



SOUNDINGS



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

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

56.02

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

November 2020



The BAE Systems’ Global Combat Ship, selected by Canada to be the RCN’s Canadian Surface Combatant to replace the now paid-off Tribal class and the existing *Halifax* class of ships. See the cover story starting on page 10.





From the President

By Tim Addison

Greetings NAC Ottawa Branch Members....



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It's my pleasure to check-in with the Branch membership through our longstanding Branch comms relay, SOUNDINGS. I sincerely hope that everyone is bearing up to the challenges of COVID 19 and getting on with your daily lives to some degree of normalcy. Indeed, it is a new normal that we are all dealing with and one that may have a lasting impact. I expect that you are aware that I assumed duties as your President following our mid-September AGM, having been a Vice-President/XO in the Branch for the past 5 years, first in support of Howie Smith and more recently Barry Walker. I was heartened to receive a number of congratulatory emails on assuming the President's mantle. VMT to all who took the time to wish me well. These are definitely challenging, yet interesting times and I pledge to do the best I can to lead the Ottawa Branch and represent our interests as Director of Naval Affairs on the NAC National Board of Directors to the best of my abilities.

For those of you who may not know me all that well, I joined NOAC as we were then known, about the time that I retired from the Canadian Armed Forces in 2006. In many ways my interest in the organization was rooted having grown up in a naval family. In our ranks in those days were gentlemen like **Cliff Chaulk, Jake Friel, Gord Smith** and **Mick Maclean** who were all my father's generation, and it gave me great pleasure to catch up with them at Branch meetings and at Bytown from time to time. As time went on, I chose to become more involved with NAC as I wanted to stay connected with my own naval shipmates and contribute to the organization. Over time I took on a leadership role in organizing the Battle of the Atlantic Gala Dinner and in executing the Branch monthly program. In a nutshell, to me the NAC and the Ottawa Branch are all about "staying in touch" and I intend to hold that as my mandate during my tenure as President.

Branch Activities

Regrettably due to COVID 19 we had to cancel our plans to host another Battle of the Atlantic Gala Dinner this spring. The current provincial restrictions preclude us from meeting in





person so for the foreseeable future, all Branch events will take place via on-line means. The Board of Directors and I intend to work hard to provide an exciting series of monthly get-togethers with an expanded program of speaker's events, branch communications and modifications to our own and the National Website which will enable members to contact each other and stay in touch.

Over the summer, we trialed the use of GoToMeeting application, which allows up to 150 people to participate in an online session, and our speakers' events were well attended with an average of 60 attendees at each. The Editor has included some details on these presentations elsewhere in this edition of *Soundings*. I want to thank Capt(N)(Retired) **Tom Tulloch**, Comdre **Chris Robinson** and Cmdre **Josée Kurtz** for being our "guinea pigs" while we worked out the use of the GoToMeeting tool. One of the great benefits of an on-line collaboration tool is the ability to record the presentation and make it available for later viewing. Links to these videos will be available in the NAC-O News section of our website.

Our September meeting examined the potential for China to operate submarine forces in the Arctic with Dr Adam **Lajeunesse** and Mr. **Tim Choi** providing their perspectives on this issue. On 13 October we shifted gears and hosted a presentation from NAC National. President **Bill Conconi**, and Executive Director **Dave Soule** gave us an overview of national activities and plans for fundraising to support operations and membership. Associated Marketing Professionals (AMP), with whom National contracted recently, gave us their thoughts on how they intend to market NAC to potential corporate partners. This generated some interesting discussion and hopefully some new ideas for AMP as to how they will proceed with their campaign which will commence in early November.

Results of 2020 Branch Annual General Meeting

As most are aware, our Annual General Meeting was held in September via online means on 16 September. For reference, the Branch Annual Report has been published on the NAC Ottawa website at <https://nac-o.wildapricot.org/Annual-General-Meetings>.

Richard will be posting the new Board of Directors elsewhere in this issue of *Soundings*. Of course, if you would like to reach out to any one of please feel free to do so. Our contact information is on the Branch Website. We are always looking for new talent to join the Board. Generally, new members become Directors-at-Large while they get more familiar with branch activities and before they step up to greater responsibilities. If you have some spare time to contribute to the Branch, we would be pleased to consider you for the Board.

Upcoming Events

In terms of upcoming events, with the support of the CRCN's Chief of Staff we have tentatively (and always subject to change) lined up D Comd RCN, Rear Admiral **Chris Sutherland** to speak to us in early November on the RCN's human resources campaign and in December Commodore **David Patchell** will speak to us on activities in his portfolio at Director General Naval Strategic Readiness. More details on these events and of future speaker's program events will be published in my monthly President's messages and through our website as they are confirmed.

You will note that Ottawa Branch is hosting these on-line events, but that they are becoming more national in scope. This is primarily because we have the technical know-how and the ability to get these activities up and running. We also have access to a variety of speakers. As with other recent on-line meetings, these events have been open to NAC members across the country. Going forward the intent is to open the sign in to for the event one half hour prior to the introduction of the guest speaker to allow members to hear of local branch news, say hello to each other and, of course, stay in touch.





Honours and Awards

I recently had the pleasure of congratulating two branch members on being awarded NAC Medallions for their support to Branch and National operations over the past few years. **Ian Parker** has been recognized for his leadership and tireless work on the national Naval Affairs Program with a Gold Medallion and our Branch VP and Membership Director **Gerry Powell** will receive a Silver Medallion for expanding the Wild Apricot software program to meet the needs of the Ottawa Branch and expanding the associated membership registration functions to NAC Branches country-wide. We will find a suitable time for a formal presentation, but in the meantime on behalf of the Ottawa Branch membership and in particular the Board of Directors, BRAVO ZULU to Ian and Gerry!

Membership and Donations

Our Branch annual membership renewal drive will commence at about the time you read this. Do make sure you renew over the coming weeks to simplify the record keeping and charitable donations paperwork that must be done by Gerry and **John Millar**, our Treasurer. Gerry advises that easiest way to renew is from your personal profile. Just click your name in the top right corner of any screen and it will take you there. Use the icon for “Renew to 1 Jan 2022” in the middle of that page. The other way is to go to our Branch Members page on the Ottawa Branch menu – there are a couple of hyperlinks in the first article that will do the same thing. John mentioned at a recent Board of Directors Meeting that donations to the Branch and to the Endowment fund are down from previous years. I sincerely hope that you will all consider a donation to both when you renew your membership. It’s easy to do on-line and you will get credit for a charitable donation from John on behalf of the National Association.

As I look out the window from my home office these days, its’ not hard to realize that the Fall is upon us and winter is just around the corner. Wow, what a year it has been with an LRT system that couldn’t be relied on, COVID 19, and now it’s the US Presidential debates and election, not to mention the machinations of our Canadian government.

In Closing

I want to thank longstanding Branch member **Richard Archer** for his outstanding contribution to the Branch and by extension the Association in his role as Editor of *Soundings* over many years. Richard is always looking for new material, so please if you have a sea story or memoire that may be worth sharing with the branch (maybe one we haven’t heard at Bytown), please share it with him. You may have read my two-part memoire about the Visit to Vladivostok in 1990; I hope to find the time to give Richard some further material on a couple other notable experiences growing up in a navy family and in my sea-going career, and I hope others in the Branch will consider doing the same. **S**

Branch Membership and Web Site

By Gerry Powell

The realities of the COVID-19 pandemic have continued into this later part of the year, and I hope that everyone and their families are finding ways to adapt to the additional challenges for staying safe and keeping healthy in the face of a ‘second wave’, along with the gradual return of many to school and work. The Branch membership renewal campaign for 2020 is completed and the membership remains strong. Interestingly, our membership management system has served us well with the increasingly on-line practices made necessary during the year. They have been used to advantage to both extend our program to members over the summer and facilitate National outreach to NAC members across the country as well.





2020 Membership

Branch membership as we near the end of 2020 is 397 members - down a little from the end of last year. While we may see yet see a few new members and the number of Naval Cadets will fluctuate slightly with the new academic year, this is close to the final complement we can expect for the year. A more detailed breakdown of the membership over the last few years is provided in the table below. Regular members combined currently form 67% of our membership, while the number of Honorary & Lifetime members continues to decline gradually.

As noted in previous reports, the Branch membership state is a dynamic value and reflects a balance stemming from ongoing renewal and recruiting efforts to offset departures – all affecting our membership strength in the longer term.

2020 Membership Renewal and Recruitment

This year’s renewal campaign ran from November 2019 to March 2020. It continued the improvements in our use of the online lessons-learned over the previous two years. They included a more evolved communications approach during the campaign and a broader use of the online renewal tools available for manual initiation when requested. Judging by the response, our members’ experience with the system contributed to a more successful campaign than in the past. By the start of April, we had achieved at 95% renewal level - a 13% increase from the same time last year. Still, by the summer that left about 21 members that would need to be reached though manual efforts.

| NAC-OTTAWA MEMBERSHIP DATA (end of year) | | | | | | | | CURRENT | |
|--|------------|------------|------------|------------|------------|------------|------------|---------------------|------|
| Membership Level | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | as of 5 Oct 2020 | |
| Regular (local) | 173 | 197 | 208 | 228 | 226 | 216 | 193 | 183 | 46% |
| Regular (Out of Town) | 51 | 58 | 60 | 68 | 69 | 61 | 56 | 53 | 13% |
| Regular (Serving) | 22 | 20 | 28 | 38 | 34 | 28 | 29 | 29 | 7% |
| Regular (Spouse) | 7 | 7 | 6 | 5 | 5 | 4 | 2 | 2 | 1% |
| Honourary/Life Paid Members | 80 | 73 | 67 | 60 | 50 | 45 | 40 | 38 | 10% |
| Introductory Members | 22 | 6 | 5 | 13 | 0 | 3 | 10 | 9 | 2% |
| Naval Cadets (at RMC) | | 19 | 37 | 54 | 49 | 49 | 83 | 83 | 21% |
| TOTALS | 355 | 380 | 411 | 466 | 433 | 406 | 413 | 397 | 100% |

In the end, only eleven members did not respond to the outreach efforts. That was in addition to the ten members who decided not to renew (about the same as last year). However, the intake of new members (seven to date), while not as strong as last year, continues. The impact of the COVID-19 pandemic, particularly with the postponement of the 2020 BOA Gala and NAC Annual Conference in Ottawa, likely contributed to that. Of interest, new members included some from other provinces.

Membership Initiatives and the Ottawa Branch Website

While the Ottawa Branch remains by far the largest NAC Branch in the country and continues to enjoy a strong and stable membership, such is not the case for all Branches. However, our online membership management system, using the Wild Apricot application, has garnered a lot of attention -- particularly as more learn of and have participated in our Speaker’s Events program after it went to an online format and continued over the summer. As well, our





system has been adopted by the National level of the NAC for monitoring its full membership, improving access and services delivery, and encourage growth in membership.

Work continues on a concept for a more centralized membership management system that meets the needs of all Branches and offers flexible membership options. However, each Branch has a unique set of geographical and social circumstances that challenge a common approach by all, so work to find a consensus is ongoing. Mechanisms for content, cost and revenue coordination need to be developed.

That evolution is being supported by an ongoing restructuring of our website to facilitate its use by multiple Branches for basic purposes. The initial changes were elaborated upon in the Spring edition. At this stage, while many have yet to “log-in”, all 930 NAC members can now find their colleagues and friends in the association across the country! For most at this initial stage, their use is for membership purposes only, and will not involve the advanced features that the Ottawa Branch has enjoyed (events, blogs, renewal, etc.) for some time. But work is progressing to integrate the protocols and procedures that will facilitate greater use by those Branches that wish to do so in the future.

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

Navy Bike Ride 2020

By Tim Addison

Navy Bike Ride 2020 Battle of the Atlantic Challenge

STATS & FACTS

-  Number of Participants: **Over 2750**
-  Funds Raised: **\$59,266.22**
-  Number of Rides: **26,270**
-  Distance Covered: **398,360.7 km**



Two members of the Branch participated on the NAC team for the Navy Bike Ride between June and the end of August. **Bernie Cornell** accumulated over 1,000 km, and **Barry Walker** added 760 km to the total. In total participants in the ride raised almost \$60,000 for the RCN Benevolent Fund and the Support our troops program.

► NAC-Ottawa member **Bernie Cornell** (who drives to live branch meetings from his home in Pointe-Claire, QC) proudly displays his distance travelled in support of the Navy Bike Ride 2020. Well done, Bernie!





Rick Guitar -- NAC-Ottawa Mainstay

By Richard Archer

This is the third in a series of articles on members of NAC-Ottawa who have contributed so much over the years. Previous articles addressed the contributions of Fred Herrndorf and then Jim Carruthers. This article was first published in Starshell Spring/ Summer 2020.

As a serving officer in 2006, and after being talked into it by the late **Cliff Chaulk**, Rick Guitar joined the Ottawa Branch of what was then the Naval Officers Association of Canada (NOAC). At the time he was working with a lot of purple organizations in NDHQ and he wanted to stay in better touch with what the Navy was up to. Almost immediately he was shanghaied into becoming Branch Treasurer, serving with distinction from 2006 to 2011.

This was a period of both good and bad times for the branch. It was an era of serious concern for diminishing membership, and thus income. Branch activities and charities were at risk, but Rick successfully saw the finances of the branch through thick and through thin.

One useful engine of branch income for many years has been the series of tales of wartime and then peacetime experiences captured in the publications called Salty Dips. These publications record the memories of particular NOAC/NAC members, putting a personal touch on many historical events of great interest to naval buffs. The first Salty Dips volume was published in 1983 under the late **Mack Lynch**.

The Salty Dips file is currently managed by a committee of nine, drawn from branch membership. The committee chair promotes the series, works with other members of the committee to find stories and co-ordinates activities. A separate chief editor is responsible for reviewing the stories and developing the volume. Since the Salty Dips effort has costs, incomes and profits, as branch treasurer Rick was there to provide both control and advice and to put the finances on a solid footing.

After he turned over the branch treasurer job, his association with Salty Dips was maintained. He was asked to chair the Salty Dips committee and shepherd through Volume 10, a book devoted to submarines. As this article is being written, Rick and his cohorts are working on Volume 11, devoted to how life in the Navy has changed.

So Rick Guitar has been a stalwart of the Ottawa Branch for many years. But where did his pro-active support for both the Navy and the NAC come from?

Well, he tells me that as a kid growing up in the Niagara Peninsula near the Welland Canal, he was always interested in things nautical and railway-related. On the railway side of things, he says that one of his first memories was seeing an old steam engine in action. So the scene was set for him to pursue an interest in machinery.

Nonetheless, as a teenager, trying to pick a career was a challenge. He was in first-year university when he thought of fulfilling his interests by joining the Navy. He applied to RMC,





from whom he received an offer. However, he wasn't sure that he wanted to commit to the compulsory service at the time and declined. After graduating university with a degree in economics and political science, he tried a few lines of work but decided to go back to school at Georgian College to study marine engineering.

As part of marine engineering training at Georgian, he spent a summer as an engineering cadet punching fires and tracing systems on board the SS *Scott Misener*, a bulk carrier on the Great Lakes (see image).

She was built at Port Weller Dry Docks in 1954 using a steam turbine from a WW2 RN fleet tanker. They spent the summer picking up iron ore at Pointe Noir in Quebec, sailing to Chicago to unload, heading to Thunder Bay for grain and then hauling that down to Montreal, Sorel, Québec and Baie Comeau. But his love the Navy hadn't abated – in due course he applied to join again.



Shortly after he began the academic part of his civilian marine engineering at Georgian, the CF decided he would undeniably be an asset, and offered MARS training. He already had a university degree, thus unfortunately they didn't want to send him back to school to study engineering. For his part, however, it seemed a good idea to start getting paid again and so he accepted the offer to join up. He reported for duty in February of 1983, and made it as far as MARS IV, where sadly it didn't all work out. But he continued to hope for a career in the Navy, and true to his wish to be associated with marine engineering, he applied to become a sailor in the marine electrical trade, even with his university degree. Another factor was that he had met his future wife Donna, and he needed to be financially secure.

He then compounded all this by volunteering for submarines, and off he went to the Basic Submarine Course. He was posted to HMCS *Ojibwa* and subsequently served in *Onondaga* and *Okanagan*. His

trades training also progressed, including the Electronic Technicians course. It is in this period of his life that he grew to like the title "submariner", and it is the source of his ongoing interest in all things that sail under the sea.

But onwards and upwards. In 1988 he applied to get back into the officer stream. Because the CF didn't want to send him back to school, he requested to become a Logistics Officer. In January 1989 he was appointed Officer Cadet, promoted to Acting Sub-Lieutenant, and then Sub-Lieutenant all on the same day. Following Basic Logistics Officer Training somebody in the career shop thought the most logical thing to do with him was to post him from the Submarine Squadron to CFB Portage La Prairie.

Portage actually turned out to be a useful and rewarding posting, because he had all kinds of responsibilities, much more than he would ever have had in Halifax or Esquimalt...and he could go home for lunch every day. He was number two in Base Supply and ran Local





Procurement and Customer Services. While there he was promoted to Lieutenant by then-Colonel **Ray Henault**.

Finally in 1992, he was posted back to his first love, the Navy. He joined HMCS *Terra Nova*, but soon was moved to *Iroquois* where his Head of Department training was completed in 1993. In the following years he was Supply Officer for Reserve Training Unit (Atlantic), and then for *Gatineau*, where on short notice he deployed for a blockade of Haiti. The notice was so short that he was informed of this while the ship was conducting ASROC drills off Roosevelt Roads.

After posting, he took up a position at Base Supply Halifax, where a major restructuring took place combining procurement and Customer Services. He took his experience from Portage to lead his 60-person section through to support the Dockyard and Fleet. For his final job at sea, he was Supply Officer in a CPF, HMCS *Charlottetown*, during which time he participated in STANAVFORLANT and CARIBOPS. His sea time over, he was posted in 1997 on a final geographic move to the centre of the universe, NDHQ in Ottawa.

He undertook various supply, financial and administrative jobs in the Ottawa area, at the same time as he earned an MBA and was promoted to lieutenant-commander.

In 2008, his active naval life was catching up with him and it looked as if he might become unpromotable for medical reasons. He thus decided that retirement was a better course of action. He applied for and won a competition to become a DND civilian contractor working in NDHQ, taking on various jobs. By 2017 his value and contributions were so highly evident DND adopted him as a permanent public servant. He currently works in the department on forecasting supply and repair requirements.

A theme throughout his working and volunteer life has been to give back. The Navy took him in and gave him a very rewarding career and a solid basis on which to have a great family life. Even though a busy serving officer in 2006, he joined the Ottawa Branch of then-NOAC so as to contribute to the aims of the association, including support for the Navy's aspirations. He quickly volunteered for the branch treasurer position, and his giving back has been sustained to this day in his successful efforts to keep the Salty Dips saga alive and doing well. Well done, Rick Guitar. **S**

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**From Fred Herrndorf.**

Dear Editor: *Soundings* Spring 2020 is another excellent issue, BZ. In your memoir about HMS *Dryad*, your mention of the Redpole analogue trainer brought back my own memories. When my term carried out our Junior Officers Technical Training Courses in the UK in 1957, our navigation course was at *Dryad*, which had two vessels assigned for the sea phase of the course: HMS *Redpole* (U-69) and HMS *Starling* (U-66), both were modified *Black Swan* Class, originally commissioned in 1943. The *Dryad* trainer was obviously named after the ship *Redpole*, which had given such outstanding service as a convoy escort and as a post-war navigation training vessel. It is interesting to note, however, that *Starling*, which had served during World War II in the famous Second Anti-Submarine Support Group under such leaders as Captain Johnny Walker, DSO\*\*\*, RN, and itself is credited

with destroying fourteen U-Boats, never had its name similarly perpetuated. In fact, HMS *Starling* was the most successful anti-submarine escort of all the Commonwealth Navies. Many thanks again for this fine edition of *Soundings*. **S**

**Condolences**

Our heartfelt condolences and sympathy go out to NAC-Ottawa member and long-time contributor **Pat Barnhouse**, who recently lost his wife **Lynne** to illness.

We will remember.





## 109 Years and Counting - Ship Design and Innovation in Canada

By Anne Healey

BAE Systems Country Director for Canada and NAC-Ottawa Member

BAE Systems has a long history in Canada, dating back to 1911 when one of our predecessor companies owned Canadian Vickers Limited, an aircraft and shipbuilding company, and shortly thereafter, Yarrows Shipbuilders. Through Vickers, we built submarines for the Royal Navy for use in WW1, and later we built the first *Mackenzie* Class DDE as well as the CCGS *Louis S. St-Laurent*. With Yarrows, which was established in

1913 in Esquimalt BC, we built many of the frigates and corvettes that served Canada during the Battle of the Atlantic. We employed thousands of Canadians during this period and supported the Royal Canadian Navy (RCN) and the Canadian Coast Guard with our 'blue-water' ships.



▲ *HMCS Annapolis, Canadian innovation in ship design.*



In 1957 BAE Systems acquired Hawker Siddeley Group Canada from the then-owners of the Halifax Shipyard, namely Dominion Steel and Coal Company (DOSCO).

◀ *Avro C102 Jetliner, Canadian innovation in aircraft design.*

During the 1960s we built 37 ships, including HMCS *Annapolis* launched in 1964, which was the first RCN ship to have from the outset a helicopter deck and





hangar, fitted to accommodate the Sea King.

But our air history is equally impressive in Canada. In 1945, the UK-based Hawker Siddeley Group had purchased Victory Aircraft from the Canadian government, in the process creating A.V. Roe Canada Ltd. as the wholly-owned Canadian branch of its aircraft manufacturing subsidiary, UK-based A.V. Roe and Company. In due course Hawker Siddeley amalgamated with British Aircraft Corporation to form British Aerospace, which after a further merger became BAE Systems. Thus A.V. Roe Canada and its jet propulsion arm Orenda Engines became members of the BAE family and part of its heritage.

So in addition to building the first ever jet engine in Canada at Orenda Engines, we also designed and built the four-engine C102 Jetliner, which was only the second jet airliner ever to take off. And readers will be familiar with the CF-105 Avro Arrow fighter and the world-class innovation it represented. During this period, we employed approximately 50,000 Canadians and contributed to a lasting legacy of national manufacturing and innovation.

Moreover, our land business in the United States continues to provide service to Canada

today, with the M777 howitzer and the M113 infantry vehicle, one of the most widely used combat vehicles in the world, both of which have been deployed into conflicts on multiple occasions.



◀ Avro CF105 Arrow, Canadian world-class fighter aircraft.

### **The Canadian Surface Combatant (CSC) – Transformational Innovation and Economic Benefits for Canada**

The CSC contract signed in February 2019 saw BAE Systems commence design for the next generation of frigates to replace the *Halifax* class ships using our Type 26 design, which is currently in

production for the UK Royal Navy. Lockheed Martin Canada is Combat Systems Integrator and it leads the design team which includes BAE Systems as platform designer for CSC. The ships will be built in Canada by prime contractor Irving Shipbuilding. The new ships are designed to meet the Royal Canadian Navy's needs and will play a vital role in growing the Canadian economy. This will be a fleet built in Canada, using many Canadian technologies, innovation and work skills. It will generate a wide range of high-value, sustainable jobs across Canada for decades to come, supporting the reinvigoration of the shipbuilding sector and stimulating a significant and enduring economic response.

The partner companies supporting the design of the Canadian Surface Combatant collectively employ over 10,000 people in Canada, with thousands more in long-term, high-value job creation. Together, the team is regenerating Canadian shipbuilding, engineering and design, supporting jobs in more than 45 facilities across the country with 4,000+ Canadian supplier contracts. The CSC program will deliver significant economic benefits to Canada, as well as technological advancements and the opportunity for global export.

*As I have said before, and it cannot be overstated: **The value of CSC can be calculated in job creation, innovation, intellectual property generation, and economic stimulus in Canada for decades to come.***

Innovation inherent in our digital design process assures that every step of design into build for CSC provides greater clarity of planning and engineering while significantly reducing risk. Across the three Global Combat Ship programs in the UK, Australia and now Canada, 3D visualization suites pioneered by BAE Systems in the UK for the Type 26 program have





transformed how ships are designed, generating process improvements, optimized planning, time saving and much lower risk. 3D visualization suites located in Ottawa and Halifax will provide our customer the RCN with a view into the future fleet, and for our program team, a valuable tool to support engineering, design and testing.

CSC is designed in modules to enhance its flexibility in adapting to changes in capability in the future. Investing in multi-purpose ships needs to be future-proof; their ability to adapt to the evolving threat environment is an essential aspect of this ship design. CSCs will serve the RCN for decades and must therefore be able to accommodate updates and enhancements that will keep them relevant throughout their service life.

### The Unique Benefits of a Trilateral International Program

Additionally, CSC is part of a broader fleet of sister designs under the Global Combat Ship or GCS program: The Type 26 in the UK and the *Hunter* program in Australia. The three nations will be concurrently building and operating ships for around 25 years, with ongoing operation for much longer. As a result, this program represents a tremendous opportunity for through-life collaboration to realize significant benefits, particularly in areas that are common to the three variants.

Such benefits include economies of scale across the supply chain while building in resilience, as there will be extensive capability in multiple nations. In addition, obsolescence of parts, a significant problem for every Navy, can be efficiently managed by ongoing design activity, thanks to the use of digital ship design.

▼ Map of Canada showing the great extent of participation in the CSC program, and the collective presence of companies involved. The maple leaves indicate the subcontractors and suppliers, while the dots indicate the areas where industrial benefits will accrue. Source: Lockheed Martin Canada.



This collaborative approach, coupled with the exploitation of digital technologies, can be extended to other areas to enable significant benefits to ship availability, capability, safety, command confidence and cost. Innovative systems such as Systems Information Exploitation (SIE) have been developed by BAE Systems to collect, analyse and transmit data in real time from naval platforms and are already being trialled with naval customers. SIE will help navies to better predict what system upgrades and replacement parts are needed for each ship before they arrive back in port for their next fleet time service or upkeep period, ultimately leading to much improved availability.

During the in-service support phase for example, significant commonality and digital technologies can be used to develop a much more efficient maintenance regime. An optimised maintenance system means less maintenance, more efficient maintenance and more reliable,





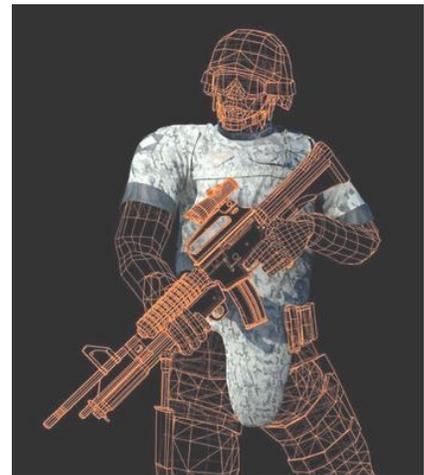
available ships at reduced through-life cost. Similarly, there are opportunities to deliver better training at lower cost through sharing common elements.

Furthermore, shared learning from across the three nations' programs, which will encompass up to 32 ships, can significantly reduce major risk periods, such as entry into service and program major upgrades.

Ship capability also benefits from this common approach. A significantly common configuration of the major systems will ease continuing evolution of the ship capability through life. Doctrine and procedures can be jointly developed and evolved to maximise the adaptability of these ships for decades to come. For example, the ship's Mission Bay, is capable of providing support for different kinds of helicopters and unmanned air vehicles, and the handling of boats, unmanned underwater vehicles, various mission loads and disaster relief stores. This extended capability will benefit from a number of configurations required by and developed across nations, such as autonomous vehicle deployment, search and rescue, and humanitarian aid deployment.

Finally, the possibility of common upgrade programs reduces capability growth costs for each user and frees up funds for future capability development.

In short, the future is all about innovation. We continue our ground-breaking initiatives through supporting Canadian business and the economy in general. We do this by promoting the development of world-class technology and capability across the nation. As an example of our commitment to Canada, through the Industrial and Technological Benefits Policy, we have recently transferred our BAE Systems portfolio of patents for an innovative body armour solution (see image) to Helios Global Technologies, a Canadian small business whose expertise lies in developing impact solutions. These can be utilised for the military, but also has cross-over into impact sports protection. With opportunity to bring to market new research and development within industry in Canada, we're looking forward to sharing more on this soon.



With the growing concern for our environment, BAE Systems is committed to reducing emissions. More than 20 years ago, Canada led the way; the first Orion bus hit the streets powered by our low-emission, hybrid electric technology. Today 12,000 buses from seven different bus manufacturing companies are cutting the release of harmful emissions around the globe. Three thousand of those buses can be found operating in Canada. Building on this success, now our green solutions have expanded to include zero-emission battery-electric and hydrogen fuel-cell electric buses, boats and trucks.

In 2020, BAE Systems will complete integration of the first hydrogen fuel-cell boat in the United States, drawing upon our expertise developed on hydrogen fuel-cell-powered buses. As a pace-setter in transport electrification, we're now taking our green power a step further and making it available as a power solution in marine ports. Our electric-drive marine vessels are lowering maintenance, fuel use, and sound levels on cargo, research, and passenger vessels, and so it only makes sense to continue greening the transportation process once the vessel is docked in those ports. We live in a linked world, and stepping towards a zero-emission future is a critical BAE Systems mission.

Our history in Canada tells a story of an enduring relationship and contributions to innovation across all domains. And as we move into new opportunities, we are proud to deliver innovative solutions for current and future requirements to our customers like the RCN. We will continue to bring to bear our broad experience, global reach and commitment to the industry and economy of Canada.

BAE Systems is responding to the future today, while ensuring that its capabilities are adaptable for tomorrow. **S**





## Guest Speakers

Four NAC-Ottawa monthly meetings were held from May to September, 2020. These meetings were virtual, and so a wide range of participants, as many as a hundred, could log in from across the country. On each occasion a guest speaker provided an interesting and informative presentation.



On 4 May 2020, Capt(N) (Ret'd) **Tom Tulloch** (above) spoke on the “World Class Shipyard in Our Midst”. Starting from the late 19th century, this was a comprehensive and intriguing description of the history, heritage, innovation and accomplishments of the Halifax Shipyard, now Irving Shipbuilding, especially its initiatives to prolong the current success and to continue development of its structure and work force. The shipyard is currently constructing eight Arctic and Ocean Patrol Ships (AOPS), six for the RCN and two for the Canadian Coast Guard. Soon after the completion of the AOPS program, the shipyard will begin keel-laying for the first of fifteen Canadian Surface Combatants for the RCN.

On 1 June 2020, Cmdre **Christopher Robinson** (top right), Director General Naval Force Development spoke on “The RCN’s



Capital Equipment Priorities and Projects”. The RCN is undergoing an unprecedented \$70 billion re-capitalization in line with a greatly expanded mission and reach, demanding enhanced combat power at sea and global engagement. The current focus is bridging to the future fleet, and adapting to evolving requirements.

On 6 July 2020, meeting participants were treated to a very interesting and informative presentation by Cmdre **Josée Kurtz** (next page) She gave her first-hand account of her six months in command of NATO’s Standing Maritime Group 2, in the Mediterranean in 2019. This was the first NATO Task Group command for Canada since 2006. Due to scheduling and availability problems with other contributing navies, her appointment and the designation of HMCS *Toronto* as flag ship was at short notice. Early on in her command, a 21-day patrol in the Black Sea of course triggered much in the way of Russian air and surface surveillance. From there she experienced a steady operational tempo involving everything from showing the flag to high end exercises and operational patrols, including *Op Reassurance* and other allied confidence-building measures, and a change



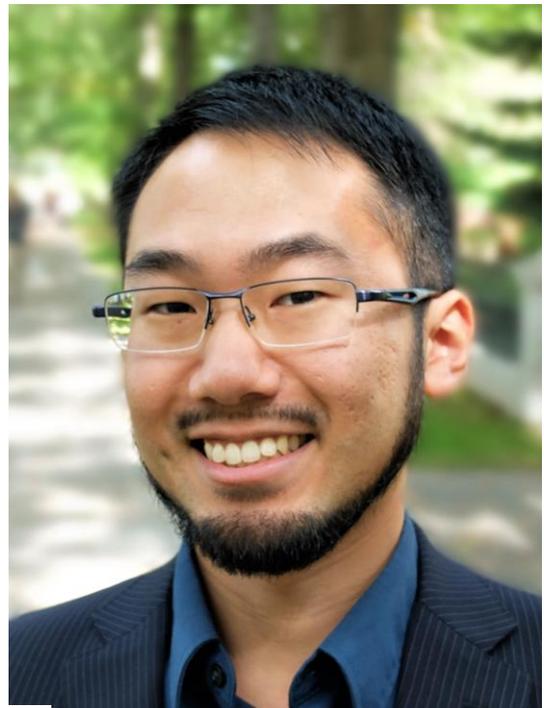


of flagship from *Toronto* to HMCS *Halifax*. *Halifax*'s two-week alongside maintenance period proved both a challenge and an opportunity to visit other ships in her command at sea. Of course, diplomacy was always at the forefront, even within some NATO navies as some old antagonisms had to be put aside.



should be to work closely with the United States, probably under the NORAD umbrella, to increase real time surveillance of the region. They largely rejected the idea that Canada needs to rethink a possible nuclear-propelled submarine program. They proposed that in its naval affairs program, NAC consider the education of Canadians in these matters so as to reduce concern about Chinese intentions and capabilities in the Arctic, and to support the investment needed for adequate surveillance and monitoring.

On 8 September 2020, under the rubric of “Here There be Dragons: Chinese Submarine Operations in the Arctic”, Dr **Adam Lajeunesse** (top right) and **Timothy Choi** (bottom right) provided their take on the current situation of China’s interest in the region. The Chinese now have one of the largest icebreaker fleets in the world. Unlike some recent commentary, however, the speakers offered the view that China’s interest was less of taking military advantage of the Arctic Ocean (as an ICBM launching zone, for example) and more of exploiting the commercial shipping benefits from a declining ice cover. An Arctic route for Chinese shipping would markedly reduce the transit time to and from Atlantic ports. The speakers posited that passage through the Arctic by navigating the Bering Strait choke point and then transiting the varying ice conditions in relatively shallow water would be extremely challenging and overstretch vessel availability for Chinese naval ships and submarines. In any case the nation most at risk from Chinese incursions into the Arctic would be the Russian Federation. Canada’s response



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## Sword Presentations at RMC



▲ Last May, NAC member Capt(N) (Ret'd) Dr. James Carruthers (centre right) presided over two of the three naval sword prize presentations to senior naval cadets at the Royal Military College of Canada. In the photo, Jim is flanked by, from left to right, CPO1 **David Steeves**, CPO of the RCN; NCdt **Loic Richard**; NCdt **Eve Baker**; NCdt **Cael Halvorsen**; and VAdm **Art McDonald**, Commander of the RCN.

In addition, Jim presented every graduating naval cadet with a complete set of NAC-Ottawa's *Salty Dips*.

**NCdt Richard** was presented with the Carruthers Naval Warfare Officer Sword. He demonstrated high academic and sports achievement and now has a degree in political science, with the aim of becoming a maritime surface and subsurface officer.

**NCdt Eve Baker** was presented with the Sea Logistic Officers Sword by Capt(N) **Bruce Leighton**. She demonstrated high academic and sports achievement (playing varsity soccer), and now has a degree in English literature and psychology, with the aim of becoming a logistics officer.

**NCdt Cael Halvorsen** was presented with the Carruthers Naval Technical Officer Sword. He demonstrated high academic and sports achievement (twice winning the annual obstacle course), represented RMC in international competitions against other military academies, and now has a degree in electrical engineering, with the aim of becoming a marine combat systems engineering officer. **S**





## Commander David Mark Fell, RN (1886 - 1948) A Pioneer Submariner with a Canadian Connection

By Dick Cobbold

Let me tell you the story of my maternal grandfather Mark Fell, a pathfinding submariner. Those of us in our family and relations have put our collective heads together to assemble an outline picture of his full life. Yes, this has been a familial project intended to add to our blood heritage, but I believe the tale of Mark Fell will also be of interest to my fellow members of NAC-Ottawa, not to mention naval historians. David Mark Fell lived in interesting times, through two world wars as a submariner and with a significant Canadian connection.

Mark Fell was born in the later Victorian years in London, England to my Great Grandfather Sir Arthur Fell, who was a prominent lawyer, overseas land developer (including the acquisition of a large tract of nascent Winnipeg), entrepreneur, MP and Chair of the then English Channel Committee. Through his successful projects, including some in Canada, Arthur became wealthy. Family lore describes Arthur as a serious man, somewhat reserved but with great energy, and a devoted family man. His son Mark, my Grandfather, was the youngest amongst four surviving siblings.

Unfortunately, Mark's mother Annie died prematurely, and the family split up, with the children dispersed for a while to senior paternal and maternal relatives. But in due course Arthur re-married, and soon the family was re-united and living in the town of Wimbledon.

Hindustan (left) and Britannia  
moored in the River Dart

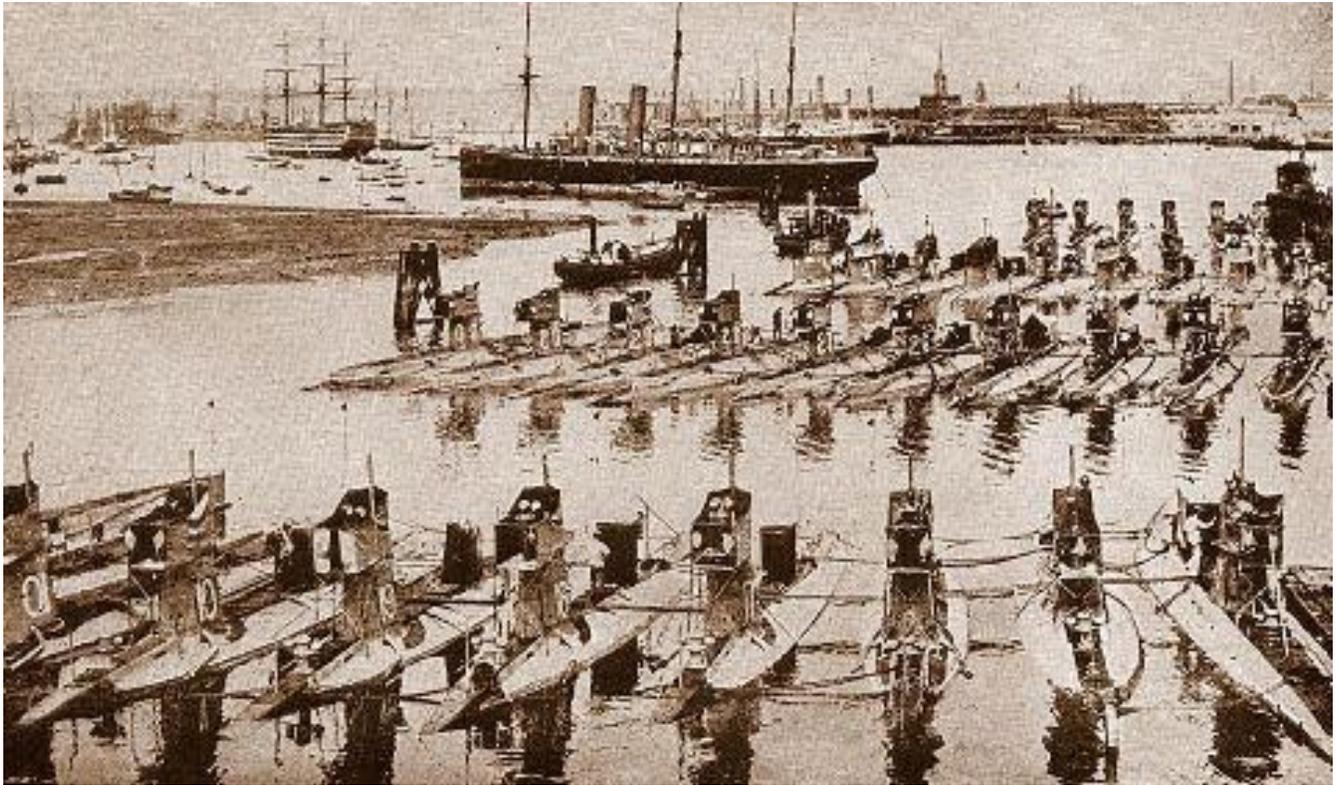


At age 13, around the turn of the century, Mark enrolled as a cadet, in “a training ship”, according to my mother Phoebe, located in Dartmouth, Devonshire. One can surmise this was much to the chagrin and disapproval of Sir Arthur, who is on record decrying the military life as too much time wasted and lying about idle. We know the training ship was *Britannia*, the RN officer training establishment in the 1800s to 1905. This *Britannia* (ex-HMS *Prince of Wales*), a wooden 3-deck ship-of-the-line, was the fourth such ship to bear this name, this latest having served as a battleship in the early-1800s. She was converted to a training ship in Portsmouth in 1864 before being moved first to Portland and then finally to Dartmouth. In turn she was retired in 1905 and the Royal Naval College was then sited ashore. The training syllabus was said to be focused on mathematics and seamanship, although other topics were included and varied over time, with the training lasting typically for two years. As we know from naval training (to wit, my





own) the syllabus would also have included navigation, both celestial and pilotage. Another ship from 1864 onward, the 2-decker *Hindustan*, was moored end-to-end with *Britannia*, with a gangway between them, so as to provide accommodation for the cadets. The RN officer training course was two years, so we can assume Mark graduated from *Britannia* as a midshipman at age 15 in 1902.



▲ *HMS Mercury and the Portsmouth submarine force.*

As midshipman, Mark served in the pre-Dreadnought battleship *HMS Cornwallis*. Promoted to sub-lieutenant in 1905, Mark then served in the cruiser *HMS Roxburgh*. Starting in 1909, he served as a lieutenant in another cruiser, *HMS Talbot*. The year 1911 was a threshold for Mark. Firstly, he married Clare Boursot. From this marriage, their oldest child and the only daughter was my mother Phoebe Cobbold (née Fell, born 1912), one of four children. Two of Mark's sons, my uncles, served in the RN Fleet Air Arm. And secondly, at about the same time as his marriage he decided to become a submariner. My mother Phoebe later remembers hearing of Mark "joining the RN submarine service around 1911". Research places Mark in *HMS Mercury*, a depot ship for submarine training in Portsmouth. Another document I've found also lists Mark among the officers in *HMS Mercury* on April 2nd 1911, located in Portsmouth harbour. See the picture above with *HMS Mercury* in the immediate background and more than 20 submarines nearby. Admiral Lord Nelson's *HMS Victory* is in the left background. *Mercury* was the Submarine Depot Ship, reclassified from previous service as *HMS Iris*, a 2nd class cruiser. At this early stage of his career Mark was doing well. A documented early career record is in "The Disposition of RN Submarines at the outbreak of War, 4 August 1914", by historian JD Perkins. This listing shows Lt. David Mark Fell attached to the submarine depot ship *HMS Pactolus*, a semi-retired cruiser, in the port of Ardrrossan on the Western Scottish Firth of Clyde. In the 9th Flotilla that *Pactolus* supported, Mark was in command submarine *HMS A12*, 207 tons submerged, one of the first class of submarines acquired by the RN, built by Vickers in 1903. So, we know he had risen through officer ranks to Lieutenant by 1909 and was probably fairly senior in the rank of lieutenant at the time of assuming command of *A12* in 1913.





▲ *The first of the A-Class, HMS A1*

In the early days of the war, Mark's submarine career had a distinctly Canadian connection. Relatively recently in 1999, JD Perkins wrote a detailed, authoritative discussion of H-boat submarines, 400 tons, built in Canada at the start of WWI. See his account of the associated machinations at [gwpda.org/naval/cdnhboat.htm](http://gwpda.org/naval/cdnhboat.htm). Perkins paints an interesting picture of international intrigue in submarine procurement and contracting and the extremely rapid production of 10 of the H-Class submarines. In August 1914, Canada proposed to build two or three submarines for the Royal Canadian Navy. In deference to RN Admiralty expertise, the Canadian naval service sought the advice of the British Admiralty on the merits of the proposal from Canadian Vickers, a subsidiary of the British Vickers Company. Vickers Montréal had offered to complete the first two boats by 1915 in time for the start of the ice-free navigation season on the St Lawrence River for \$572,000 each. The Admiralty advised the Canadians to reject the proposal as too risky, both for schedule and price-wise. The Canadian government consequently turned down the Vickers offer.

On November 3rd 1914, Bethlehem Steel and Electric Boat (EB) Company of the US struck a deal with Admiral Fisher, RN First Sea Lord, to supply 20 submarines of latest design to the RN, having a similar design to those in USN service. Winston Churchill, First Lord of the Admiralty, approved this deal, believing the addition of 20 submarines to the RN fleet quickly and in quantity would be "quite a coup".

Originally, the boats were to be supplied in kit form for assembly in Britain at a cost of \$500,000 each. EB had done similar kit form assembly for both Russia and Japan in the Sino-Japanese war of 1905. The US/British deal fell apart due to US intractable neutrality laws, but was replaced with a new agreement to build the first 10 H-boats at Vickers Montréal, with the first two boats to be ready only 4½ months later. Conveniently, EB owned 50% of Vickers, and a new price of \$600,000 each was negotiated, with the remaining 10 boats to be built and





assembled at the EB yard in Massachusetts after, and if, the neutrality/diplomatic situation allowed.

On January 1st 1915, the Admiralty took charge of Vickers Montréal shipyard, stopping all other work. An Admiralty/EB “Overseer’s Party” management team directed the Vickers workforce in an around-the-clock boat building program. Raw materials from Bethlehem Steel and castings and machinery from EB were shipped from the US. Local parts, as available, were supplied by Canadian sources. Security was paramount with identity cards issued, controlled-access points and steel fences erected around the Vickers yard. The first keel was laid January 11th 1915.

Needless to say, this high-handed “colonial autocratic” action by Britain did not sit well with the Canadian government, and subsequent defence equipment procurement was guided by an independent “Canadian sovereignty” policy. The RN H-boat project was a big success, however, with the first 2 boats *H1* (Lt Wilfred Pirie) and *H2* (Lt Mark Fell) finished first, on budget and on-time, with commissioning in Québec City on May 25th, 1915. *H3* and *H4* followed a month later....Wow! Compare that to today’s cost and schedule overruns on modern weapon systems! Another six H-boats were built for the Royal Navy in the contracted batch of ten, and eight more were built in rapid succession and delivered to the allied Italian navy in 1916.

The RN crews arrived in Canada as the H-boat build progressed. The remaining six RN H-boats were finished a month later. The first batch of boats, *H1* to *H4*, sailed for the Mediterranean, and later the second batch of six boats sailed for Britain. Mark Fell sailed from St. John’s, Newfoundland in command of *H2*, and crossed the Atlantic to Gibraltar, in what is deemed the first crossing of the Atlantic by a submarine, enroute Brindisi, Italy. My Grandmother was in England in 1915 but made a trip to see Mark, arriving in Brindisi in July via Gibraltar and departing via Gibraltar in September. It looks like their second son, my Uncle Dick (born May 5th 1916, died July 18th 1977), was conceived on this visit.

Mark operated out of Brindisi, and in 1916 was appointed flotilla commander. In 1917 he was promoted to Lieutenant Commander there. His wife Clare and the young Fell family, augmented with the arrival of my Uncle Dick in 1916, now set up their residence in Italy until the end of the war. Mark and family returned to England in 1918 and remained there until 1925.

According to JD Perkins, another interesting Canadian connection is that Lt Ronald C. Watson, RCN was assigned after RN training to HMS *Adamant* in Brindisi and then in November 1916 as 1st Lieutenant in *H2* under Mark Fell. On the next page that’s *H2* with Lt Watson on the left of Mark Fell on the Adriatic Sea. Watson went on as 1st Lt in *E11* from Malta during the war, and subsequently completed the Perisher, Submariner Command Course before commanding *CC1* in Canada. Submarines *CC1* and *CC2* were acquired in 1914 by the government of British Columbia from the US, surreptitiously avoiding US neutrality laws, in order have some perceived defence against the possibility of German commerce raiders in the Pacific.

Our mother Phoebe, in her notes on her father, mentions that, “Hearsay has it that he was known as a bit of a daredevil at this time, with the nickname “Mad Mark Fell”. As of April 2020, unfortunately, preliminary research of various sources has not yet unearthed his daring exploits. On the other hand, Lt Pirie in *H1* is documented as sinking 20+ enemy small craft in the Sea of Marmara, north of the Dardanelles, in October 1915, being awarded the Distinguished Service Order. Several other submarines gained fame, and fortune, for their commanders in the battle of the Dardanelles sinking enemy boats, destroying enemy shore facilities and interrupting trade.

In any case, Mark was knighted by King Vittorio Emanuele III in 1918 before the return to England. The original citation/scroll (dated February 15th 1918) in Italian is in our possession at home.

Mark’s service whereabouts after the end of the war are sketchy. Some information makes reference to both Chatham and Portsmouth dockyards, but exact dates for each require further research. Mark and family lived in Dedham, Essex, 12 miles west of Harwich, so it is possible Mark as a lieutenant commander was in command of submarine HMS *E31*, 800 tons, in Harwich





at the time. It is also possible he was elsewhere and only in early post-war days was in Dedham, commuting on weekends from Portsmouth or Chatham. I'm going to keep digging!



◀ *Mark Fell centre, and his crew, including Lt Ronald Watson, RCN on Mark's left shoulder, in HMS H2, circa 1915*

In her notes for 1919-1925, Phoebe mentions, "Mark back in England: Chatham naval base, Essex then Kent". Chatham is on the south shore of the Thames Estuary in Kent. She also noted that in addition to *H2*, his other commands included *E31* and *L7*, 1000 tons. A 1985 letter from Phoebe to me mentions Brian Head, an executive at BBC and amateur RN submarines researcher associated with the Gosport Museum. Mr. Head had written to Phoebe's brother, MP Tony Fell, then forwarded to Phoebe, asking for pictures of Mark in *H2*. Interestingly, Mr. Head said his father had served under my Grandfather Mark when the latter was in command of *E31*. The E-boats were the mainstay of the RN submarine service in WWI, while L-boats were a newer, more advanced and bigger boat with larger 21-inch torpedoes. Research of "RN Pink Lists" for 1918, which at the time were SECRET, shows *E31* in Harwich, Essex and *L7* home ported in Portsmouth and then Hong Kong. I conclude that Mark's whereabouts and assignments post-WWI, were in command of *E31*, most likely operating in the North Sea around the time of the German surrender, and then later in the latest class of new

submarines, with a very brief time in command *L7* in Gosport/Portsmouth, and with a sojourn at Chatham somewhere in between.

But all good times must come to an end, and in 1925-26 he left the Navy and for unclear reasons emigrated from England to New Zealand, no less. Mark and Clare and their four children left Southampton April 4th 1926, embarked in SS *Ruapehu* of the New Zealand Shipping Company Ltd. They took up farming near Tauranga in the Bay of Plenty region on the North Island's northeast coast, based at a homestead called Bureta Farm with views over the bay. Various brief written comments about Mark's time in Tauranga mention his farm and prize-winning cows.

In 1931 Mark, Clare and Phoebe, before her 18th birthday, departed New Zealand for a 6-month, April to September, visit to England to present Phoebe at the court of King George V and Queen Mary. The family therefore enjoyed three summers in a row, two in New Zealand and one in England! At the time Mark's sister Winifred Fell was married to Jim Whitehead, Assistant Commissioner London Police. Phoebe's Uncle Jim led the parade of cars to Buckingham Palace, with Phoebe's car immediately behind Jim, who was mounted in full-dress uniform on his splendid horse.

As an aside, my wife Jeannie and I visited Tauranga in 2006 and spent time with the local historian and the librarian. We were shown the plaque in Kulim Park, at the base of the hill from the farm house, commemorating Bureta Farm. The plaque said the following, in part:





Another notable owner of Bureta was Commander D.M. Fell, a retired British naval officer, who took the property in September 1926. The Fells returned to Britain about 12 years later. Their son Antony, who became a [British] Member of Parliament, took every opportunity to support New Zealand's trading interests threatened by Britain's possible entry into the European Common Market....

We had driven from Auckland to the still standing farm house in the middle of a new subdivision. We could see past the house to the beautiful view Mark and Clare enjoyed eastward to Mt Maunganui, on the Pacific coast, and the Bay of Plenty. The area holds much sentimental



▲ Bureta Farm

value for me, as it is the place where my mother, uncles and an aunt were raised and came of age, and near where I and my siblings were born to my mother Phoebe and her husband Temple Cobbold, also an immigrant from England. Sadly, on a subsequent visit to Tauranga in 2012, we discovered that the farm house was no more, overtaken by a condo development.

But in 1939 the gathering storm was brewing over Britain, calling for Mark Fell to return. Mark, Clare and Uncle Peter left Bureta and New Zealand behind, arriving at Southampton on SS *Mataroa*, April 29th 1939. Uncle Dick had apparently left earlier to join the RN in light of the war clouds looming on the horizon. Mark and family lived in Long Sutton, Somerset on a small farm, where the records for pre-war registration for rationing and other purposes appear. Mark re-enlisted in the RN.

From memories and photos, we assume Mark and Clare lived in or near Woodham Ferres, Essex in 1941. My older sister Philippa has recollections of “granny” Clare selling milk from a horse and cart and ladling milk from a churn. During the war years Mark commuted to the Admiralty at Whitehall, London, where he served in uniform as a commander. He was a senior staff officer submarines – a crucial wartime job that probably took every ounce of his own active submarine experience from the first war.

Sometime during the war Mark and Clare bought Gobions Farm, which is recorded as a very old historic farm located four miles south of Billericay, Essex, just to the northeast of greater London. The farm still exists. Post- both WWI and WWII, Mark and Clare lived in three homes in Essex. Indeed, along with Suffolk, this part of East Anglia clearly features prominently in their many homes, as well as later for Clare alone after Mark's death. So, him having reached compulsory retirement age in August 1944, Mark and Clare retired to their beloved farm.





My own parents had four children in New Zealand, with me being the youngest, born in 1939, but the marriage had dissolved about 1943. When Phoebe and family arrived in England from New Zealand in November 1945, Mark had travelled by train to London to meet us. Mark had clearly been at Gobions farm for a while. He was an active dairy farmer with a small herd of short horn cows and a pair of Jersey cows, as I, at age 6, remember. Our family stayed with Mark and Clare for a short while, prior to moving to a house in nearby Brentwood where Clare had bought a home for Phoebe and family to live in.

Mark and Clare eventually had to leave Gobions behind, and in 1946 moved first to Woodbridge, Suffolk and then settled at a home directly across the road from a typical North Sea shingle beach in Aldeburgh, Suffolk. Mark died very shortly after in 1948, and granny Clare stayed on for a few years, then buying, living in, upgrading and reselling a succession of houses in Suffolk before settling in Bungay, Suffolk, with a brief hiatus in Hertfordshire to run a girls' finishing school with Phoebe.



▲ *Commander Mark Fell with son Lieutenant Dick Fell, circa 1941. Uncle Dick was in the RN Fleet Air Arm during the war, retired as a Commander and continued with his golf prowess, being the RN golf champion for many years.*

Mark had clearly enjoyed a successful navy career and had survived the perilous occupation and early formative years of submarine service. He was a proud family man with four successful children and he enjoyed a varied life at sea and in Italy, and adapted his livelihood to being a successful farmer in both New Zealand and England. Besides his World War II service, anyone who served during World War I, who commanded several submarines in the dangerous German submarine infested waters of the Atlantic, Mediterranean, Dardanelles and North Sea, clearly had both the skill and the “luck of the Fells” in so doing. **S**





## Modelling HMS *Kelly*

By David Gray

*Adapted from an article in the Autumn 2011 edition of Argonauta, the newsletter of the Canadian Nautical Research Society (CNRS).*

HMS *Kelly* was perhaps the most famous, or infamous, of the 24 J-, K-, and N-class destroyers built by the Royal Navy for service in World War 2. HMS *Kelly*, named after Admiral Sir John Kelly, GCVO, KCB, ADC, was destroyer-leader of the 5th Flotilla, commanded by Capt. (D) Lord Louis Mountbatten. Many of her exploits were used in Noel Coward's movie "In Which We Serve", a film for which Mountbatten played an influential part.

The ship and its history have always intrigued me. I like to make ship models, and the *Kelly* became a personal project. I wanted to make a model of her that was as authentic as possible.



Figure 1

Admiral Kelly was an interesting character. At the beginning of World War 1 he was a captain and had a series of commands. In the later stages of World War 1, Kelly commanded the cruisers HMS *Devonshire* and *Weymouth*, and lastly battlecruiser HMS *Princess Royal*. After the war, Kelly served as director of the Operations Division of the Naval Staff, commanded the 4th Battle Squadron, was Fourth Sea Lord and was second in command of the Mediterranean Fleet. Kelly was chosen to deal with the aftermath of the 1931 Invergordon mutiny because he had excellent personnel management skills. He was promoted to Commander-in-Chief of the Atlantic Fleet (soon renamed the Home Fleet), a post he held for two years. His final appointment was as commander-in-chief at Portsmouth. One day before reaching compulsory retirement age, he was promoted to Admiral of the Fleet.

HMS *Kelly*, 1690 tons standard, was one of 16 J- and K-class destroyers ordered during the ramp-up to World War 2, when it was thought that there was not enough time or money to build destroyers of the size of the Tribals (HMCS *Haida* being one). Therefore, the 16 destroyers, each of which was 25 feet shorter, 100 tons less displacement, one fewer boiler and one fewer 4.7" turret than a Tribal, were ordered in 1936 and commissioned between March 1939 and





February 1940. The fact that there were only two boilers meant that a single hit could flood both boiler-rooms, completely de-powering the ship – as happened with *Kelly* – and ruining the reserve buoyancy. The ships were built with longitudinal frames rather than transverse frames and hence were structurally stronger, a condition that saved several of the ships, including the *Kelly* in its history. After the delays in the construction of the L- and M-class destroyers, the British Admiralty went back to the J-class design for the eight ships of the N-class.

HMS *Kelly* was laid down as Hull #615 at Hawthorn, Leslie & Co., at Hebburn-on-Tyne on August 26th, 1937. She was launched on October 25th, 1938, the naming being done by Adm. Kelly's daughter Antonia. *Kelly* and HMS *Jervis*, were both built as destroyer-leaders, which meant that there were slight modifications made to accommodate more officers and crew. She was commissioned on August 23rd, 1939 at Chatham dockyard in Kent and immediately Mountbatten had all the provisions and stores put on board within three days, a process that is normally done over a period of three weeks.

Her construction was not the last time that Hawthorn, Leslie saw the ship. From November 21st to December 14th, 1939, they repaired heavy-weather damage. *Kelly* also struck a mine on exiting the Tyne River and had to be towed back for repairs, which took until the end of February, 1940. She collided with HMS *Gurkha* in March 1940 and had to be repaired at London, which took two weeks in April. On May 9th, 1940, she was torpedoed in the boiler rooms and was towed from off the Danish coast to the Tyne for major repairs. Some people<sup>1</sup> claim that the damage was so extensive that she ought to have been scuttled, and the fact that the towing put other ships at risk. It was later calculated by A.P. Cole, the ship's presiding naval architect, that had Mountbatten not ordered the crew off the ship, the ship would have capsized due to the top-weight created by all personnel being at emergency stations on the upper deck. The fact that the ship remained intact when its bottom was completely blown out is a testament to the longitudinal rib design. This repair job took seven months!

The *Kelly* was sunk on May 23rd, 1941 off the coast of Crete by Junker 87 Stuka bombers placing a bomb just aft of the engine-room, blowing a hole in her port side. She was already in a hard turn to starboard at high speed (hence heeling to port anyway), so she capsized quickly. Half her crew died, but Mountbatten survived.

Briefly stated, an unofficial list of battle honours for HMS *Kelly* are: Atlantic 1939, Norway 1940, Mediterranean 1941 and Crete 1941. *Kelly* sank, or helped sink, two U-boats and several caiques full of troops and aviation spirit. It also rescued the crew of the aircraft carrier HMS *Courageous*, many merchant ships, and the British Expeditionary Force from Norway. Of the 639 days that *Kelly* existed during World War 2, she was in the hands of a ship-yard for 345, or about 55% of the time. In 1940, *Kelly* was operational for only 23 days!

Captain Lord Louis Francis Albert Victor Nicholas Mountbatten was the second son of Prince Louis of Battenburg, the First Sea Lord of the Admiralty who had to resign due to anti-German hysteria and due to a number of lost battles. Lord Louis's maternal great-grandmother was Queen Victoria, and he had connections into the royal families of Germany, Russia, Sweden, Norway, and Greece. 'Dickie' entered the Royal Naval College in 1913, at the age of 13, served on a number of ships during the First World War, but missed the battle of Jutland. He excelled at his course work, which allowed him to get the best postings. In the 1920s, there were senior officers who were ashamed of the public's destruction of his father's career, and attempted to make things right by favourable treatment towards Lord Louis.

He was selected to be a personal aide, officially flag-lieutenant, to the Prince of Wales (later King Edward VIII, even later Duke of Windsor) on a 210-day royal tour of Australia, New Zealand and the West Indies on HMS *Renown* in 1922. He certainly excelled in promoting his merits, but his brilliance also led to a number of patents, one being a station-keeping device for flotillas. And

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<sup>1</sup> Adm. Layton (on board HMS *Birmingham* which provided cover during the tow) was one. [Christopher Langtree, *The Kelly's*, Chatham Publishing, London, 2002, p. 71. and Richard Hough, *Bless Our Ship*, Hodder & Stoughton, London, 1991, p. 94.]





who remembers Mountbatten pink camouflage?<sup>2</sup> In many ways, he had a streak of daring-do. He certainly did with *Kelly*, getting into many scrapes.

Langtree claims that *Kelly* was almost sunk by an E-boat because Mountbatten was following an unauthorized search for a U-boat and also made a tactical error when leading 5 J's and K's and attacking 3 German destroyers on November 29th, 1940 that caused *Javelin* to be torpedoed, losing both bow and stern. His leadership shone during his command of *Kelly*, for which he was awarded the Distinguished Service Order (DSO). Mountbatten's choice of ship's motto "Keep On" is a guide to the reasons for Mountbatten's failure, and certainly for the 'clangers' throughout *Kelly*'s life.

He went on to be head of Combined Operations, Supreme Allied Commander South-east Asia, last Viceroy of India, first Governor General of India, and First Sea Lord. Canadians may remember him, probably in a not-too-favourable way, for his role in the Dieppe raid.<sup>3</sup>

Philip Zeigler wrote in his biography of Mountbatten: "His vanity, though child-like, was monstrous, his ambition unbridled. The truth, in his hands, was swiftly converted from what it was, to what it should have been. He sought to rewrite history with cavalier indifference to the facts to magnify his own achievements."<sup>4</sup>

At this point let me mention HMS *Jervis*, the J-class destroyer leader also built by Hawthorn, Leslie. If any ship is the twin of *Kelly*, it is *Jervis*. But the comparison ends there. If *Kelly* is famous, or infamous, *Jervis* is virtually unknown. *Kelly* has four battle honours; *Jervis* has 13 (a feat surpassed by only one other ship). *Kelly* was mined and torpedoed – losing her boiler rooms; *Jervis* was damaged by a human torpedo and hit by a glider bomb, losing her bow. *Kelly* was sunk less than one-third of the way through the war; *Jervis* survived the war. *Kelly* had over 157 casualties; *Jervis* miraculously had no one lost in enemy action but lost several crew members in a collision.

I ask you: is it better to be famous and unlucky, or unknown and lucky? I also ask you: which ship should be commemorated by having a model?

That being said, let me now turn to the model itself. Deans Marine<sup>5</sup>, in Peterborough, England makes kits of commercial and naval ships, mainly British, which are of high quality. A properly finished model would warrant inclusion in a museum, and indeed I have seen one there. The model of the *Kelly* is 44 inches long, 4.5 inches in breadth, and is at a scale of 1:96 (1 inch = 8 feet). The hull is fibreglass, and decks and superstructure are of sheet plastic that need to be cut -- the outline of the various shapes are marked out. The gun turrets, funnel, boats and a few other items are of moulded plastic. The kit comes with pre-formed plastic and metal pieces. The 2020 price is about £299 with shipping extra. The model can be powered and radio-controlled. The motors, drive shafts and brass propellers are obtainable from Deans Marine, but the radio-control equipment needs to be bought in your home country due to radio frequency allocations.

My reasons for choosing *Kelly* over the other ships that are available were:

- one of the best wartime destroyer designs: strong hull, seaworthy, manoeuvrable, effective armament, survived incredible amounts of damage, and compared favourably with those of other nations,<sup>6</sup>
- essentially a one-off ship (Yes, *Jervis* was a more-or-less matching destroyer leader),
- she had a short life, thinking that there were few changes (but there were more than expected),
- perhaps the most renowned yet most needlessly battered ship of the war,<sup>7</sup>

<sup>2</sup> [http://en.wikipedia.org/wiki/Mountbatten\\_pink](http://en.wikipedia.org/wiki/Mountbatten_pink). Accessed May 9, 2020.

<sup>3</sup> As reflected by Brian Loring Villa, 1989, *Unauthorized Action*, Oxford University Press, Toronto.

<sup>4</sup> Philip Ziegler, 1985, *Mountbatten*, New York. p 17.

<sup>5</sup> <http://www.deansmarine.co.uk/>

<sup>6</sup> Langtree, p. 202.

<sup>7</sup> Hough, p. 175.





- connected to a famous person,
- a movie made and books written about her, and
- as I was to find out later, there are photographs available of her.

My concern was to make sure that my model was as accurate as possible. I had, and later acquired, books about *Kelly*, the crew and Mountbatten, all of which included pictures. I had the good fortune to go to the photo library of the Imperial War Museum where I spent a glorious afternoon going through its collection and ordered 20 or so pictures of *Kelly*, her sister ships, or specialized equipment like guns. There were details on the Deans Marine plan of *Kelly* that were not consistent with the photographs, and so I tried to build the model as per the photos.

The model, as sold, reflects the post-May-December 1940 re-building because one set of torpedo tubes has been replaced by a High Angle 4-inch gun; Oerlikon guns have been added (the first J-, K- or N-class destroyer, if not any RN warship, to get them); and the Radio Direction Finder at the top of the mast has been replaced by a Type 286 radar antenna.

I bought the kit as a post-retirement activity in June, 2004 and I intentionally worked slowly on it, savouring, and enjoying, the experience. An optional extra is the “eye brows” over the portholes which are thin wires cut, bent, and glued in place. In an evening, I could do about 15 before my fingers became too glued up. A year later, I had the motors, rudder and radio control installed and I tested the empty hull at the pond in Andrew Haydon Park. After another year, I had the superstructure built and it took another year to add the guns, torpedo tubes and other details. The railing posts are short sections of brass rod and the railing is thread tied with clover leaves at each post. The kit came with brass tubing for the tripod mast. I realized that this would make the model very top-heavy and used aluminium tubing instead. I tested the model in the bathtub to determine the amount and location of the ballast – the ballast being 3-inch common nails glued in place. Even then, it was very tender. The completed model’s only time under radio control on the water was in May 2008 when I realized that it was too fragile for that sort of man-handling and so it became a static exhibit for the rest of its (my?) life. It took me longer to build the model than HMS *Kelly* existed as a ship from laying the keel to sinking.

Now that the model has been completed, I realize that my attempt to be 100% accurate has not been fulfilled. Also, I never was in the navy and therefore am ignorant of naval traditions.

I’m aware of a number of modelling errors or uncertainties, and in my drive to make the model as accurate as possible I’ve been looking for expert advice about how to get it right. I look forward to hearing from those who have an interest in ship modelling, and who wish to help me get the *Kelly* as right as can be. My email is [davidhgray@sympatico.ca](mailto:davidhgray@sympatico.ca). In the mean time I include some photographs to demonstrate the detail that has been achieved.

The errors (or uncertainties) that I know of are as follows.

Have a look at Figure 1 on page 24. My first uncertainty concerns paint: Deans Marine suggests painting the model in North Atlantic dark grey (AP507A), but all photos, black & white, taken after the rebuilding show her in medium or light grey, which would be appropriate for service in the Mediterranean. Langtree made a thorough research into the painting and camouflage of all the J-, K- and N-class destroyers and thinks that *Kelly* was painted in Mediterranean light grey (AP507C) after April 1941 – until her sinking. I chose to use a light grey – probably a non-standard one.





Figure 2



Figure 2: Rudder and Propellers: The model's rudder is probably over-size to give the model lots of manoeuvrability as a radio-controlled toy. The propellers are also probably over-size since the blades of the propellers extend below the level of the bottom of the hull. If the radio control model is set up with one channel for steering and one channel for propulsion, then it is best to reverse the normal rotation of the propellers. Now that my model is strictly static, I have gone to the normal rotation of the propellers. ("Normal" being clockwise for the port propeller, counter-

clockwise for the starboard propeller.)

X Turret: After building the model, I found out that X turret was originally constructed so that it could not point within  $10^\circ$  of dead astern, but could point dead ahead.<sup>8</sup> Apparently this illogical (?) arrangement was corrected in the N-class destroyers as built, and in the J's and K's by Confidential Admiralty Fleet Order 1998/40.<sup>9</sup> I have not found evidence that decides whether X turret on *Kelly* was changed or not.

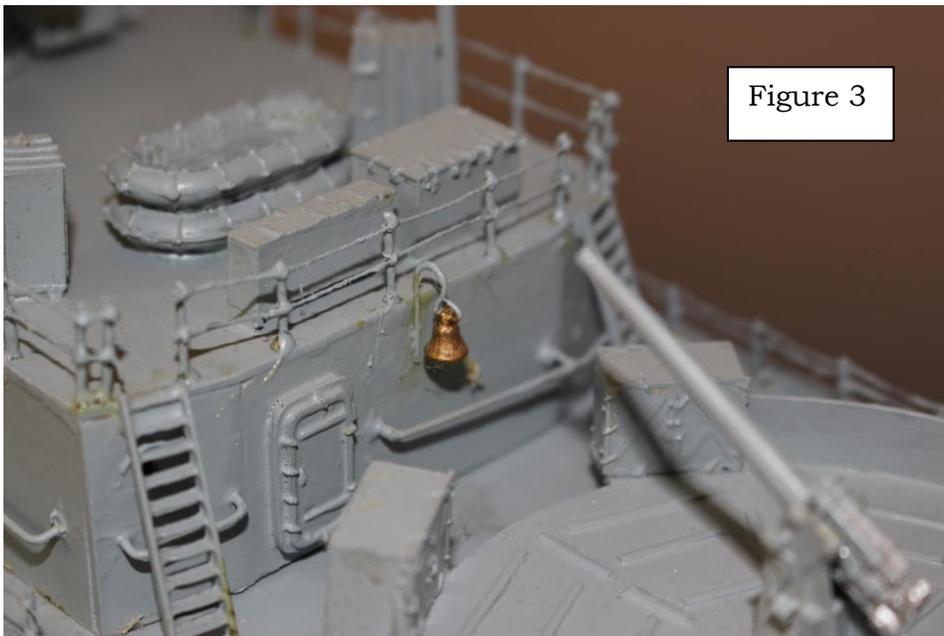


Figure 3

Figure 3: Ship's Bell: No photograph identifies where the bell was located. I chose on the forward side of the aft superstructure.

<sup>8</sup> Langtree, p. 36.

<sup>9</sup> Ibid.



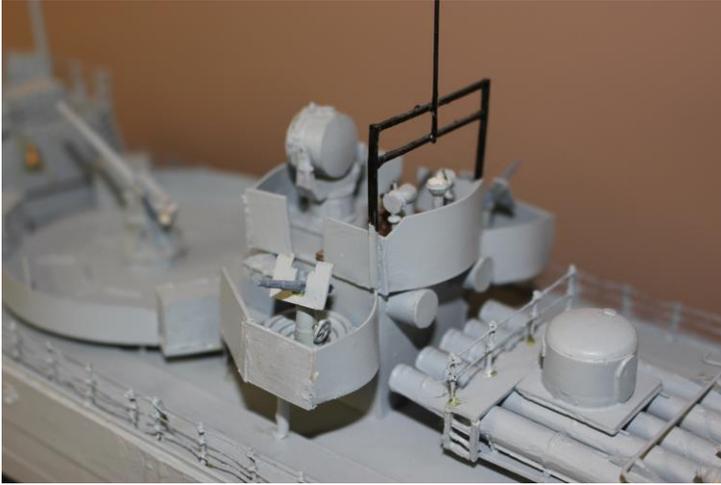


Figure 4

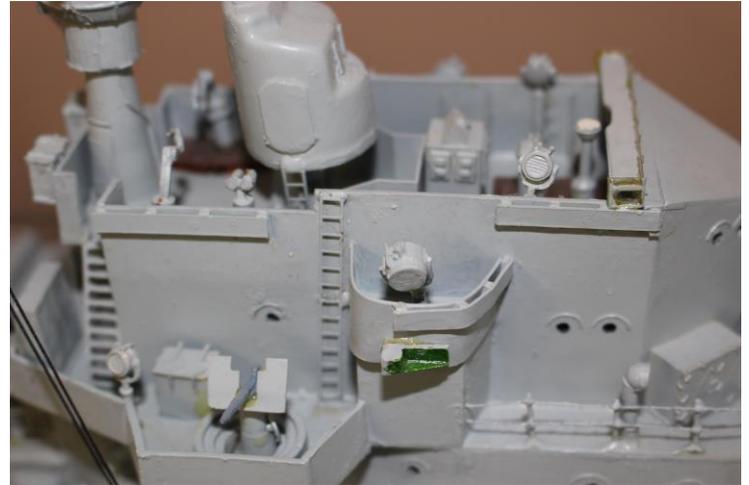
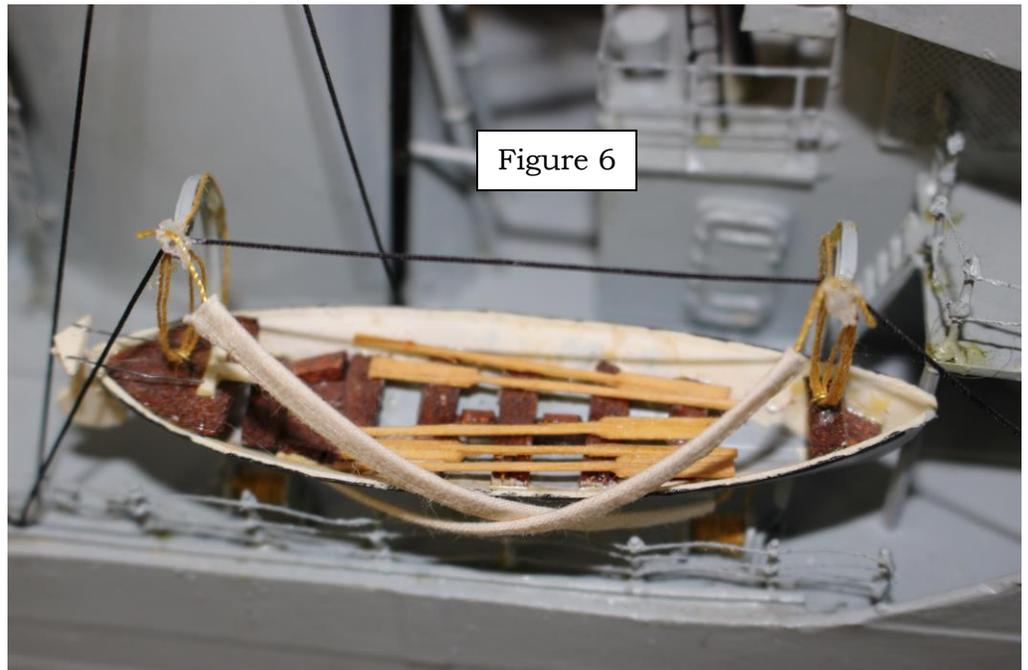


Figure 5

Figures 4 & 5: Oerlikon Guns: Langtree<sup>10</sup> writes that the Lewis Mark III quadruple 0.5-inch machine guns beside the bridge were not replaced with Oerlikons. Poolman<sup>11</sup> says that only 2 Oerlikons were mounted. Deans Marine kit gave me 4 Oerlikons for placement beside the bridge and on new gun mounts beside the searchlight. I have since bought Lewis machine gun pieces to replace the Oerlikons beside the bridge but I am unable to unglue the Oerlikons that are presently there.

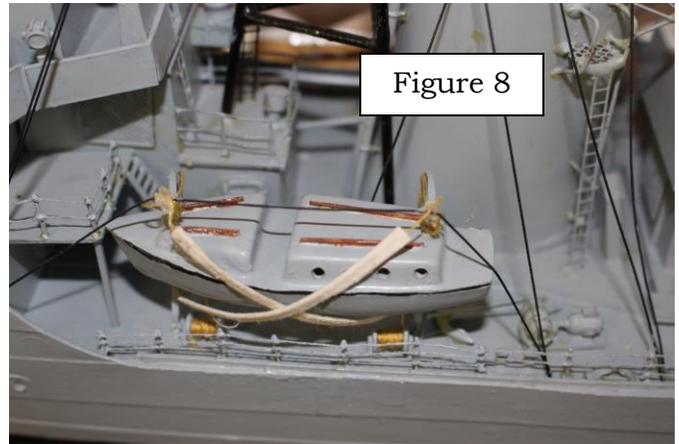
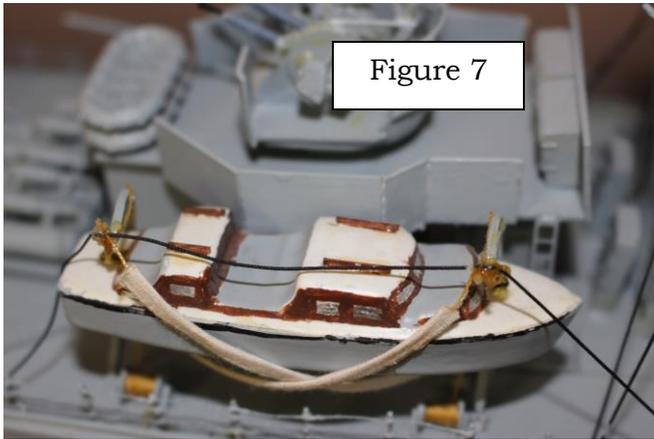
Figure 6: Whaler: I have not added the spars for the mast, gaff and boom that would normally be part of the equipment in a whaler.



<sup>10</sup> Langtree, pp. 37, 41 & 213.

<sup>11</sup> Kenneth Poolman, *The Kelly*, William Kimber, London, 1954, p. 170.





Figures 7 & 8: Captain's Launch & Ship's Barge: I have enclosed the open areas on the boats as if they were covered by canvas because I could not find any photos or descriptions as to the layout of the insides of the two boats. I would expect that the boats would be uncovered and closer to being ready to launch.



Figure 9: Range Finder: Deans Marine supplied a piece for the "roof" over the range finder but I was unable to figure out how to install the piece. Therefore, I omitted it.





Figure 10: Forward upper stays for the mast: To allow the removal of the forward superstructure to access the inside of the hull where some of the radio-control equipment is placed, Dean's Marine instructed that the upper stays to the mast were to be attached to the deck at the same location as the lower stays. It is now impossible to relocate them farther forward, to their proper location near the gunwale of the forecastle.

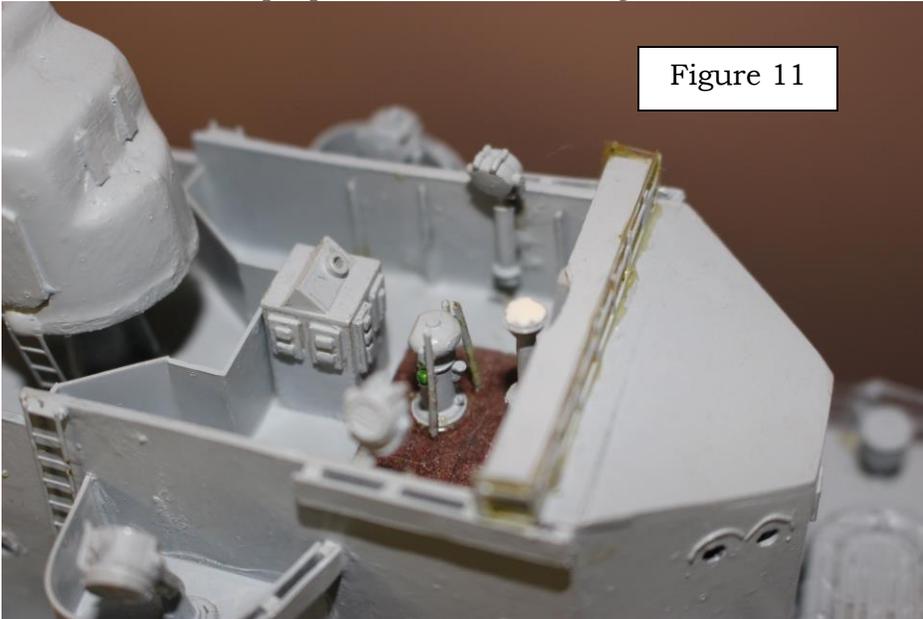


Figure 11

Radio Antennae: The radio antennae attach to the yard arm on the mast and on the black cross bar near the emergency steering position and searchlight. (See Figure 4). The mast is part of the model whereas the cross bar is on a removable part of the model. Thus, antennae are not possible for a model when it is being used as a radio-controlled toy.

Figures 11 & 12: Asdic Cabin top (in front of glass windscreen) and Binnacle: I misread the Deans Marine plan and added a flat section to the roof of the Asdic office just in

front of the glass windscreen. Because of that extra piece, there is no room to add the semi-circular railing around the aft side of the binnacle. Strips of varnished mahogany represent the normal "duckboards".

Some other questions....

Carley Floats: Were they painted grey throughout, or were the floors left as natural wood?

Life Rings: The kit comes with several, but I don't know where to place them.

If you can help me with these details, I would very much appreciate it, and I look forward to hearing from you at [davidhgray@sympatico.ca](mailto:davidhgray@sympatico.ca).

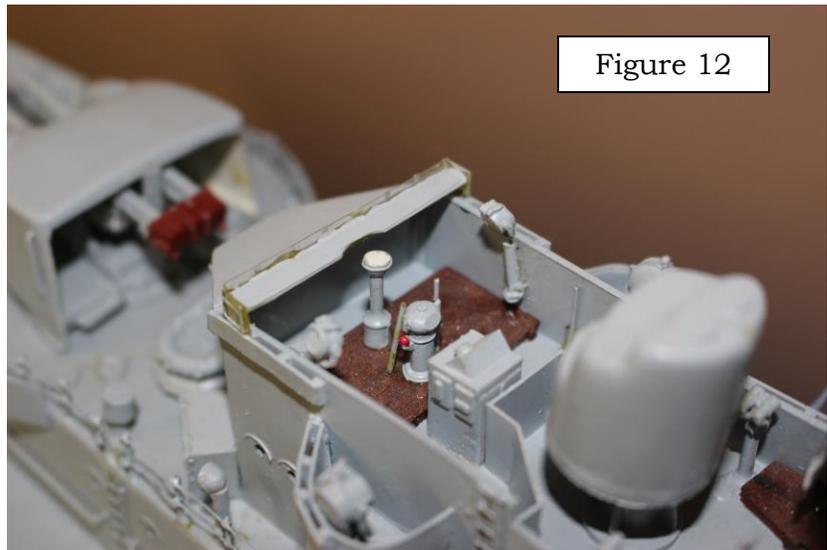


Figure 12

## Resources

Day, Barry, *Coward on Film: The Cinema of Noel Coward*, Scarecrow Press, 2005. (Found on the internet at Google Books.)

Langtree, Christopher, *The Kelly's*, Chatham Publishing, London, 2002.

Hough, Richard, *Bless Our Ship*, Hodder & Stoughton, London, 1991.

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Terraine, John, *The Life and Times of Lord Mountbatten*, Arrow Books, 1980.

Villa, Brian Loring, *Unauthorized Action*, Oxford University Press, Toronto, 1989.

Ziegler, Philip, *Mountbatten*, New York, 1985. **S**





## Leaving the Navy

By Richard Archer

In past Soundings I've told you the story about how I joined the Navy, way back in 1960. But the other day it struck me that that I'd never described how, after more than 35 years of service, I left it.

From 1991 to 1994 I was a commander in NDHQ, in the Policy and Communications branch. I had the job of Director Public Policy. The position was normally a Colonel/Captain(N) position, but it suited me perfectly. I was supposed to move on after two years, but I got a call from my career manager one day to indicate that if I stayed in the position for another year I would be considered for a job at NATO HQ in Brussels, starting in 1994. I could see the attractiveness of the NATO position for the career manager – since I was doing a four-stripe job in NDHQ it wouldn't be appropriate to send me back somewhere to being an ordinary three-stripe desk officer; and in any case, the NATO posting would be my last job before retirement.

The position in NATO HQ was as a naval staff officer in the Armaments Cooperation branch of the International Military Staff, a three-year posting. My boss would be a British army colonel, and my equivalents in the office would be officers from the US air force, Dutch army and Italian air force. One of the main roles of the Canadian naval officer on the staff was to represent the IMS at meetings of the NATO Naval Armaments Group and many of its subordinate groups dealing with armaments development cooperation between navies.

The Canadian incumbent was Roly Clattenburg. The plan was for Roly and his family to stay on at NATO for a few more months in order that I could first take the NATO Staff College in Rome, so as to prepare me for the way the alliance did things. Unfortunately, Roly and his wife had had some bad experiences in Brussels, and they couldn't get out of there soon enough. They said no to any posting extension. Marilyn and I thus missed the chance to experience the Rome staff college exposure to all thing European and the associated world-wide travel. So we reported to Brussels in August of 1994, and after a short turnover from Roly, I jumped into the job.

The NATO IMS experience for both Marilyn and me was remarkable. Besides being there for everything that was going on in NATO, I was able to travel to various locations in NATO nations in support of NNAG subordinate group meetings, and often Marilyn could accompany me. We also had all the activities, such as Christmas fund-raising bazaars, going on in the HQ building. All the wives participated in national support groups, contributing to the life in Brussels. There were about 50 Canadian households on the HQ staffs, plus the families of the Canadians assigned to the national offices. Hence, we had no shortage of interaction with other Canadians, as well as making many friends among all the other nationalities.

But things change. I was getting relatively close to retirement from the Navy, and Marilyn and I were automatically assigned to participate in a Canadian "Second Career Assistance Network" (SCAN) seminar. It was held in Geilenkirchen, in southwest Germany, at the NATO base for the AWACS fleet. We were able to drive there in a number of hours. We didn't actually learn much new, except that one of the lecturers told us that for us to live after retirement at the same level as before, we'd all need to "have a nest egg of about four million dollars." Hmm, not too encouraging. Actually, the greatest benefit of the seminar was that an old friend, Gord Oakley, was also there. He was on exchange in the NATO CINCSOUTH HQ in Naples, Italy. He invited us to travel down to Naples to stay with him for about a week. This we did soon after, and Gord met us at the chaotic train station in Naples. It was a great trip. The US forces had a local travel office that organized tours and expeditions, and while Gord went to work each day we took advantage, on different days getting to Mount Vesuvius, Pompei, the Amalfi Coast and Capri.

Gord graciously offered to drive us back to Rome so we could fly from there back to Brussels. Enroute he told us all the crazy stories of driving in Italy. As if only to demonstrate, at





a forthcoming stop light we could see a number of Romanys gathering to ask for handouts from the stopped cars. Despite the light changing he gunned his Canadian-assembled Volvo through the intersection and red light, scattering the Romanys. In all seeming seriousness, he said that one shouldn't allow the Romanys to ask for money, because if you say no, they'll put a hex on your car! Be that as it may, Marilyn and I fell in love with Italy, and even now we go back as often as we can. In fact, we had found living in Europe in general was much to our liking.

In early 1996 I heard word that in its efforts to down-size, the Canadian Forces had moved beyond its early retirement program for other ranks and extended it to officers. What caught my eye was that MARS commanders were candidates for the program.



▲ *The Armaments Cooperation staff at NATO HQ. From left: US Air Force aeronautical engineer, Italian Air Force pilot, UK Army artillery (my boss), Italian Air Force division commander, Belgian secretary, German Navy deputy commander, yours truly, and UK Army clerk.*

The deal was very attractive. In addition to a significant retirement incentive (which could be spread out over a number of fiscal years in order to mitigate the tax hit), the nominal retirement date was set at when all my unused leave would be used up, several months into the future. Yet one could retire right away and instead get a financial reimbursement for the remaining time I would have been otherwise serving. Not only that but if I wished, the pension would start right away, not waiting for my nominal retirement date. This meant that for what would have been my remaining service I would essentially be double-dipping: getting paid twice for the same period. As a tax payer I was shocked! Shocked I tell you!

*Soundings November 2020*





Now, at this stage I wasn't too hopeful. I was already beyond the 35-year point and paid no more into my pension. I had at the most one more full year in service; to wit, a third year at NATO HQ. Surely they would pass over me to release those younger MARS officers who would save the Forces a lot more in the way of extended pay and benefits.

Even so, Marilyn and I discussed the situation and agreed we should go for it. After I sent in my application in early 1996, I shortly thereafter received a call from my career manager. Amazingly, I was the most senior applicant and therefore, for a reason I never fathomed, I was top of the list to take advantage of the "early" retirement program. Okay by me.



About this time, I was stopped in a NATO HQ hallway by the retired Italian Navy captain who ran the naval section in the armaments division on the civilian International Staff. He asked me to apply for a job vacancy in his office that was coming up in an international competition. As it happened, the commander of my division in the International Military Staff was a major-general of the Italian air force (with the wonderful name of Ferrari). Apparently, he had spoken highly of me. In due course I applied and was accepted as a potential applicant, but the actual interview program would not get underway until October; that is, well after I

was to be back in Ottawa going through the release process.

My posting message for NDHQ in Ottawa duly arrived and we packed up to head home. The tenants in our rented home in Ottawa, a serving naval officer and his wife, weren't exactly pleased with having what they expected to be a three-year rental cut short after only two years...but not much we could do about that.

I reported to NDHQ to start the release procedure. It all felt very strange, as the procedure relied a lot on the person being released being part of an office or unit in Ottawa. I kept having to shake my head when suggestions about things like a final PER, interviews with superiors, going away parties and mess events were mentioned, for example. Of course, these activities had all occurred for me in Brussels. In any event I eventually received a certificate announcing that I had served 35 years in the Canadian Forces, along with a new ID card. That was it. If asked, I referred to this process as an amicable divorce...but in this case with some financial benefits.

In more ways than one, 1996 turned out to be a threshold year for the Archers. Not only did Marilyn and I end a long association with the RCN, but, with the two of us in the audience, our two daughters both graduated that year from Carleton University, heading off to their new work places. And come October, NATO flew me to Brussels to sit the job interview. I won the international competition, with the job to start in January...but that's another story. **S**





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## Naval Association of Canada - Ottawa

### Soundings

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