speaker was **Cmdre David Patchell**, RCN, Director-General Naval Strategic Readiness. The Commodore's responsibilities include leading the transition to the RCN's future fleet from the perspectives of personnel, logistics and information warfare. He pointed out in his opening remarks that while personnel and logistics have been around for the history of the RCN, rapidly evolving information warfare is destined to significantly influence the future battle space. His talk then focused on the Navy's human resources and their current and future challenges, especially as the Canadian Surface Combatant (CSC) will have a smaller crew than the *Halifax*-Class. In conceptualizing future crews, the RCN will need to fully access technology and automation as well as leveraging shore-based support. That is, some of the ship's company or task group staff may be ashore, standing watches in an Esquimalt or Halifax warfare operations centre. The CSC's crew capability will require achievement of the correct balances between occupations and skill sets. To support a One Navy approach, the RCN needs to create and sustain opportunities at sea for not only the regular force, but also naval reservists. Ideally, this will be achieved by offering more flexible opportunities to serve between full-time and part-time service. In positioning the RCN for CSC, the recruitment of both Regular and Reserve officers and non-commissioned members (NCMs), especially those with technical aptitudes, will be crucial. Recently there has been a surge of Canadians applying to join the RCN, but the present-day COVID pandemic is slowing down training. The objective is to recruit the candidates, to train them to emerging requirements, to welcome and sustain their families, to provide employment with dignity, and to ensure the retention of smart, dedicated, diverse, and digitally-savvy officers and NCMs. This will enable operations today and into the future.

NATO Combined and Joint Operations from the Sea Centre of Excellence

On January 11th, 2021 NAC-Ottawa hosted a virtual meeting that reached members from the Naval Association from across Canada. The guest speaker was **Capt(N) Todd Bonnar**, RCN, who represented the Combined and Joint Operations from the Sea Centre of Excellence (CJOS COE), based in Norfolk, VA.

He described the role of the centre in enhancing NATO's maritime capabilities to respond to future threats. Although hosted by the USN rather than by NATO's Allied Command Transformation, the CJOS is recognized by NATO as one of its 26 Centres of Excellence, the others all being based in Europe. The mission of the CJOS COE is said to be "To transform Allied maritime potential into reality". In this regard, the CJOS COE is a think tank with a wide-ranging mandate to analyse what the fight of tomorrow will look like, and to make practical proposals for how the Allies should be prepared to respond in the way of concepts and doctrine in an environment of rapidly evolving technology. The present-day focus is the analysis of Russian capabilities, activities and intentions, as a way to enhance deterrence. For the future, for example, a possible pivot would be to expand and enhance Allied operations and capabilities in northern and Arctic waters.

The ultimate aim would be to operate, compete and win in modern, but probably degraded (say the loss of communications satellites) conflict situations. In conclusion, Capt(N) Bonnar observed separately that the RCN is widely recognized as having the necessary expertise and innovative approaches to contribute well to the deterrence of aggression, or if need be, to the support of possible future Allied war efforts.

The AOPS/JSS In-Service Support Contract

At the NAC-Ottawa monthly virtual meeting held on February 1st, 2021, guest speaker **Mr. Jamie Turcotte**, Vice-President Services for Thales Canada, provided a broad overview of the AOPS/JSS In-Service Support contract (AJISS). His company is responsible for the implementation and execution of the contract, which was inked in 2017 with an 8-year duration, extendible out to 2052. Even though the AOPS and JSS ship classes are quite different and may be widely dispersed between coasts, for both classes Thales will be responsible for all training updates, refit, repair and other maintenance.

To this end, Mr Turcotte observed that what can be called a paradigm shift is being pursued in order to establish a new "relational governance model" establishing three Integrated program teams (IPTs) – East, Central and West. The model includes governance representation

from Thales, RCN operational authorities including the coastal Fleet Maintenance Facilities and Dockyards, along with NDHQ's ADM (Materiel) and industry as applicable. The concept of "relational contracting" has been written into the contract. This entails the creation of integrated program teams drawn from all stakeholders, with the coastal and central IPTs enabling collaboration across organizations in the east, central and west regions of Canada. These teams will report through a management committee up to an executive committee. Both committees will have complete stakeholder representation. To date, the concept has been accepted by Thales, DND and industry, all working towards mutual success. AJISS is a performance-based contract, meaning that once they reach steady state, the outcomes will be constantly measured against the established performance requirements. One teething problem appears to be the lack of a relationship between the two build contracts and the ISS contract. The two original shipbuilding companies are therefore not directly connected to in-service support. Another issue is the regular turnover of involved personnel, so that newcomers need to go through an indoctrination process before they can become proficient in the innovative relational governance model. In the contract's start-up phase the first AOPS, HMCS *Harry DeWolf*, is already undergoing support from the model, and, as expected, refinements are being made, leading towards a mature steady-state execution of the AJISS contract.

United States Coast Guard

On March 8th, 2021 NAC-Ottawa held its monthly virtual meeting, and the participants from across the country were treated to an interesting and informative synopsis of the capabilities and missions of the US Coast Guard. The principal speaker was the US embassy's **Cdr Sean Murray** (above, right) USCG, who is the USCG liaison to the RCMP.

He is also the US manager for what is called the Integrated Cross-Border Maritime Law Enforcement Operations program, which supports shared law enforcement in US and Canadian water jurisdictions such as the Great Lakes. Also in attendance at the meeting and contributing to the discussion was **Capt Louis C. Parks, Jr.**, the USCG Attaché in the embassy. In 2002, a year after the 9-11 attacks in the US, the USCG was shifted from the Department of Defence to the Department of Homeland Security. This means that the USCG has now a much greater law enforcement mandate. Even so, as "America's First Responder", the USCG's roles continue to include search and rescue and other lifesaving, pollution control, drug interdiction, illegal migrant interdiction, aids to navigation and commercial marine inspections. The force has also been directly involved in every US military conflict, and an objective is to "prevail in competition", in areas like the South China Sea. Currently, the force comprises 238 cutters, 187 aircraft, numerous boats and a number of specialized teams. The force is about half the size of the Canadian Forces, but has the benefit of about 30,000 auxiliaries, who primarily look after recreational boating safety. Even though called a coast guard, the force deploys world-wide and from the Arctic to the Antarctic. The USCG's ultimate objective is to defend and preserve the United States, and to this end it fulfils its motto, *Semper Paratus*, or Always Ready. It has a number of strategies to cope with developments in the Arctic, cooperation in Latin America, illegal fishing, and moving to take advantage of innate sea

power. In this latter strategy, the idea is to exploit the synergy inherent in having all US and allied maritime actors work together towards common aims. In this regard, the USCG has longstanding, seamless arrangements with the RCMP, the Canada Border Services Agency, Transport Canada, the Department of Fisheries and Oceans, the Canadian Coast Guard, the RCN, the RCAF and Canada's regional search and rescue centres. US and Canadian authorities share the workload in defending their respective sovereignties. In his remarks, Capt Parks also noted the close cooperation and mutual support enjoyed with Canada, mentioning in particular the maritime support provided by Canada to the US in the aftermaths of 9-11 and Hurricane Katrina.

Chantier Davie Shipyard

At the NAC-Ottawa virtual monthly meeting April 12th, 2021, the guest speakers were (left) **Mr. James Davies**, CEO and President of Chantier Davie Shipbuilding, supported by (below) **RAdm (Ret'd) Gilles Couturier**, RCN, CEO Federal Fleet Services.

Mr. Davies's principal argument was that Chantier Davie is a national strategic resource that should be fully exploited and integrated into Canada's National Shipbuilding Strategy.

The shipyard, the largest in Canada, has rejuvenated itself, has created a wide range of supply partners and is ready to develop and construct cutting-edge vessels for the Navy, the Coast Guard and other federal fleets. As an example of the effective collaboration between the yard and the Navy, Davie has delivered and today, through its subsidiary Federal Fleet Services, supports the MV *Asterix* as the Navy's sole replenishment ship until the delivery of the Joint Support Ship. The *Asterix*, at 26,000 tonnes the largest vessel ever delivered to Canada, is a source of pride and a "true force multiplier."

The yard has a strong, career-oriented work force, and besides ongoing efforts to contribute to naval and coast guard ship construction and maintenance, it has the intention of becoming a centre of excellence for Arctic-capable vessels and technology. The Arctic focus will form part of what the yard calls a "maritime cluster", bringing together in Canada most aspects of maritime vessel design, construction and support, with a view to capitalizing on the world market and eventual export orders, modelled perhaps on the present-day maritime success of Norway. **S**

A Look Back on a Canadian Technological Legacy – and where it is taking us in the future

By Gary Fudge, Vice-President and General Manager, Lockheed Martin Canada RMS

As many may know, the year 2019 marked an important milestone for Lockheed Martin, 80 years of business in Canada. Over the course of those decades there have been many defining moments, but perhaps few as important as the decision in 1983 that awarded Lockheed Martin Canada the contract as combat system integrator for the Royal Canadian Navy (RCN)'s *Halifax*-class frigates. Since that contract, Lockheed Martin Canada and the technology we would come to know as CMS 330 created a Canadian legacy that has resulted in a generation-long period of leadership in marine and defence innovation.

We have learned a lot over the years, overcome challenges and built a high-class, innovative system that has truly been tested and proven around the world. Today, the CMS 330 is a well-known international brand, one that has competed globally and won contracts in New Zealand and Chile. With over 30 years' naval experience and knowledge, the system has become the solution for six classes of ships across three navies, providing total system program performance and adaptability to meet the unique needs of our customers.

Since its inception, unsurprisingly, this Canadian legacy product has evolved dramatically alongside other technological advancements in naval systems. What we accept today as automated in a threat environment, in the previous era were only accessible through voice communications – which often was already too late. In the early 1980s, systems were independently built without any knowledge of what other systems were doing – they were said to be in silos -- so over time *the job of system integration* became critical.

The original combat management system for the *Halifax*-class ships was a pioneering software concept that would pull information from various sources to give operators a greater understanding and capability for execution. This revolutionary concept was discovered by Dr. Jim Carruthers, a young Canadian serving as a naval marine engineer. Carruthers created a serial data bus that connected and operated a set of nodes that opened doors to multiple capabilities and tasks working in unison. This became the foundation of the *Halifax*-class legacy system, called SHINPADS, which used a closed proprietary architecture.

By the time HMCS *Halifax* was deployed in the early 90s, the Royal Canadian Navy had the most advanced combat system in the world for a ship in its class – not only due to Carruthers's ingenuity, but also a result of collaborative innovation between the RCN and Canadian industry.

A Clean Slate

In the late 2000s, the RCN saw the need to give the *Halifax* class a mid-life update, and Lockheed Martin Canada became involved. After gaining over two decades experience developing combat management systems and gathering a better understanding of the RCN's requirements and thinking, the company recognized the need to upgrade SHINPADS. Taking another big risk to move away from that legacy system, we started from scratch to develop and implement an open architecture structure that would allow for scalability, technology insertion and constant future improvement. This allowed us to go back to the drawing board, get creative and open the doors for developing and enhancing capabilities that had not been accessible on the legacy system. This is how the Combat Management System 330 (CMS 330) was born. (The number 330 was derived from the hull number of HMCS *Halifax*.)

Until this point, legacy systems built on closed architecture systems came bound with restrictions and limitations that needed to be honoured. By leveraging open architecture, all data could be shared, compared and fused together into one system designed to optimize detection, and to manage a full range of capabilities and advantages without restriction. In doing so, this

meant a greater ability to share data and execution with another operator and with the ship's command cadre. This efficiency not only makes it easier to make sound decisions but helps the ship's crew to communicate, detect, track and engage threats faster in a way the previous system was not capable of doing.

Today, open architecture allows for connectivity without delay and with scalability for platforms with different system limits, operator consoles and subsystems, and does this without requiring major reworking to the entire system. This interchangeability gives commanders the flexibility to allocate or remove capabilities as the situation requires -- making the job easier for the Royal Canadian Navy and enhancing naval interoperability with our allies.

▲ *CMS 330 cabinets and operator consoles are manufactured at Lockheed Martin Canada's facility in Ottawa.*

A New Legacy Made in Canada

Thus, innovation was at the forefront of our solution for the RCN. By creating CMS 330, we provided the RCN with new technological capabilities, plus what was critically important in the system – greater integration and flexibility. CMS 330 created the space to meet the unique needs of Canada through new and innovative system solutions. This foundational technology has allowed for the addition of future features and responsiveness to the changing the landscape for combat management operating systems.

In short, our collective Canadian innovation in the early 2000s once again provided the RCN with some of the best technology in the world, and the *Halifax* class ships were again at the leading edge of operational capability.

At the same time, we developed a highly-capable Canadian workforce and focused expertise across our facilities in Dartmouth, Ottawa, Montreal and Victoria. The purpose-built Maritime Advanced Training and Test Site (MATTS) facility in Dartmouth, for example, became a centre of excellence for combat system technology testing and operator training. This one-of-kind facility supported a key modernization period for the Royal Canadian Navy, and its success positioned Lockheed Martin Canada for future exports as well.

It was in 2012 that CMS 330 demonstrated a working foundation that was proven and validated. Lockheed Martin Canada embraced a new way of sharing problems and solutions with partners and customers, which resulted in a robust and agile combat system. This is recognized by the way that other countries have selected our Canadian combat management system technology above all others in the world. Chilean and New Zealand frigates will soon be sailing with the RCN's CMS 330. It provides a solution that is both affordable and flexible, with a full range of capabilities to tackle a wide range of problems or encounters. Lockheed Martin Canada has been able to set a new foundation for excellence in marine and defence innovation in Canada and around the world.

Staying Ahead of Technological Advancement

Lockheed Martin Canada is committed to continual investments in this technology year over year in order to grow the capabilities of the system. As a company, every year we manage roughly 25 new technology projects that are focused exclusively on the CMS 330. The open structure design ensures it can evolve and compete in this technology-driven space. In the immediate future, there are a few state-of-the-art enhancements on the horizon, including the addition of voice commands where convenient and utilizing artificial intelligence to detect threats.

Technological growth and research and development in this space is often a sliding scale, it might not always be a significant visible leap, but every change is a step towards further advancement. A small "under the hood" optimization can go unnoticed to the user, but improve the overall operation of the technology. When it comes to increasing the protection and capability of the men and women who serve, every innovation and advancement matters.

The potential here in Canada is unlimited. The existence of Canada-based technology leaders and the country's ability to export this technology around the globe make the company uniquely positioned to lead in naval innovation.

Growing and Exporting Canadian Expertise

Canadian shipbuilding and naval technology investments, like research and development in the CMS 330, are globally positioning Canada at ambitious new levels. Every time Lockheed Martin Canada wins contracts on CMS 330, we bring together Canadian businesses from across the country to supply this innovative system. This powerful supply chain is promoted and expanded every step of the way.

Today, we are proud to partner with Canada's shipbuilders on both coasts and with many Canadian suppliers to support Canada's future naval fleet. Opportunities include surface combatants, arctic and offshore patrol ships, and joint support ships – integrating their command and combat management systems right here in Canada.

The Canadian shipbuilding industry supply chain has been stood up once again under the National Shipbuilding Strategy (NSS). There is continuous growth in sector capabilities and the skills required to deliver Canada's next generation of naval vessels. This will allow for greater interoperability with our allies and protect and support the men and women of the RCN.

Kicking Off Generations of Work for a Nation

Under the NSS umbrella, the Canadian Surface Combatant (CSC) program is creating and sustaining thousands of Canadian jobs at a time when Canada needs them most. Through local supplier contracts to support essential components of the combat system and subsystems, Lockheed Martin Canada is helping grow regional economies.

CSC will be reinvigorating jobs in Canadian shipbuilding, engineering and design for the next four decades, within an industry sector vital to Canada's sovereignty. Lockheed Martin Canada is partnered with BAE Systems, CAE, L3Harris, MDA and Ultra Electronics, a partnership already employing a combined 10,000 Canadians in 45 facilities throughout the country, while also engaging a Canadian supply chain of more than 4,000 small and medium sized businesses. With our partners and subcontractors, the production of the ships will result in billions of dollars of economic activity over the life of the program and these economic benefits will bring advancements in Canadian technology and manufacturing all along the supply chain. A few examples….

In Montreal, JSK Naval Support was selected by Lockheed Martin Canada to supply its Torpedo Launcher System (TLS) for the CSC. This system will be built and maintained here in Canada, creating high-skilled, well-paying jobs and a new purpose-built test facility in Québec.

In Dartmouth, Nova Scotia, Ultra has been the recipient of recent contracts to provide state of the art sonar technology for the CSC program. This has meant immediate job growth in

the region, but it also led to a significant additional strategic commitment by the company in Canada, transforming its Dartmouth location into a global sonar center of excellence.

And in Brampton, Ontario, MDA was awarded an initial contract with an expected production value of more than CAD$60 million to provide the Laser Warning and Countermeasure (LWCM) System that will protect the ships against laser and optical guided threats.

Collaboration has therefore been one of the biggest shifts amongst global partners, pursuing joint objectives over individual contracts has already begun to result in positive outcomes here in Canada, and taking strides in making an even better ship for Canada.

Securing Canada's National Interests Through Partnership

With over 1000 employees and a vast supply chain, Lockheed Martin Canada has the benefit of accessing technology and innovation throughout the corporation and network of partners. Our real trademark, however, comes from the innovation and technology we have bred and will continue to breed right here in Canada – originating with our Canadian employees and customers through the CMS 330.

We're proud to support some of Canada's most complex programs -- major industrial projects that will play a central role in Canada's economic stability and provide for growth in the decades ahead. The future of our work begins here with the latest technology and industrial capability developed by the hearts and minds of the country's brightest and most energetic workforce.

▲ *RNZN Anzac-class program training session in New Zealand for the CMS 330 combat system.* **S**

The Lost VDS

By Richard Archer

▲*AN/SQS 505 Variable Depth Sonar Towed Body, circa 1971-1990s.*

A couple of *Soundings* ago I mentioned that I once had the opportunity to be a Squadron Weapons Officer (SWO). At the time I was a relatively new lieutenant commander, and as scheduled in September 1976 I was posted off my third command at sea in HMCS *Fundy*. My next posting wasn't to start until January, at the Royal Navy Staff College at Greenwich in the UK. But what to do with me until then? Well, it turned out that the Second Canadian Destroyer Squadron had an unexpected opening in the position of SWO. Now, I was a tried-and-true, operations-trained officer, having served in that *métier* in HMC Ships *Bonaventure* and *Saskatchewan*, and subsequently in both fleet schools and in command of junior officer training ships. But weapons? My closest exposure had only been employing the anti-air, anti-submarine and anti-surface weapons of *Saskatchewan* while fighting off the Orange hordes in exercises. Weapons-wise, I had little deeper than that.

Whatever, the squadron commander, D2, had his way, and I soon found myself embarked in an Improved *Restigouche* (IRE) class departing Esquimalt, heading for Southern California waters. This particular IRE was late to get underway and the other three IREs in the squadron were already well enroute, and in due course we caught up with them. This was the first opportunity for all four IREs, *Restigouche, Terra Nova, Gatineau* and *Kootenay*, to operate together. Arriving in SOCAL waters, one of the first things D2 did was to ask for a photograph to be taken of the four ships in close formation. I regret to report that, try as I might, I can't find a record of that photo. And forgive me if I can't recall the names of the individual ships in which I was embarked. This yarn relates events that occurred well-nigh 45 years ago.

The IREs were relatively well-placed to hold their own in any anti-submarine combat. They had been fitted with the world-class Canadian SQS 505 sonar, in both hull-mounted and stern-mounted variable-depth versions. As for weapons, they sported ASROC, which could fire a rocket-assisted anti-submarine torpedo out to 10,000 yards or more, as well as other shorter-range anti-submarine defences.

We arrived in San Diego and I found my way to the ship in which D2 and his staff were embarked. The squadron settled down to undertaking training and basic exercises, both ashore in trainers and in local waters. One such exercise was an opposed departure from San Diego. The USN had graciously offered a submarine, a *Guppy II*, to act as the opposition. One of the aspects being tested was a new protocol in which the submarine could choose to evade the VDS with a set clearance either above or below the stated depth of the body. Like most navies, the problem of the VDS in exercises was new to the USN, and moreover it was believed that forcing the submarine to stay very deep when around VDS-fitted ships was counter-productive. In line with the protocol, D2 had previously indicated to all players a particular depth for the squadron's VDSs. It wasn't optimal given differing water column conditions, but probably doable.

On schedule we departed San Diego harbour in line ahead. I was embarked in the lead IRE, D2's command ship. As soon as we had cleared the last buoy, the ship increased speed and

turned towards its assigned southern-most screening area, at the same time as deploying its VDS. With a seabed at about 100 fathoms, there was enough depth.

I was closed up at action stations in the operations room, when suddenly the ship flexed, and we could then feel the stern bouncing. I headed aft and got to the quarterdeck at about the same time as the ship's captain. I could see that the VDS cable was still in the water but slack, obviously not supporting the body, which together with the weight of the water inside the outer shell I had been told weighed a total of seven tons. The ship's combat system engineer, who had been overseeing the deployment of the VDS, was visibly distraught. To the captain he said, "It was launching and running normally, and I have no idea what's happened."

I watched as the cable was recovered. After a bit the cable and its hydrodynamic fins showed black paint, then red lead, then a shiny streak. Finally, just the broadly splayed end of the cable came out of the water. All indications were, of course, that we had hit the submarine.

Back in the ops room, we tried contacting the submarine on underwater telephone, but at first with no response. Regardless, D2 used standard procedures to surface the submarine, and in due course this occurred. We could soon see it on the surface astern of us, with crew members on the upper deck apparently checking out possible damage. Phew!

D2 contacted the submarine CO by radio, who reported, thankfully, that other than a visible scrape on one side of the hull, there was no damage. The CO even offered to continue with the exercise, but this was not to be. After D2 had reported the situation to USN authorities ashore, they ordered the submarine to return to port.

While this was going on, D2 sent a flash message on the situation to naval headquarters in Esquimalt, and then a follow-up as soon as more information was known. One interesting aspect reported to Esquimalt was that the USN had offered to recover the VDS body from the seabed for us. But we heard no response from the Commander Pacific Forces. Eventually, D2 called the admiral in Esquimalt directly on a radio hook up. Apparently, D2's two messages hadn't got through. I looked into this later and found out that the ship's external communications while in SOCAL waters were by means of a USN station ashore. I can speculate that the station saw that the subject matter was concerning the possible loss of one of their submarines, and they sat on it, or even classified it as "No Foreign Disclosure" (NOFORN).

Whatever, things gradually got sorted out, and we picked up our schedule of events and the return to home port. For some reason, the Canadian authorities declined the USN's offer of recovery of the body.

In the aftermath, we on D2 staff tried to put together what had happened. We gathered that the submarine at periscope depth had seen the ships in line ahead departing the harbour, and then had gone deeper and taken steps to get into a firing position, unaware of the lead ship's alteration of course and speed increase. The submarine was struck by the cable, and of course the heavy VDS was then suddenly drawn vertically upwards at the same rate as the IRE's speed, probably around 18 knots. Luckily for the submarine, the cable attachment parted ways with the body, all seven tons of it, just prior to it striking the submarine's hull.

Some questions remain, of course. Why didn't the ship, on its hull-mounted sonar at least, detect the submarine before running over it? Was the ship going too fast, heading to its assigned screen area? And why didn't the submarine get out of the way of the ship? I guess the ship's alteration of course and speed must have happened too suddenly. Given the new VDS avoidance protocol, the option for the submarine to dive deeper wasn't in the cards.

With all these unknowns as background, in due course D2 made a report on the new protocol to authorities, strongly recommending that it be scrapped. **S**

Variable Depth Sonar (VDS)
Lessons Learned

By Fred Herrndorf

On September 8, 1964 I completed the Fifth Long Weapons Course, and was appointed to HMCS *Crescent,* which was fitted with the prototype AN/SQS 504 VDS Sonar (Directional Searchlight Type) and the AN/SQS-501 Handling Gear. We embarked almost immediately on an ASW Exercise in which the sea conditions off Halifax were so rough that the CASEX was suspended. The AN/SQS 504 Trials/Engineering Note Book was available, so I took the opportunity to read it cover to cover. It included a detailed description of the VDS cable trials and offered the lessons learned, including that the VDS cable/strength to VDS Weight ratio should be at least 6/1 to 7/1 and that the Pre-Amplifiers had been installed in the VDS body rather than in the ship to improve the signal strength of any detections. When the CASEX resumed we obtained a sonar contact at a range of 18,000 nautical yards, which fully justified the engineering and development of the prototype AN/SQS 504.

Subsequently I was posted to HMCS *Skeena*, which was fitted with the production version of the AN/SQS 504, in which the sonar receiver Pre-Amplifiers were installed in the sonar receiver cabinet in the Sonar Equipment Room instead of in the VDS body. Perhaps inevitably, VDS Sonar detection ranges were less than 25% of those achieved by the Prototype AN/SQS 504 VDS.

In 1964 a VDS Get Well Team was established by Rear-Admiral William Landymore. It was headed by LCdr Percy Buzza, an Ordnance Officer, LCdr Hank Baker, an Electrical Officer (ex-Electronic Technician) and a C1 ERA. This team was set up because of complaints from the fleet that the AN/SQS 504 was useless and that it could not even be launched without serious damage. This team re-engineered the handling gear saddle, making it wider so that the VDS body could be brought fully home, and modified the pinning arrangement, amongst other modifications. The various handling problems resulted in Hank Baker writing a MARCORD for launching, towing and recovering a VDS. These efforts were successful in ensuring that the handling of a VDS became a routine operation in the RCN.

The next VDS sonar system developed by the RCN was the AN/SQS 505. Cdr Joe Stachon (DMCS-3) was the Project Officer in NDHQ for the sonar in both hull-mounted and VDS forms, in what was called the Diana One Project. The sonar receiver was built by Canadian Westinghouse Company and the ASW Direction System computer and the sonar signal injector (SSI) by Hollandse Signaal Apparaten (HSA) of Hengelo, the Netherlands. HSA is now known as Thales, and today still has a large office in Ottawa.

The AN/SQS 505 transducers for both the hull-mounted and VDS versions were manufactured by EDO Canada located in Cornwall, Ontario. They both had 36 staves and 360 elements. As a result, the dry weight of the AN/SQS 505 VDS dome, a bulbous teardrop shape, was approximately 7,000 lbs. My research did not reveal what the VDS cable strength to VDS body weight ratio was for the 505 VDS, but I would surmise it did not meet the criteria of 6/1 to 7/1. This raises a question of interest, did the VDS version need to be identical need to the hull-mounted version? In my opinion, using fewer than 36 staves and 360 elements, say 24 staves and 240 elements, the 505 VDS might have had a much longer life and further enhanced Canada's reputation as a leading developer of such systems. The suggested reduction in the number of staves and elements might have been quite feasible as the VDS operates in a better environment than the hull-mounted sonar.

The AN/SQS 505 Sonar was a very powerful scanning sonar, but it also incorporated the attack sonar functions. In the RCN, these two functions had previously been handled by separate sonars. And importantly, the sonar employed the first shipborne digital computer. On its first trial with a submarine the hull-mounted version achieved an acquisition range of 27,500

yards. The entire development of the 505 sonar was largely done in-house, a truly remarkable RCN achievement. Cdr Stachon should be highly commended for his role as the Project Engineer, which had resulted in a high-performance sonar, exceeding the capabilities of all of the existing RCN sonars of that time.

At this point, let me quote a CF Maritime Warfare School publication called Maritime Commemorative Edition 1985: The Canadian Development of VDS. In a paper addressing the severe shock loading of the cable caused by vertical accelerations of the ship's stern in sea states over 5, written by Lt(N) D.G. Brassington and LCdr D.W. Currie both of CFMWS, they say that three of the VDS body losses were attributed to cable tensions exceeding the 36-tonne breaking strain.

In this regard, see Richard Archer's "The Lost VDS", in which he recounts the loss of a 505 VDS body which collided with a US Navy submarine.

The introduction of HMCS *Bras d'Or*, the Canadian hydrofoil protype, brought a new VDS sonar system into the service, the AN/SQS 507. The transmitter and the sonar receiver were designed and built by Canadian Westinghouse Company, building on its development model of the 505 VDS sonar. Two 507 sets were built. The 507 VDS handling gear was designed and manufactured by Fleet Manufacturing in Fort Erie. An early concept of operations for the hydrofoil was "sprint and drift". Originally the idea was for the vessel to operate hull-borne in a search mode, then recover the VDS and sprint foil-borne to a new area or to localize a contact. But this was later changed to leaving the VDS in the water while sprinting. The 507 had to be designed for this concept. From 1965 to1968, NAC-Ottawa member Cdr Pat Barnhouse was the Fighting Equipment Project Engineer for the hydrofoil project.

The 507 transducers were manufactured by the EDO Corporation in Cornwall. A point worth noting is that the 507 VDS body weighed a third less than the 505 VDS body. The VDS body was slab-sided similar to the 504 VDS body.

The specification for the 507 transducers also required them to be capable of immersion to a depth of approximately 900 feet without physical damage and without impairing its operating ability. Since there were no facilities in Canada for carrying out a test to demonstrate this capability, arrangements were made to have the transducer tested at the US Navy's Underwater Sound Reference Laboratory in (pre-Disney World) Orlando, Florida.

The 507 had 24 staves in a circular arrangement, and 240 individual elements, which unlike the 505 design were not individually covered with rho-c rubber; instead, the whole circular assembly was covered with a rho-c boot. Therein lies a tale!

Pat Barnhouse reports that somewhere in the setting up of the depth test in the USN laboratory's pressure tank, the 900 feet specification was misunderstood as 900 psi. Since every 30 feet depth of water equates to a pressure of one atmosphere (approximately 15 psi), a 900-psi pressure represents a depth of 1,800 feet, twice that specified for the transducer. The transducer was duly tested 900 psi -- at least Pat believes this was the case; it might have been, however, that the mistake was discovered before reaching the full value. Regardless, the body did get subjected to considerably more pressure than was anticipated. When removed from the test tank, it was seen that the rubber boot had been forced in the spaces between the transducer elements. This became known as, "The Case of the Imploding Body".

HMCS Bras d'Or

The end of this tale is that the transducer had to be shipped back to EDO for damage assessment. Luckily, because the AN/SQS 507 was a VDS set,

Westinghouse and Pat had decided to procure two of everything that hung in the water, so there was another transducer on the "assembly" line that became available about two weeks later for a repeat of the test. Pat was happy to report that this later test went off without hitches and that the transducer passed (survived?) the test. The original transducer was not badly damaged, except for the boot, and was subsequently fully repaired.

Because in due course *Bras d'Or* was taken out of service, the final testing and trials of the 507 VDS sonar were never completed. It is interesting to speculate, however, what could have happened if the trials had run their course. We can speculate, for example, that the 507 VDS may have been a candidate to be installed in the Improved *Restigouche* class in lieu of the 505 VDS. With the 507's much lighter body, losses would have been much lower.

So, there are a number of lessons that can be learned in the RCN's mostly successful efforts to develop and field VDSs, in an ASW era that eventually came to an end with the advent of advanced towed arrays. Perhaps the biggest lesson of all is that the RCN should never underestimate its capability to persevere, and to conceive, develop and field world-beating naval technology. **S**

NAC Endowment Fund Donates to the RCSCEF

Capt(N) (Ret'd) **Harry Harsch** (left) of the Navy League of Canada accepts a Naval Association of Canada Endowment Fund grant of $5,000, made to the Royal Canadian Sea Cadet Education Fund. NAC-Ottawa Branch President **Tim Addison** made the virtual presentation at the NLOC's March 2021 Naval Affairs Luncheon. **S**

Keeping the Faith - Safeguarding HMCS *Haida*

By Howie Smith

Introduction

This brief article explains my role in the December of 2002 transfer of HMCS *Haida* from Ontario Place in Toronto to the Port Weller Dry Docks (PWDD), just across the Welland Canal from St. Catharines. This transfer led to the refitting of *Haida*, with major restorative work undertaken on the ship's hull, upper decks and across most fitted systems. Following the restoration, the ship was moved to her new home as a National Historic Site on the restored Hamilton waterfront.

I will not attempt to summarise the illustrious career of *Haida* and her distinguished service to Canada, as this has been very well documented. Most recently, in 2018, the "Fightingest Ship of the Navy" was designated as the Flagship of the Royal Canadian Navy (RCN) on the occasion of the ship's 75th anniversary of commissioning. Rather, this story is confined to events in 2002 and the commencement of her major restoration effort.

How the Fightingest Ship in The Navy was Saved

Through the vision and initiative of Canada's Heritage Minister and Member of Parliament for Hamilton East, Sheila Copps, a plan was developed to save *Haida* as a memorial to Canada's crucial role in the Second World War's Battle of the Atlantic and the nation's participation in the Korean War. The preservation plan involved purchasing the ship from the provincial government, and obtaining funding to have her maintained by Parks Canada, which formed part of the Minister's portfolio. At the time, the Ontario Government faced several challenges in maintaining Ontario Place, and the tourist attraction faced an uncertain future. Following the purchase, *Haida* was scheduled to complete a much-needed restoration in preparation for moving to a new home at the National Marine Park at Pier 9 in Hamilton.

Reconnaissance and Forming the Team

In 2002 I was the Managing Partner of Lansdowne Technologies, an Ottawa-based firm, having retired as a Captain(N) from naval service three years earlier. My colleague, RCN retired Captain(N) Roger Chiasson and I were engaged at the time in a consulting assignment with Canadian Shipbuilding and Engineering (CS&E), which owned and operated the PWDD. We were supporting their successful Canada Steamship Lines Forebody Conversion Program, in which CS&E was converting three vessels to SeawayMax size and displacement, along with state-of-the-art automated self-unloading equipment. Roger and I were assessing their management processes, identifying production efficiencies, and introducing an enhanced planning structure for the Forebody Conversion Program.

While working at PWDD, I was approached to assist in developing and rendering a proposal to the Government of Canada for the restoration and refitting of *Haida*. When the CS&E *Haida* bid was found compliant and then competitively selected for contract award, plans were developed to conduct the work in the deep dock at PWDD. One aspect of the contract required the winning bidder to be responsible for the move of *Haida* by tug to their shipyard from Ontario Place. This move meant assuming all risks including vessel safety, environmental compliance, and maintenance of seaworthiness. CS&E invited me to organise and select a small-sized Berthing Party and Damage Control (DC) Team to embark in *Haida* and oversee the safe transit. The transit entailed towing *Haida* more than 30 nautical miles (nm) across Lake Ontario, raising her through Lock 1 of the Welland Canal, and securing her safely in the PWDD dry dock.

Being many years removed from successful completion of the Naval DC Command Exam, my experience was dated. It therefore required careful planning to ensure the safety of such an

important and historic national treasure as HMCS *Haida*. (The Command Exam administered by the Fleet School Halifax was like many others at the time. It was a multiple-choice exam led by one guiding principle. This principle, which had never been proven wrong: when in doubt, always select c or the longest answer. This had served me well without fail.)

Working with the PWDD technical and production engineering staffs, the initial assessment involved determining the risks that would be encountered, and the contingencies should problems arise. Coupled with this was the task of finding a suitable crew to serve as the Berthing Party and DC Team. As the precise date of the transit was somewhat uncertain, flexibility and personal availability were key factors. I was blessed to be able to recruit a highly capable team comprising retired Cdr Peter Johnston, retired Royal Navy LtCdr Gerry Lanigan, and retired RCN LCdr Peter Greenwood. Each was briefed on the task and readied for deployment. Besides the Berthing Party and DC Team, the remainder of the transit crew for the transit came from Canal Marine, PWDD and volunteers of the Friends of HMCS *Haida*, a volunteer group that had rescued the ship from the scrapyard and had been maintaining her since 1964.

▲*The Transit Crew: 1 – John Harding, PWDD Manager who supervised the departure, then headed to Port Weller; 2 – LCdr (Ret'd) Peter Greenwood, Damage Control Team (DC); 3 – Gary Cook, PWDD Marine Architect; 4 – Ian Cameron, PWDD Tow Master; 5 -- Capt(N) (Ret'd) Howie Smith, DC; 6 – Cdr (Ret'd) Peter Johnston, DC; 7 -- LtCdr (Ret'd) Gerry Lanigan, DC; 8 & 10 – Mechanical Personnel from the company* Canal Marine *; 9 – Maurice Camilleri, Welder; 11 – George Dugas, Lead Hand,* Canal*; 12 – Margaret Mathers,* Haida *Volunteer; 13 – Jim Brewer,* Haida *Volunteer; 14 – Jim Piper, Electrician.* ***Photo Margaret Mathers.***

With the crew selected and the initial assessment completed, I arranged to travel for a day to visit *Haida*. With the technical staff from PWDD, we completed an examination of the ship and her current state. We benefitted as well from the valued assistance and extensive knowledge of the Friends of HMCS *Haida*.It was no surprise that *Haida* was found to need much tender loving care. In many parts of the ship the hull was very thin, following a lengthy period sitting in the water. In one of the machinery spaces, we found corrosion had seeped through the hull and several small, open holes were detected just above the waterline. This pre-sail visit reinforced the adage that time spent on reconnaissance is seldom wasted.

From this recce, we were able to see where the DC Team would set up a small headquarters (HQ), where we would conduct our continuous rounds and how we would communicate if there were a serious incident. We also prepared a list of additional portable equipment which would be needed. This included extra berthing gear such as fenders and heaving lines, hawsers, portable radios and DC equipment. Additionally, with the assistance of Ottawa's Naval Reserve Division,

HMCS *Carleton*, we were able to scrounge up some cold weather clothing – a December crossing of Lake Ontario lay ahead.

From Ontario Place to Port Weller Dry Docks

Moving *Haida* after so many years was a formidable proposition. The ship had been berthed in Toronto since 1964. In 1970, *Haida* was moved to a new berth (starboard side to) at Ontario Place, at the west end of the Toronto waterfront. Since then, Ontario Place had been built up around the *Haida*, leaving her landlocked. Moving the ship thus required dredging a navigable channel 100 feet in width and 33 feet in depth through an existing parking lot and across a roadway.

Removal of trees and breaking up of the roadway, which formed a causeway, commenced in November of 2002. After several weeks of work, a date in mid-December was established for the transit, subject to favourable conditions. *Haida*'s hull was in fair shape but not well-suited to any seas or sudden shocks. In fact, scheduling of the tow across Lake Ontario demanded almost perfect conditions, something that could be fleeting with the onset of winter. Winds had to be less than 15 knots throughout the crossing, and the lake surface at not greater than Sea State 2. Given her delicate condition, movement of the ship had to be minimized as much as possible throughout the transit, with tugs controlling *Haida* at both bow and stern.

The channel deepens.
Photo Jim Brewer.

Finally, after carefully assessing the forecasted weather and sea conditions, Wednesday December 11th, 2002 was set as the date. The weather was previewed to be favourable for an early morning departure with partial cloud cover. Winds were forecast to be out of the east northeast at 8 to 12 knots. There was a chance of precipitation of 20%, and temperatures were forecasted as -4° C at 6 am, rising to a high of +3° C in the early afternoon. Later in the day, the probability of precipitation was forecast to rise to 70% with winds freshening to 12 to15 knots,

and temperatures falling to +2° C. Our hope was to achieve an early morning departure and complete the transit through the Welland Canal's Lock One, perhaps the most challenging portion of the voyage, prior to sunset, which on that date so close to the winter solstice was shortly before 5 pm.

▲ *Through the new channel.* ***Photo Margaret Mathers***.

Our team had relocated to Toronto the evening before and we embarked and were ready to go by 5 am the following morning. DC rounds were commenced immediately and the planned departure was set for 7 am. The hull had been surveyed, divers had been below and pipes and ship services lines had been drained. During the hull inspection, ultrasound readings were taken and the results indicated that deterioration of up to 70% of the hull integrity had occurred in some locations. The primary concern was in the aft magazine where a paint scraper had been used in support of an ultrasound reading and had breached the hull. This breach was sealed with a concrete patch, but the compartment would need to be watched closely throughout the crossing.

Though the departure was scheduled for early on the Wednesday, for those used to going to sea, it had all the trademarks of a typical Monday morning. Unfortunately, the early morning departure was delayed awaiting the completion of the final dredging operation and the opening of the channel. In fact, the final dredging was hindered somewhat by two parked vehicles that had to be moved, and locating the owners and vehicle keys proved a bridge too far. While waiting to slip and proceed, our DC Team continued with continuous rounds and establishing our reporting routines. The delay in departure allowed one member of our team to quip, "Howie, will we be drawing Sea Pay at the higher rate of Cumulative Sea Duty Allowance or not?" Cute remark but somewhat ineffective, as I turned my deaf ear towards the query and moved on to another quick set of rounds.

Gerry Lanigan was situated in what became our DC HQ and we verified that access to the portable equipment, should it be needed, was close at hand and prepared. Gerry also had a chance to set up a log book for the receipt of DC rounds reports, and to review some of the ship's drawings, which the Friends of HMCS *Haida* had so graciously provided. This HQ was directly abaft the Sick Bay and forward of the Captain's Cabin. Just outside the hatch was a plaque that marked the holes from 20mm strafing from a U-boat's upper deck gun. The plaque reads, "*This is where the HAIDA was struck. The engagement started a fire in the Sick Bay, damaged equipment in the machinist workshop and hit the Captain's golf clubs in his cabin.*"

Rumour has it that when word reached the bridge that the Captain's golf clubs were damaged, Commander Harry DeWolf immediately gave the order to sink the submarine, which *Haida* promptly did.

The departure from the Ontario Place berth, entry into the dry dock, and perhaps most critically, the lifting of the ship in Lock One of the Canal, with the inevitable surge of water, would be particularly high-risk events. With the equivalent of Special Sea Dutymen closed up, the entire crew would be alert during these critical times. At these points, the Tug Master would require careful manoeuvring and our DC Team would need to ensure close monitoring of the pressures applied to the hull and interior piping.

A dedicated crowd of 100 or more patient spectators waited pier-side and finally, as 1 pm approached, steps were taken to get ready to slip and proceed. A daylight crossing of the lake and transit through Lock One of the Welland Canal were not possible as less than four hours of daylight remained. The tugs, the *Vac* and the *Sea Hound* positioned themselves fore and aft and readied to back *Haida* through the newly dredged channel under tow. Our crew of thirteen stood by the lines with all of the embarked DC equipment at the ready. At 1:10 pm, HMCS *Haida* slipped and under the control of the tugs, said farewell to Toronto and her home for almost 40 years. Members of the *Haida* Association, a group of naval reservists from HMCS *York*, some regulars from the Canadian Forces College Toronto, and other spectators gathered and piped HMCS *Haida*, as the white ensign, proudly hoisted from the quarterdeck mast, flew in the breeze. Many veterans and Friends of HMCS *Haida* offered three hearty cheers at the top of their voices…and we were underway.

▲*Lock One Welland Canal, looking south from Lake Ontario. PWDD is out of the picture ahead and to the left, requiring a sharp manoeuvre to port.* ***Photo marinas.com.***

Soon *Haida* was out into Lake Ontario and proceeding at 4 to 5 knots. As the weather deteriorated with freshening winds, reduced visibility, and light rain, the Tug Master slowed to 3 knots as a light chop developed. Initially we were escorted by several small tugs, a fire boat, and three police boats. About two miles out into the lake, our escorts returned to Toronto. We entered a localised squall that brought the onset of increased wind and cold rain.

Throughout the day, the versatile crew fulfilled the duties of upper deck line handlers and seamen, DC roundsmen, rapid response repair party and other general duties necessary to ensure the safety of the ship. DC rounds were conducted non-stop and sections of the hull that were most vulnerable were monitored with flood control sensors and near continuous visual inspection. During the transit, water was detected on five occasions, each time from damaged or leaking pipes. Although hull perforation represented a far greater risk, any water in a vessel of *Haida*'s state was cause for worry. Some pipes were patched or drained, and others were sealed. Otherwise, the transit proved to be mercifully uneventful from a DC perspective.

Despite the reduced speed of advance due to weather and the sea conditions, under tow *Haida* averaged approximately 3.5 knots across the lake. The hours passed quickly as the transit continued, and as nightfall descended, the rain continued to fall. Before long, the entrance to Lock 1 of the Welland Canal was looming ahead and clearly in sight. The local radio stations in St. Catharine's and elsewhere in the Niagara region were providing updated forecasts of our arrival at Lock 1.

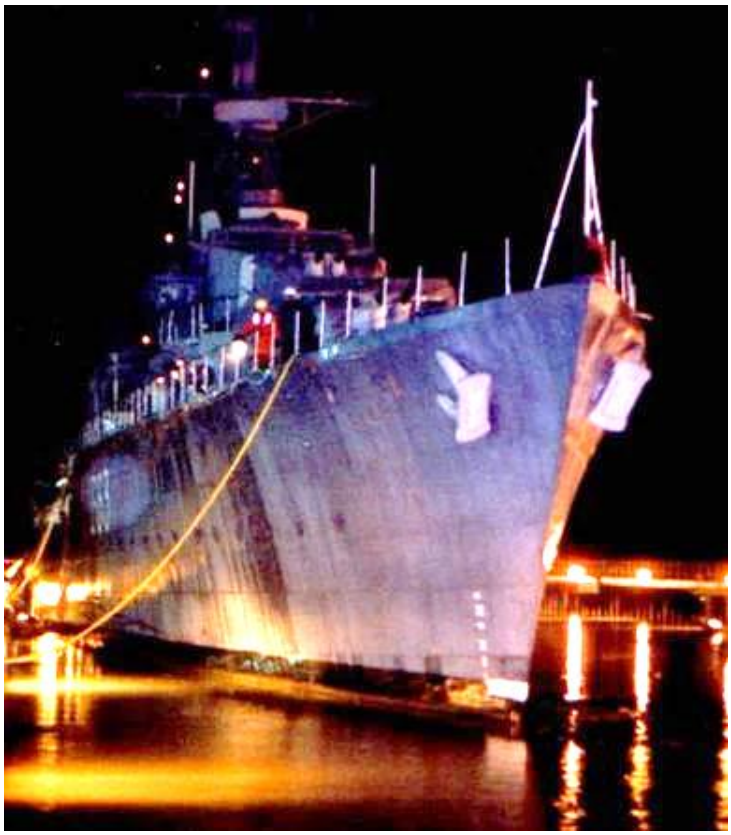
As we approached, we could see a small crowd gathering in the vicinity of the fence alongside the lock and on the bridge crossing over to Port Weller. With car lights burning brightly, there were approximately 50 stout-hearted supporters, including families with youngsters, braving the elements to cheer and shout encouragement to *Haida* as the ship advanced. The ship entered the Welland Canal at approximately 9:15 pm, just as the weather became more challenging as the rain became heavier, and then mixed with slushy snow, reducing visibility to

less than 2 nm. The lock doors opened and *Haida* entered smartly with her tugs well positioned. Fenders were placed, lines manned and our response team was ready with the DC equipment close at hand. The Tug Master skillfully manoeuvred *Haida* into the lock and to keep her well-positioned alongside as she rode up the lock wall face.

Exiting the lock, passing under the lift bridge on Lakeshore Road, and entry into the deep dock at PWDD required a very tight turn to the east with less than 2 cables to the dock wall. After clearing the lock and as the rain continued to fall, *Haida* was swung about and put into the dry dock stern first.

The manoeuvring of the ship was executed flawlessly and by 10:30 pm she was well settled into her new home for the next 8 months. The dock gate was closed and the water level lowered approximately 7 feet. The following morning the restoration work began. All in all, it was a successful day and the beginning of a new chapter in this courageous warship's ongoing story.

HMCS *Haida* Today



▲*HMCS* Haida *in the Deep Dock stern-first.* ***Photo Chris Anderson.***

As will be well known to the *Soundings* readership, HMCS *Haida* is the sole remaining Tribal class destroyer, which first entered service in the late 1930s. The Tribals were unique as they were the first destroyers to incorporate twin gun mountings. This enhanced armament made them exceptionally powerful for their displacement. In all, 27 Tribals were built. There were 16 in the RN (of which 12 were lost in WW II), 8 in the RCN (of which one was lost in WW II) and 3 in the RAN. Other than *Haida*, the remaining ships were scrapped between 1945 and 1965.

Today HMCS *Haida* is designated as a National Historic Site and as mentioned, is the Flagship of the Royal Canadian Navy. She is now being carefully maintained by Parks Canada to ensure long life and to enable her story to be shared with Canadians. Continuing repairs, as well as additions and improvements to onboard and shore-based exhibits ensure that the ship and her stories will survive. The link below to the Parks Canada HMCS *Haida* National Historic Site provides additional information on the RCN's most famous warship.
https://www.pc.gc.ca/en/lhn-nhs/on/*Haida*
Additionally, of interest to those who wish to learn more of the HMCS *Haida* story, please enjoy this 20-minute, World of Warships YouTube video, capturing her incredible story and history:
https://www.youtube.com/watch?v=BEfg-nMnMxI&feature=youtu.be

Howie Smith is a retired Canadian naval officer and Past-President of the Ottawa Branch of the Naval Association of Canada.

The author wishes to acknowledge the support of Cdr (retired) Peter Johnston in the preparation of this article. **S**

Launches & Tides

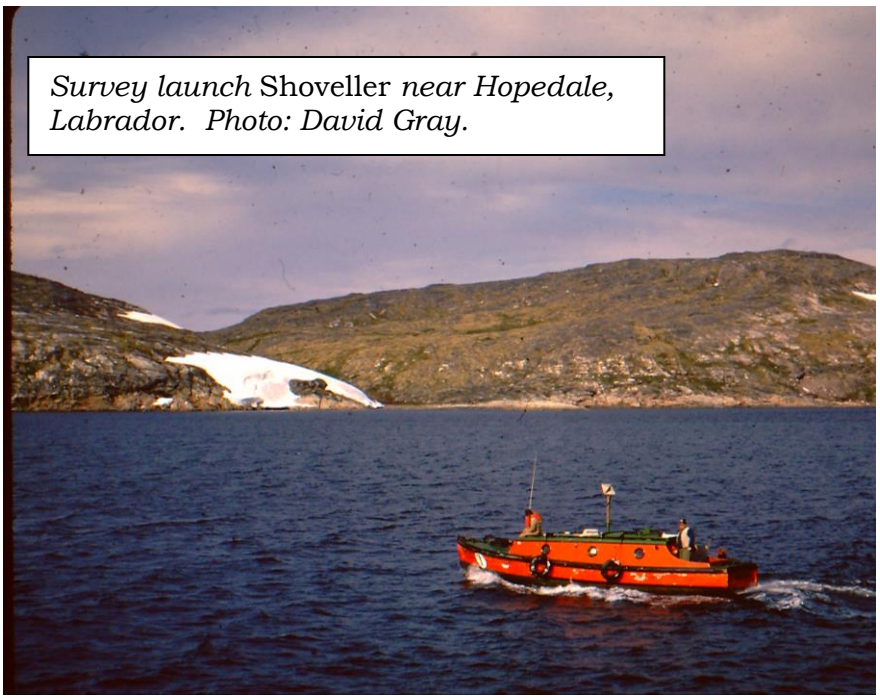
By David H. Gray

After joining the Canadian Hydrographic Service in 1971, I asked that I be given an opportunity to see hydrographic field work first hand, so as to appreciate the difficulties that the field staff regularly encounter. Thus, the next summer, 1972, saw my first occasion to go to sea. I was sent to Dartmouth, NS to join the CSS *Baffin* (Capt. Paul Brick) for two months' work near Hopedale, Labrador, under Hydrographer-in-Charge George Yeaton.

▲ *CSS* Baffin *in Strait of Belle Isle enroute to Hopedale, July 1972. Photo: David Gray.*

When we got to the survey area, the *Baffin* anchored at the east end of the Hopedale Run, well away from the lights of the town of Hopedale. The technical staff set up three transmitters for a Mini-Fix hyperbolic positioning system for inshore launch sounding, and then two 'slave' transmitting stations for a Hi-Fix range-range positioning system for offshore ship sounding. The ship's Bell Jet Ranger helicopter was used to transport the equipment.

The hydrographic staff went out in launches to build the sounding marks (large tripods with fluorescent flags) at terrestrial points in the area to be surveyed hydrographically by the launch *Shoveller*. Since it had no electronic fixing gear, *Shoveller* had to be positioned by horizontal sextant resection angles between the sounding marks. After the stations were built, I was therefore sent out in the launch *Gadwall* (a 31-foot full-displacement wood launch – a sister-boat of *Shoveller*) to measure distances using Tellurometers (which use microwaves) and angles using Wild T-2 theodolites (with angular readouts to 1 arc-second, but accurate to about 5 arc-seconds) of the sides and angles of polygons in order to connect geographically the visual sounding marks to previously-established survey control points.



Survey launch Shoveller *near Hopedale, Labrador. Photo: David Gray.*

On board *Gadwall* were the coxswain, two seamen, my recorder-assistant and myself, and we towed a dory to be able to get ashore. My recorder was a navigation instructor, Bill Vasilliou

from the Canadian Coast Guard College at North Sydney, NS who was also on the *Baffin* to learn about hydrography. He had been a master foreign going captain with lots of time on oil tankers.

With five of us and the survey equipment, space was a little cramped. But it was a nice day, with the sun shining, a light breeze and little swell, so Bill and I were able to stand in the hatchway in front of the coxswain - the location where two hydrographers would normally measure and record the horizontal sextant angles. The other three crew remained in the open stern cockpit.

The coxswain was a youngish chap with curly hair, obviously a maritimer but I can't remember much else about him. The younger seaman was from Country Harbour, N.S. and the older seaman was a Newfoundlander who had, apparently, been on the *Baffin* for many years.

◄Two hydrographers measuring 2 resection angles using horizontal sextants on a survey launch.

During the day, the Bluenoser started to tell the Newfoundlander about tides. He explained that we had left the *Baffin* at anchor off Hopedale at high tide. We would be returning to the ship at low tide; accordingly, the ship would be higher out of the water. That being the case, the large blocks that were the lower end of the falls from the davits would be higher up. The two seamen were therefore going to have to reach higher up to grab hold of them and pull the blocks down to the large hooks mounted through the launch's deck at the bow and stern.

Now the Newfoundlander wasn't too smart but he knew something about tides. So, the arguments went back and forth all day, but in the end, I figure the Bluenoser had the Newfoundlander convinced. The coxswain, Bill and I just stood back and exchanged knowing glances amongst us and marvelled at the interplay. It was a delightful way to pass the long travel time between the survey area and the anchored ship. **S**

▲*Typical tripod and fluorescent flagging used as a sounding mark for resection positioning.*

REMEMBER

By Pat Barnhouse

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Capt Russel Arthur BUTLER, CD*, RCN(Ret'd). In Ottawa 10/12/20 at 92.

LCdr Thomas FORBES, CD,** RCN(Ret'd). In Ottawa 18/09/20 at 83.

LCdr David William JOHN, CD*, RCN(Ret'd). In Ottawa 19/09/20 at 79.

Capt Keith Gordon NESBIT, CD,** RCN(Ret'd). In Virginia Beach, VA 12/11/20 at 79.

RAdm Henry Timothy PORTER, CMM, CD, RCN(Ret'd).** In Cornwall, ON 05/04/21 at 83.

LCdr John Lloyd WOODBURY, CD*, RCN(Ret'd). In Ottawa 02/11/20 at 90.

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Cdr Mervyn Dee CAMERON, CD,** RCN(Ret'd). Former Member, in Ottawa 19/11/20 at 88.

LCdr[MAJ(AERE)] Bud CHURA, CD*, RCN(Ret'd). In Ottawa 15/06/20 at 83.

Lt Richard CORDICK, CD, RCN(Ret'd). In Ottawa 18/01/21 at 81.

LCdr John Baudains COTTLE, OMM, CD,** RCN(Ret'd). In Ottawa 04/09/20 at 94.

Lt(S) Norman Robert CUMMING, RCN(R)(Ret'd). In Ottawa 28/04/20 at 87.

Cdr Michael DUNCAN, CD,** RCN(Ret'd). In Ottawa 12/20 at 71**.**

PO1(Ret'd) Peggy GALE, CD.** In Ottawa 05/07/20 at 67.

Lt Brian Alan GALLANT, RCN. In Ottawa 18/10/20 at 76.

Lt Howard Roy GARRETT, CD, RCN(Ret'd). In Ottawa 07/02/21 at 85.

LCdr Sir Charles Theodore GUNING, CD*, RCN(Ret'd). Former member, in Ottawa 01/06/20 at 84.

CPO1 John Harold HENDERSON, CD8, RCN(Ret'd). In Ottawa 05/06/20 at 92.

CPO1 Robert W. KISBY, CD,** RCN(Ret'd). In Ottawa 29/05/20 at 85.

Cdr Robert George MUSTARD, CD*, RCN(Ret'd). Former member, in Ottawa 17/11/20 at 86.

Lt David Terrence O'CONNELL, RCNR)(Ret'd). In Ottawa 18/06/20 at 80.

Lt Donald ROCHFORD, MMM, CD,** RCN(Ret'd). In Perth, ON 15/01/21 at 78.

CPO2 David James WARMINGTON, CD*, RCN(Ret'd). In Ottawa 24/07/20 at 82

Pilgrim Ethel

By Richard Archer

Did I ever tell you the story of the time my ship went to the rescue of the *Pilgrim Ethel*? The year was 1970, and as a lieutenant I was the Operations Officer of HMCS *Saskatchewan*, based in Halifax. That year was a tough one for the crew, made up mostly by survivors of the *Kootenay* explosion and fire that had occurred in UK waters in November 1969 during a full-power trial. In 1970, we in *Saskatchewan* were absent from home port about 300 days.

A bit of background…. The captain was Neil "Chesty" Norton, a divorcé who lived on board and who had prevailed on the admiral's staff to assign the ship to every forthcoming adventure. Incidentally, he was one of that generation of naval officers who early in their careers were assigned nicknames as descriptors of the girls they were dating.

I joined *Saskatchewan* in late 1969 in Esquimalt, along with the ex-*Kootenay* crew minus the engineering department. After six months in HMCS *Bonaventure* (where I had been an eyewitness to the *Kootenay* disaster) I joined *Saskatchewan* as OpsO in relief of Bob Munday. My RMC classmate Gord Forbes remained the Weapons Officer until the summer. With the loss of service of *Kootenay* and some other destroyers, Canada's east coast fleet was short on its NATO commitment. So, the first adventure had been to bring *Saskatchewan* around to Halifax. My initial task for Chesty Norton turned out to be to negotiate with the headquarters on ports of call. Besides the usual stop in southern California, I managed to arrange visits to Acapulco, Panama City and Bermuda. The ship was southbound off the coast of Costa Rica when I received word that my first daughter had been born.

But as I say, that was only the start for a tough 1970. By far the worst experience of the year was the 4½ month deployment as the STANAVFORLANT flagship from August to December. We had embarked then-Cmdre Douglas Boyle, RCN and his international staff. He and Chesty didn't like each other from the outset, and the commodore made Chesty's and our lives hell. Of course, we on board didn't help. The most egregious event took place alongside in Saint John's, when a disgruntled stoker turned on the quarterdeck pre-wetting during an official reception.

But in the spring, all that was in the future. As part of the First Canadian Destroyer Squadron, we participated in the squadron's deployment to a NATO exercise that was designed to test the allied capability to prevent Soviet ships and submarines from transiting the Straits of Gibraltar, among other taskings. This trip was also the occasion for Chesty's attempt, arranged with the squadron commander, to weed out crew members who might be susceptible to what is now known as post-traumatic stress disorder. As luck would have it, I was the officer-of-the-watch when the ship did a surprise full power trial across the busy English Channel at night and in thick fog. During the trial I saw neither the captain nor the XO on the bridge; they were down in the engine and boiler rooms.

The squadron was on its way back across the Atlantic and a few days out of Halifax, when we received a message from the Rescue Coordination Centre. After some bad weather, a sailboat named the *Pilgrim Ethel* had made a distress call. Quick as a flash, Chesty volunteered *Saskatchewan* to go to the boat's aid, while the other ships proceeded to Halifax on schedule.

The *Pilgrim Ethel* had called for help on an international HF radio frequency, and so we able to make contact with them. Our first question was, naturally, what is your position? Well, the answer was along the lines of, "We think we're a few hundred miles east of Nova Scotia". Hmm, not much help. I was talking to them while I was in the electronic warfare control room, and so I tasked the EW operator to use the HF radio frequency direction-finding set to see if he could get a bearing. Yes, a bearing was indicated to the east of our present position, but the HF/DF lived up to its notoriety for also giving the possibility of a reciprocal bearing, to the west. The sailboat reported that no one on board was in any trouble, but that their rudder had shattered. It was after nightfall and I was worried about us finding a small vessel in the dark. I therefore asked them to hoist something metal in the rigging to aid radar detection.

I informed the captain about the situation and, the reciprocal bearing notwithstanding, I recommended that we head east. He went up to just 15 or 16 knots, which of course reflected there being no immediate danger to the *Pilgrim Ethel* crew, and that we had to conserve fuel after coming across the Atlantic.

It being late and my next bridge watch not until the forenoon, I turned in. Early next morning I made my way to the bridge. The captain was in his chair. Apparently, a couple of USCG C-130s had joined the search and had found the boat. It was only about ten miles away when I took over the watch. I was relieved to hear that east was the right direction…. Enroute to the boat's location we were overflown by one of the aircraft. The pilot got on the radio and said something like, "Hey Saskatchewan, you're looking like the queen of the seas!" With his usual alacrity, chesty grabbed the radio handset and replied, dryly, "You ought to see us in foreign ports."

We stood off the boat, a two-master of length about 75 feet, (and with a metal water jug hoisted to the mainmast top) and sent over a boarding party under the charge of the sub-lieutenant Boarding Officer, along with a junior engineer officer, a diesel stoker and a shipwright. In due course they reported back. There were eight persons on board, three adults and five children. The rudder was indeed smashed, and not repairable on the boat. The sub-lieutenant later also reported that it appeared that the boat captain's only navigation device was a plastic sextant, supported by his wife's Timex.

Okay, Chesty decided that enough was enough. We took all eight of the sail boat crew on board *Saskatchewan*, providing them with full hotel amenities. The one woman and the female children were put up in sick bay. The others found places in mess decks. We took the boat in tow and turned towards Halifax at 14 knots. Our ETA was late the following day.

We settled down to a quiet sail home, and the *Pilgrim Ethel*'s story came out. They told us that they had originated in California and had transited the Panama Canal, with the mission of sailing to the Holy Land in order to undertake Christian missionary work amongst the natives.

Now, I had a problem. Sometime before, I had arranged with Marilyn for us to go to a *Stadacona* wardroom social event the evening of the day after we were supposed to arrive home, and now it looked like it was nip and tuck as to whether we would arrive in Halifax in time. Actually, many of the wardroom officers had planned to be there as a sort of welcome home event. This was of course a long time before the advent of the Internet and email, so the question was how to get the word to the wives and girlfriends that we were still planning on being there for the event? I told the others I would see what I could do.

I went down to the communications control room and spoke with the PO radioman on watch. In the past I had used chances to speak with Marilyn from sea or from a foreign port by means of Canadian ham radio operators. Such operators loved to talk with exotic locations like warships at sea, and many of them had the facility of connecting their system to the local telephone network. Our communications security status allowed HF transmission, and in short order the radioman established contact with a ham operator in Hammonds Plains, Nova Scotia, who graciously said he would connect us to the telephone system – all he needed was the number. I gave him my home number…but no answer -- Marilyn was apparently away from the house. I therefore called my neighbours who rented the other half the duplex: naval officer Phil Kenney and his wife Carol. Carol answered, and as best I could, using basic radiotelephony (like getting her to say "over" at the right time), I explained the situation and asked her to ask Marilyn, when she got home, to use the ship recall list tacked next to the telephone to call the wardroom officers' wives in order to pass the word that the social event that evening was still on. I can tell you that actually it all worked out well.

But we still had to get to the Halifax Dockyard in time. The next time I took the bridge watch I had a look at the chart. At the ship's current rate of knots, we were going to be late. I therefore called the Chief Bosun's Mate and asked him to have a look at the tow, which was already bouncing around a bit in the ship's wake, to see if I could jack the speed up a knot or two. He showed up at the stern and turned towards me watching from the bridge wing, and put

his thumb up. I increased the speed by a knot. Another thumbs up from the Chief. Another knot added, and then a third extra knot. At this point the Chief waved his hands to say, "No more." I checked on the chart again, and the ETA alongside in Halifax was still shaky.

At this point the Chief showed up on the bridge to say that he had arranged for the tow rope to be shortened and that now the sail boat's bow was partially hauled up out of the ship's wake. "You can now go faster, Sir", he said. I gathered that he was as anxious as I was to get home. Whatever, I increased the speed in increments up to 20 knots.

Now, you will have realized that at no time have I mentioned the Captain. Yes, I regret to report that I had done all this without telling him. It could have been a serious error if we found ourselves running out of fuel, and the only excuse I have was that this was early in my tenure as a lieutenant, and it wasn't until later in my tour on board *Saskatchewan* that I was awarded a sea command qualification….

Finally, we arrived in Halifax, and passed the tow off to a Navy tug. The sail boat crew went ashore, I don't know where. I'm pleased to say that we wardroom officers who had planned on the *Stadacona* social event made it there with our wives and girlfriends with some time to spare.

The rudder was repaired either by our own shipwrights or by the Fleet Maintenance Unit, and shortly thereafter the *Pilgrim Ethel* left harbour to pursue again its missionary voyage.

That might have been the end of my connection with the *Pilgrim Ethel*, except that Marilyn's brother Ernie Cable was a young navigator in an Argus squadron based at CFB Greenwood. Between the two of us earlier in the year we had arranged for an exchange event between his squadron and *Saskatchewan*. The idea was for his Argus crew to have a day sail in our ship, and for certain ship's officers to participate in a flight on an Argus patrol. This would be an opportunity to give each side a better appreciation of the other's domain, and even to talk up methods of greater cooperation when chasing Soviet submarines. Chesty had approved, and we took the Air Force blokes on a day sail to St Margaret's Bay and back. A week or so later some of us travelled to Greenwood. After the usual safety indoctrination, the next step was to sit in on the pre-flight briefing. Amongst all the talk of weather and intel, the briefer surprised me by saying something along the lines of, "Keep a lookout for the *Pilgrim Ethel*, a sail boat headed from Halifax to Europe." Okay, so they were still at sea, but search and rescue authorities must have had continuing concern for their safety…and rightly so.

The last reference to the *Pilgrim Ethel* came a couple of months later, from one of the ship's sub-lieutenants. He said he had heard that the boat had made landfall in Europe, on the coast of Ireland rather than at the Straits of Gibraltar…but I never knew whether or not this tidbit was apocryphal. **S**

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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

A current Membership Directory is now available to all members online. However, its accuracy depends on how up-to-date your membership profile is. With most members now on the Internet, communications within the Branch can be done quickly and easily -- a magnificent medium for the rapid movement of information. Please log-in to your membership account to update your profile, preferences, and options – most importantly your email address. When email messages are bounced, communications with you through the network you are automatically disabled. If not online, please advise your Membership Director, **Gerry Powell** (see previous page), of any changes you need made to your profile.

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Soundings returns in November 2021. Please send contributions to the Editor by September 30th, 2021.

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