



SOUNDINGS



THE NAVAL ASSOCIATION OF CANADA – OTTAWA
C/O John Millar, 621 Princess Louise Drive, Orleans, ON, K4A 1Z3
<http://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.”

59.01

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

May 2023



L3Harris Technologies’ WESCAM MX™-15MS electro-optical and infrared multi-sensor and multi-spectral system, to be fitted on the Canadian Surface Combatant for air and surface surveillance and targeting. For the complete story on L3Harris, see the cover article starting on page 5.





From the President

Greetings NAC-Ottawa Branch members...

Spring is upon us again. The Christmas lights came down yesterday, the car is in to get the summer tires on, and I just completed my registration for the golf season, so things are looking up.

Activity in the Branch over the winter has continued to be relatively quiet, although we did have an “in person” gathering before Christmas at the Bytown temporary mess and a handful of members got together to remember Vice-Admiral **Peter Cairns**, whose Celebration of Life was held last Wednesday. Once the BOA Dinner (see below) is over we must get another branch social event on the books, perhaps in the early summer.

Our fall-winter program of Speaker’s Evenings was quite successful. We hosted presentations from members of the RCN leadership, as well as evenings with the Deputy Minister, DND and others. Our Editor Soundings has write-ups on the presentations included in this edition, so I leave it to him for additional comments.

As for the BOA Dinner on 3 May at the War Museum, our VP Ops **Ray Coutu**, VP Membership **Gerry Powell**, Entertainment Director **Mark Watson**, our national Coordinator, **Nora Kennedy** and Executive Director **Kevin Goheen**, are going flat out on planning for this important event. Registration had been open since early March, but seat sales have not been as brisk as in previous years. If you are still on the fence about attending, please consider this as an event to kick off the COVID cobwebs and check in with old shipmates. As always, we well remember our Veterans and this year celebrate the 100th Anniversary of the Naval Reserve. The ticket price is up over previous years, but this was a necessity given that much has changed since the last dinner was held in 2018, particularly the cost of groceries. You can register at <https://nac->

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[o.wildapricot.org/event-5137640](https://nac-wildapricot.org/event-5137640), and remember, seats are available for NAC members at a discounted price.

Also, the BYTOWN Mess is offering a rebate on the BOA Gala Ticket to mess members and associate members. Simply go to the Branch Website, login, click on your name top right, to get to your profile (<https://nac-wildapricot.org/Sys/Profile>), click on Invoices and Payments just above Membership Details, then click on the Invoice for your BOA Gala registration and create/save a PDF (with my Windows computer it was Control+P and select PDF instead of print). Do the same for the Payment and send the two PDF docs to **Quinn Ly**, the Admin Assistant at the Mess at ly.quinn@cfmws.com . She will process a





reimbursement and send it to you, either by bank transfer or cheque in the mail.

As I wrote in my President’s Message at the end of March, “What’s going on with the Bytown Mess?” (i.e., 78 Lisgar) is perhaps the most frequently asked question I get asked as Branch President. Given the state of the building (almost as bad as 24 Sussex) I am glad that we got the contents of the MacK Lynch Library out of the building when we did. However, there seems to be no interest or concern from DND, the RCN, or CF Morale and Welfare Services regarding disposition of the numerous Bytown Mess artifacts. I’d like to initiate a plan to move them into storage somewhere in Ottawa and come up with a plan to disperse them in a suitable fashion, before they deteriorate to the point where they have to go to the landfill. Anyone who has any ideas on a way ahead please share

them with me. Regarding the MacK Lynch Library, currently in storage at HMCS Carleton we are working on a plan to have the library accessible to branch members at Carleton later this summer.

As we approach the Branch Annual General Meeting in June, I am aware that several members on the Branch Board of Directors will be stepping down this summer and we will be looking to bolster the bench strength before the Fall activities ramp up. Please advise if you are interested in getting more involved in branch activities by joining the Board of Directors.

You can check out the Branch’s Annual Report to National at: <http://nac-o.wildapricot.org/sys/website/?pageld+18089> to get an idea of branch activities over the 2022 calendar year, including a summary of the membership situation. **S**

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## NAC Endowment Fund Donation to Veterans’ House Acknowledged

By Howie Smith

Following up on the donation from the Naval Association of Canada’s Endowment Fund in 2021 to Veterans’ House, recently a commemorative plaque was dedicated to the acknowledge the support provided. This dedication was completed prior to the 2022 Remembrance Day services. The NAC support has been used to develop the outdoor communal area. This space provides amenities, such as a barbeque and seating area, in a mediative garden setting, which helps support a range of Veterans’ House care programmes (see *Soundings* 57.01 Spring 2021 for further details).

Shown in the photo standing next to the plaque are NAC-Ottawa Director **Josh Barber**, and National Executive Director **David Soule**. Many thanks to all who have generously supported the NAC Endowment Fund. **S**





## **PUSSERS' REUNION 2022**

By Dick Duffield

After a two-year pause, the annual Pussers' Reunion was held at the interim facilities of HMCS *Bytown* Wardroom on 20th October 2022. In attendance were 86 pussers including 21 retired.

Included in the festivities was the traditional photo of those who had sailed under the White Ensign. The backdrop for this year's photo was the Sunday bunting White Ensign last flown on HMCS *Bonaventure*.

Pictured L to R: **Dick Duffield, Bob Mitchell, Ralph Nelson, Leo Clarkin, Nigel Whiteley, Ian Duncan, Bob Hamilton and Chip Milsom. S**





## THE L3HARRIS LEGACY OF INNOVATION AND SUCCESS IN CANADA'S NAVAL INDUSTRY

By Richard Foster Corporate Vice President, Canada L3Harris Technologies

L3Harris Technologies is a global defence technology company that has operated in Canada for more than 60 years, providing advanced technological solutions across all military domains. An established, significant presence in Canada, we have a workforce of more than 3,000 employees with key facilities across the nation. Our involvement in Canada's naval industry is significant, with L3Harris being a key participant in major defence programmes.

We have been a trusted partner of the Royal Canadian Navy (RCN) for more than 40 years, competitively-selected to provide solutions for every vessel in the fleet. L3Harris is in the small *Orca*-class training, in the *Kingston*-class coastal defence vessels, in the Canadian Patrol Frigates and in the Interim Replenishment Vessel, as well as in the newest vessels under construction on our east and west coasts.

### A STAR IS BORN

Our relationship with the Royal Canadian Navy started in the early 1980s, when the company was entrusted with implementing a pioneering concept to reduce crewing onboard the *Halifax*-class frigates by automating all major platform systems, including propulsion, electrical and auxiliary systems.

Our extensive, control-systems experience for generation, transmission and distribution of electrical power and our simulation and modeling expertise enabled a resounding success, resulting in the Integrated Platform Management System (IPMS). The IPMS, with the implementation of the advanced development model and later the Canadian Patrol Frigates, remains one of the most successful Canadian Patrol Frigate programme innovations.

From that early RCN partnership, L3Harris has progressed to exporting IPMS to more than 300 vessels in 27 navies around the world.

In this regard, our company continues to grow and innovate, expanding our capabilities and delivering cutting-edge solutions to our customers. Our naval business is a significant part of our portfolio. We strive to develop and deliver technologies and solutions that suit our customers' ever-evolving needs, worldwide.

### CANADIAN INNOVATION

The Integrated Platform Management System (IPMS) was developed by our Montréal-based business, which specializes in providing integrated control systems and simulation solutions for naval vessels, nuclear power plants and other critical infrastructure. Through incremental evolution over the past 40 years, L3Harris is a thought-leader in shipboard platform integration, evolving the capability to include advanced data analytics, failure prognostics and other leading features. Our IPMS incorporates the best ideas from the RCN as well as allied navies such as the UK's Royal Navy, the Royal Netherlands Navy, the German Navy, the Indian Navy, the Republic of Korea Navy and the Royal Australian Navy.

Our IPMS contributions also extend to obsolescence-remediation of solutions such as the *Victoria*-class Submarine Steering and Autopilot System, which we modernized for the RCN. This cooperative development included scale model tank tests at Natural Resources Canada facilities in Newfoundland, so as to validate the control algorithms. The system has been proven at sea with the installation now on board the Canadian submarines. This innovative development "in Canada for Canada" is also enjoying tremendous success in the export market.

L3Harris has also heavily invested in innovations in naval integrated communications systems (ICS). We have delivered these modern ICS solutions, developed by one of our U.S. divisions, to the





RCN's and Canadian Coast Guard's Arctic & Offshore Patrol Ships (AOPS) as well as to the MV *Asterix*. It is now being further perfected for the Canadian Surface Combatant (CSC) ships, while we continue our investments in Canada to develop a Canadian ITAR-free ICS solution that we can export to the world. ("ITAR" refers to the US's International Traffic in Arms Regulations. It is a set of US regulations that control the export and import of defence-related articles and services. Canada must comply with ITAR before exporting goods containing US-sourced items as identified on the US Munitions List.)

L3Harris has already had initial success with this ITAR-free ICS with the ongoing implementation in the two Canadian Coast Guard AOPS. This initiative also includes cost-effective cyber security with the goal of delivering a whole-ship integrated cyber defence system.

"Over the past four decades, we are proud of the global success of our pioneering Canadian innovations in shipboard platform management systems," says Rangesh Kasturi, President, Maritime International, L3Harris. "We are expanding our portfolio of Canadian-developed, world-leading solutions to ensure Canada's leadership in these domains for decades to come."

### **ADVANCED SHIPBOARD SYSTEMS PLAY A CRITICAL ROLE IN EMERGENCY SITUATIONS**

In emergency situations, quickly and effectively managing resources and information is crucial, and it is where L3Harris's Integrated Platform Management System can play an essential role. A few years ago, for instance, the battle damage control system module of our IPMS system helped avoid catastrophe aboard the German Frigate *Sachsen* when an SM2 missile exploded as it left the vertical launch cell. The system immediately and intentionally flooded the launcher and surrounding compartments to ensure that the entire missile compartment onboard did not catch

fire. The incident is a sobering reminder of the dangers facing our men and women at sea, even in peacetime. The fact that there was minimal damage to the ship and no loss of life highlights the importance of advanced shipboard systems like the IPMS that can help to prevent and mitigate damage in the event of a crisis or emergency.

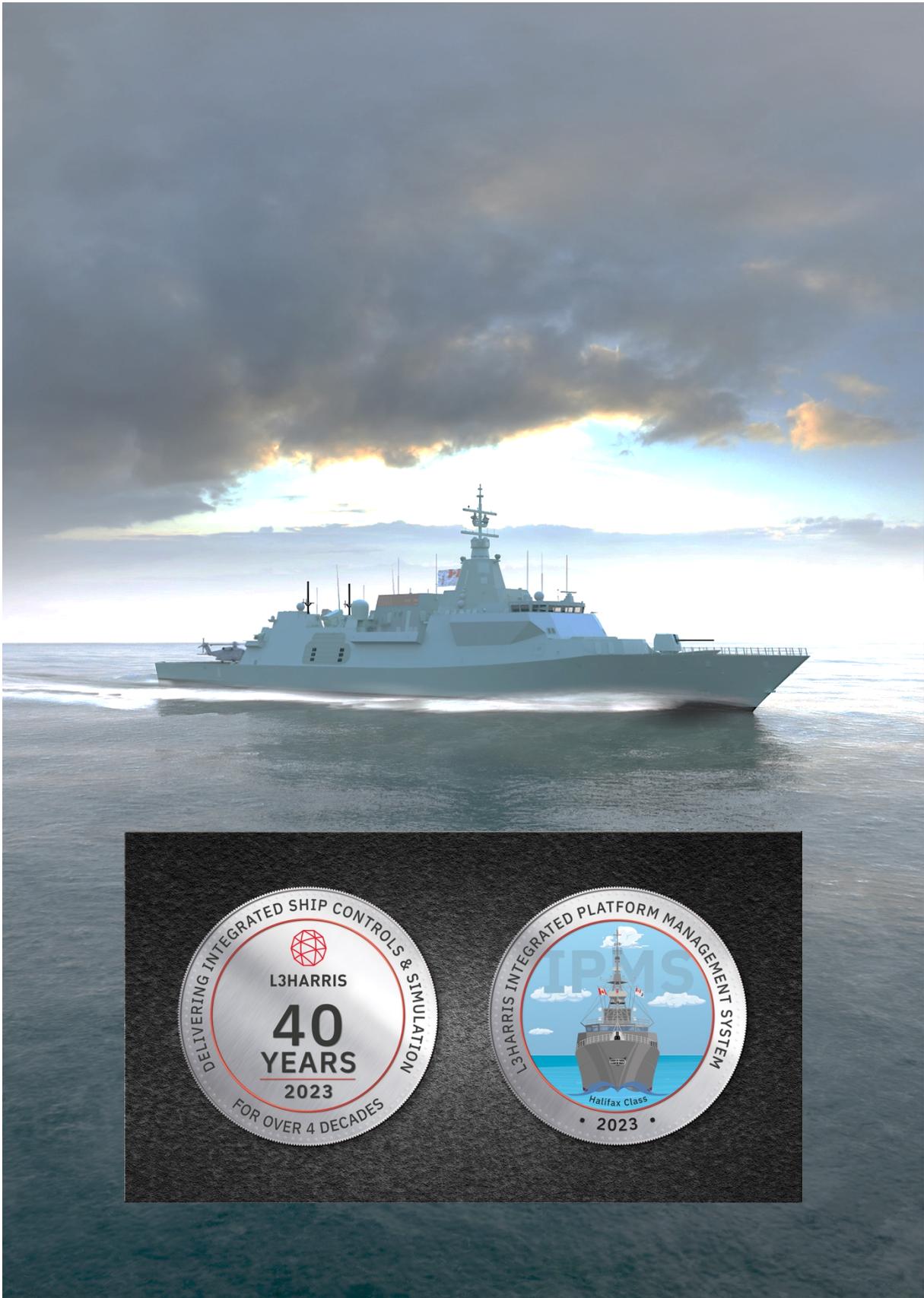
Rangesh Kasturi recalls, "I will never forget the day that a customer from Germany told me of their experience and how our IPMS saved not only their lives, but likely also saved the ship and the entire crew. He was on-board the FGS *Sachsen* on 21 June 2018 when the missile exploded. He was located just one compartment forward of the vertical launch bay. All in all, a very proud moment for our team."

L3Harris is also providing our world-leading Helicopter Visual Landing Aids (HVLA) on AOPS and Joint Support Ships (JSS) programmes, pulling through this capability from our business in Italy. L3Harris's Italian operation is also providing the Torpedo Stowage and Handling System for the JSS, and following this first success the customer selected us to supply CSC with a similar system.

### **SEEING BEYOND THE SURFACE**

L3Harris specializes in providing advanced imaging and targeting systems, including gyro-stabilized electro-optical and infrared (EO/IR) imaging systems, multi-sensor surveillance systems, and mission systems for various military and law enforcement applications. Our EO/IR business has a significant presence in Canada, operating out of our new, state-of-the-art, multi-purpose, 330,000 square-foot facility in Waterdown, Ontario, near Hamilton. Our company's continued investment in research and development has allowed us to develop some of the most advanced imaging and targeting systems in the world, making L3Harris into an essential partner to military and law enforcement agencies.







On the naval side, our advanced imaging and targeting systems were critical components of the *Halifax*-class frigates' modernization programme, providing the frigates with advanced surveillance and targeting capabilities. Our gyro-stabilized EO/IR imaging systems were integrated into the ships' existing weapons systems, providing them with enhanced situational awareness and targeting capabilities.

"Our ability to operate our EO/IR business with manufacture in Canada allows us to provide solutions to operational challenges that are uniquely Canadian. Understanding and meeting the needs of our customers is our number one priority. As a result of our research, engineering, design and customer service, we are able to provide and deliver EO/IR imaging solutions tailored to the maritime domain," says Cameron McKenzie, Vice President, Government Sales & Business Development, L3Harris.

### **L3HARRIS AND THE CANADIAN SURFACE COMBATANT**

The CSC project is one of the largest defence programmes in Canada and L3Harris is proud of its significant contributions to these very advanced and complex ships. We have been involved since the programme's inception, and have played a major role in developing the IPMS, EO/IR suite, integrated internal and external communication systems, along with torpedo stowage solutions.

### **CUTTING-EDGE TECHNOLOGY**

As part of the CSC programme, L3Harris has been tasked with designing and developing the IPMS for the new warships. This sophisticated control system will be used to manage the ship's propulsion, power generation and auxiliary systems. It will also interface with the ship's sensors, weapons and other critical systems. Our IPMS incorporates advanced technologies such as artificial intelligence, machine-learning and cyber management. It is also highly resilient and redundant, ensuring that the ship's

systems can continue to operate even in the event of a failure or damage.

### **DEVELOPED BY CANADIANS FOR CANADIANS**

One of the key benefits of the IPMS that we are developing for the CSC programme is its ability to enhance the safety and situational awareness of the ship's crew. The system will provide real-time monitoring and control of the ship's systems, allowing the crew to quickly respond to any issues that may arise. It is a powerful system that will enhance the performance, reliability, and safety of the new warships. Our IPMS continues to be a significant contributor to the Canadian defence industry and a source of pride for our company and its employees.

The contributions our team is making in the design and supply of a system fully integrating the internal and external communications as well as tactical networks is equally important and a force-multiplier, allowing the RCN to do more with less.

### **WHAT'S IN A SENSOR?**

L3Harris has developed an EO/IR suite for the CSC programme which includes a range of advanced sensor systems designed to enhance the warfighting capabilities of the new ships. The CSC EO/IR is a comprehensive suite of sensors that provide 360-degree situational awareness, target tracking, and threat detection capabilities, enabling the ship to operate effectively in a variety of challenging environments.

The suite includes an Infrared Search and Track (IRST) system, an Electro-Optical Effector Control (EO-EC) and Electro-Optical Surveillance (EO-S), to be integrated into the integrated sensor suite.

The EO-EC and EO-S systems provide the ship with enhanced visual and thermal imaging capabilities, allowing it to detect and track surface and airborne targets.

The IRST system provides long-range, passive detection and tracking of airborne targets, allowing the ship to detect and





engage enemy aircraft and missiles at greater distances than with traditional radar systems. A combination of infrared cameras and sophisticated algorithms can detect and track multiple targets simultaneously, even in challenging environments.

Overall, L3Harris will provide the CSC with cutting-edge sensor capabilities that will enhance the overall suite for a variety of missions including anti-submarine warfare, anti-air warfare and naval surface fire support, making the ship a formidable force in a variety of operational scenarios.

**MAXIMIZING SPACE, MAXIMIZING POWER**

Last but certainly not least, stowage is an essential element of any naval vessel, and it refers to the storage and organization of equipment and supplies onboard the ship. The stowage system must be designed to maximize the available space, ensure the safe and efficient storage of equipment and supplies and allow for easy access when needed. The system is critical for ensuring the operational readiness and effectiveness of the ship, as it ensures that the crew has access to the necessary equipment and supplies to carry out their missions. L3Harris is responsible for designing and providing stowage solutions for the CSC programme. Our expertise in this area has been crucial in ensuring that the new warships are equipped with efficient and effective stowage solutions.

The stowage systems we developed for the CSC are designed to maximize the use of available space, while also ensuring that equipment and supplies are stored safely and securely. These include specialized storage racks and cabinets, as well as custom-designed equipment and supplies containers. These solutions are designed to meet the specific requirements of the CSC, ensuring the ship has the necessary equipment and supplies on board to carry out its missions.

**COMMITTED TO PROVIDING CANADA WITH CANADIAN SOLUTIONS**

The CSC programme has faced several challenges since its inception, with some

critics suggesting that the programme is too ambitious and complex. The Canadian government, however, has remained committed to the programme, and L3Harris’s involvement underscores a commitment to providing advanced defence solutions to Canada.

We are also proud to bring more jobs to Canada as a result of our work on the CSC. The Canadian employees working on the programme are highly skilled and specialized in their fields, with expertise in areas such as software engineering, electrical engineering and mechanical engineering. They work closely with other members of the L3Harris team, as well as with other contractors and government agencies to ensure the successful delivery of the systems and products for the CSC. Systems engineers, project managers, technicians, quality assurance specialists, procurement specialists and customer support specialists all make up our dedicated team focused on ensuring that we successfully deliver the systems and products we promised. Our team will ensure that the programme stays on track and is committed to providing a high-level of support to the Royal Canadian Navy throughout the programme’s lifecycle.

**EXPANDING OUR PRESENCE IN CANADA AND BEYOND**

L3Harris continues to build a strong legacy of success in Canada through our commitment to innovation, investment in research and development as well as through the dedication of our skilled and talented Canadian workforce. We take great pride in being part of the CSC team and, alongside our partners and stakeholders, we are well-positioned to contribute significantly to the success of the ship, so important to Canada’s security and place in the world.

L3Harris is determined to add value to the Canadian economy through high-tech jobs, innovation and diversity, while designing successful solutions for the future.

**S**





## Memories

By Bill Hood

I am now in my 81st year, comfortably living in retirement in Penticton, BC, after a full career of piloting for Air Canada. A recent encounter with a fellow named **Bob Woosnam**, has brought forward some vivid memories of my time as a naval pilot way back in the 1960s, a long time ago. When I was a new co-pilot in the Navy's Antisubmarine Squadron VS 880, Bob was the pilot-in-command. We were flying Grumman CS2F Trackers, both from ashore and from the Navy's carrier, HMCS *Bonaventure*, known to all as the Bonnie.

A keen teenager, I had joined the RCN in 1960, and had been one of the survivors of the stringent two-year *Venture* Programme, graduating with the glorious title of Acting-Sublieutenant. (Incidentally, my roommate for most of the first year was none other than your Soundings Editor.) I immediately went into flying training and in due course received my wings. It's been said by those that don't know better that flying an aircraft is 99% boredom and 1% pure terror...but my memories of my time in the Tracker are ones of mostly excitement and adventure, completed by a sense of accomplishment.

As Bob's co-pilot and navigator, I remember his efforts in June 1965 to land on the Bonnie, a relatively small carrier bucking in rough seas north of Londonderry, Northern Ireland. The winds were over 50 knots, almost 100kmh. It took 3 approaches and two wave-offs before he finally got us back on the deck. Why they had us flying in such conditions I will never know. Were we all out there to just hone our military skills or was it to show other NATO countries what we were capable of? Maybe it was both.

With Bob as pilot, I also remember the October 1965 approach and landing on the Bonnie in fog off Land's End, southwest of England, when the three other Trackers airborne with us had to fly to an alternate airport ashore. Thinking of Bob has me recalling the details of that low-visibility approach and the heavy deck-landing. We came in on a Carrier Controlled Approach following the instructions of the ship's air traffic approach radar controllers. On the approach we were flying at low level with the ship invisible in the fog, relying on the controllers to keep us lined up with the landing deck centerline.

As we closed the ship, the ship's white wake came into view. The plan was for me to tap Bob on the shoulder as soon as I saw the ship's stern. We were less than a half-mile from the ship when it finally came in sight. With my tap, Bob could at last focus on what was called the Meatball, a bright light on a stabilized concave mirror which, depending on the aircraft's height relative to the specified glide path, showed either above or below a horizontal line of lights. It was "Meatball High" – we were above the glide path necessary to hit the small target area on the deck so that our hook could capture one of the three arrestor wires. But in the short space remaining, Bob masterfully cut the power and maneuvered the aircraft to hit the deck solidly in the right place. The drill was to immediately put on full power in case of a missed wire, but the arrestor wire was caught and we were pulled up short. The adage that a carrier deck landing is little more than a "controlled crash" was never truer. We were the only aircraft amongst the four that had been launched for that sortie to arrive back on board that day.

But not all of the adventures occurred at sea. I remember our nighttime landing on black ice on runway 34R at HMCS *Shearwater*, in November of '64, if memory serves. It was a radar





Ground Controlled Approach and after touching down a little bit long, we found that the braking action was ZERO, and we were in danger of running off the end of the runway. I can't remember who initiated the aircraft spin around to cause the aircraft to skid down the runway backwards. The idea was to use the engines to apply braking as we slid backwards. The idea may have been mine, because my reaction, in sync with Bob's, came from an experience some months earlier when, while taxiing on a downhill icy taxiway approaching the VS-880 hangar from Shearwater's runway 28, a strong northwest wind caused my Tracker to weathercock clockwise. Applying left brake did not stop the weathercock because I was on shear ice. I was headed for a collision with parked cars lined up adjacent to the VS-880 hangar. Seeing a snowbank on my right side, I powered up the port engine to increase the weathercock rotation and drive my nosewheel into the snow, hoping the aircraft would come to a stop before hitting the cars. The nosewheel went into the snow, but the main gear wheels were still on the downhill taxiway ice and the aircraft pivoted on the nosewheel. The tail of the aircraft swung around 180 degrees and began dragging the nosewheel back through the snow. I held my breath as I waited for the snow to stop the aircraft, hoping that would occur before the aircraft hit the parked cars that were now behind the aircraft. The aircraft came to a stop short of the cars. Phew! I shut down the idling engines not knowing how close I came to a collision. I left the scene to get my camera and returned a few minutes later to take a photograph.

That night I had trouble sleeping. I kept wondering how could I have avoided such an incident and WHY did I wait for the snow to stop the aircraft when I had two great big engines I could have powered up, once in the 180-degree position, to assist the aircraft's deceleration. I shook

my head in disbelief, because I did not use all the power at my disposal...but I sure learned something.

Anyway, back to Runway 34R. With that icy taxiway incident etched in my memory, I was now in the right-hand co-pilot seat of a Tracker with Bob. It was a pitch-black night. We were returning from a MARLANT ocean patrol. We had landed and discovered we were on black ice. It was probably Bob who powered up one engine to spin the aircraft around to avoid running off the end of the runway into a ravine. As the aircraft rotated to the 180-degree position, all the while we prayed that we did not hit a dry spot on the runway that could tear off the landing gear, I was ready to push both throttles up to full power to stop the aircraft. At the 180-degree position Bob's hand was already pushing forward the throttles when my hand joined his. We quickly came to a stop and I looked out my side window to see the red runway-end lights just a few feet behind us. One of the two crewmen seated behind the cockpit bulkhead and hearing the roar of the engines called out, "What was that all about...? I thought we were taking off again!" I think I answered, "We just did a 180 on the runway". It was so slippery; the two crewmen had never felt any rotational G-forces. No one could have seen us, it was so dark. The tower was about 1 km away. The tower operator asked if all was okay. He must have heard the engines roar but we had not taken-off. We answered, "All okay". So, some useful experience was acquired, but happily it was something I never had to use again. In any case, it's a technique too risky for the big jets that I later flew for Air Canada.

By the Editor. Thanks to NAC-Ottawa member and fellow *Venture* classmate **Dick Duffield** for bringing these great memories to my attention. **S**





## Guest Speakers

### **Cmdre Jeffrey Murray, RCN Director-General Naval Strategic Readiness Naval Staff, NDHQ**

On November 14th, 2022, Cmdre Murray provided an overview of the RCN's personnel situation. Within the CAF as a whole, the recruiting and retention status is similar to the way that many civilian industries and service companies in Canada are facing a shortage of staff and having difficulty hiring. With COVID, the situation has only become worse, with the CAF now over 9,000 qualified personnel short. As for the RCN, the current effective strength is about 70% of where it would ideally be, before taking into account the normal limitations created by career coursing and medical employment limitations. Simply in terms of raw numbers, one could view the current situation as one where members of the RCN would be required to do two jobs to deliver all of the normal outputs expected of the RCN. These factors are what led the Commander RCN to refer to the current situation as a "personnel crisis".

The Commodore explained that while this situation is a problem of considerable magnitude, there is ongoing work to reverse the trend, led by the recently released CDS/DM Directive on Reconstitution. This effort sees the entire CAF pivoting to a focus on force generation, and includes such specific shifts as ensuring recruiting centres and the training system are staffed at 100%. For the RCN, the additional challenge is to be able to not only effectively crew the current ships, but to ensure their continued employment in order to be able to generate the qualified crews needed to deliver the future fleet.

One RCN specific initiative mentioned was a Naval Experience Program. That initiative aims to reduce the time it takes

from application to enrolment in the RCN as well as to create a one-year-long opportunity to essentially test-drive a career in the Navy to make sure it is a good fit, and to ensure those individuals pick the specific occupation they like the most. This initiative is very similar to Australian idea where a number of young people take what they call a gap year after high school and before post-secondary school. The concept is to invite these candidates to take a year's paid service with the Navy, with a view to seeing if they wish to continue in the service, with an exposure to all the higher education or trades training that the navy can provide. But in general, the need is for recruiting system modernization to radically speed up the process, and some options were discussed. But as ever, the tough nut to crack remains the ability to rapidly vet candidates and to provide them with appropriate security clearances.

In the subsequent question period, the point was made that the youth of today seem to be more interested in working in what is called the "gig economy", a labour market characterized by the prevalence of short-term contracts or freelance work as opposed to permanent jobs. Cmdre Murray made the strong point that given the way the Navy trains and educates, and the way a sailor changes jobs and even locations every two or three years or so, and has considerable opportunity for advancement, a "career" in the Navy should, at least in theory, be very attractive to the emerging generation. It seems the need is to get this understanding of the way the Navy operates out to potential candidates when they are in high school. A thought was that the NAC's web site could be used to get these messages across, with the URL disseminated to schools, as there is significant material about the Navy, naval platforms, roles and operations available on the website. **S**





## **Mr. Denis Stevens** **Vice-President Government Relations** **Seaspan Shipyards, Ottawa**

On January 9th, 2023, at the NAC-Ottawa monthly virtual meeting, Mr. Stevens, supported by Mr. Chris Earl of Seaspan's Victoria Shipyards and Mr. Stan Jacobsen of Seaspan's Ottawa office, gave a comprehensive summary of the company's large footprint in western Canada, and its many programmes in support of both the RCN and the Canadian Coast Guard, as well as local marine industries.

Seaspan is a major participant in the Federal Government's National Shipbuilding Strategy (NSS), leading in the design and construction of the RCN and CCG non-combat vessels identified in the strategy.

Seaspan NSS projects include:

3 CCG Offshore Fisheries Science Vessels – now delivered.

2 RCN Joint Support Ships – the future HMCS *Protecteur* structure is nearly complete, and the future HMCS *Preserver* had its first steel cut in 2022.

1 CCG Offshore Oceanographic Science Vessel - in the design stage with 2030 delivery.

1 CCG Polar Icebreaker – in the design stage with Finnish input, and with delivery in 2030.

Up to 16 CCG Multi-Purpose Vessels - for local icebreaking, search and rescue and marine navigation system maintenance, with first delivery in 2029.

Interestingly, Seaspan was the shipyard sub-contractor to Lockheed Martin Canada's contract to update two Royal New Zealand Navy frigates. This is perhaps an expanding area of international business for future Seaspan participation.

Additionally, Seaspan constructs specialized ferries, tankers and other vessels for the west coast commercial marine

business. As well, Seaspan is an important contributor to naval in-service support contracts, such as the one led by Babcock Canada for the RCN's submarines.

The company is showing strong progress in all projects. Mr. Stevens said that the NSS has resurrected an otherwise moribund west-coast shipbuilding industry. They are confident that new projects will be coming down the pipeline, especially as Canada fulfils its intent to expand its maritime presence and participation in the Pacific Ocean.

Seaspan has in place an outreach programme intended to raise the profile of the shipbuilding industry, specifically as a productive, diverse place to work. The target is to prepare the groundwork for, and to engender the next generation of shipyard workers at all levels.

Further information on Seaspan programmes can be found in Stan Jacobsen's article on the company in the Autumn 2019 edition of *Soundings*. **S**

## **Mr. Bill Matthews** **Deputy Minister DND**

On February 6th, the guest speaker at NAC-Ottawa's monthly virtual meeting was the Deputy Minister of DND, Mr. Bill Matthews. Instead of the usual set-piece presentation by the speaker, Mr. Matthews agreed to respond in a question-and-answer session, led by the Ottawa Branch President, Tim Addison. Given the sensitivity of Mr. Matthews's position and the way in which he freely answered the questions, this report on the session will only address the subject matter.

The questions posed to Mr. Matthews included, but were not limited to, the following matters:

- The status of the previous defence policy, Strong Secure Engaged.
- The plan to have a defence policy update in the Spring, and the policy's relationship with





foreign policy and with the efforts to maintain a stable international order.

- The impacts of unforeseen events like Ukraine and Haiti on defence policy.
- Where the current major DND projects like CSC and submarines stand.
- NORAD Modernization.
- The possible impact of the upcoming federal budget, including the extra spending on health care, on the largest spender, DND.
- Canada's pivots to Asia-Pacific and the Arctic, and their impacts on maritime forces.
- Paying attention to the new Australia-UK-US defence pact.
- DND recruitment and retention.
- Ways to improve Canada's defence industrial capacity.
- The future of RMC. **S**

## **RAdm Steve Waddell Deputy Commander RCN**

On March 13th, RAdm Waddell, spoke to us about his posting to Norfolk as the Vice-Commander of the United States Navy's Second Fleet (C2F). The Admiral gave us a very informative overview of the history of Second Fleet, how it was created in response to the Cold War situation at the time, and its involvement in the Cuban Missile Crisis of 1962. The Admiral explained how the US Government's 1986 Goldwater-Nichols Act created the Geographic Combatant Command model around the world to better coordinate joint command and control, and how NATO's Striking Fleet Atlantic was incorporated within C2F. He highlighted the deactivation of Second Fleet in 2011 when the sense was that the Russian threat in the Atlantic AOR was sufficiently diminished, and how ultimately that assessment proved wrong and C2F was re-established in 2018. The Admiral told us of how he was "recruited" into the Headquarters by the Commander RCN at the time, VAdm (Ret'd) Ron Lloyd, and how he joined the Command to help establish it as a force employment

headquarters, smaller and more agile than the previous force generation iteration. The Admiral spoke of his time as Vice Commander and the responsibilities he was given by the USN Commander, VAdm "Woody" Lewis, who was quite occupied with standing up his other command, Joint Force Command Norfolk, which was being stood up by NATO to counter increasing Russian activity in the Atlantic. The Admiral went on to explain how the USN welcomed him and other foreign officers to the Command, adapting to cultural and procedural changes, and enhancing information-sharing through the trusted relationships that were being made. He also described the challenges of force employment and commanding assets operating in the US EUCOM theatre, in response to the escalating situation in Europe. The evening concluded with an interesting question and answer session on a variety of subjects related to the Admiral's time with Second Fleet and his current duties as Deputy Commander RCN. **S**

## **Professor Sal Mercogliano Campbell University**

On 3 April 2023, Sal Mercogliano, a history professor at Campbell University in North Carolina, spoke to us on how the US Navy, starting in 1942, was able to skirt the Japanese Navy threat by establishing new supply lines across the Pacific as far as Australia.

The Japanese strike across the Pacific in 1941, from Pearl Harbour, to Hong Kong, to Singapore, highlighted the crucial Allied fight for resources, in particular oil. The Allied fleets found their traditional bases attacked, neutralized and threatened, and had to establish new supply lines and methods to maintain them. At the same time, naval units had to sail longer distances and strike in areas far beyond their normal steaming range.

In early 1942, the US Navy utilized six converted commercial tankers, a half dozen





older oilers, and a fleet of commercial tankers to connect Hawaii, America and Australia and establish an extended supply base from which attacks against Japanese possessions and forces were possible, and allowing a pivot toward the strategic offense. This successful trans-Pacific effort provides lessons for any future peer-to-peer conflict in the Pacific. The study of the USN's logistics operations has been Professor Mercogliano's passion since he retired from the USN and took up academia, and it was obvious that he is truly and expert on this subject. He also provided some interesting insights and observations on what the RCN needs to do to be successful in the Indo-Pacific. **S**

## Letter to the Editor

By Lt(N) (Ret'd) Doug Cope

I read with interest your article 'A Meeting in Belgium' in your recent edition of Soundings. You told the story of meeting one of the 1942 Dieppe Raid's officers, Captain Denis Whitaker of the First Battalion, Royal Hamilton Light Infantry (RHLI). Your description of events and the mention of the Royal Hamilton Light Infantry at Dieppe caused me to remember a conversation I had with my mother when I was a teenager. She was from Beamsville, Ontario, a small town about 30 km east of Hamilton, on the south shore of Lake Ontario.

One day I asked her, "You often talk of the girls you went to Beamsville High School with, but what about the boys?" She replied, simply, "Most of them died going ashore with the Royal Hamilton Light Infantry at Dieppe." A brief but sad remembrance of the Canadians from the Hamilton area who died on that raid.

Recently I related this story to a friend of mine, John Shrives, in Ottawa. His reply told a similar story: "I think I've mentioned it before but my father's regiment, the Essex and Kent Scottish, were involved in the raid. The planners had very poor intelligence about that area of the coast and it cost them

dearly! He was back here at the time, but many friends from university were either killed or captured. The Essex and Kent Scottish was a Windsor regiment. My father, who lived in London, Ontario, joined some of his school buddies in signing up while attending Western. The guys captured at Dieppe were POWs until they were liberated later in the war. Interestingly, Denis Whitaker of the RHLI was the father of a friend of mine at Western.

Unfortunately, 'death' seems to be too common a theme in regard to any story of the Dieppe Raid, on this its 80th anniversary.

Thanks for the opportunity to relate this story of that raid.

By the Editor: Thanks, Doug. On a visit to France several years ago, Marilyn and I had the opportunity to visit Dieppe and the Canadian memorial (below). We also saw the black stele commemorating the Essex and Kent Scottish Regiment. **S**





## GIGO

By Richard Archer

Here I am sitting at my newish Mac desk-top computer, continuing to be amazed at how powerful it is and what I can do with it. It wasn't that long ago that this device would have considered a "super-computer", with incredible computing capability. This reminds me of how I was introduced to things digital, back in the digital dark age.

But first, a disclaimer.... Mathematics was never really my strong suit at Royal Roads and RMC. In my third year, in fact, I ran up against a brick wall called differential equations. The academic authorities decided that I wasn't cut out for engineering, and I was relegated to the General Science programme. This actually wasn't a bad outcome. The Gen Sci curriculum had been designed by the Navy to educate officers to support the "general list". The officer would receive a wide-ranging academic education designed to allow him to occupy almost any leadership position on the ship, including, in fact, engineering officer. I managed to get through the Gen Sci curriculum right to the end, without even having to write any supplementals. I was bestowed a Bachelor of Science degree, which was a strong background for me to pursue my chosen field: as an operations officer at sea and ashore in the days before the advent of combat systems engineers.

My first actual exposure to any computer was in my final year at RMC, circa the Spring of 1965. In a chemistry lab class, a fellow classmate and I were teamed up to handle a problem of creating a graphic depiction of a sequence of reactions. The problem was that every data point on the graph required an onerous calculation, even with the slide rules we used. My partner had the brilliant idea of approaching the math department to ask to use their new computer.

The math department had recently acquired an IBM 360, the more-or-less state-

of-the-art digital device of the day. It had only a few megabytes of memory, but could do then-amazing stuff.

We got the go ahead and a math professor took us into the computer room. The IBM 360 took up two-thirds of the available floor space, the remainder was crowded with a work area and other devices. The front panel was a mass of blinking lights. It all looked science-fiction-y.

The professor told us the basics. We first had to develop our own algorithms in Forgo (a simpler version of the Fortran language). With a bit of help, this seemed easy enough, but then we had to input the algorithms and data into the computer. This step was more complicated. The computer was already programmed with what was called a compiler, a means of working with the device through a standard programming language like Forgo or Fortran. But the input of the data and algorithmic instructions had to be done by means of punched cards. In the room were the two punch card machines, looking like large glorified typewriters. The professor was clear – we weren't to touch the punch card machines. The actual typing in of the data and instructions were to be left to one the math department's clerical staff. The prof left us with the Golden Rule: "GIGO", he said, which turned out to mean "Garbage In – Garbage Out." Okay, acknowledged.

So, in due course we presented the secretary with the entry material, and she did the work the next morning, leaving us with a pile of punched cards, which we then put into the computer's reader. We started it up.

The time came to see if the computer would spit out the data points to be entered onto the graph. The machine churned and churned and all the lights blinked...and blinked and blinked. It seemed to be taking a lot longer than the professor had indicated. Eventually, we had to call him in. He shut down the computer, and asked to see our input material. He looked it over and quickly pointed out, "Here and here, you guys are





asking the computer to divide zero by zero....” GIGO indeed.

So back to the drawing board for revised algorithms, and to once again imposing on the secretary. This time it did work, and our graph was produced. But of course, the whole thing took a lot longer and more effort than doing it all manually.

That said, my second exposure to the emerging digital world was a couple of years later and a little more sophisticated. Shortly after graduating from RMC, I met my wife-to-be Marilyn in North Bay, Ontario. Her father was the senior Chief Warrant Officer in RCAF North Bay’s base maintenance. On some time-off after my pre-fleet courses I made my way to North Bay and stayed with Marilyn’s family. I chatted with her father, and asked him about “the hole”. This was the network of subterranean caverns burrowed into the local Pre-Cambrian Shield to house NORAD’s Northern Area headquarters. He offered to see if I could get a tour, and soon after, he took me down the long sloping tunnel and through the heavy blast doors. We saw just about everything, including the mechanics of getting vast amounts of highly-filtered fresh air into the caverns, and of course the operations centre, a mass of displays and large screens tracking every airborne movement in the North American area, with special focus on the Pine Tree and Distant Early Warning lines of radar stations, which provided defence against attacking Soviet bombers. The USAF Ballistic Missile Early Warning System (BMEWS) was up and running in Thule, Greenland, but I heard no mention of whether or not its output found its way into the North Bay facility.

The central piece of interest was of course the massive computer that controlled everything.... Imagine a large cavern lit with

hanging fluorescent light fixtures, with the floor holding rows and rows of humming, blinking electronic refrigerator-sized devices, all in a very noisy environment caused by the need to provide heavy duty air cooling. Together, the machine and its output were called the Semi-Automatic (Americans loved that term) Ground Environment, or SAGE, a system of “large computers and associated networking equipment that coordinated data from many radar sites and processed it to produce a single unified image of the airspace over a wide area”.

But of course, this was the mid-1960s, and the technology was thousands of diode and triode vacuum-tubes. We were told that always on duty was a team of technicians whose job it was to almost continuously rush around and replace failed tubes. One wonders what the shock of a nearby nuclear explosion would have done.

In this regard, I know that in one of my first ships, the hard-wired gunnery fire-control computer was vacuum-tube-based, and that even the shock of the gunfire itself regularly blew a tube. (Shortly thereafter, the shipboard fire-control computer was updated to replace the tubes with solid-state devices – good thing too, because at that time the only source of replacement tubes was the Soviet Union.) But the impressive SAGE computer worked, and in the depths of the Cold War it kept us safe.

Today, though, I am pleased that at my fingertips, with the push of a button, I have much more computing power than SAGE. And I am thankful to the Apple Corporation that by means of some clever software they are managing to help me in whatever task I put to my Mac...as well as to protect me (as much as they can...) from GIGO. **S**





## Heddle Outreach to Georgian Marine Students – Propelling into The Future!

By Erin Carey

On Saturday, February 11th, 2023, over fifty Georgian College students in the college's marine engineering technology (MTCY) and marine technology - navigation (MNAV) programmes headed bright and early on the school's bus to a chilly but incredibly sunny day at the Heddle Shipyards and Dry Docks in Port Weller on the Welland Canal, located in St. Catharines, Ontario. Georgian College itself is situated in Barrie, Ontario, offering complete marine education curricula, along with industrial co-op. MNAV Cadet Brooke Herrington was the Student Lead of the Georgian Mariners Association that got the word out to students about the trip and coordinated with the shipyard.

Welcomed at Heddle by **Oliver Hiltebrand**, Past-President of The Marine Club, we were introduced to the shipbuilding and repair industry with opportunities to see actual ships and ongoing work first-hand. The hosting Marine Club is a "fraternity of persons engaged in the water carrying trades on the Great Lakes and connecting waters in Canada." The day's emphasis was on the shipyard's operations equipment, structures, and processes.

With the help of over 30 volunteers from not only The Marine Club, but also from Algoma Ship Repair, CSL Group, International Ship Masters' Association (ISMA), Copper Mountain Mining Corporation (CMMC), the Canadian Institute of Marine Engineering (CIMarE), and industry-servicing partners like Caterpillar, EMS Tech, Superior Insulation Services, as well as former Georgian students, we toured both the legacy vessel CSL *Tadoussac* and the newer *Trillium* Class CSL *St-Laurent*. Based in Montréal, CSL Group is the "leading provider of marine



dry bulk cargo handling, and the world's largest operator of self-unloading vessels." One of its divisions is Canada Steamship Lines.

Prior to the start of the visit, safety training and briefings were provided and personal protective equipment were organized. This was a major learning experience, as the Heddle health and safety personnel outlined the extensive ways that professional mariners hold to such a high standard for everyone's safety, the environment, and the success of the marine economy, and how these efforts are perceived by the public. MNAV student Sewon Ban said, *'It was a phenomenal experience at the*





*shipyard, to see what we're learning in the classroom in real life.'*

Students had a chance to reflect on their comfortability with heights, stairs, enclosed spaces, and marvel at the sheer weight and strength of steel, cranes and lifts, welding, engineering and ship design architectural detail that goes into the creation and even more importantly, maintenance of a ship. They started to understand the complexity of cleaning grain and cement on an ongoing basis. They witnessed the importance of the regulatory structure provided by the UN's International

Maritime Organization (IMO) and the Safety of Life at Sea (SOLAS) arrangements, included in extensive security planning everywhere.

While onboard, students toured the bridge areas, deck and self-unloader layouts for bulk cargo operations, engine rooms and control areas examining the generators, pump and steering systems. For fun, they even got to see what their quarters could be like, and then speak directly with shipyard staff and importantly, meet mentors from the coordinating organizations. Makenna Hillier, MNAV Cadet said, *'Heddle was great; to see the vessels up close with informative and fun, extensive tours. It was an honour to be able to see every part of the vessel, even underneath the keel. Our tour guides were amazing and happy to answer our questions. I would do something like that again in a heartbeat.'*

Seann O'Donoghue from ISMA said it was, *'The largest group we've ever brought on tour. It was great to see the look of seriousness and excitement on student faces. It was very good to be in a real shipboard environment, and for them to see the differences between old and new ships in a drydock setting.'*



↑ Erin Carey with Captain Alwyn Phillips, CSL Group Inc. **S**





## Mack Lynch Library Holdings and Reports

By David Gray

Since becoming the librarian for the MacK Lynch Library, I have written book reports about books either in the library or should be included. Today, I am reporting on several library books that I read over the summer, not with a full-blown book report, but much shorter synopses. What struck me as I typed up the information of author, title, publisher, *et cetera* was the price of the books if you were to go out and buy the books. Their prices justify why the Naval Association of Canada (Ottawa Branch) has a library and why we need to keep it. Without the library, naval officers and others interested in naval and maritime affairs would be not only missing out on the vast quantity of literature on maritime subjects but also would be financially barren due to the high prices.

**G.H. & R. Bennett, *Survivors: British Merchant Seamen in the Second World War*, The Hambleton Press, 102 Gloucester Ave., London NW1 8HX, 1999. Hard cover. 232 pages, endnotes (22 pages), bibliography, index, 17 black & white photos. ISBN 1 85285 182 1. \$103.99 (Cdn) on Amazon.ca**

This book comes to the MacK Lynch Library through the courtesy of Friends of the Canadian War Museum. The author draws on the personal experiences of survivors of sinkings by exploring the provisions of international law concerning attacking merchant shipping and providing for the safety of crew and passengers. It is a graphic account of what happened when a ship was mined, torpedoed, bombed or shelled. Crews reacted by attempting to launch lifeboats but often ended up swimming, or clinging to rafts or debris. The book delves into the provisioning of safety

equipment on board merchant ships. Most U-boat captains were, or wished to be, considerate but later in the war they were instructed to show no mercy, which added to the perils British seamen faced. Japan was not so lenient. It also reports on the treatment they received once they were rescued by fellow Brits. The book is about BRITISH seamen; Canada and Canadians are hardly mentioned.

**William Dziadyk, LCdr (RCN Ret'd), S.S. Nerissa: *the Final Crossing* (2<sup>nd</sup> Edition), BD Pro Inc. [copyright holder], 2021. Paperback. 228 pages, photos and maps. ISBN 9781777378202. \$30.95 (Cdn) on Amazon.ca**

**Gordon Forbes**, the previous librarian, provided the library with this book out of his personal collection. If you have not heard of this ship, it is probably because the news of its sinking was curtailed, and even missed being reported in the “official” history of the RCN during the Second World War. She was torpedoed northwest of Ireland on 30 April 1940 (concurrent with the invasion of Norway and just before the German invasion of the Low Countries).

She was a small liner carrying Canadian and allied troops and airmen, nominally capable of 17 knots, but actually only able to steam at 14 knots max. Given her nominal speed and being armed, she was allowed to sail unescorted. (This certainly destroys the myth that only the super-liners with troops crossed the Atlantic unescorted.) The torpedo hit the engine room but immediately flooded the lower deck where members of the crew experienced in launching the lifeboats drowned. Only one lifeboat was launched successfully; the others were smashed or capsized. Thus, 207 officers, crew, troops, and civilians lost their lives. Thus, 81 Merchant Navy (including 2 women), 10 RCN, 73 Canadian Army, 4 Royal Navy, 8 Royal Air Force, 3 Royal Norwegian Air Force, 11 Air Transport Auxiliary





(American pilots), and 17 civilians (including 3 children) lost their lives.

**Bill Dziadyk**, an NAC–Ottawa Branch member, has done to considerable research to publish this book. This is the second edition and even then, that edition has a July 2022 17-page addendum. The book is a history of the whole life of the ship and has many accounts of the personal lives of the casualties and of the survivors.

**Mark Felton, *Slaughter at Sea: The Story of Japan’s Naval War Crimes, Pen & Sword Military*, 47 Church St., Barnsley, South Yorkshire, England S70 2AS, 2007. Hard cover. 193 pages, 3 Appendices, sources & bibliography, index. ISBN 978 1 84415 647 4. \$160.00 (Cdn) on Amazon.ca**

Slaughter at Sea is another book that comes to the MacK Lynch Library courtesy of the Friends of the Canadian War Museum. Unfortunately, this book is not for the faint at heart. It is the gruesome story of the fate of so many seamen (American, Australian and British) who successfully got off their sinking ship to be put to death by members of the Imperial Japanese Navy. The Japanese mind-set was, and may still be, that one fights to the death and if one surrenders, that person has submitted himself to death by the victor. Some accounts in the book suggest that victims were put to death as a reprisal for fighting so hard and had killed comrades of the Japanese captors. Few of the perpetrators of these atrocities were ever punished due to lack of witnesses – any Allied witness was also killed and the Japanese are so “tight-lipped” as not to divulge information.

**Peter Moore, *Endeavour: The Ship That Changed the World*, Picador, 120 Broadway, New York, NY, 10271, 2018. 353 pages, bibliography, index, black & white pictures, maps. ISBN 978-1-250-61943-3. \$28.00 (Cdn.)**

We are all familiar with biographies – of people! But Peter Moore has changed the concept of a biography to include that of a ship. Not just any ship, but Lieutenant James Cook’s HM Bark *Endeavour*. The ship had three lives, first as a Whitby-built collier *Earl of Pembroke* that transported coal from Newcastle to London, then bought by the Royal Navy, renaming her *Endeavour*, as the ship of preference for transporting Mr. Joseph Banks, Dr. Daniel Solander, both botanists, and Mr. Charles Green, astronomer assigned to observe the transit of Venus on 3 June 1769 at Tahiti, and finally as *Lord Sandwich* as a transport ship of British Army reinforcements to New York and eventually sunk as a block ship in Narraganset Bay.

Woven in between all these happenings are political and economic situations in Britain and America, the various personages involved not only on the ship but in the greater beyond; such people as King George III, Louis Antoine de Bougainville, Alexander Dalrymple, Benjamin Franklin, Adm. Howe, John Montagu, Earl of Sandwich, 1<sup>st</sup> Lord of the Admiralty, Frederick North, Prime Minister, Hugh Palliser, Tupaia (a Tahitian being transported to England), and John Wilkes, a British politician.

What I found interesting were: a profound 9-page dissertation on the meaning of the word “endeavour” in his Preface, along with the description of the construction of a collier, the political manoeuvrings of Joseph Banks to get his friends selected for the expedition, the selection of James Cook as captain, the exploration to find a southern continent, the complete survey of New Zealand’s coast, the grounding on the Great Barrier Reef and the repairs that ensued, and finally a step by step progress of the American Revolution that led to the *Lord Sandwich* being scuttled as a block ship on 3 August 1777 in Narraganset Bay.

**Alfred Lansing, *Endurance: Shackleton’s Incredible Journey*, Carroll & Graf Publishers Inc., 19 West 21<sup>st</sup> St., New**

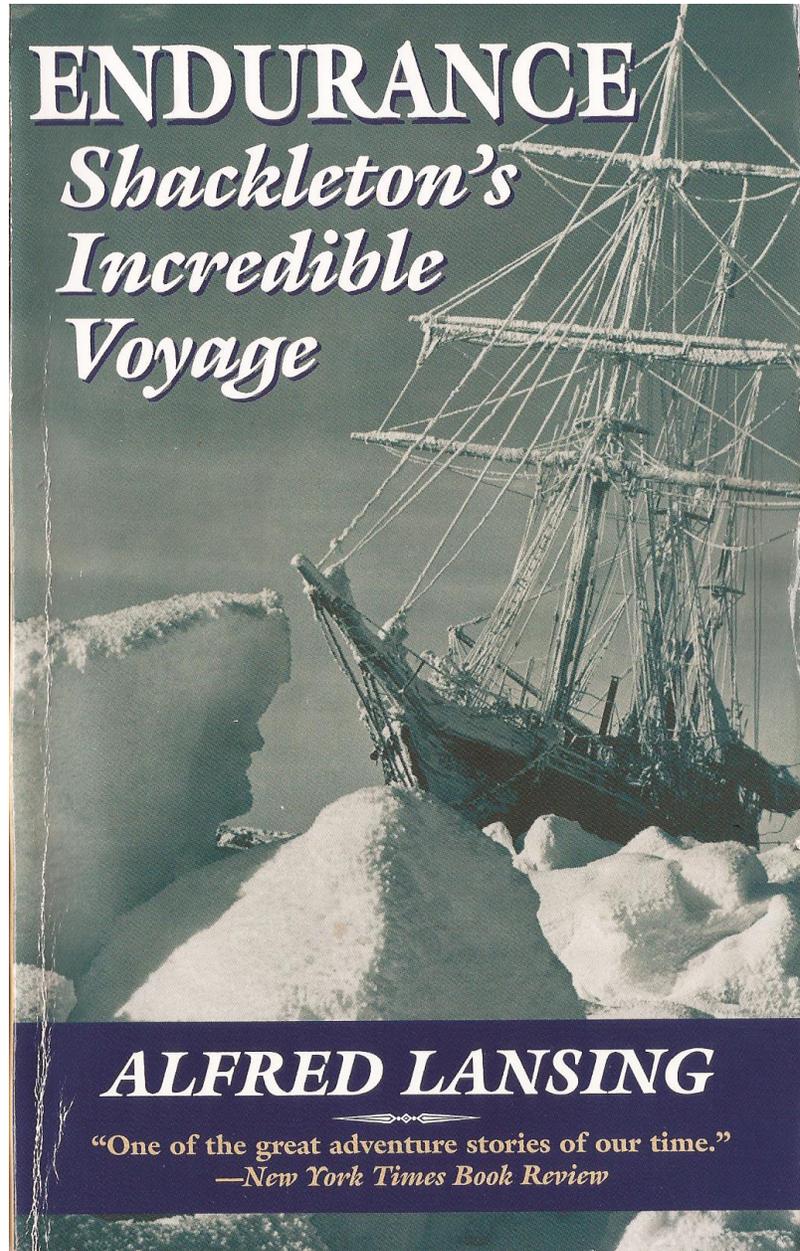




York, NY, 10010-6805, 1959  
(my copy = 13<sup>th</sup> printing 2000,  
newest printing = 2015). 280  
pages, 8 black & white  
photographs, 2 maps. ISBN 0-  
7867-0621-X. \$22.76 on  
Amazon.ca (used copies  
available as low as \$15.12).

Alfred Lansing's  
*Endurance: Shackleton's  
Incredible Voyage* reads like a  
suspense thriller, yet most of us  
now know of the successful  
recovery of all 28 members of the  
expedition that had hoped to  
mount an expedition to traverse  
Antarctica. The privations which  
these men endured: 281 days in  
the Antarctic winter on board  
*Endurance* locked in the ice, 308  
days camped on the ice, six days  
in 25-foot open boats, and 137  
days camped on Elephant Island  
with its sheer 2500-foot cliffs, in  
each case in freezing  
temperatures and high winds give  
a new meaning to "endurance".  
The rescue mission by Shackleton  
plus five others to sail the 22-foot  
*James Caird* from Elephant Island  
to South Georgia Island was only  
an inch short of the impossible. It  
meant that they had to sail a  
distance of 713 nautical miles  
often in hurricane-force winds  
and monstrous waves followed by  
a 33 km. (as the crow flies) hike  
across unmapped 12,000-foot-high  
mountains on the island to the whaling  
station on the island's lee shore. After that,  
it took four attempts with different ships to  
get back to Elephant Island to rescue the 22  
men left behind.

I know that if anyone ever complains  
to me about being deprived, I intend  
recommending this book to them! **S**



By the Editor: Readers might be  
interested in David Gray's article about the  
sinking of HMCS *Spikenard* (a Second World  
War corvette) as published in *Argonauta*, Vol.  
40, pages 3-18. Additionally, I am  
encouraging David to write about the  
construction of his model of the *Spikenard*  
for the next issue. **S**





## REMEMBER

By Pat Barnhouse



### Active Members

**LCdr Harry Dennis ABBOTT, CD\*\*, RCN(Ret'd).** In Ottawa 27/09/22 at 93

**VAdm Peter William CAIRNS, CMM, CD\*\*, RCN(Ret'd).** In Ottawa 18/02/23 at 84.

**LCdr Donald Ralph JOYCE, CD, RCN(Ret'd).** In Moncton, NB 15/07/22 at 92

**Capt Duncan Stewart McNICHOL, CD\*\*, RCN(Ret'd).** In Ottawa 28/11/17 at 92.

**Cdr David NOWELL, CD, RCN(Ret'd).** In Ottawa **03/10/22 at 93.**

**Lt Jaroslaw "Jerry" WYNNYK, CD\*\*, RCN(Ret'd).** In Ottawa 02/03/23 at 88.

### Others Known to Members

**Lt Bernard Wilfred Arthur ABELA, RCN(R)(Ret'd).** In Ottawa 06/02/23 at 81.

**LCdr(P) George William BABBITT, CD, RCN(Ret'd).** In Ottawa 20/10/22 at 98

**S/Lt(MN) Leah Jenny CONNER (nee BEEHLER), RCN(R).** In Ottawa 10/03/23 at 96.

**Lt Gordon Cyril EDWARDS, CD\*, RCN(Ret'd).** In Ottawa 29/12/22 at 93.

**LCdr Thomas Arnold Percy EYRE, CD, RCN(Ret'd).** Former member, in Ottawa 21/07/22 at 89.

**VAdm (Ret'd) Gregory Evan JARVIS, CMM, CD\*\*.** In Ottawa 13/11/22 at 69.

**Surg Cdr Bruce Roger MARSHALL, CD\*, RCN(Ret'd).** In Ottawa 24/09/22 at 78

**LCdr(P) Edgar Alexander MYERS, CD\*, RCN(Ret'd).** In Peterborough 18/01/23 at 98.

**Lt John Angus WYATT, RCNVR.** In Ottawa 28/01/23 at 105

**Cdr Edward James Michael YOUNG, CD\*, RCN(Ret'd).** Former member, in Florida 04/02/23 at 85. **S**





## There's No Life Like It

By Marilyn Archer

Richard and I have had some wonderful trips together as a result of his being in the Navy. We both love to travel. This is the story of one of my early expeditions to meet up with him in Portsmouth, England back in 1969. Remember, this was when there were no cell phones, iPads, computers or any other tech devices. And credit cards were a rarity, if not non-existent in Canada.

Richard was one of the two operations officers on the carrier, HMCS *Bonaventure*, and the ship was going to be alongside in Portsmouth in October for a few days. The XO asked anyone on board to put their name down if they wished to reserve a space from Halifax, via Greenwood and Trenton to the UK on sked runs, (remember them?) using space-available Priority 5. Richard put my name down and told me about it. I was about 5 months pregnant at the time with child number one and working in Halifax, but decided to quit my job early as I really wanted to take advantage of this great opportunity. With a baby on the way, I was going to leave my job in the next couple of months anyway.

There were two other ladies, an NCO's wife and an officer's wife, who wished to do the same thing, so we planned to go together. The flight to the UK was leaving from Trenton on a certain day of the week which meant we had to find our way to Greenwood for the flight to Trenton. So, I volunteered to drive the three of us to the base in the Annapolis Valley. My brother, Ernie Cable, a navigator on the *Argus* at the time, was stationed there, so I was familiar with the base and also felt I could call on Ern if anything untoward happened. However, it turned out he and his wife Carol were away at the time.

Anyway, not to be deterred, the three of us drove up to Greenwood in the Archer '66 Plymouth Valiant to catch the sked run that evening, which left about 11:00 p.m.

The new highway to the Annapolis Valley had not been built at that time so it was about a two- to three-hour drive. Enroute, we got to Windsor where we crossed the old wooden bridge that had a sign saying, "unsafe for pedestrians". Then we drove on to Wolfville, Kentville, Berwick and finally Kingston, a mile or two from Greenwood. We all managed to get on the plane at Greenwood ...and at last we arrived in Trenton in the wee hours of the morning. We caught the bus, conveniently provided, to the Yukon Lodge where there was accommodation and a restaurant, to stay the rest of the night.

My Dad had been stationed in Trenton a number of years ago, so again I was familiar with my surroundings. During the day we walked around the PMQ area and saw where my family used to live and the school, "Breadner", that my brother and I used to attend.

That evening the three of us caught the bus back to the AMU to see if there was enough room for us on the flight to the UK. We waited anxiously as people's names were called for the flight. Finally, the call came over the loud speaker system, "Anybody else wishing to go to the UK please come up to desk". Yay, we made it!

I had done a bit of travelling as a result of my Dad being in the air force. We'd had moves from Toronto, Trenton, Winnipeg, North Bay and finally Victoria where my Dad and Mom retired. We also had had a couple of trips to Florida over the Christmas holidays. But I had never been on a "real passenger plane", let alone one to the UK or continental Europe. The only plane I had ever been on was a North Star or Dakota when free rides were given to families on Air Force Day. So, yes, I was excited!

The plane that took us to Gatwick Airport south of London was a Yukon where all passengers sat backwards. There was a vibration on the floor that made my legs jump all night. Richard told me later that the propellers weren't synchronized properly, whatever that means. Anyway, we all arrived safely in Gatwick the next morning.





We three girls disembarked the Yukon and searched for the directions to the trains. Found them, but couldn't understand a word they were saying over the announcement system. Some sort of strange English accent. As a result, we almost left on the train to Scotland before asking another passenger if this was the train to Portsmouth. We eventually found the correct platform for Portsmouth...just in time.

From the train station in Portsmouth, we took a taxi to the Nuffield Club, a private officer's club where Richard had made arrangements for us to stay the night. The next morning all three excited, talkative women met for breakfast in the dining room. Now, I don't know if you've ever been in a Navy Officer's club in the UK in 1969 for breakfast, where the usual gentlemen are used to reading their morning paper and perhaps enjoying a cigarette or cigar over their cold toast in total silence and without being interrupted by a group of noisy, chatty, excited women. They were not amused. Anyway, a lot of the newspapers that the men were reading were lowered and a number of glares came our way.

After breakfast we made our way to the Portsmouth Navy dockyard and the pier where the Bonnie had come alongside that morning. After several weeks of their being away, there is nothing so exciting to a navy wife as seeing your husband's ship come alongside and looking for your husband. You have to experience it, as there are few words to describe this emotion. Your whole being swells with love, pride and excitement.

We three women were escorted on board and taken to where our husbands would be. I found Richard in the wardroom and he looked quite different. The crew had had a beard growing contest and Richard had heartily taken part as he had a heavy beard. I thought he looked like one of the men on the package of Smith Brothers Cough Drops. Anyway, before we left the ship, he shaved it off.

Richard took some annual leave and we stayed at the Nuffield Club for the next day or two and then we headed by train to

London Waterloo where we caught the Underground to the closest station to where his Uncle George and Aunt Vic lived northwest of the city. They had invited us to stay with them for a few days. After an adventure in a taxi, where the cabbie, who, Richard said later, spoke in a largely incomprehensible Cockney-laced London working-class "English", got lost. He had to seek help from a local police station he called "the nick". But eventually we finally found George and Vic at home.

Aunt Vic and Uncle George treated us royally and showed us all the London sites including Windsor Castle. This was my first experience in a big European city and I loved it! I had read about it, saw pictures of it, and here I was, in person, actually seeing Trafalgar Square, Piccadilly Circus and all these famous places. Exciting! Richard's Mom had three other sisters living in London at the time and Vic and George threw a big party for all of us. It was the first time I had met any of that part of the family. A very fond memory.

While staying with Vic and George, Richard had checked the availability on the sked run back to Trenton and found out there was no seat available. My only option was to return to Halifax with Air Canada, my first time on a commercial passenger plane. Why it sticks in my mind I don't know, but I believe I had to pay the equivalent of \$175.00 one way! Those were the days!

The plane left Heathrow and stopped in Gander first, where we had to go through customs, and then on to Halifax. From Halifax airport I took the bus to downtown where I got a taxi home. The next morning, I found out when the next bus to Kingston was leaving, and caught it later that day. From Kingston I caught a taxi to the base where our car was left parked. It had turned cold and had snowed there since I had left, so I had to clean off the car and then pray that our trusty Valiant would start. It did! Then,





*The Archers with Aunt and Uncle in Trafalgar Square.*

with a sigh of relief, I retraced the two- to three-hour drive back to Halifax.

This was the first of many trips of different priorities, mostly Priority 5, I had on the sked run. Some were by myself, to and from my parents' home in Victoria, and the others were with Richard visiting Europe on

official visits or on leave. We associate a lot of great adventures and memories with them. Being in the Navy in those days certainly had some advantages. Because of our postings (four of them overseas), sked runs and personal travel we've seen a lot of wonderful places. There was a saying when referring to the Navy, "There's no life like it", which certainly held true for us. **S**





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## Naval Association of Canada - Ottawa

### Soundings

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