



SOUNDINGS



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.”

58.01

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

May 2022



(Heddle)

The Port Weller Dry Docks, located off the Welland Canal between Lake Ontario and Lake Erie in St. Catharines, Ontario. The dry docks and associated facilities are the jewel in the crown for Heddle Shipyards, which is looking towards Ontario regaining a position as a major player in the industry. See the cover story starting on page 13.





From the President

By Tim Addison

What a winter! With everything from COVID Omicron to Freedom Convoys in downtown Ottawa, and now the war in Ukraine, it has been truly one to remember (and to forget). The recent spring forward to Daylight Savings Time was a welcome occurrence. The warmer temperatures and snow disappearing this week are other causes for optimism.

Looking back to last Fall, the Branch project to support veterans living at the Andy Carswell House in east end Ottawa (old CFB Rockcliffe) with clothing and outdoor apparel was a huge success. The second project, refurbishment of the naval monument associated with HMCS CARLETON near Dow's Lake, is still on the books, and activity should be picking up over the spring/summer this year, with a target completion date in time for Naval Reserve celebrations in 2023.

Last Fall I also wrote about a very special occasion in October when we recognized Peter Ward with the awarding of the Admirals' Medal. We are still working on a plan to physically award the medal, and hopefully that will take place on 28 April. Our other Speaker's Evenings over the winter were also memorable. We heard from Commander RCN, Vice-Admiral Craig Baines, Commodore Jason Armstrong, Director General Naval Force Development, on the state of the Navy as well as other very interesting presentations.

My main objective in this short missive is to energize the membership. After all, one of the cornerstones of the NAC is to promote camaraderie. Not having any face-to-face social interaction over the past two years has been difficult. There is no doubt that COVID has put a dent into our collective socializing, and by extension our mental well-being. Most, perhaps not all of us have a small circle of friends that we have stayed in touch with over the past two years. Now that COVID is becoming something that we as a

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society know how to deal with, it's time to re-engage with friends and associates that we may not have seen in a while.

As I hope you are all aware, the BYTOWN Mess has reopened, albeit in a temporary location. We can now gather again and swap a few stories in a very nice setting on the top floor of the NDHQ NCO's messes building just a short walk towards the canal from 78 Lisgar Street. On 24 March I had the opportunity to renew some acquaintances at the recent Navy League of Canada Maritime Affairs luncheon held in the WO and Sgt's Mess which proved an ideal venue.

The Branch Executive had planned a spring social event for 13 April in the same location. Regrettably, due to the low registration this event had to be cancelled. This is understandable, again due to the uncertainty with COVID. Nevertheless, I hope everyone can find a chance to catch up with old friends!

By the time you read this I hope that I will have had the opportunity to bump your elbow somewhere along the line. If not, I look forward to crossing paths very soon, as we shake off the cobwebs and get outdoors.

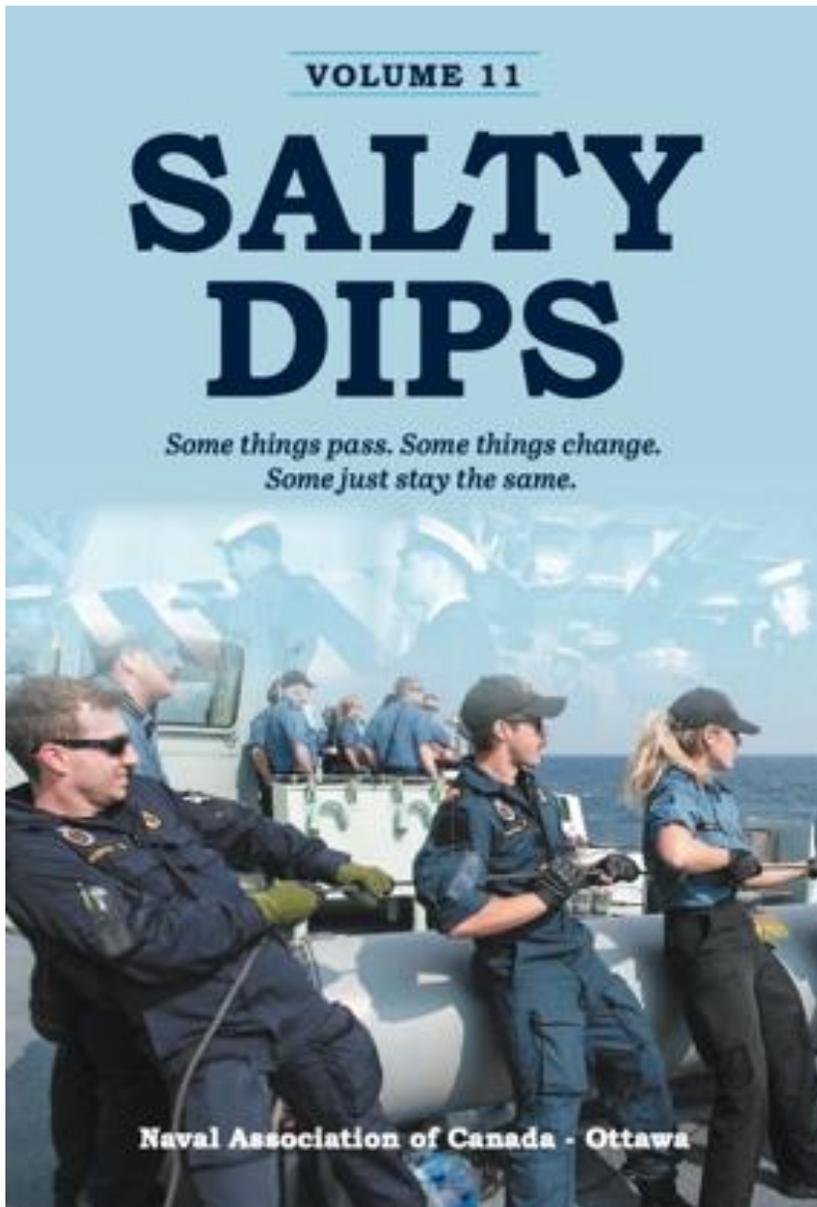
Fore! **S**





Salty Dips Volume 11

By Rick Guitar



The latest volume in the Salty Dips series, Volume 11 is now available from Friesen Press in hard or soft copy as well as other major book sellers such as Amazon. E-book versions are also available from/for Amazon Kindle, Apple books, Barnes & Noble, Nook and Rakuten/Indigo Kobo eBook networks. The Friesen Press site has links to e-book sellers.

Volume 11, “Some things pass. Some things change. Some just stay the same.”, is mainly focused on the social changes in the

Canadian Navy/RCN that have 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, plus reminisces from Rear-Admiral (Ret'd) **Tim Porter** on his life journey from sea cadet to admiral and then, on his retirement from the RCN, his role in the creation of the Royal Canadian Sea Cadet Education Foundation. Additionally, we hear from Dr. **Alec Douglas** on his 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 informative glimpses 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 perceptive account of 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. **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!

S





Project Group 38 Postscript

By Richard Archer

In the Autumn 2021 edition of *Soundings*, I recounted my participation in the development of international submarine escape and rescue through my role as the executive secretary of Project Group 38 (PG/38), among other groups, under the NATO Naval Armaments Group. In my piece I concluded by saying that I wondered how successful, or not, PG/38 was able to achieve their aim of establishing an international submarine rescue organization.

Well, recently I did a search on line and found that fifteen countries from across four continents (including Russia but strangely not Canada) belong to what is called the International Submarine Rescue Liaison Office (ISMERLO). The ISMERLO web site says it is “an organization that aims to facilitate an international response for a distressed submarine, and to improve the ability to respond to a call for assistance through its coordination role. Although established by NATO, ISMERLO supports all nations and pursues the involvement of global submarine-operating nations. ISMERLO is a military organization operating in an international environment focused on the humanitarian objective of saving lives at sea.”

HMCS *Victoria*



Additionally, Wikipedia says the following....

The International Submarine Escape and Rescue Liaison Office ("ISMERLO") is an organization that coordinates international submarine search and

rescue operations. It was established in 2003 by NATO and the Submarine Escape and Rescue Working Group (SMERWG) [which sounds like a derivative of PG/38.] The office was established following the disaster of the Russian submarine K-141 *Kursk*. The office aims to provide an international liaison service to prevent peacetime submarine accidents, and to quickly respond on a global basis if they do occur.

It consists of an international team of submarine escape and rescue experts based at Northwood, UK. The aim of ISMERLO is to establish endorsed procedures as the international standard for submarine escape and rescue using consultation and consensus among submarine-operating nations. Advice on training and procurement as well as an inspection and monitoring service is also offered. The organization provides online information about submarine escape and rescue and aims to enable the rapid call out of international rescue systems in the event of a submarine accident.

The Submarine Escape and Rescue Working Group (SMERWG) covers technical and procedural issues, and aims to share information and define mutually-accepted standards for design and operation of SMER systems. It also provides a forum for problems and exercises to be discussed with experts in the field.

There is also a NATO Submarine Rescue System (NSRS), owned and operated by Norway, France and the United Kingdom and participating in the ISMERLO....

NSRS is a tri-national project to develop an international submarine rescue system. The system provides a rescue capability primarily to the partner nations of France, Norway and the United Kingdom, but also to NATO and allied nations and to any submarine equipped with a suitable mating surface around its hatches.

NSRS employs a free-swimming, piloted submarine rescue vehicle, launched from a dedicated “portable launch and recovery system” that can be quickly fitted to a suitable rescue vessel.

Hmm, sounds like the NATO submarine rescue effort that I was involved in is in good hands. **S**





Guest Speakers

VAdm Craig Baines

On November 1st, 2021, the Commander of the RCN, VAdm Craig Baines, spoke virtually to NAC-Ottawa and the broader NAC membership, as well as a wide range of other interested individuals across Canada, on the current state of the Navy. He introduced his talk by grouping the present-day challenges under the acronym “S3C”, representing: Sailors and Public Servants; Ships and Submarines; Service; and Culture.



from the old bipolar Cold War situation that led to the current Navy. In addition to land, sea and air threats, the future Navy must be able to address things like Arctic operations, cyber, information warfare and space. A big element in the new way of perceiving and executing service at sea will be the ability to manage, exploit and maintain huge amounts of data, in support of both force protection and taking the fight to the enemy.

Under the “Sailors and Public Servants” heading, the principal challenge the Admiral sees these days is sailor recruitment, especially in light of the way that the Navy is introducing new ships to the fleet. One aspect in meeting this challenge is to make most if not all decisions through a “people” lens, where the personnel ramifications are treated first. Another is to improve employment opportunities for reservists.

Interestingly, among the eight major missions tasked to the Canadian Armed Forces, six have significant Navy involvement. The Navy expects that it will be ever more involved in Asia-Pacific diplomacy and operations; however, the Admiral sees no need to rationalize the coastal distribution of ships and submarines, as any ocean in the world is accessible from both Halifax and Esquimalt. The deployment of Navy ships, in particular Maritime Coastal Defence Vessels, to the Caribbean in conjunction with the USCG continues to be successful and productive in prosecuting the war on drugs.

Under “Ships and Submarines”, he noted that the AOPS, CSC and JSS projects are on track, and that the RCN has stood up a small team to lay the groundwork for a Canadian Patrol Submarine Project to replace the *Victoria* class submarines, which are operating from both coasts and currently about to undergo some modernization. The new submarines will be non-nuclear-powered with technologies like air-independent propulsion being given serious consideration. The AOPS are proving to be great ships, with HMCS *Harry DeWolf* having just completed the first Canadian naval North-West Passage transit since *Labrador’s* in 1954. CSC is being designed with the future threat environment in mind. The leased replenishment vessel MV *Asterix* is under contract until 2023.

Under “Culture”, the Admiral was very forthright in addressing the present-day crisis in confidence in the Canadian Armed Forces arising from sexual misconduct allegations: a serious problem that is systemic. Significant change is required, starting with recognition of the situation. But the Navy should actively use the crisis as an opportunity to make itself better. The Navy can no longer take refuge in policy and process but must provide the day-to-day leadership that will engage all serving members in meeting the problem head on.

The “Service” of the sailors of today and the near future will be crucial to meeting the military threats in a world quite different

In conclusion, VAdm Baines stated that the Navy will need to do a better job in communicating with the Canadian population, with such communication expected to be decisive if the full value of the Navy in meeting Canada’s ambitions is to be realized. **S**





Dr. Andrea Charron, PhD



On the evening of December 6th, 2021, the guest speaker at NAC-Ottawa's monthly meeting was **Dr. Andrea Charron**. Dr. Charron holds a PhD from RMC and earned a number of other degrees at universities both in Canada and overseas. She completed her post-doctorate at Carleton University's Norman Paterson School of International Affairs, and is now Associate Professor and Director of the Centre for Defence and Security Studies (CDSS) at the University of Manitoba.

Her topic was the advent of NORAD modernization and its implications for Canada, including for the RCN. She dedicated her presentation to the memory of the fourteen women killed at the Polytechnique Montréal 32 years ago on this date.

Dr. Charron began by recapping the Canada-US defence relationship as one that started between President Roosevelt and Prime Minister Mackenzie King in the late 1930s, gained impetus with the "Ogdensburg Agreement" and the establishment of the Permanent Joint Board on Defence in 1940, and matured in 1957 with the establishment of the bi-national North American Air Defence Command (NORAD). Work began on what was later to be called the North Warning System, radars pointing north to detect air and then ICBM threats from the Soviet Union. NORAD is renewed every five years.

In 2002 the US stood up its geographic command structure, and NORAD was twinned with US NORTHCOM, with a US four-star general wearing both hats. In due course the NORAD name was changed to North American Aerospace Command to reflect the expansion of the mission up from strictly air defence against the Soviet bomber threat, and in 2006, the mission was further expanded to include "maritime warning". This meant that NORAD's ambit was greatly extended from a single focus on the continent's Arctic approaches to a more global oversight that addressed more generally the threats to North America, including a common operating picture that identified vessels of interest world-wide.

The shock of the 2001 attacks on 9-11 was seen as a monumental failure on the part of NORAD. One major lesson learned was that the defence of North America writ large had to first, contemplate avenues of attack other than just from over the north pole, and second, gain the synergy that would arise from a more general approach that included the participation of other allies around the world. The Americans called this "EvoNAD"; that is, the evolution of North American defence. At first the inclusion of maritime defence was problematic, but eventually the value of a single multi-dimensional threat picture and operational plan became evident.

Dr. Charron highlighted one current problem, which is the way the world has been divided up into areas of responsibility for the US geographic commands. US EUCOM, for example, has under its wing all of Greenland and a large part of the Arctic Ocean, meeting US NORTHCOM's boundary near the North Pole. This could cause jurisdictional problems for US NORTHCOM's and NORAD's defence of North America.

It has also become clear that if NORAD is to be modernized, it has to go well beyond just new technologies: it must have a fundamental re-think. In the Cold war, for example, deterrence was based on "punishment". Today the emerging concept is to base deterrence on "denial". Denial would increase deterrence by making any attack on North America to be perceived by

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adversaries to be far too costly in terms of effort and expenditure of resources. Denial also implies the need to have an overarching defence of the homeland, to capture all domains in a fused strategy and picture. In short, the new NORAD must have what are called all-domain awareness, information domination, and decision superiority. When it comes to “domains”, they include cyber, space, air, land, maritime surface and maritime sub-surface.

So, it appears that the RCN will increasingly find itself involved in North American homeland defence, working not only with Canadian central commands but also with both NORAD and US NORTHCOM, all with interoperable common objectives. **S**

Mr. Shaun Padulo

On February 7th, 2022, the informative and interesting guest speaker at NAC-Ottawa’s monthly virtual meeting (more than 50 participants) was Mr. Shaun Padulo, President of Canada’s Heddle Shipyards. Heddle has a corporate history of considerable wartime ship construction, and currently has several facilities in Eastern Canada, including Thunder Bay, Ontario, Hamilton, Ontario, St Catharines, Ontario (off the Welland Canal), and Edwardsville, Nova Scotia (in Cape Breton, adjacent to the Canadian Coast Guard College). Of these, the largest is the Port Weller Drydocks Shipyard in St Catharines, with two extensive graving docks capable of accommodating the largest Great Lakes bulk carriers capable of navigating the St. Lawrence Seaway. The Hamilton facility relies on floating/submersible dry docks to raise and work on smaller vessels.

Heddle is a Canadian-owned private company and the largest shipyard owner on the Great Lakes. The core business is ship repair and overhaul, but the company is moving toward greater ship construction and the provision of related services.

Mr. Padulo was complimentary about Canada’s National Shipbuilding Strategy, and Heddle is actively pursuing possible work contributions to the Navy’s and Coast Guard’s programmes. He commented that the target elimination of past boom and bust cycles is still a question, but he expressed hope that at least the amplitudes will be reduced.

An aim, he said, was to, “reaffirm Ontario as a shipbuilding power”, even though Canada’s costs for both labour and materials, such as steel, have a difficult time competing with Asian interests. He also noted that today a swing towards Arctic operations is underway, and that this will colour Heddle’s approach to both construction and overhaul.

Much work for Heddle involves the Canadian Coast Guard, but the company is also seeing shipping companies returning to Canadian shipyards after sending past work to the United States.



Heddle has ongoing problems with the recruitment and retention of skilled workers in this Covid era, but Mr. Padulo’s outlook on the future of shipyards in Canada is positive. In this regard, the high season for shipyard work is the winter period when the Seaway is closed,

and currently the shipyards are fully booked. He noted that with climate change, however, the Seaway closure is becoming ever shorter, and that the company must adapt with greater efficiency.

Finally, Mr. Padulo remarked on Heddle’s significant contribution to the preservation and maintenance of HMCS *Haida*, now berthed as a national historic site on the Hamilton waterfront. Heddle also contributed to the carriage by dry dock and then barge of HMCS *Ojibwa* to its location as a museum in Port Burwell, Ontario, on Lake Erie. **S**





Cmdre Jason Armstrong

At the NAC-O monthly meeting held on 7 Mar 22, the guest speaker was the RCN's Cmdre Jason Armstrong, Director-General Naval Force Development (DGNFD), which addresses the demands of naval strategy, naval infrastructure and naval requirements, along with management of the Canadian Forces Maritime Warfare Centre.

Cmdre Armstrong gave an interesting and informative account of what his team members are working on, including the present-day and forecast military threats to Canada's interests, an appreciation of what the future holds, and how DGNFD is planning to prepare for that future.

The current developments of the Russian and Chinese navies are well known: they are moving from the category of "near-peer" to the "peer" category when compared to those of the NATO Alliance. They continue to work hard in developing advanced weaponry like anti-space capability, UAVs, and cyber warfare. Potential adversaries among smaller nations are also looking to enhance their asymmetric threat to western navies.

Canada is currently doing a lot to keep up with these threats. The ongoing modernization and upgrades to both the *Halifax* Class frigates and the *Victoria* class submarines are an example. And the advent of Canadian Surface Combatants, Arctic and Offshore Patrol Ships and Joint Support Ships will provide a major step up in the nation's naval capability.

But those initiatives are underway now. DGNFD is also looking farther into the future – such as how to cope with the coming changes to the operating environment, with more emphasis on the Indo-Pacific, on the Arctic, on cyber and on space (an area being led by the RCAF). Additionally, Cmdre Armstrong provided a long list of areas being pursued, including advanced planning and display tools, warfare systems integration, automated/remote systems, more precise navigation, laser communications, big data management, modularized ship design, and containerized systems, with everything



accelerated by the increased exploitation of artificial intelligence. A starting point is the absolute need to develop a data-centric mind set amongst RCN members, leading to what can be called a "digital navy", taking advantage of the digital savvy of present-day youth. And these efforts are being undertaken against a background of present-day social demands to make the RCN ever more inclusive, green, and contributing to the aspirations of first nations. But superior combat capability is still the ultimate aim.

Cmdre Armstrong concluded his remarks by noting that DGNFD is currently thinking hard about how to get there from here. A fresh approach to strategic thinking and development is being looked at. All stakeholders are being invited to participate and share ideas, so as to get active collaboration much earlier in the planning process. And more will be done to contribute to the much-needed reduction in acquisition cycle times, including the adoption of techniques used so successfully by high-tech companies. **S**





Marc Séguin

On April 6th, 2022, The NAC-Ottawa monthly meeting heard from guest speaker **Marc Séguin**, author of the book “Advocacy in Aging.” The objective of the book is to provide those of us at a certain age with guidance as to how to prepare for and execute a transition plan, one to eventually pass control of assets, bequests and other legacies to what the author refers to as “trusted advocates.” Such advocates are people, including family, who will be trusted to manage your financial and other affairs along with your health care after you are unable to handle these issues competently yourself. A beneficial side-effect of a transition plan as we grow older would be peace of mind.



The classic methodology for estate planning, so as to approach the end of life with preparedness and dignity, is to compose a will that dictates how the money and assets are to be handled and distributed once we cross over the threshold, but Mr. Séguin’s point is that greater planning is needed to ensure hoped-for peace of mind.

Fundamentally, one needs to address three “allotments”. These are, first, to structure one’s situation to ensure adequate income and minimized expenses; second, to set aside assets for protection against the vicissitudes of rainy-day events; and lastly, to construct a comprehensive and fool-proof estate and legacy blueprint as a transition plan.

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Mr. Séguin’s approach for this blueprint is described as five pillars:

- Pillar 1: **a thorough financial plan**, created in consultation with the stakeholders, who are the heirs, other family members, the executor, and anyone potentially with power of attorney.
- Pillar 2: **establishment of the legal foundation** to include wills, powers of attorney, and healthcare directives.
- Pillar 3: **rationalization of one’s estate**, to achieve simplification and downsizing, plus documentation by means of a shared “organizer” for the estate, and planning for possible end of life charitable gifting.
- Pillar 4: **transition financial management**, to identify, consult with and get on board the extended advocacy team.
- Pillar 5: **personal care mandates**, to promulgate one’s wishes for personal care management as the end-of-life approaches and decision-making becomes more difficult.

In the subsequent Q and A session, the subject of the estate “organizer” was raised, with the questioner seeking a source of such a document. He was referred to any financial adviser. One such advisor is NAC-Ottawa member **Linas Pilypaitis** of BMO Nesbitt Burns, at

linas.pilypaitis@nbpcd.com. Linas has offered to provide a PDF copy of his firm’s estate organizer to anyone who asks. **S**

To Err is Human

By Richard Archer

Let me tell you a story of an occasion that, in retrospect, I feel I made a big mistake. In the latter half of 1991 I was working as a commander at NDHQ as Director Public Policy in the Policy and Communications Branch. The position was normally one for a four-striper, but I was in it for three years, leading up to my subsequent last posting in 1994, which was to NATO HQ.





Out of the blue one day at my DPP desk I received a phone call from the Pentagon. It was Captain Dan Bowler, USN calling. Now Dan and I had a history, which I have captured more fully in an article in the November 2009 edition of *Soundings*. In '84 to '86 I had been posted to the Canadian Exchange Position in USN Third Fleet Headquarters on Ford Island in Pearl Harbor. My job was called "Current Scheduler" (see the photo on page 17), and I was responsible for the day-to day planning and execution of the activities and deployments of the Fleet's ships, logistic support, some submarines and certain aircraft, all based around the carrier deployment plans that had been decided well above my pay grade. Fortunately, I had an assistant, an ensign. She was responsible for keeping the office's first-generation data base system operable and ensuring that all the changes we made to the more than 100 units under our care were updated in the World-Wide Maritime Command and Control System.

Dan Bowler, then a commander, was my boss. On his office wall was a master's degree from Georgetown University. One of the things I learned from him was the USN practice of getting into the office well before the upper hierarchy, perhaps a remnant of a Viet Nam war era impulse. He used to catch what was then called the cooks' boat, which carried support personnel over to Ford Island at 0630 in the morning. All this is to say that I knew him as a dedicated, hard-working guy who provided great leadership. His other claim to fame was that his father was the long-time editor of the US Naval Institute *Proceedings* periodical, based at Annapolis.

After Third Fleet, Dan was posted in command of the *Spruance* class destroyer USS *Leftwich*, DD-984. And in 1987 news, I had been intrigued to see that the *Leftwich* had participated in the gunnery bombardment of the two Iranian unused oil platforms in the Persian Gulf that had been commandeered by the Iranian Revolutionary Guard Corps as staging bases for missile attacks on shipping, including most recently a US-registered freighter. The US response was called Operation Nimble Archer, no less.

I was promoted to commander on January 1st, 1988, top of the list in large part due to Dan's reports on my performance. I knew he was still in *Leftwich*, so I forwarded my promotion message to him with expressions of appreciation. He replied by message (this was before the common use of the Internet) with his congratulations and the notion that my promotion was long overdue.

On his 1991 phone call from the Pentagon, we chatted for a while about his experiences -- interesting! -- and he asked me what exactly was "public policy", and what did I have to do? -- not so interesting.... But then we got down to the reason for the call. The US had just commissioned the USS *Arleigh Burke*, the first of a long line of multi-mission destroyers. The phone call was a preliminary feeler to see if Canada might consider participating in the *Burke's* construction line, in what was probably called "flight two", for our nation's own class of new destroyers. Whoa! The aim for the USN of course would be to reduce costs by increased economies of scale. Looking back on this now I would guess that Canada might have been only one recipient of a series of similar feelers to other allies.

Be that as it may, I was quite experienced in the Canadian Patrol Frigate project, as a lieutenant-commander having risen to the position as the project's Operational Requirements Manager, helping see the project through to contract signing with Saint John Shipbuilding.

I also had some previous experience in the Navy's Directorate of Maritime Force Development, having been a DMFD section head twice, once as a lieutenant-commander under Cdr Hans Hendel '86-'88, and the other as a commander under Capt(N) Bruce MacLean '89-'91. (My intervening posting between DMFDs? -- my time as an integral staff officer in the nuclear-propelled submarine project.)

But this discussion with Dan was in 1991. The CPF first of class, HMCS *Halifax*, had been launched in 1988, leading to an expected commissioning in 1992. So immediately I couldn't see the US feeler going anywhere. I mentioned to Dan that I had





read that the unit cost of the *Burke* was about one billion dollars, and besides the reality that Canada was already well along with the CPF, the cost alone would be a show-stopper. “No,” he said, “the cost is only about 750 million.” I had to tell him, rather lamely, that I was thinking in terms of Canadian dollars.... We finished our discussion with me saying that I didn’t see much if any prospect for a positive Canadian response to a US offer to participate in the *Arleigh Burke*.

Today, I feel that I made a serious error here. Almost in passing I had told my boss, DG Nancy Wildgoose, about the call, but as far as I could tell that’s as far as it went. I returned to my workload.

I think my error was to let the issue die in our office. With hindsight I should have instead told Dan on the call that I would report our discussion to my hierarchy, and would get back to him. I should have at least pursued the idea of informing the Chief of Maritime Doctrine and Operations (CMDO), and/or ADM(Materiel). It seems unlikely, but depending on the responses from the grown-ups, perhaps the US offer, even though itself declined, could have opened up other avenues of collaboration. Thinking about it, it feels like a possible opportunity missed. **S**

Book Review

By David Gray

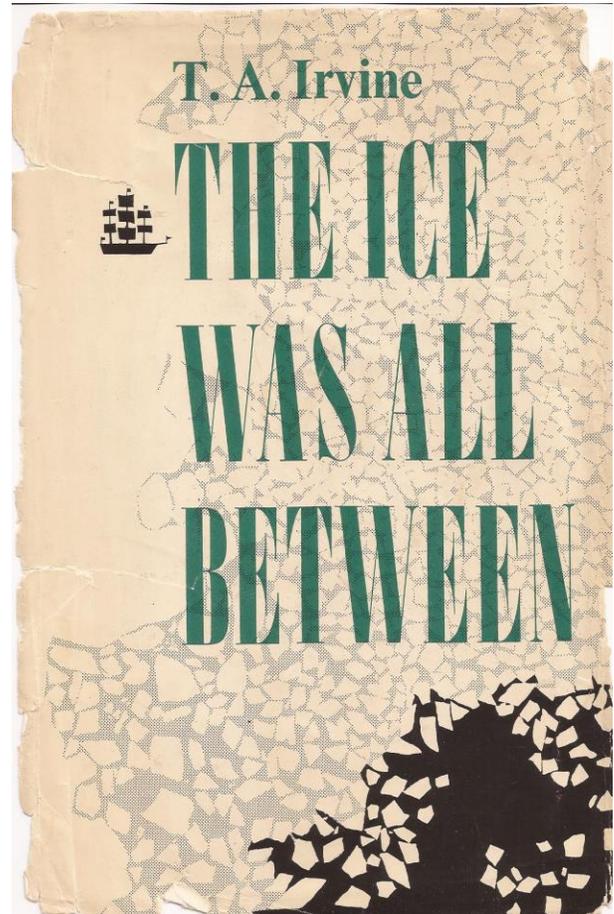
LCdr. T.A. Irvine, *The Ice Was All Between*, Longmans, Green and Company, Toronto, 1959. xxiv, 216, black & white photos, maps, diagram. Available from Amazon.ca for as low as \$24.95 (Cdn) used.

This book - *The Ice Was All Between* - has relevance and interest to Canadian naval officers, having been written by a Canadian naval officer about Canada and about a RCN ship. The book, as reviewed, is part of my personal collection, but there is also a copy already in the MacK Lynch Library.

It may seem strange to read a review of a 60+ year-old book, but the relevance of

this book is making headlines in the newspapers from time to time. The book describes the Royal Canadian Navy’s icebreaker, HMCS *Labrador*’s first season in the Arctic (1954) where it became the first deep-draught ship to transit the Northwest Passage.

The relevance strikes home with the Foreword, written by *Labrador*’s captain, Capt. O.C.S. Robertson: “The rich resources



that lie within the Canadian Arctic will remain there until such time as we have need of them. It behoves [sic] us, however, to carry out the research that is necessary to exploit these raw resources now, before we need them. They are in our storeroom and will remain there as long as we protect this storeroom.”

The author, Tom Irvine, served during the Second World War in Royal Navy cruisers, destroyers and corvettes and following the war he transferred to the Hydrographic Department of the Royal Navy. He immigrated to Canada in 1950, joined the Canadian Hydrographic Service, then





enlisted in the RCN as a hydrographer. He was the hydrographer-in-charge on the *Labrador* on this momentous trip. He died in Ottawa in October 2008.

The book describes the circumnavigation of North America, from the shipyard at Sorel, Quebec, the frightening trip down river where no one, including the river pilot, knew the characteristics of handling a deep-draught icebreaker. There were two major equipment failures during the transit that could have wrecked the ship were it not for some excellent ship-handling. The ship went to Halifax to complete her provisioning for the trip and taking on about twenty scientific staff. From there, she travelled to Resolute, and then moved a RCMP special constable from Craig Harbour (south side of Devon Island) to Alexandra Fiord (midway up the east side of Ellesmere Island) encountering massive icebergs enroute. Back at Resolute, Irvine and seamen did a harbour survey. The ship visited Beechey Island, the site of Franklin's last known (at that time) winter anchorage, and then did a search and rescue of a trawler from Boston, Mass. which needed icebreaking assistance to get out of the uncharted Baring Channel (between Russell and Prince of Wales Islands). The ship then met the USN *Burton Island* and USCG *Northwind*, both having come from American west-coast bases, and then the three ships sounded parallel lines as they crossed the Beaufort Sea and rounded Point Barrow, Alaska. From there it was all haste to Esquimalt with a very sick crewman. The *Labrador* completed the circumnavigation at a more leisurely pace via the Panama Canal with stops at San Francisco and Granada.

The book is light reading filled with interesting dialogue and a good amount of humour. One of the best is the signal-lamp message from a passing tramp steamer in the Caribbean: "I'm in the Caribbean; where are you?" I highly recommend the book as a description of Arctic navigation to those who have not had that opportunity.

I remember meeting Tom Irvine on several occasions at Canadian Hydrographic Service and Canadian Hydrographers' Association functions in Ottawa and

recognized that here was someone with a great deal of experience. It is only after reading this book that I realize that I missed a great opportunity of tapping that resource.

Post Script. It was only when searching in Google for the availability and cost of the book that I found out that the title is a quote from *The Rime of the Ancient Mariner* by Samuel Taylor Coleridge (1772-1834):

And through the drifts the snowy clifts
Did send a dismal sheen:
Nor shapes of men nor beasts we ken—
The ice was all between.

The ice was here, the ice was there,
The ice was all around:
It cracked and growled, and roared and
howled,
Like noises in a swound! **S**

Helping with Furniture

By Tim Addison

Earlier this month at chez Addison we donated some gently-used furniture to an organization called "Helping with Furniture", which will be used to support Ukrainian and other refugees who can be expected to settle in Ottawa in the coming months.

If you are thinking of downsizing or just doing some spring cleaning, I suggest you consider this worthy cause, www.hwfottawa.org.



S





Bringing Shipbuilding Back to Ontario

By Shaun Padulo
President Heddle Shipbuilding

Ed. On 7 February, 2022, Mr. Padulo was the virtual guest speaker at a NAC-Ottawa monthly meeting. See the report on his presentation on page 7. In his talk he said that an aim is “to re-affirm Ontario as a shipbuilding power”. This article has been written in response to a request for him to expand upon this idea.



It is no secret to the Royal Canadian Navy (RCN), the Canadian Coast Guard (CCG), and the Canadian-flagged commercial fleet that Ontario was once a shipbuilding titan. During their prime, the Port Weller Dry Docks and Collingwood Shipbuilding proudly launched vessels, such as the CCGS *Des Grosielliers* and CCGS *Sir Wilfred Laurier*, still in service today. During World War Two, more than thirty corvettes were built by Ontario shipyards from Thunder Bay to Kingston. Although Collingwood Shipyard is now permanently closed and the glory days of shipbuilding remain a distant memory, shipbuilding in Ontario is primed for a resurgence.

In 2016, Heddle Shipyards purchased the Thunder Bay Shipyard out of bankruptcy, and in 2017 took control of the storied Port Weller Dry Docks in St. Catharines Ontario, thus beginning a new chapter in Ontario’s rich maritime history. As the owner/operator of three large shipyards in Ontario and the largest number of dry dock assets in Canada, we believe Ontario and Heddle Shipyards, have the capacity to support the National Shipbuilding Strategy (NSS), specifically when it comes to the CCG’s new-build

program for vessels under 1,000 Gross Tons (GT).

At Heddle Shipyards, our vision is to be recognized as the most reliable provider of ship repair and maintenance services in Canada and to become a meaningful partner in the shipbuilding industry. Our goal is to be Canada’s partner shipyard for vessels under 1,000 GT new-builds and to support the larger vessel new-build program through the construction of ship modules and components. Although there are challenges to achieving these ambitions, we firmly believe our facilities, our people, and the Ontario marine industry, have the capacity and expertise to bring shipbuilding back to Ontario.

At one time, the Port Weller Dry Docks and Thunder Bay Shipyard employed upwards of 4,000 people collectively. While the vessels under the 1,000 GT market is unlikely to support employment to that level, there is no doubt the shipyard facilities in Ontario can support large-scale new-build programs and become an industrial powerhouse in this sector. Furthermore, Hamilton and the golden horseshoe is home to the industrial and manufacturing heartland of Canada. This creates an opportunity to outsource significant parts of the shipbuilding process to local industry, thereby eliminating some of the burdens on the shipyards to invest in costly equipment and infrastructure that already exists in close proximity.

While there is no doubt that the loss of shipbuilding knowledge is an unfortunate by-product of the decline of shipbuilding in Canada, the industry has changed significantly in the last thirty years. The shift towards automation and robotic welding has significantly improved quality and efficiency. While traditional trades positions such as fitting, welding, and machining will continue to play a crucial role in the shipbuilding process, new positions in automation and equipment operation will present the next generation with new opportunities in the shipbuilding industry. As well, modular construction has brought





much of the shipbuilding process from the hardstand to the shop floor. Modules and block sections are integrated into the ship fully outfitted with machinery, piping, electrical, etc., a shift that has significantly improved both quality and efficiency. We believe that by embracing these new technologies and methods, Ontario shipyards can offset the traditional demands for manual workers and train a new generation of high-tech shipbuilders.

It is important to note that the Canadian shipbuilding industry has made leaps and bounds over the last decade. From the outset of the NSS, Canadian shipyards were effectively starting from scratch, from both equipment and human resource perspectives. Companies like Vancouver Shipyards and Irving Shipbuilding have had to re-invent their processes and facilities. Despite some challenges early on, these challenges were a natural part of rebuilding a dormant industry and significant progress has been made in quality and efficiency over the last few years. It would be prudent and natural for Heddle to draw on the experiences and lessons from the other NSS shipyards as we transition into the new-build market. Ontario shipyards are, however, fully capable of delivering on the vessels for the under 1,000 GT new-build program.

Concerning the new-build market, we believe there will be enough activity over the next two decades to eliminate the boom-and-bust cycle that Ontario shipyards currently find themselves in. New-build projects in the 1000 GT sector in the coming years are as follows:

- City of Toronto – Replacement Ferries (4 vessels)
- CCG – Near Shore Fisheries Research Vessel (1 vessel)
- CCG – Mid Shore Multi-Mission Vessel (MSMM) (6 vessels)

In addition to the above, Owen Sound Transportation will be looking at the replacement of the MS *Chi-Cheemaun* and the *Jiimaan* passenger ferries in the next decade. Furthermore, Canada has yet to identify a replacement program for the Maritime Coastal Defence Vessels (MCDV), and the CCG great lakes small buoy tenders the *Caribou Isle*, *Île Saint-Ours*, and *Cove Isle* will be due for replacement in the not-so-distant future.

Ultimately, the goal will be to transition from domestic government-funded programs to the commercial or international defence markets. Our ability to do this will be based on creating a niche area of expertise, specifically in the vessel under the

▼ *MV Waaseyaagmik – Major Conversion. (Heddle)*





1000 GT market. If we can build up our processes and facilities to efficiently construct vessels of a particular size or configuration, nothing is stopping Ontario shipyards from competing on the global market.

This is not necessarily a new model, companies like Metal Craft Marine and Hike Metals – both in Ontario – have carved out a space in the international markets for aluminum hull patrol and search and rescue style vessels. There is no reason Heddle could not do the same thing with small and medium-sized vessels based on designs like the MSMM or MCDV.

There is no question that we will face challenges but with ingenuity and common sense we see a clear path forward. For example, engineering and design capacity in Canada has come a long way in the past decade. Although resources are spread relatively thin given the current demands of NSS projects, standardization and simplicity of design can go a long way towards reducing the design and engineering burden. That being said, the design and engineering capacity in Canada continues to grow, and we feel it will be adequate to support our aspirations, given that we can approach this challenge intelligently.

Furthermore, skilled labour continues to be a challenge faced by Canadian industry as a whole. We must embrace new technology and utilize the skill sets of the next generation to achieve the same tasks that were done manually in decades past. There also needs to be a recognition that Ontario has an opportunity to access an untapped resource, specifically when it comes to under-represented groups and to upskilling people currently working in different sectors. Women, Indigenous communities, and other under-represented groups still make up only a fraction of skilled trades positions in Ontario, and shifts in employment trends have left many without the skills and training our evolving economy requires. It will be important for companies like Heddle, in partnership with the government, colleges, and secondary schools, to develop curriculum and training programs that will provide opportunities for this

untapped resource to enter the exciting world of modern shipbuilding. This will be a key factor in Ontario shipyards remaining competitive both domestically and internationally.

As Heddle and the Ontario marine industry transition to the next phase of growth and shipbuilding becomes the primary activity, it will be important for our Provincial government to play an active role. It is no secret that initiatives such as the Québec maritime strategy have given Québec a competitive advantage in the shipbuilding and ship repair markets. Nova Scotia was instrumental in assisting Irving to upgrade their facilities and Québec took a financial stake in the Asterix project executed by Chantier Davie so as to assist with facility upgrades. Similarly, we need the Ontario government to enact policies and mechanisms that support Ontario-made solutions and create an environment where Ontario shipyards can continue to invest and stay competitive.

We are pleased to say that the current provincial administration has been extremely supportive of shipbuilding in Ontario, and we are optimistic we are headed in the right direction. Last fall, Heddle was awarded the Simcoe Island Cable Ferry new-build for the Ministry of Transportation Ontario, which is a testament to the Ministry's support of the shipbuilding sector. Ontario has placed a premium on skilled trades development, and we will be working with the province to leverage opportunities for increased skills development and advanced manufacturing solutions, all of which will strengthen our position as a shipbuilding power.

From a federal perspective, we would like to see greater recognition of the capacity Ontario shipyards have to offer, both in terms of vessels under 1000 GT and in supporting the large build programs both underway now and in the future. In Ontario, we have a tremendous reservoir of underutilized capacity, which can be leveraged to support the goals of the national shipbuilding strategy.

For Heddle, there are a number of steps that must be taken to achieve the goal of bringing shipbuilding back to Ontario.





Most important will be establishing an Ontario Marine Strategy that both incentivizes shipbuilding and ship repair work in Ontario and supports investment in human resources and our facilities. Without this piece, Ontario Shipyards will continue to be at a competitive disadvantage when it comes to bidding and winning federal shipbuilding contracts. At the same time, we need to pursue an aggressive skilled trades training program not only in Ontario shipyards, but also across the province's advanced manufacturing sector. While we are anticipating a significant shift towards automation and robotics, we will always need skilled tradespeople in the shipyard, and the transition to automation will not take place overnight. Furthermore, skilled trades education will be the foundation of competent operators and quality control personnel. Simply put, you must have a solid foundation in welding to operate a robotic welding machine and recognize quality defects if they occur.

At the same time, we need to execute some smaller new-builds to hone our process and techniques. To that end, Heddle will be building several split hull dump scow barges using newly installed robotic welding systems. This is an internal initiative we feel worthy of investment so we can train our people and refine our processes before some of the larger more complex build programs come along. It is worth noting that Heddle has built a variety of vessels over our thirty-plus-year history including small tugs, workboats, cable ferries, and small ice-breaking hulls. The split hull dump scow project is an exercise in training and implementation of the latest welding technology.

Although it may seem like a tall task, we feel we are well on our way to taking some giant leaps forward as a company and as a province. Our full-time employees have more than doubled since 2017 and we are



▲ *Samantha Stout – Welder at the Port Weller Dry Docks. (Heddle)*





executing larger and more complex projects every day. We have made significant investments to upgrade our facilities and our capabilities including the 2021 purchase of Fabmar Metals in Thunder Bay and the purchase of Algoma Ship repair and all of its heavy equipment. In 2022, we will continue our capital investment plan alongside an aggressive training program to ensure we have the workforce of the future. To this end we are working with trade colleges in Hamilton, Niagara, and Thunder Bay to build ship repair and construction training courses. These initiatives will enable awareness in the sector and create a steady

pipeline of young people excited about a career in shipbuilding.

We have a tremendous opportunity in front of us, and Ontario shipyards are primed for success, building on what we have already achieved. Our facilities and people are stronger than they have been in decades. Today there exists a clear path forward in the accessible market of shipbuilding work, via a roadmap to execution through investment and training. If the political support for shipbuilding both federally and provincially remains strong, we do not doubt that we will bring shipbuilding back to Ontario. **S**

Cdr Dan Bowler, USN and Crew



▲ Cdr Dan Bowler and his crew, circa 1986, at USN Third Fleet Headquarters, Ford Island, Pearl Harbor, Hawaii. See the article “To Err is Human” starting on page 9. From left to right, Dan is flanked by the Assistant to the Current Scheduler, the Office Clerk, the Maritime Air Scheduler, the Yeoman, the Canadian Exchange Current Scheduler (today your Soundings Editor), and the Future Scheduler. **S**





REMEMBER

By Pat Barnhouse



Active Members

Capt(N) James Franklin CARRUTHERS, CD*, RCN(Ret'd). In Ottawa 01/11/21 at 78.

Cdr John Edward DUMBRILLE, CD, RCN(Ret'd).** In Ottawa 09/12/21 at 95.

LCdr Peter Howard Douglas MacARTHUR, CD*, RCN(Ret'd). In Ottawa 19/01/22 at 85.

Others Known to Members

Lt(W) Andree Marie Anne ANDERSON (nee SAVOIE), RCN(SSA). In Ottawa 17/02/22 at 95.

LCdr Bruce Eugene BAKER, CD*, RCN(Ret'd). In Ottawa 07/11/21 at 90.

Donald Gordon GRANT, KStG. Former Member, in Ottawa 26/12/21 at 86.

Lt William Andrew HOLLAND, CD, RCN(Ret'd).** In Ottawa 02/11/21 at 82.

LCdr Robert George HOWDEN, CD*, RCN(Ret'd). In Ottawa 24/01/22 at 82.

Capt(N) Frederick Duncan JARDINE, CD*, RCN(Ret'd). In Ottawa 22/11/21 at 89.





Saint Petersburg

By Richard Archer

In the last *Soundings* I wrote about my involvement with NATO-led submarine escape and rescue, particularly the interaction with the Russians. I mentioned in passing that the Russians had invited one of the lead groups under the NATO Naval Armaments Group to hold a November 2001 meeting in St Petersburg, which had recently changed its name back from Leningrad. The meeting was only a day-and-a half, Monday and Tuesday morning. The NNAG group was Naval Group 6 (NG/6), a collection of naval architects from various NATO navies working on sharing ideas and techniques in ship design. I was the Executive Secretary of the group. It had become involved because the Russians wanted to work with NATO on the standardization of submarine rescue support ship design, so that in the event of another Russian submarine accident like the loss of the *Kursk* one year earlier, they could take advantage of another nation's submarine rescue capability.

Marilyn accompanied me, and we teamed up with NG/6's representative from NATO's International Military Staff, submariner Cdr John Stanley-Whyte, RN and his wife Ann, a solicitor under Scottish law. The St Petersburg event was a ground-breaking meeting, to say the least, and my boss's boss in the NATO Defence Investment Division tagged along. He was a retired Spanish admiral, first name Guillermo, apparently with a degree in nuclear physics. He had a hearing problem, however, and never seemed to turn his hearing aid up loud enough. We had to raise our voices whenever we were with him, and he usually spoke so softly that we listeners normally had to lean in towards him. He and I actually had a quasi-working relationship: whenever he was due to speak publicly on NATO matters to various audiences, he asked me to write his speeches and I sometimes accompanied him. On this trip to St Petersburg, he was accompanied by his

girlfriend, a well-known concert pianist, first name Chantal.

Our first problem for the trip was getting the necessary visas. Marilyn and Ann did this and on a couple of occasions had to suffer the long line-ups and slow service at the Brussels Russian consulate. Too late, the Russian representative at NATO HQ (he didn't have an office there; he just operated out of the Russian embassy) complained to me that we shouldn't have pursued our visas – he would have made the necessary arrangements. We live and learn.

The meeting was due to start on a Monday, but we three couples decided to fly to St Petersburg on the Saturday, November 17th, returning Tuesday evening. The flight was uneventful and we were met at the airport by our hosts...except that when Guillermo got to his hotel room, he found that his luggage key didn't work. Upon forcing the locks, he discovered that he had picked up the wrong suitcase at the airport. He had to prevail upon our hosts to drive him back to the airport to return the damaged suitcase and pick up his own. Not a good start.

Our hosts were from the Rubin Central Design Bureau for Marine Engineering in St Petersburg. They were credited with having designed more than two-thirds of all nuclear submarines for the Russian navy. As it turned out, the institute owned the nearby 3- or 4-star *Hotel Neptun* where they had reserved rooms for us. (Interestingly, the hotel was listed and managed internationally by Best Western.) We arrived Saturday evening, and so the Stanley-Whytes and ourselves didn't get a chance to do any exploring until the next day, Sunday.

And then we "did" the city, with so much to see we literally trotted between sights. This was getting close to the winter solstice, and so there wasn't much daylight to take advantage of, and the air was very cold. But the city was in good shape, with the historic buildings painted in pastel colours, trimmed in white. The Sunday was cold with a serious wind chill. We had one day for all of us together to see St





Petersburg, and we set off, starting with the amazing Hermitage Museum, which included the Winter Palace. These are magnificent buildings with incredible architectural décor in the rooms. But we were in a hurry, and so it was like, “Oh, there’s a Van Gogh, there’s a Da Vinci...”, unfortunately even having to bypass the docents who were offering to help.

Then we trotted over to the Maritime Museum located adjacent to the port. The central display was a boat designed and built by 17th and 18th century Tsar Peter the Great, who in the late 17th century had worked as a shipwright in a British dockyard. He is also credited with building St Petersburg.

Next, we made our way over some bridges to the island Peter and Paul Fortress, the city’s one-time defence bastion. It is also the location of the Saints Peter and Paul cathedral, which since the 18th century has been the last resting place of tsars and their families, including most recently the Romanovs who were assassinated in the October Revolution.

We also made our way to the Church of the Saviour of Spilled Blood, which was built on the canal-side location of the assassination of Tsar Alexander II in 1881, killed by an anarchist bomb thrown into his carriage. It’s a highly-decorated, ornate, onion-topped example of 19th century Russian Orthodox church architecture and now mostly a museum and partly a church, closed to us, unfortunately, on this Sunday. But a small but interesting tourist market had been set up next to one of the walls, and we managed to keep the cold at bay as we browsed.

We walked down the city’s main artery, *Nevsky Prospekt*, to see the sights, and we did get to see the insides of some other superb churches. But at St Isaacs Square, with its adjacent St Isaacs Cathedral and its central statue of Nicolas I on horseback, we all concluded at about the same time that what we needed most was washrooms. There in front of us was the 5-star Astoria Hotel, beckoning. We used the facilities and while in the lobby noticed a sign in English saying that tea was being served in the tea room. We investigated.

The tea room overlooked the main square and turned out to be empty of clients.



▲ *With the Stanley-Whytes in the Astoria Tea Room*

We found a table, and for a cost of US \$25 a couple we had a wonderful experience. The hot water for the tea came from large ornate samovars, the tea was served in Limonova fine china, and we were offered a selection of caviar canapes and petits-fours. A woman appeared and she started playing the harp that was standing off to one side. As the story goes, during the WW II siege of Leningrad the Astoria was designated by Adolf Hitler as his headquarters in the city once it had been welcomed into the Third Reich, something, of course, that never happened. The Astoria was a great way to finish our tour.





But that night, Marilyn and I and the Stanley-Whytes joined a small group who went out to a dinner at what was said to be a typical Russian restaurant. It was called *Restaurant 1913*, featuring “antique Russian cuisine”. Great food accompanied by a small band dressed in peasant garb and playing original Russian music. In line with the common practice, our table collectively pooled some roubles to contribute to the room’s tip of the musicians.

Our Russian hosts understood that the usual NATO meeting protocol included a program for accompanying spouses while the meeting was underway. So on the Monday, Marilyn, Ann and Chantal were given a guided tour of the 18th-century *Tsarskoe Selo*, or Tsar’s Village in the town of Pushkin, about 25 km outside St Petersburg. Unfortunately, the buildings were closed, but the pair were able to walk around the magnificent architecture. Interestingly, they saw some relics of the old Soviet system. These were a number of elderly *Babushkas*, dressed in their head scarves tied under their chins, cloth coats, heavy skirts, wool hose and boots, busily sweeping the snow off the steps with their corn brooms. Then, upon arrival back in the city, Marilyn, at least, finished up with a quick return to the Church of the Spilled Blood, where she saw

▼ Marilyn and Chantal enjoying their exploration of Nevsky Prospekt.



▼ Myself and Guillermo chatting with one of our Russian hosts.



the remarkable interior. She also stopped at the market, where she acquired some beautiful locally-made fine china.

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On the Monday evening, Marilyn and I had a special treat. We’d heard that at its St Petersburg theatre, the local *Mariinsky* ballet company was performing the *Nutcracker Suite*. In Soviet days, this company was called the *Kirov*, considered second only to the *Bolshoi* in Moscow. We approached the hotel concierge, and he had some tickets available – at US dollar rather than rouble prices, but we leapt (jeté’d?) at the chance. We ordered a taxi to take us to the theatre in the heavy snowfall that evening, arranging for the driver to also pick us up afterwards. The evening’s experience was everything we could expect. Marvellous!

On Tuesday morning, while I participated in the remaining half-day of the meeting, Marilyn and Ann decided to go out



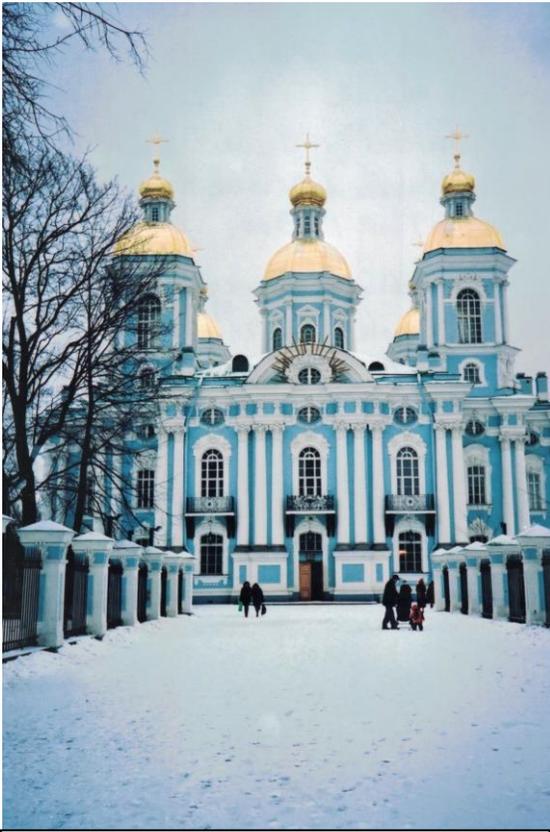


and see some more of the sights. One place they visited was the Naval Cathedral of St Nicholas, which was the Russian Navy's garrison church: "the Sailor's Church". On the Saturday that we had arrived in the city, there had been a large ceremony at the cathedral to commemorate one year's passage since the *Kursk* disaster. The interior was still decorated in the flags and many icons that had been part of the memorial service.

Now, I have spoken briefly in my previous article on the meeting itself, and I'll leave it at that. But let me recount an event that occurred after the last meeting session held on Tuesday morning. This was a formal lunch for the meeting participants put on by our Russian hosts in a private room in the hotel. We sat on both sides of a long table. The food was decidedly aristocratic Russian and delicious. I noticed that each place setting included a shot glass. Uh oh, I thought, and looked over my shoulder. Sure enough, standing quietly behind me were a number of waiters holding glass jugs holding

a clear liquid...obviously vodka. Before long the shot glasses were filled and the toasts started, translated by the interpreter who was in attendance. We began with toasts from the Russian hierarchy and from Guillermo. The first toast was to the memory of the sailors of the *Kursk*. The tradition, of course, was that the shot glass had to be emptied in one swallow, and then as quick as a flash the empty glasses were refilled. I confess that I cheated...as soon as I put the empty glass back on the table, I filled it with water from the table's water jug. A dozen or so toasts later I was still going strong. Our host even asked me to make a toast, in which I gave a short speech on the value of friendship, pausing occasionally to let the interpreter catch up, and ending of course with, "To Friendship!", tossing back my water. Phew!

After the lunch I met Marilyn, Ann and Chantal in the lobby, and told them about the lunch. The American NG/6 delegate went by, struggling under a heavy armload of bottled water. Guillermo appeared, also much the worse for wear. Once again Chantal rolled her eyes. **S**



▲ *Naval Cathedral of St Nicholas.*



▲ *Church of the Spilled Blood.*





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Naval Association of Canada - Ottawa

Soundings

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

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

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

Soundings returns in November 2022. Please send contributions to the Editor by September 30th, 2022.

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

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

