

SOUNDINGS

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

This and previous editions of Soundings can be found on <http://navalassoc.ca/branches/ottawa/soundings>

THE NAVAL ASSOCIATION OF CANADA - OTTAWA
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“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.” (Branch Bylaw No. 3)

52.02

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

November 2016



The USN’s Laser Weapon System, deployed in the Persian Gulf. See the cover article on naval directed energy systems starting on page 15.

Remember! Participate in the Remembrance Day Ceremonies on Parliament Hill on Friday, November 11th starting at 1030.

- ▶ **Canada is increasingly a maritime nation, becoming ever more dependent on the seas for its prosperity, security and standing in the world.**
- ▶ **A developing maritime nation must take steps to protect and further its interests, both in home waters and with friends in distant waters.**
- ▶ **Canada therefore needs a capable and effective Royal Canadian Navy.**





From the President

By Howie Smith



Dear Branch Members,

As you read this edition of Soundings we will likely be just concluding the 2016 Annual General Meeting, National Board Meeting, and the National Naval Association of Canada

Conference in Ottawa. The events from 20 to 22 October are on track to be successful (as I write this perspective) and will provide an opportunity to tackle an interesting and pertinent subject in the conference, Canada's Shipbuilding Strategy, with a fine roster of speakers. This year's Annual General Meeting (AGM) has a full agenda and will address some of the challenges and successes of the past year. I would like to extend sincere thanks to all of the Branch members who have worked so hard over the past number of months to help put the Conference, AGM and National Board Meetings in place, and have contributed to a fine showing from our Branch.

I encourage all Ottawa Branch members to sign up and attend the AGM as several subjects, including membership, require the input and ideas of our entire association. If you are unable to attend, and have not done so, please complete the proxy form that is explained in the summer edition of Starshell and located on the NAC website.

On the subject of membership there are several challenges affecting all of our Branches. None have a straightforward or single solution. Our Membership Director has provided his update in this edition of Soundings, and it shows steady membership growth since 2013. We harbour an aspiration that sometime in 2017 we will reach a membership level of 500 within the Ottawa Branch. This promising prospect is, however, not shared across the country. I hope some of the ideas to be expressed at the AGM will contribute to formulating some new actions to address our national membership challenges.

A deeper probe within our own Branch also shows we have had limited success in efforts to broaden and diversify our membership. The Branch is growing with several younger members but much more is needed. If we are to sustain a Branch that has a compelling program in line with membership expectation and that conducts interesting and varied activities in support of our mission, we will need a larger base and critical mass of volunteers. We still struggle to attract more women to the Branch, recruit new members from among those serving, including within the Naval Reserve, and to attract non-commissioned members who are retired and residing within our community. **Alain Garceau** as one of our Vice-Presidents is leading this charge but he does not own the franchise on good ideas. If you have ideas or suggestion (or better yet wish to get personally involved), please communicate with any member of our Executive.

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On the issue of volunteers we continue to have room for more hands on deck and currently rely on a small cadre of go-to folks that are involved in everything. Their contributions are most significant. However, this is unsustainable. If you are interested in supporting our major activities (Battle of the Atlantic Gala, Conferences, Outreach, Speakers Program, Naval Affairs or Recruiting and Membership) or wish a role on the Branch executive and can offer your time, expertise, and energy, I would welcome the chance to speak with you. I would be pleased to address your questions and find a way to accommodate you on our volunteer team.

Please let me extend congratulations to the Branch members who will be receiving National Awards at the reception following the AGM on 21 October. By the time of this reading, their awards will be known and on behalf of all members – BZ!

Looking ahead to November we will see the re-commissioning of the Canadian War Memorial following a lengthy refit and docking period. I understand the final engineering changes are being signed off and test and trials will result in honouring our veterans at this wonderful site with the National Service on 11 November. I will issue further details on Remembrance Day along with a call for participants in our marching contingent.

The next several months promise to be interesting as several important decisions loom on our Navy and Coast Guard. We will welcome the Federal Government’s release of the Defence White Paper to learn more of their priorities moving forward.

Please let me close by wishing you the very best on behalf of your Board of Directors and with the hope that you will be able to participate fully in our 2016/17 program. I promise that your Board will work to remain aligned with the interests and desires for the Ottawa Branch.

Yours Aye, Howie Smith **S**

Branch Membership

By Steve King



The membership of the Ottawa Branch stands at 472 all told -- an increase of about 60 over the past year. Our branch has experienced some losses (about 30) from the rolls due to resignations -- whether due to health, moving, or just plain "lost contact". Sadly, seven of our members have crossed the bar in 2016. They are commemorated at: <http://navalassoc.ca/branches/ottawa/crossed-the-bar>.

We are now in our third year with a "sub-branch" at the Royal Military College. There were as many as 56 naval cadets up to graduation in May, but our membership at RMC currently stands at 40, with recruiting of the first year naval cadets now underway. Naval cadets' membership dues are at no-cost. It has served the Naval Association and the RCN well in developing in these subordinate officers a better understanding of naval affairs and making them feel that they are part of the family.

For those interested in the numbers:

	2013	2014	2015	2016
Honourary/Life Paid	80	73	67	61
Retired/Civilian	224	255	268	299
Serving	22	20	28	37
Spouses	7	7	6	6
Introductory	22	6	5	13
RMC Naval Cadets	0	19	37	40
TOTALS	355	380	411	456 S

Heads Up!

Mark your 2017 calendar now.

NAC Battle of Atlantic Gala 4 May 17

BOA Parade 7 May 17





Vice-Admiral Kingsmill Navy League Cadets Canada (NLCC) Annual Review

By Paul Baiden



▲ Accompanied by the CO of VAdm Kingsmill NLCC (hidden), Cdr Foster chats with (from left) Lt(N) Carolyn Waznow, CPO1 Julien Liang and CPO2 Zakariah Foyn. Barry Bevan, Ontario Division NLCC, looks on.

By all accounts it was another very rewarding afternoon inspired by our outstanding young cadets!

During the ceremony, Capt(N) **Peter Milsom**, RCN (Ret'd) presented the **Naval Association of Canada-Ottawa Award** for Leadership in the Senior Cadet Category to PO2 **Johnathan Trembley**.

Paul Baiden, the National Chairman, **Canadian Naval Air Group**, presented the **Hampton Gray VC Award** for Best New Entry to Able Cadet **Ella Ray**.

► *Paul Baiden presents the CNAG Hampton Gray VC Award for "Best New Entry" to Able Cadet Ella Ray. S*



▲ *Peter Milsom presents the NAC-Ottawa Award for "Leadership" to PO2 Johnathan Trembley.*

The Reviewing Officer for this year's Vice Admiral Kingsmill Navy League Cadets Annual Review, held on June 12th, at HMCS Carleton's new facility was Cdr **Anthony Foster**.





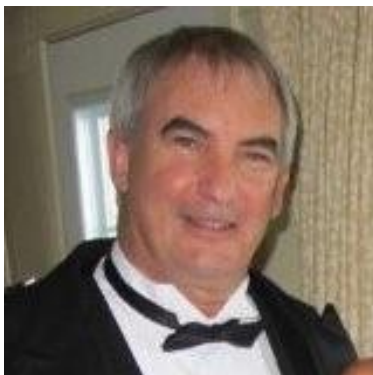
Welcome Aboard New Branch Directors



Sarah McMillan recently retired from the Canadian Armed Forces (CAF) where she served in a variety of Canadian frigates, destroyers and HMCS *Preserver* as a Maritime Surface Officer before accepting an occupational transfer to Personnel Selection for a combined total of almost 26 years. She was appointed to an Assistant Professor position within the Department of Military Psychology and Leadership at RMC and in Halifax as the senior Personnel Selection Officer for Maritime Forces Atlantic. As a commander, Sarah worked at NDHQ for the Director Military Personnel Operational Research and Analysis as the Operational Effectiveness and Leadership (OEL) Team Leader conducting cutting-edge and award winning behavioural science research in applied military settings. She was also a member of several RCN and CAF strategic staffs and served with NATO in Kabul, Afghanistan, mentoring the Afghan Army's top leadership in matters related to Strategic HR, for which she earned a Commander's Commendation. Sarah is currently Director of Project Administration at Federal Fleet Services. As a director she has assumed responsibility for **Communications** and **Assistant to the Secretary**.



Alan Kerr's career in the RCN spanned more than 30 years including key appointments as SYO of HMC Ships *Preserver* and *Qu'Appelle*, head of the Navy's supply chain in Halifax, Ops Officer with U.S. Navy's Military Sealift Command, Navy Comptroller and Director Budget at NDHQ. Upon retirement, he took on responsibilities with Atco Structures & Logistics where his last appointment was General Manager and Managing Director of Atco Frontec Europe based in Budapest, Hungary. Alan has served in a number of volunteer capacities including PMC of HMCS *Bytown*, and as a Board member with H.O.P.E. (Helping Other People Everywhere) Ottawa-Carleton Inc. As a director he has assumed responsibility for the **Battle of Atlantic** events.



Dave Forestell served in the RCN for 32 years, including sea postings in HMC Ships *Iroquois*, *Restigouche*, *Terra Nova*, and *Saskatchewan*, variously as a bridge watchkeeper, deck officer, combat Officer and training officer. He was also the first anglophone commanding officer of HMCS *D'Iberville* in Rimouski, Quebec. Besides D'Iberville, shore postings included CFFS (H); Naval Reserve HQ in Quebec City; NDHQ Ottawa (NDOC Coordinator, EA to DGIS Pol, DMRS (6)); exchange duties in Bristol, UK as the Requirements Manager for RN Naval Satcom Projects; DPM for Canadian Crypto Modernization Project. His final position in the CAF was as project director for maritime infrastructure projects. He retired in 2010 to assume duties as a consultant/PM for CCG projects, followed by a consultant/PD position with DND/DG Cyber from 2013-2015. As a director he has assumed responsibility for **Entertainment. S**





Middle East Maritime Musings ... 1996-99

By Terry Colfer



Introduction

First off ... full disclosure and brief background! Even though I'm a NAC-Ottawa member in good standing, I have absolutely no naval service experience. This will probably become obvious if you decide to read any further. I was a grunt, dog face, ground-pounder or whatever. My uniform was a khaki colour. I never even got to wear the army green. Having left the military in 1969, for better or for worse, I missed most of the "unification initiatives".

As a member of the ROTP from 1960-65, I attended McGill and Royal Military College. After graduating, the following four years in the army

were exciting and included para-trooping out of "perfectly serviceable" RCAF aircraft and a year of duty in the Gaza Strip cut a bit short by the Six-Day War in 1967.

In 1969 I wrote the Foreign Service exam and joined Foreign Affairs. Following postings in Europe, Africa, USA, Australia and Ottawa, it appeared that I might never return to the Middle East in a professional role again. However, it is difficult to project the wisdom and strategic vision of the government career management folks, as most of you probably know. This was reinforced in 1996 when I was appointed Canadian Ambassador to Kuwait and Qatar (resident in Kuwait) and returned to the burning sands. Three years later my tour ended in Kuwait but I remained in the same rough neighbourhood with a posting as Ambassador to Iran.

In response to a request to jot down some 'maritime memories' from my Kuwait days for this publication, below I briefly focus on two adventures that took place during that period. One involved the RCN and the other the USN. Perhaps there may be some inaccuracies or technical shortcomings in my reminiscing, but please keep in mind that this all took place almost two decades ago. So, I am well past my 'best before' date and, of course, this naval perception is through the eyes of a landlubber.

HMCS Regina

In early 1997 during my second year in Kuwait, I received a copy of a message advising that HMCS Regina had sailed from Esquimalt to join a USN carrier battle group that was exercising off San Diego. This was in preparation for duty in the Persian Gulf. Regina was to be part of Operation Prevention, a Canadian naval deployment scheduled from February to August. The aim of this operation was to support the UN Multi-National Maritime Interception Force (MMIF) in the Persian Gulf. The force's primary job was to monitor shipping in the Gulf and ensure compliance with various UN Security Council resolutions concerning the import and export of Iraqi commodities, especially oil. The commanding officer of Regina was Commander **Tyrone Pile**.



▲ HMCS Regina with its Rigid-Hull Inflatable Boat used for boarding operations in the foreground.





There was limited during the months towards the end of her scheduled to make a port billed as a major event for that numbered several

As an aside, it was number of expat all would register with the crisis such as when Kuwait with Scud Operation *Desert Fox*) and considered, the number Embassy roster confirmed, it was Canadians residing invisible to the embassy personal income tax

During the port embassy worked in lock team promoting and in the region. The ship varied initiatives. For reception on board for the well as smaller more select Kuwaiti and other contacts.

for Canadian families where parents and children could visit the ship, enjoy some refreshment and interact with crew members. These and other gatherings served to raise the morale of both the embassy staff and the Canadian community in Kuwait. Importantly, this visit demonstrated to the Kuwaitis the sound commitment of Canada to the security of the region and promoted our commercial, political and other interests. Cdr Pile and his crew fully appreciated and supported the leveraging of such visits for Canada. Both the embassy and *Regina* were on the same page. Indeed, *Regina* represented a floating piece of Canadian real estate and the crew all served as Canadian ambassadors.

A personal highlight of this ship visit was an invitation for me to join *Regina* as she completed her Gulf deployment and set sail for Muscat, Oman, en route to Australia. I disembarked in Muscat. This mission marked the end of *Regina's* 1997 tour of duty in the Gulf. While on route to Muscat, the ship spent a few days monitoring and enforcing the UN resolutions regarding the import/export of Iraqi goods.

The most common ploy to end-run the contraband rules was for the smuggling ships loaded with Iraqi oil or other prohibited products to set sail out of Umm Qasr in southern Iraq. Then the vessels would hug the Iranian coastline and at a suitable time, normally under cover of darkness, sneak south across the Persian Gulf to Dubai. On arrival, the goods would be sold in short order. Bahrain, Kuwait, Saudi, Oman and Qatar prevented these smuggling merchant vessels from using their coastal waters but the Iranian navy normally turned a blind eye. Reversing the process, smuggling also took place from Dubai into southern Iraq.

Naval vessels operating under the MMIF rules had the legal authority to stop and search ships in the Persian Gulf. In the sector of the Gulf where *Regina* was operating, the USS *Independence* aircraft carrier battlegroup was the local coordinator. Normally interceptions were accomplished by two warships acting in tandem with sailors from one of the ships conducting the

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▲ Regina's Coxswain
CPO1 Gord Corbin

involvement by the embassy following that message, but deployment *Regina* was call to Kuwait. This visit was the Canadian community thousand in Kuwait City. difficult to count the actual Canadians in country as not embassy. But, during a Saddam was targeting missiles (as later in the 1998 evacuation was being of resident Canadians on the multiplied quickly. While not rumoured that some abroad wished to remain perhaps due to their interests or other reasons. visit, *Regina* and the step as a proud Canadian defending Canadian interests itself served as a platform for example, we hosted a large Canadian community, as gatherings for influential We even had a special function





boarding operation if such was necessary. Ships were routinely stopped and queried as to their destination and cargo. If suspicious, then the ships were boarded and the cargo was inspected. Accordingly, Iraq was denied critical parts for its war machine and oil exports were almost completely shut down, thus denying Iraq the foreign exchange that it needed so badly.

Regina worked very closely with the USN Fifth Fleet during these operations and was held in particularly high esteem by the US Navy. In fact, in my conversation with a USN admiral a few months later he made a point of praising the important role that *Regina* had played and he hoped for similar cooperative arrangements with RCN ships in the future. This info was passed to Ottawa.

Immediately following that demanding anti-smuggling mission in the Gulf, I witnessed *Regina* facing yet another challenge. Navigating the Strait of Hormuz by night proved to be an experience that would validate the overall skills and abilities of the ship and her crew. Sailing through such a volatile and hostile checkpoint successfully tested all systems on board



▲ *Regina* port guns crew closed up on a .50 cal machine gun. Chaff rockets are in the foreground (passive anti air-to-surface missile defence system). Ship is at Action Stations for a boarding. The target ship is in the background.

During my stay on board I had free reign of the ship to explore, speak, observe or whatever. The various systems including communications, maintenance, operations, and weapons were particularly intriguing. I was especially fascinated with the activities on the bridge and the crucial role of the captain. Of course, he/she is the leader of the entire vessel which in this case included about 250 souls. It was apparent that the captain needed to be proficient in running just about every aspect of the vessel including operations and maintenance. In fact, how he/she led the crew as the captain would be crucial to the outcome of the mission. In my humble view, Cdr Pyle consistently did a first-class job.

It is appreciated that the helicopter is one of the key weapons systems deployed in the *Halifax* class and that it was envisaged for use primarily to seek out and destroy enemy submarines. While the submarine threat may have diminished, there was a CH-124 Sea King on board the *Regina*. Considering that these helicopters were introduced in 1963 there were ongoing maintenance “challenges” during this deployment. No doubt there still are. Nevertheless, it was remarkable to note the extraordinary advantage that the capabilities of a reliable helicopter on board would provide for so many different types of missions. This was especially true during stop and search challenges.

In retrospect, I cannot help but recall so many fond memories and interesting interactions with the crew while on board. Several examples follow.

The night view of the Persian Gulf sky was spectacular. It presented a parade of planets, the moon, the Milky Way, different constellations and aurora displays. Stargazing was amazing (if there was time).





While understanding that the food experience on board ship can vary depending on the type of ship and where one is sailing, the meals on board *Regina* were excellent. Of course, institutional food might not always taste like a home-cooked meal but I had a chance to eat in the different messes and the food for all crew members was nutritious and tasty. Replenishment took place regularly and I heard no complaints from the crew.

I recall chatting with a few of the crew members about the difficulty of being separated from family and loved ones when away from home on long deployments. Keeping in touch was obviously important. With today's technology using cell, text, email and so on it should be easier than during the pre-internet era. Nevertheless, time from family can take big slices away from those key formative periods of growing children for instance. This can strain relationships. One petty officer noted that the worst part of a long separation took place on the actual departure day. The following day you begin to look forward to returning. While there may be no easy solution, most sailors (both male and female) seem to make it work somehow ... probably with considerable compromises on both sides.

Following the exhilarating experience of *Regina's* 1997 visit I forwarded a comprehensive report of my few days on board, the port visit and other associated issues to my Ottawa masters at Fort Pearson. A main recommendation stressed that DND and Foreign Affairs (Global Affairs; or whatever is the current name tag) should work closely together and attempt to increase the number of port visits abroad. It was emphasized that leveraging such visits with the local embassy to promote our overall geopolitical interests would pay valuable dividends for Canada.

USS *Enterprise* (the "Big E")

In certain regions, Canada and the US as well as other allies, cooperate closely when grappling with evacuation contingency plans for their embassy personnel as well as expats. With this as background, I had a discussion with the US Ambassador in Kuwait in late 1998. On account of the deteriorating circumstances in the Gulf at that time (Saddam was not cooperating with the UN weapons inspectors) it was suggested that we meet on board the USS *Enterprise* to update our evacuation plans and review other issues of importance. The following morning we took off from Kuwait International in a USN C2A Greyhound (COD -- carrier onboard delivery) aircraft bound for the "*Starship Enterprise*". She was on station in the southern Persian Gulf.

The landing on the *Enterprise* (CVN-65; the world's first nuclear-powered aircraft carrier) was picture-perfect as was noted in a photo presented to us by the captain shortly afterwards. Landing on a four acre steel flight deck was certainly exhilarating. The tail hook caught the arrestor wire and we were screeched to a halt in seconds. Blood can rush to the head and for a short time the G force can restrict vision. According to the pilots with whom I spoke, landing on an aircraft carrier was difficult during the day, more difficult





during inclement weather, but exponentially more difficult at night.

But I digress ... after a briefing by the captain we got to work on the contingency plans. However, there was some spare time available. With the exception of a few sensitive locations we pretty much had a free run of the ship. I was billeted in a guest suite which was very comfortable except for the regular roar and crashing sounds of launches and landings. At times, it seemed that the aircraft were penetrating the deck as the noise was often deafening. The landings (aka controlled crashes) seemed loudest of all.

With a crew of more than 5,000 (including the air wing), the *Enterprise* functioned much like a small US town, although there were clear hierarchical lines. Updating our plans involved a couple of nights on board so we meshed into the normal ship routine as much as possible. The massive flight deck was unusually quiet in the early hours of the morning and I took advantage of this for my daily run. One had to be prudent. On arrival I had met the chief naval medical officer on board (he had grown up in Newfoundland) who mentioned that a lot of his work involved sewing up sailors who would injure themselves bumping into wings, tripping over chains, etc. on the flight deck. The flight deck was an extremely hazardous area. In fact, a number of the enlisted crew with whom I chatted had never even ventured up to the flight deck during their several months deployment on board. The exceptionally well-equipped sick bay also served as the main hospital for the entire battle group. Coincidentally, when I was on board I visited with a Canadian sailor who had been flown to the carrier from a Canadian frigate (HMCS *Ottawa*, I believe). He was a patient in the sick bay recovering from an appendectomy.

While the size of a US carrier may be enormous there seemed to be little in the way of extra space available. Every square inch appeared to be occupied. For example, if there was any space available in the hangar due to aircraft flying, the area was quickly occupied by off duty sailors taking part in a pickup game of basketball.

The fighter pilots appeared to be top of the food chain on board ship. After witnessing aircraft launch and recovery at night it was definitely “hats off” to those skilled aviators. The overall sound and light show of nocturnal flight operations was beyond impressive. Landings included burnt rubber odours, sparks and smoke everywhere. Launchings were ferocious involving a solid wall of flame from the jet blast not to mention the screech of metal enhanced by the rolling deck.

Aviator call signs displayed on the side of the aircraft intrigued me. Apparently these nick names have to be carefully screened before approval as they can sometimes border on the unacceptable. Derogatory call signs are the order of the day and it is considered bad form to try and give oneself a call sign. After landing, the pilots were normally greeted by the members of the flight deck crew responsible for the maintenance of that particular aircraft. Interestingly enough, one of the fighter pilots had the call sign “Bunny” on the side of the F-18. It was even more surprising when after “high fiving” the ground crew the aviator doffed the helmet and revealed that “Bunny” was not only a fighter pilot but also a female. The flight deck was full of surprises.

The aviators were indeed high-spirited. While present at one of the pre-flight briefings there was a large bolt suspended from the ceiling by a string above the chair of one of the pilots. It seemed that the pilot who experienced the most “bolters” (overshoots for failing to catch the arrester cable) during the previous operations was thus identified. “Bolter” aircraft needed to accelerate at full power to become airborne again and then re-attempt the landing after a go-around.

My brief but intense carrier sojourn ended too quickly. Following a couple of days at sea I was buckling up after climbing into the Greyhound-COD for the return flight to Kuwait. The deck crew did their magic between the catapult and the under carriage, the jet blast deflector was raised and we were ready. Seconds later the steam pressure of the catapult slammed the COD forward like a rocket over the edge of the flight deck. That sudden movement propelled the Greyhound from zero to 266 kph in 2 seconds. It was like getting hit in the butt by a speeding freight train. Difficult to put this experience into words ... it was indeed a rush!

The return flight to Kuwait International was uneventful and observing the 10,000-foot runway ahead while on final approach I could not help but contrast how straightforward it looked





to land this aircraft. It was not just the length of the runway but, unlike a carrier landing, the runway was not even moving.

Operation *Desert Fox* took place in December 1998 shortly after our *Enterprise* visit. Some Canadians, US and other nationals were evacuated from Kuwait around that time. A few Iraqi Scud missiles hit Kuwait and hundreds of coalition air sorties attacked Iraq. Our contingency evacuation plans were successfully tested during this conflict and further fine-tuned in preparation for expected future crises. We did not have to wait long. Three years later it was the 9-11 terrorist attacks followed closely by the invasion of Iraq in 2003.

Conclusion

These Persian Gulf maritime experiences left a lasting impression that served to reinforce my understanding of the agility, utility, flexibility, and professionalism of naval forces. Appreciating that the current RCN frigates were acquired primarily for our national defence, it was impressive to witness how Canadian naval assets can project commitment, power and influence so far from home. Significantly, this is accomplished with minimal logistical or human resource support needed on foreign soil.

The Persian Gulf (and the Middle East generally) remains an extremely unpredictable and volatile region. The naval challenges are constantly changing but, whether they be surveillance, control, boarding, combat operations, showing the flag, or whatever, the members of the RCN have demonstrated over the years the leadership, judgement and overall capacity to expertly meet Canadian domestic and international expectations. **Bravo Zulu! S**

Guest Speakers



▲ On May 2nd, 2016 Mr. **Kare Christiansen** of **Odense Maritime Technology** of Denmark provided an informative briefing on current OMT activities, and introduced the current business thrusts of his firm in Canada including OMT's proposed design for the Canadian Surface Combatant.



▲ On October 3rd, the guest speaker was **Emiliano Matesanz**, the Business Development and Commercial Area Director for Canada & USA for **Navantia**, the Spanish firm engaged in the design, construction and manufacture of technologically-advanced naval and civil vessels, and naval combat systems. He discussed Navantia's credentials and its proposal for the design of the Canadian Surface Combatant. **S**





Remembering, Supporting HMCS *Sackville*

By Len Canfield, NAC-Nova Scotia

The volunteer Canadian Naval Memorial Trust (CNMT) that maintains and operates the iconic WW II corvette HMCS *Sackville* is one naval support organization that ably demonstrates that family ties and remembrance run deep in the naval community.

The Trust's mission is to preserve Canada's Naval Memorial in perpetuity to ensure that future generations of Canadians can have a tangible link to the significant achievements of the Royal Canadian Navy. In this regard the Trust relies on new members (trustees) and donor contributions to support ship operations and numerous naval and community events. Plans call for the 75 year-old veteran ship of the Battle of the Atlantic to be housed in the innovative, architecturally-striking Battle of the Atlantic Place on the historic Halifax waterfront.

The current 1,000-plus membership of CNMT represents a cross-section of Canadian society and includes annual and life members. It is the latter category that has generated considerable interest among those annual members who wish to 'upgrade', and those considering joining the Trust. In many cases it's a family connection with HMCS *Sackville* and other naval ships and establishments that is a primary reason for becoming a 'lifer'.



▲ Meredith Westlake, Ottawa and her father the late Lt Cdr Murray Knowles.

Rimouski (1942-1943) as a young lieutenant and would go on to serve as Deputy Maritime Commander and Commander Maritime Forces Pacific. "When I'm on board *Sackville* I think of my father and all those who served in corvettes during the Battle of the Atlantic and the hardships they endured, but also the success they achieved in the most trying of conditions. It's an honour to assume his life membership number," he explains.

Cdr **Richard Oland** of Halifax, another life member, served as commanding officer of HMCS *Goose Bay* and HMCS *Scotian*. He comes from a family with a lengthy record of

Meredith Westlake of Ottawa, who comes from a naval family, is representative of annual members who have become life members. Her father, the late Lt Cdr **Murray Knowles** served during the Battle of the Atlantic including commanding the corvette HMCS *Louisbourg*. He was an early supporter of the CNMT and the restoration of *Sackville*. Following her father's passing, Meredith acquired his Trust membership number and joined her brother **Stephen Knowles** and husband Cdr (ret'd) **John Westlake** in continuing LCdr Knowles' support of the Trust and ship.

Capt(N) **John Pickford** (ret'd) of Hammonds Plains, NS held a number of appointments during his career including commanding officer of HMCS *Athabaskan*, flagship of Canada's Naval Task Force that contributed to the UN coalition to liberate Kuwait during the Persian Gulf War 1990-1991, Of note, he was the project manager of Canada's Naval Centennial. He became a CNMT life member on assuming the life membership number of his father, the late RAdm **RJ (Jack) Pickford** of Ottawa who commanded the corvette HMCS



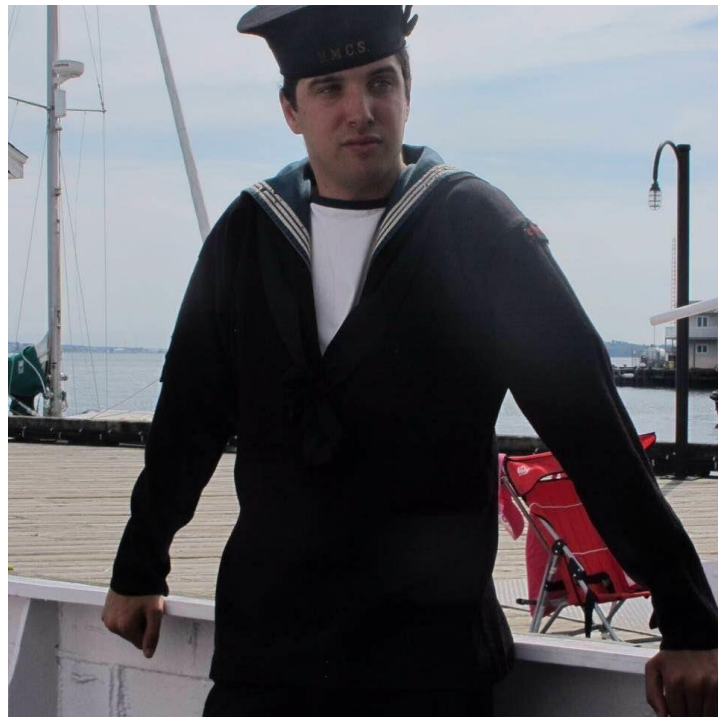


military service including his late great-uncle Capt(N) **JEW (Eric) Oland** who served as Naval Officer in Charge Saint John, NB during WW II and commissioned *Sackville* in Saint John in 1941 and his father the late Cmdre **Bruce Oland** who served as commanding officer of HMCS *Scotian* and Senior Naval Reserve Advisor.

Not all life members are advanced in years and careers but have abiding interest in HMCS *Sackville* and Canada's rich naval heritage. **David Harrison** of Halifax, whose grandfather the late **William Thomas Harrison** served in the minesweeper HMCS *Georgian* 1944-1945, says he grew up in a household where history was a popular topic.

David, in his 20s and active in a re-enactment group said, "After meeting with CNMT Executive Director **Doug Thomas** and *Sackville*'s captain **Jim Reddy** on New Year's Day 2014 I decided to become a life member to preserve my grandfather's memory and to support *Sackville* by volunteering as a guide. It's been a great experience and it's helped me to improve my RCN living history background."

Cdr (ret'd) **Patrick Charlton**, co-chair of CNMT's membership committee, says, "The Trust has been able to operate for more than 30 years due to the generosity and financial support of trustees and others from across the country and the corporate community. For many, it is a deeply personal remembrance that motivates them to have a connection with the Trust and to maintain HMCS *Sackville* as Canada's Naval Memorial."



▲ *David Harrison, Halifax, a life member and one of HMCS Sackville's guides.*



▲ *Capt(N) John Pickford, left, Hammonds Plains, NS and his father the late RAdm Jack Pickford.*

Remembrance and support can take several forms including a memorial membership to honour a relative who has passed away, including memberships for children and grandchildren in memory of a deceased family member. A Life Membership is available for a one time donation of \$1,000, while an annual membership requires a yearly contribution of \$75. An *In Memoriam* donation honours a life of someone special with their name placed in HMCS *Sackville* Book of Remembrance. In addition, there are a number of donor categories (covering individuals, military units, civilian groups or companies) with appropriate recognition. For more information check out:

membership@canadasnavalmemorial.ca

or contact:

execdir@canadasnavalmemorial.ca /

Tel: (902) 721-1206. **S**





Bill Dziadyk Receives CRCN Commendation



On 21 June 2016, VAdm Mark Norman and CPO1 Tom Riefesel presented the **Commander RCN Commendation** to **Bill Dziadyk**, in recognition of his services to the RCN as the Heritage Director HMCS Bytown, from 2008 to 2015.

Many Naval Association of Canada members may not be aware of an important award being used the **Commander of the Royal Canadian Navy** to formally recognize deeds or activities beyond the demand of normal duty. **Command Commendations** were authorized in 1995 by the Chief of Defence Staff (CDS) for this purpose. The authorized commanders are VCDS, Deputy Commander NORAD and the senior officers of the services and of the four other military commands, Personnel, Joint Operations, Special Operations and Intelligence. The recipient wears the insignia, a silver bar with three maple leaves as in the photo below, centred on the left breast pocket.

BZ Bill! **S**



RCN Air Branch Awarded The Belt of Orion by the Canadian Aviation Hall of Fame



▲ **Millie MacLean**, widow of Cdr (ret'd) Owen "Bud" MacLean, accepting the Belt of Orion Award from MGen **John Madower** on behalf of all the members of the RCN Air Branch, accompanied by LGen **Larry Ashley**.

In recognition of the crucial role played by her husband in gaining the CAHF award for the RCN Air Branch, Millie MacLean made the following remarks.

This is truly a special evening and I am humbled and honoured to be here with so many of the Air Branch family.

The award of the Belt of Orion for 2016 by Canada's Aviation Hall of Fame was a dream of my late husband. It recognizes the sacrifice, dedication, commitment and professionalism of hundreds and hundreds of members of the Royal Canadian Navy Air Branch over a sustained period of the Cold War.

I know that Bud is looking down this evening with us and other colleagues in the Delta as I accept this prestigious Award on behalf of every member of the Air Branch who served Canada so proudly.

Thank you for this honour.

[For more information on the CAHF Belt of Orion Award, see the Spring 2016 edition of Soundings.] **S**





Directed Energy Naval Weapons

By Richard Archer

In the November 2015 edition of *Soundings*, I wrote an article about the all-electric ship. This is a ship design that uses energy sources such as gas turbines to drive electric alternators, in turn to supply main propulsion electric motors. Some of the power is also syphoned off to provide electrical service to auxiliary systems and the multitude of “hotel” and other ship requirements. Ideally, an all-electric ship is just that – it doesn’t rely on any auxiliary internal combustion, hydraulic or other non-electric techniques.

Such ships tend to be large – the Royal Navy’s *Daring* class is 8,000T and the US Navy’s *Zumwalt* class is 14,550T, for example – and for them to get up to design top speed demands all the power they can muster. To attain the final five knots of speed often takes about 50% of the installed propulsion power. But this means that at normal speeds they can have considerable excess power available. This excess power can therefore be made available for the tremendous voltage and power demands of emerging weapons systems using directed energy. Indeed, the integrated electric propulsion system of an all-electric ship has been said to be a key enabler of shipborne high-power directed energy systems.

Directed energy refers to weapons that emit focused energy in the form of lasers, microwaves, electromagnetic radiation and particle beams.

Some authors also include electro-magnetic rail guns under the rubric of directed energy, but while such guns use a large amount of electromagnetic energy, the end result is still a solid projectile. I will address such guns in a future article.

Lasers are the weapons showing most near term promise, and so I’ll address them last. First let me discuss electromagnetic radiation and particle beams.

Electromagnetic (EM) Radiation

So far, EM weapons in the microwave range have found use in anti-personnel devices, using electrically-powered pulses of radiation at a wide angle. The idea is that a dose of microwaves heats up the water in a person’s skin, in the same way as a microwave oven cooks food, leading to incapacitating pain. They will have a role in deterring threats such as small boat swarming attacks.

But of more interest to navies, EM radiation does have a potential anti-electronics role. We all are aware of the electromagnetic pulse (EMP) that originates with a nuclear explosion. In unshielded systems an EMP will “fry” electronics, but naturally a shipboard system would not have such power. In any case it is unlikely that a generation of systems developed during the Cold War, and later, would be unshielded.

Any such weapon would be very short range. I have seen a video demonstrating a weapon that was able to disable an approaching vehicle, but the practicalities of a shipboard naval weapon seem to be well into the future.

One exception might be in modern aircraft, those with active electronically scanned (AESA) radars. These radars can be used to transmit coded signals that enter the radar of enemy aircraft and air defence systems to both spoof and disrupt their target laying controls. Of course ships are now provided with active phased array radars (APARs), and who knows, perhaps their transmitter signals can be modulated to similarly defeat incoming aircraft and missiles.

Particle Beams

Particle beams involve the production and acceleration of charged atomic ions up to speeds approaching that of light. If such a beam strikes a target, it will disrupt the target’s atomic structure, thus at least causing damage and causing it to fail.

We are all aware of the particle beams produced in synchrotrons in physics research. The most famous one is the underground Large Hadron Collider, a massive multi-kilometer instrument buried underneath the Swiss-French border.

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So the question is, can such particles be accelerated in a straight line and be directed at an incoming target. Apparently the US military investigated this idea many years ago, but found that the huge bulk power production and size requirements for the battlefield or for shipboard use were simply impractical.

So it appears that for the foreseeable future, particle beam weapons must remain in the realm of science fiction.

Lasers

In the context of the all-electric ship, electrically-pumped laser weapons and their associated laser-based sensors such as laser radar (lidar), offer the potential for blinding enemy sensors, providing protection against ballistic missiles and an ability to handle hard-to-discern, short timeline anti-ship cruise missiles. Laser weapons have the potential to offer significant benefits, including a range of effects starting with non-lethal applications. If it is necessary to destroy an incoming enemy vehicle, however, the laser can burn through the vehicle's skin to either ruin the electronics or cause a warhead detonation. Of course, given sufficient shipboard electrical power, the "magazine" of the laser is virtually unlimited in the number of shots.

On the other side of the coin, to become more effective weapons, lasers must increase in output power, improve the quality and focus of the beam, be able to safely dispose of the self-generated heat and be eye-safe (unless eye damage is chosen as a disabling mechanism).

So far the strongest laser beams have been generated by chemical lasers. The most famous example was the chemical laser and its beam director installed in the nose of a Boeing 747 and tested to see if it could shoot down ballistic missiles in the boost phase. The project has since been cancelled. Such lasers require large amounts of highly toxic chemicals and would seem to be unsuitable for the naval environment.

Another type of laser is called the "electro-laser". This device first uses a laser to generate a "plasma channel" through the air, which is then used to send an electromagnetic pulse, much like a longer-distance taser. So far these weapons are short range.

Currently, the United States Navy, at least, is working on two other technologies, the solid state laser (SSL) and the free electron laser (FEL).

There are two types of SSL, "slab" and "fibre". Slab lasers are an older technology that can be purchased commercially. They employ a specially-prepared ("doped") crystal lasing medium, and they are "pumped" by laser diodes. But they suffer from a lack of necessary efficiency and output power. However, the relative simplicity, compactness and maturity of the technology make them attractive to naval applications. The USN is working towards the development and demonstration of a 100 kW slab laser.

The fibre SSL has been around for at least ten years and shows promise. It uses optical fibres as the lasing medium, and a number of such lasers can be ganged to increase the output power.

The FEL has more promise in the way of higher power with good beam quality. Such a laser extracts kinetic energy from a free electron beam and converts the energy to EM radiation, which can be at a frequency of the designer's choice. The EM radiation is achieved by passing the electron beam through an alternating magnetic field, inducing the coherent laser radiation. FELs are receiving a lot of attention, and the expectation is that they will mature in the 2020s. The goal is a weapon and its associated precision tracking and beam control in the megawatt range.

Laser Weapon System

In the meantime, the USN has deployed one experimental slab laser, the Laser Weapon System (LaWS), a low-power system that uses the detection, guidance and pointing of a Phalanx close-in weapon system chassis. The weapon itself has been developed from strapping together six commercially available welding lasers.





The test ship is the USS *Ponce*, which was originally designated as LPD-15 of the *Austin* class. It is now an “afloat forward staging base” (AFSB-15), used in the Persian Gulf to support mine warfare forces.



LaWS is designed to be used against low-end asymmetric threats. Scalable power levels allow it to be used on low-power to dazzle a person's eyes to non-lethally make them turn away. The power can be increased to as much as 30 kW to fry sensors, burn out motors, and detonate explosive materials. Against a vital point on small UAVs, one can be shot down in as little as two seconds. When facing small boats, the laser would target a craft to disable it, and then repeat this against others in rapid succession, requiring only a few seconds of firing per boat. Against aircraft like helicopters, it would be able to burn through some vital components, which could cause the aircraft to at least break off.

like helicopters, it would be able to burn through some vital components, which could cause the aircraft to at least break off.

If all continues to go well the USN is expecting to scale up the technology to the 100 kW range and beyond, with deployment in the period 2017 to the early 2020s.

There’s also been a report that in addition, the USN is planning to deploy a 150 kW fibre laser weapon in DDG-51 destroyers to counter unmanned aircraft and small boats. Such a weapon is said to be considered for demonstration in 2018 on the USS *Paul Foster*, the USN’s air defence test ship.



Conclusion

So it appears that among directed energy weapons, laser systems, at least, may be available for fitting in the Canadian Surface Combatant (CSC). The CSC may find itself often in dangerous, short warning time, asymmetrical threat, littoral operations, where a weapon short of a gun and with an almost unlimited magazine could be very useful. **S**

Submariners Say the Darndest Things

By Dave Soule

A few weeks ago my 2½ year-old granddaughter reminded me that submariners do say the darndest things. She has two very dear stuffed penguins who are her constant companions. One evening not long ago she suddenly shouted out above the family post-dinner din, “Everybody knows that penguins can’t fly!” and then burst into nearly uncontrollable laughter.

Needless to say we joined her and laughed even though we had no idea where that pearl of wisdom had come from. In any event, the event invoked memories of my service in submarines and a very curious dit one fellow NAC member, **Norm Jolin** told me.

Years ago Norm was serving in HMCS *Ojibwa* as operations officer and worked very closely with the weapons officer **Jim Wright**, who was a real character (but now a very respectable lawyer living on Vancouver Island). The submarine was deployed on a large NATO exercise north





of Norway and had been at sea dived for over 40 days. While conducting a routine and very monotonous periscope watch Jim noticed some puffins fly-by at low level. In fact the sight of them caused him to do a double-take during his all-round look. Then, in a quiet voice he called Norm, his dived watch partner, over to the periscope and whispered in an inquisitive manner, “Norm, do penguins fly?”

Norm’s response was as immediate. He grabbed the main broadcast microphone and announced to the crew, “D’ye hear there, the weapons officer has just seen a flying penguin!” Naturally, the laughter that erupted from every space in the boat almost caused the Ojibwa to be counter-detected!

Yes, submariners say the darndest things!

[Especially after 40 days dived.... Ed.] **S**



Ocean War Graves - Part 2

Protection of the Marine Environment

By Paul Bender

[Part 1 of this article was published in the Spring 2016 edition of Soundings.]

Three years ago, an initiative was launched which had the following objective:

That the wreck of every Canadian-registered merchant ship and every warship of the Royal Canadian Navy lost through enemy action that contain the remains of personnel (including their apparel and personal effects) associated with those vessels be designated an “Ocean War Grave” and, once so designated, that measures be taken to secure their protection from unauthorized interference.

Research into the foregoing objective has determined that over the past 70 years, 9 ships of the Royal Canadian Navy and 10 ships of the Canadian Merchant Navy have lain corroding on the sea-bed in Canadian territorial waters. The corrosion is slowly causing the hulls of these Ocean War Graves to lose their structural integrity. Whether they have already begun to do so is not known, but, inevitably, these Ocean War Graves will break up. When they do, the resulting pollution could seriously damage the marine environment. Until now, no action has been taken to counter this devastation due to a failure to recognize and acknowledge the *concept* of Ocean War Grave. This is a failure on the part of the Minister of the Environment and the Minister of Transport to draft regulations for the protection of merchant ship graves pursuant to sub-section 163(2) of the *Canada Shipping Act, 2001* which they are empowered to do. Respecting the graves of warships, the failure is the lack of enabling legislation, perhaps along the lines of the U.K. *Protection of Military Remains Act, 1986*.

Part XII of the *United Nations Convention on the Law of the Sea* addresses “Protection and Preservation of the Marine Environment”. This Part sets out the rights of the coastal State and the obligations of vessels to protect the marine environment.

Article 236 of the *United Nations Convention on the Law of the Sea* provides as follows:

The provisions of this Convention regarding the preservation and protection of the marine environment do not apply to any warship, other vessels. . . owned and operated by a State and used, for the time being, only on government non-commercial service.

The implication of this is that any provision of the *Convention* that concerns the marine environment is rendered inapplicable. In other words, with respect to the nine Ocean War Graves in Canadian territorial waters that are warships, Canada is not *bound* to do anything when those





warships begin to pollute the marine environment through the natural process of deterioration as they most certainly will in due time. On the other hand it **is** duty-bound under the *Convention*, preferably proactively, with respect to the environmental protection of the ten Ocean War Graves that are merchant ships.

It is perhaps useful to note, however, that there are a number of provisions in the *Convention* that empower the coastal State to take actions to prevent damage to the marine environment. Article 194 requires States to take measures to “prevent, reduce and control pollution of the marine environment from any source.” Under Article 211(4) of the *Convention* coastal States are permitted to make laws within their territorial sea “in the exercise of their sovereignty” to prevent pollution, provided those laws do not “hamper the innocent passage of foreign vessels.”

There is no international law treaty that deals with sunken warships specifically. The conventions that apply to sunken ships, the *International Convention on Salvage, 1989*, the *1910 International Convention for the Unification of Certain Rules of Law Relating to Assistance and Salvage at Sea and Protocol of Signature* and the *International Convention for the Removal of Wrecks* have all had warships and ships on non-government commercial service excluded from their application. This means that the ordinary laws of maritime salvage do not apply to sunken warships unless the flag State provides otherwise. Nonetheless, Article 5 of the *International Convention on Salvage, 1989* does provide that the *Convention* does not affect salvage operations “by or under the control of public authorities”. So far as is known there has been no consistent State practice concerning the treatment of sunken warships. Canada owns all of its sunken warships in perpetuity; title to a warship can only be altered by an express or an implied act of abandonment. Express abandonment practice in the form of legislative action is followed by the United States, France, Germany, the Russian Federation, Spain and the United Kingdom. Implied abandonment (for example, conduct in the form of pretending that its Ocean War Graves do not exist), would appear to be the practice followed by Canada over the years. It is perhaps worth repeating that Canada continues to possess sovereign immunity over those of its Ocean War Graves that are warships wherever their final resting place may be -- in international waters or in the territorial waters of another country such as France and the United Kingdom -- unless it renounces that immunity.

Where a merchant ship or its cargo is in a place of danger, a salvor may attempt to salvage that property. If the salvor obtains a “useful result” the salvor is entitled to a salvage reward. A salvage reward is secured by a maritime lien against the salvaged property. To ensure that the lien can be satisfied, the salvor may seek to arrest the vessel. In the case of a warship, the ship and any non-commercial cargo it may be carrying cannot be arrested unless the government of the nation whose flag the ship was flying at time of loss consents. Generally, there can be no action *in rem* against the cargo if at the time of the salvage operation the cargo is entitled to sovereign immunity.

Article 1 of the *Convention* defines the term “damage to the environment” as “substantial physical damage to human health or to marine life or resources in coastal or inland waters or areas adjacent thereto, caused by pollution, contamination, fire, explosion or similar incidents”.

As the 19 Ocean War Graves (nine warships and ten merchant ships) in Canadian territorial waters corrode further, an examination of options to mitigate the risks of pollution of the marine environment by potentially toxic, explosive or polluting materials from those ships becomes increasingly urgent. In an examination of those options, the concept of Ocean War Graves may finally be recognized and acknowledged. **S**

Reminder!
Westin Hotel
0900 20 Oct 16 Naval Conference
0900 21 Oct 16 National AGM
1100 22 Oct 16 UNTD-Hosted
Reception and Brunch





REMEMBER

By Pat Barnhouse

Active Members

James Dixon SPALDING, Commodore, CD**, RCN(Ret'd). In Ottawa 10/08/16 at 77.

Samuel George TOMLINSON, Lieutenant Commander, CD*, RCN(Ret'd). In Ottawa 04/16 at 88.

Wellington Bruce WILSON, Commander, CD*, RCN(Ret'd). In Ottawa 05/05/16 at 88.

Others Known to Members

Stanley Lewis BURKE, Lieutenant, RCNVR(Ret'd). On Amherst Island, ON 28/05/16 at 03.

Daniel Bevis DEWAR, Sub Lieutenant, RCN(R)(Ret'd). In Kenmore, ON 28/06/16 at 85.

Derek W. S. HAMILTON, Commander(NR)(Ret'd), CD. In Ottawa 03/08/16 at 72.

William Herbert JARVIS, Sub Lieutenant. RCN(R)(Ret'd). In Cornwall, ON 27/04/16 at 85

Douglas Kenneth MILLS, Midshipman RCN. In Ottawa 08/05/16 at 88.

My Swimming Career

By Richard Archer

I was one of those guys who joined the Navy but couldn't swim. Before I joined the service just after my 17th birthday I actually thought I could – I had no perceived problem in the pool or at the beach. And my 1960/61 first year at *Venture* didn't bring the shortfall to light. The only time my swimming capability was tested that year was during the annual divisional swimming meet at the *Naden* pool. I was entered in a couple of races but failed to do well. One of the last races I was entered in was the breaststroke, and the senior cadet in charge of the division's participation approached me to say that I had been withdrawn from the race and replaced by another junior cadet. Fine with me. That junior cadet actually won the race. Unfortunately for him, though, the senior cadet had failed to properly inform the meet organizers of the change, and it was me that was awarded the winner's engraved pewter mug with my name on it.

Despite such indicators, though, I still wasn't aware that I couldn't swim. In fact I believed I was generally athletic, because I was one of couple of junior cadets who were given two separate sports awards for contributions to the *Venture* teams in rugby and soccer.

The penny dropped the following year, however, when I was a cadet in my first year at Royal Roads. The college PE staff wanted all cadets to have a lifesaving qualification. The Royal Lifesaving Society had three levels – bronze, silver and gold. After a few instructions, the staff had a simple test to see at what level a cadet would aim for. It was along the lines of, "Okay Archer, see that man drowning out there in the middle of the pool (played by another cadet), go out and save him." This I did with alacrity. I jumped in and splashed my way over to him. I knew the technique – keep the drowning man's head above water and tow him on his back towards shore. Easier said than done. I found to my consternation that I couldn't keep both his head and mine above water at the same time. He actually began to fight me off and I had to admit failure. I was declared a non-swimmer and relegated to bronze, which in the end, even that I couldn't qualify for.





For physical education the junior cadets were divided up into three groups according to which RLSS qualification they were aiming for. We in the bronze group called ourselves the spazes, a corruption of “spastic”, the generic term in the Royal Roads vernacular for an athletic underachiever. This was okay by me as I had a lot of fun in the internal spaz group competitions other than in the water. At the time I was playing intercollegiate sports for Royal Roads and was in fact quite fit.

But as I say, at this time the penny dropped, in that I realized that I had a physical affliction. To wit, in the water I had negative buoyancy. I could only stay at the surface with a lot of physical effort or by sucking a great amount of wind into my lungs. My high density was a decided advantage on the rugby and soccer pitches and in the boxing ring (and later at RMC on the football pitch and on the ice when I played intramural hockey), but not in any pool.

After the end of the second year at Royal Roads, and before heading home for a spot of summer leave prior to reporting to RMC in Kingston, a number of us naval cadets took advantage of a ship’s diver course held on the Colwood side of the Esquimalt naval base. We wore neoprene wet suits, and through classes and drills worked our way up to scuba gear in Esquimalt Harbour.

Each day was started the same way – all of us leapt off the dock and swam to a tall piling



▲ *Diving instructor PO Riley doing his best to inculcate a novice, the author at 20 years.*

which had a ladder up the side. We jumped off the top and swam back to the dock. Okay, I thought, I should do well at this. Not only am I in a buoyant wet suit, but the salt water adds some buoyancy as well. Even so, when actually doing the underwater diving training I had found that I needed to carry one less heavy lead weight on my belt than my classmates in order to stay off the bottom.

Well of course it didn’t work out the way I hoped, since all the others had similar buoyancy lifts. I tried my best, but there was always one guy ahead of me. His name was Jim Carruthers, who’d be the first to admit that he wasn’t a jock.

It wasn’t until I was a lieutenant commander working in NDHQ in the Directorate of Maritime Force Development that I found out what had been happening. In DMFD we were proponents of advanced naval vehicles as candidates for future RCN combatants – this included hydrofoils and air cushion

vehicles, for example. But one of the favourites of the naval architects in the Louis St Laurent Building across the Ottawa River was called the Small Waterplane Area Twin Hull, or SWATH. Such a design was a catamaran-style, but with the bulk of the volume of the underwater hulls submerged below the surface, with narrower hulls supporting the ship. This meant that the waterplane area of the ship at the sea surface was relatively small. The smaller the waterplane area, the naval architects told me, the less drag for a given propulsion power. Aha! Mystery solved. Jim C. floated higher than me, had less waterplane area and could therefore go faster...but I digress.

Something else that happened before we Rodents left the west coast enroute RMC was that we were visited by the head of everything sportive at RMC, the iconic Major Danny McLeod. He interviewed me with an invitation to the football training camp that started a couple of weeks before the beginning of the school term. He was probably disappointed at my 5’ 7” and 150 lbs lack of stature, but I agreed. Once the football season started I found I was sitting on the first team bench a lot, so I turned out instead for the second team. That was much better because I had a role to play on both the offensive and defensive sides of the ball, and I hardly left the field. To the consternation of the first team coach I rejected his invitation from to move up. At times I also played intercollegiate soccer and was on the RMC boxing team. I tell you this to show that I was still reasonably fit.

But there was one sport I was introduced to where the fitness counted for nothing. This was intramural water polo.

Like Royal Roads, RMC had a rule for intermural sports that a cadet couldn’t play twice in a match before all on the team had played at least once. So like it or lump it I was forced into the





pool...where I gamely hung on to the pool's edge until the ball was in reasonably close proximity. Some of the other cadets had played before and I looked jealously at them bobbing easily with their shoulders clear. One such was fellow naval cadet Al Cole. He was notorious for faking fouls so that the opposition would have a player ejected for a penalty. It got so bad that when my squadron played his, I went looking for him hoping I'd spend some time in the sin bin out of the water.

My next exposure to the pool happened some time later, when I was a lieutenant commander and posted on exchange with the Royal Navy at HMS *Dryad*, the RN's main training establishment (and recreational centre and with the main mansion preserved in part as Eisenhower's HQ for Operation Overlord) in the downs just north of Portsmouth. In my first year there I was a training officer in the Redpole Trainer, an analogue (dare I say archaic) multi-ship operations trainer similar in scale to the trainer then found in Fleetschool Halifax. In my second year at *Dryad*, in its wisdom the *Dryad* powers had rejected the RN nominee to be the training officer for the spanking new digital Cook trainer, named after Capt James. Apparently the nominee was known to have an abrasive personality. The upshot was that they invited me to be the inaugural chief training officer for the Cook.

This was a great job. Not only was it me who developed the multiple games – everything from practice gun shoots to full scale maritime nuclear warfare – I led the working up of the behind-the-scenes team and the sorting out of teething problems. I'm sure that when the Canadian who relieved me, Ron Buck, took over he made some significant changes, but I believe I got the trainer off to a good start.

About half of the team that ran the trainer were Wrens, about 30 of them led by a senior chief petty officer equivalent. As it turned out, the RN had just made the decision to do away with a separate Women's Royal Naval Service, and incorporate them into the Navy proper. For example, the Wren officers would no longer be known by merchant service ranks – first officer and second officer and so on -- but as lieutenants and lieutenant commanders.

So instead of the Wrens being in a division led by the senior Wren officer – a naval captain-equivalent (and then concurrently HM the Queen's aide) in the *Dryad* administration -- I was to be the divisional officer.

The Wren CPO gathered the Wrens so that I could introduce myself as their new divisional officer. I made the mistake of saying something along the lines of, "Now you'll all come under me." This of course elicited hoots of pleased laughter. I laughed along as well. I knew then that I had a good working relationship with them.

One of the duties of the divisional officer was to lead his troops in *Dryad's* extensive intramural sports program. I played scrum half for the *Dryad* representative rugby team, but I found the intramural sports just as enjoyable. We won the all-male deck hockey, and led by the Wrens did alright in the mixed gender field hockey and in the male volleyball, but poorly on the shooting range, and so on. But of course looming was the annual divisional swim meet in the *Dryad* pool. This was to be a mixed-gender event, and I set up a practice session so as to find out who should swim in what race. Not surprisingly, the troops were amazed to see that, male or female, they could all swim faster than me. Even so, one event had no takers, the 50-meter breast stroke. We knew that points were awarded for the results of a race, with even a single point for the last to touch. If we didn't enter we wouldn't get even that point. So I shrugged my shoulders and entered my name for that race.

At the swim meet, my turn to swim for the division duly arrived. I did my best, but I was only at the far end of the 25-meter pool when the winner was pumping his fist in victory. No rush, I breast-stroked my way back to the start, to cheers from at least my division. I relished the point I had earned.

Now, one might think that this was the pinnacle of my swimming career. But in fact there was another swimming accomplishment that stands at the top. When I was at Royal Roads I participated in an inter-squadron swim meet. They had a free-style race of one length of the 25-yard pool for non-swimmers. On the starting block I filled my lungs with air, and with the whistle blast to start I dived forward. Holding my breath and with my head down all the way I thrashed my way to the finish. I won. But that wasn't all. This turned out to be the very first time such a race had been held at Royal Roads, and so for a full year at least I held a college swimming record. **S**





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Membership Directory

A Directory is enclosed with each autumn issue as an aid to our membership. However, its accuracy depends on how we are advised about errors, changes and additions. We now have most members who are on the Internet and with whom the Branch can communicate with ease -- a magnificent medium for the rapid movement of information. Please advise your Membership Chair, **Steve King** (see previous page), of changes to your email address. When email messages are bounced you are removed from the network.

Soundings

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

[http://navalassoc.ca/branches/
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Contributions, input, feedback, ideas, anecdotes, naval signals, trivia, reminiscences, humour, salty dips, good and bad news items, comments and letters to the Editor are welcome and invited.

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

Soundings returns in May 2017. Please send contributions to the Editor by March 31st, 2017.

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