

Starshell

'A little light on what's going on!'

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Starshell

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ON OUR COVER | 'Our Navy' at Work

HMCS *Charlottetown* meets up with USS *Abraham Lincoln* to conduct exercises in the Arabian Sea while on Operation ARTEMIS on July 6th, 2012. Op ARTEMIS is the Canadian Forces' participation in maritime security and counter-terrorism operations in the Arabian Sea region with the multi-national coalition task force CTF 150, which operates under Combined Maritime Forces (CMF). CMF is a multi-national naval partnership which exists to promote security, stability and prosperity across approximately 2.5 million square miles of international waters in the Middle East, which encompass some of the world's most important shipping lanes. The presence of HMCS *Charlottetown* in the Arabian Sea region operating with CTF 150 also gives Canada the flexibility and capability to respond quickly to emerging crises in the region.

Photo by Cpl Ronnie Kinnie, Formation Imaging Services, Halifax © DND-MND Canada

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- A full day conference on Friday, June 7th, entitled "ASIA PACIFIC: IT'S IMPACT ON THE RCN." This will include expert high-level speakers from the navy, government, industry and academia.
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Our Naval Heritage

Ask yourself how the Navy impacted your life and I'm positive you will realize that you are who you are today in no small way because of your naval time. Reflect on the many memories of times at sea, ships that were your second home, shipmates, homecomings, and you will realize that you were indeed blessed by your naval time and are proud to be known as a 'sailor.' The Navy has truly given us so much and it is only fitting we acknowledge this and look for ways to 'give back.'

We are lucky, for we know our heritage. Regrettably, most Canadians do not and I believe it is The Naval Association of Canada's duty and responsibility to communicate and educate our nation of our proud Canadian naval heritage and the importance of the Navy to Canadians in the future. And we can do so through initiatives that honour our past, through involvement in the present, and through looking to the future needs of our Royal Canadian Navy.

Over the past decade, NOAC/NAC has been dramatically increasing support for projects initiated by our Branches to honour our heritage. This past year we provided \$24,000 for naval heritage projects from coast to coast. This represents a four-fold improvement in funding and does not include our support for two high profile and successful Naval Centennial projects, namely the Homecoming Statue and the Naval Centennial Essay Contest. The year we supported HMCS *Sackville*, the Maritime Command Museum, the Maritime Museum of BC, the Battle of the Atlantic Memorial Gardens in London, Ontario, a mobile Naval Display in Calgary, a Naval Statue project in Vancouver, support of a Sea Cadet Sailing Competition, and most importantly, scholarships for the Royal Canadian Sea Cadet Education Fund. It is important to realize that through these initiatives to honour the past we are also helping to educate Canadians on the importance of our Navy, not only in the past, but for the future as well.

This leads to our increasing support for the Navy through the efforts of our Naval Affairs Committee and our annual Naval Conferences. This past year, the Naval Affairs Committee has accelerated our involvement in naval issues through NAC sponsored articles in national publications such as the *Canadian Naval Review*, through letters to editors of important Canadian newspapers and through letters to politicians and influential decision makers. Moreover, the highly successful first annual

NAC Conference in Ottawa this past June brought together politicians, bureaucrats, Canadian industry, our membership and the Navy, for the first time. The theme "***Our Navy, Our Industry, Our Future***" was timely to today's Canadian shipbuilding plans, and the panelists assembled were knowledgeable, candid and able to discuss the issues and problems facing our Navy, government departments and Canadian industry over the next decade. The success of this conference was acknowledged by all and has set the scene for the second annual Conference in Victoria next June with the theme: "Asia Pacific: Its Impact on Canada and the RCN."

Through our outreach in Naval Affairs and our Conferences, NAC is engaging in shaping the present naval issues here in Canada. One cannot underestimate the importance of these two initiatives in taking them to the public. Canadians need to know why Canada has a Navy, and its vital importance to our Canadian economy in the years ahead. Educating Canadians and getting involved in naval issues is a most worthwhile undertaking by the NAC. Your involvement and support is needed in order to be truly effective ... we need to develop our future naval heritage!

An important part of our support for the future lies in our Sea Cadet youth initiatives. The Navy League aptly runs the program across the country and provides to the young Sea Cadets the training, character development and support to a generation of future sailors. Through them, their friends and families get to know the Navy as well. Historically, NOAC/NAC Branches have been major financial supporters to the Sea Cadet organization, particularly for individual Sea Cadet projects and programs in their regions. Significantly, this past year, NAC nationally has made arrangements with the Royal Canadian Sea Cadet Education Fund to provide \$5,000 for scholarships to deserving Sea Cadets to permit them to continue their education. Importantly, this \$5,000 is being matched by the RCN Benevolent Fund and thus our impact is twice as effective.

The best way our members can promote our Heritage is by becoming involved in and promoting our past history, discussions on current naval issues and supporting the Sea Cadets. And one important way you can do this is through the Endowment Fund. In the near future our Branches and membership will receive a letter asking for the financial support so necessary if we are to continue to fund projects and initiatives that honour our heritage and impact the future of the RCN.

Please consider seriously and support to the extent you can. After all, we are the beneficiaries of our Naval Heritage and have a duty and responsibility to ensure that Canada and Canadians

continue to benefit from their past, present and future Naval Heritage.

THE FRONT DESK | KEN LAIT | NATIONAL EXECUTIVE DIRECTOR | noacexdir@msn.com



The 2012 Naval Association of Canada Conference and AGM held in Ottawa was a resounding success by all reports. The Conference itself attracted about 200 attendees, with the mix covering government, industry, academics and of course, our own membership. There are other articles coming on the Conference so I will not attempt to steal

their thunder, but simply want to congratulate the NAC Ottawa team who put in a tremendous effort and considerable personal time in making this event such as success. I would also like to thank the many sponsors who supported this event, and can say that much of the success belongs to them as well for their support of our program was fundamental in attracting the diverse audience the Conference enjoyed.

The challenge is to now continue the momentum and, with that thought in mind, I encourage all to mark their 2013 calendars now for Victoria, June 6th to 9th. The Naval Officers Association of Vancouver Island will host a conference entitled “Asia-Pacific: Its Impact on Canada and the RCN,” as well as all the normal events of the AGM. Details will be made available in this issue (see page 3) and future issues of *Starshell*, so keep tuned and please get involved.

The National Board of Directors approved disbursements from the Endowment Fund for 2012 in total for \$24,000, a significant increase from last year. However, requests increased

significantly this year as well, totaling almost \$40,000. The Endowment Fund Allocation Committee had some difficult decisions to make this year in ensuring there was a balance of funding across the regions and across the objectives of the grant program. Our support does make a difference and I would encourage you to consider this when responding to the annual drive for contributions to the Fund this fall.

The Naval Association of Canada website has now been operational for half a year, and while it is a work in progress, I encourage all to check it out at www.navalassoc.ca as it will have further information on the 2013 Conference and AGM posted and continuously updated to ensure you have the very latest information. There is also much information available from the 2012 Conference in the way of presentations, etc., that will interest those who were unable to attend and can be used by those that did to refresh memories. The site hosts both National and NAC Ottawa and provides links to other Branch websites as well as other organizations with like-minded aims and goals to our own. Visit frequently to keep up to date.

And last but not least, I would like to personally congratulate all our Award and Medal recipients, listed in this *Starshell* edition. Their recognition represents outstanding and dedicated service to our organization, our Navy and our Country, and the narratives that accompanied the nominations were inspiring to say the least. In particular, the recognition for the Diamond Jubilee Medal demonstrated the wide range of service at the local, provincial and national level that our members provide which is, in most cases, not directly related to our NAC organization.



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Naval Affairs ~ Our Third Pillar

By Ken Bowering

The Naval Association of Canada (NAC) is based upon three strategic pillars — **Our Navy, Maritime Heritage and Camaraderie** — each of which is of vital importance to the continued success of our Association as a national entity. In this article I will outline what my own thoughts are on our 'way ahead' for Naval Affairs in support of 'Our Navy' and I would welcome your opinions and/or suggestions.

Last year, Richard Archer was appointed as the NAC's National Chair of the Naval Affairs Committee and he promptly outlined his strategy for Naval Affairs, one step of which was to approach each Branch and ask they appoint a representative to support that strategy. In turn, as a relative newcomer to the Ottawa Branch Board, I was asked if I would fulfill the Naval Affairs role for our Branch.

My appointment as NAC Ottawa's Director of Naval Affairs was, in part, the result of my having filled a somewhat similar role for four years (2006-2010) with The Navy League of Canada as its Vice-President for Naval Affairs. Our (the Navy League's) and my own success with that role came mainly because the 'scene was right' and there were many maritime issues that needed to be addressed — after all, we ARE a Maritime Nation. Some of those issues were about the Arctic and its emerging importance both economically and from a national security point of view, about a shipbuilding strategy and plan for Canada's national fleets, about our marine environment, and about naval/coast guard procurement. In addition to having letters and articles published by the media (magazines and newspapers) and by organizations such as the Conference of Defence Associations Institute (CDAI), we also met with members of both the House of Commons and the Senate to explain the maritime importance of these issues. While the NAC's Naval Affairs role complements some of the Navy League's Maritime Affairs objectives, our role encompasses additional areas of interests and we have a much broader, deeper and stronger base of resources — you, the membership — to bring to the table.

Our role in Naval Affairs is to speak out in support of the Royal Canadian Navy — Our Navy — by addressing relevant naval issues and explaining our point of view to both government and to the general public. In doing this, we don't speak for (on behalf of) the Navy. And neither do we speak for the Department of National Defence nor the government. We aim to clearly express our opinions — and sometimes our recommendations on

naval affairs that should matter and be of concern to all Canadians, wherever they live and whatever they do.

As a matter of personal opinion, I don't believe we should attempt to 'second guess' the Navy or what it needs to do its job. In fact, I strongly believe that Our Navy is the best — and only — organization to do this. However, what we can do — and should do — is support Our Navy in getting its message to Canadians whether they are part of the government bureaucracy, politicians, our defence industry, or the general public. We shouldn't be seen as telling anyone 'what' is needed or 'how' it should be done, but we can provide the 'why' it's important to Canada. It also 'goes without saying' that our work will embrace our other pillars, namely Maritime Heritage and Camaraderie.

So, just how do we plan to do this? Well, once Richard has names of those who'll make up the Naval Affairs Committee, we'll be better placed to come up with a plan that works for all. We (the NAC as a whole) won't want to inundate others with our position on each and every matter that affects Our Navy, or that is impacted by Our Navy. We'll want to prioritize and work as a group, concentrating our effort (I've heard that term somewhere before), and we'll be looking to members to write and contribute articles for publication and/or presentation. In all, we'll be looking for a wide range of articles/topics addressed to an equally-wide audience range.

For starters, Our Navy (and the Coast Guard) has just embarked on a huge, long-term program under which ships over 1,000 tonnes will be built. But, while that may seem to be a panacea, it actually opens the door to other issues and raises many more questions. We may not have all the answers, or even many, but we can possibly be the catalyst that sees them addressed. One obvious example was the theme of this year's NAC AGM and Conference, held in Ottawa 31 May to 3 June.

The theme of the Conference on 1 June was 'payload' and 'why' it's important to have a solution that meets Our Navy's needs. Our Conference had an impressive list of invited speakers who addressed controversial but relevant topics all related to payload, and we hope it generates much fodder for 'position papers' and articles for the rest of the year. And, as time goes on, we expect these to raise additional issues. Of course, this will be a tool and an objective for future Conferences.

Naturally, there's the age-old question of 'why' Canada needs a Navy in the first place, and I'm sure we all have our opinions on that. But, has that been clearly explained to people who live

and work far away from our oceans — and explained in terms they understand? Has it also been explained to the lawyers, bankers and economists on Bay Street, or to the truckers and railroad workers who travel across the country every day? The point is, everyone in this country — either directly or indirectly and perhaps unknowingly — relies on the international principle of ‘freedom of the sea,’ a principle that is a fundamental to answering the question as to ‘why’ we need Our Navy.

The answer to that question probably has never been adequately addressed because we’ve probably tended to address the question and its answer to a largely naval-centric audience, not the general public — a public that also includes key decision/policy-makers in government. We need to address this question in their terms. So, the answer will take several forms, depending on the specific audience. Keep in mind that Canada’s next generation of combat ships will probably cost somewhere between \$500 million and \$1 billion dollars each, and the plan is to procure 15 such ships (this is the number that’s currently in the government’s “Canada First Defence Strategy”). Thus, it’ll be a ‘tough’ sell, and our role in supporting Our Navy will be paramount (some might argue that 15 combat ships — frigates, destroyers — is the absolute minimum for any navy faced with multi-ocean responsibilities akin to Canada’s).

The question is also important today when one takes into consideration our defence budget as it rises and falls and as it is divided amongst an aging Army, an Air Force in search of a role, and Our Navy. Locally, our articles will be targeting the local and national media and we will prepare briefing material for NAC

meetings with government officials including Parliamentarians. Nationally, I expect that other Branches that take up the Naval Affairs role will target their local media. Of course, the material created in support of Our Navy will not be limited to just one Branch but will be made available for all Branches to use. The understanding is that we will all work together and the efforts of the Branches will be coordinated by Richard as the National Chair.

In closing, the NAC’s Naval Affairs Committee is looking forward to renewing this role for an organization that has supported Our Navy for the past 93 years. Whatever your naval background and experience, whatever your former trade or rank, we look forward to hearing from you in this cause. It’s **Our Navy** and it deserves **our** support!

Ken Bowering is the Director of Naval Affairs with NAC Ottawa and is also a member of the Canadian Naval Technical History Association. From 2006 to 2010 he was The Navy League of Canada’s Vice-President for Naval Affairs. He has authored several articles and letters in support of naval and maritime matters, including a 2008 paper entitled “Military/Naval Procurement in Canada: A Flawed Process” [see Ted Heath’s “Opinion” beginning on p.8 of this issue of “Starshell” Ed.] which led the way to discussions on procurement reform. In 2006 he initiated a Navy League ‘position paper’ calling for a National Shipbuilding Plan. Ken worked in the Ottawa-based defence industry from 1981 to 2005. From 1960 to 1981 he served in the RCN retiring with the rank of Commander.



NAC’s Naval Affairs Committee

By Richard Archer - NAC Ottawa Branch

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As mentioned in the last edition of *Starshell* as well as in Ken Bowering’s preceding guest editorial, I’m the Chair of the NAC’s Naval Affairs Committee. The first step in standing up the committee was to identify and bring on board a selection of thinkers from Branches across the country. This has now been done ... but if there’s someone out there who’s eager to contribute ideas and opinions, and eventually written material in support of the future RCN, then please get in touch with your Branch President who can forward your name to me. Besides myself as Chair, the following NAC members form the committee:

Roger Girouard – NOAVI	Ian Parker – NAC Ottawa
Jim Boutilier – NOAVI	Paul Dunn – NAC Ottawa
Rob Huebert – Calgary Branch	Eric Lerhe – NSNOA
Ken Bowering – NAC Ottawa	Tony Goode – NSNOA

Already a couple of committee-originated papers are in the process of being considered for publication by periodical editors — one by Ken Bowering on NSPS, and the other by me on the theme of why Canada needs a Navy in the emerging strategic environment. When published we’ll inform the Branches.

But of course, we’re getting ahead of ourselves. The next step must be to draw up a communications plan — a framework within which to determine the audiences we would wish to target, the issues we would wish to explore and when and how to go public. I’ve promised the committee that I’ll provide a strawman plan in the next month or so. We’ll keep the National Board of Directors informed, and your Branch support to this effort will be crucial.

Military Capital Procurement and Political Gamesmanship

By Thomas C. Heath

As a retired Naval Officer, I do not profess to have intimate knowledge of the operational efficacy of the procurement of the F-35. In 2010, I had the benefit of a detailed two hour technical presentation by an officer of the Air Staff who is part of the project team. From the commentary in the media and the plethora of misleading statements, it is evident few of the media or those writing contributing articles have had that benefit. I remember that after that briefing, I commented to a colleague: “Is it going to be the EH101 all over again?”

For those who don't recall, the EH101 helicopter was to replace the Sea Kings for the Maritime forces. That time, unlike now, a contract for the purchase of more than 40 for both maritime deployment and search and rescue helicopters was signed by the then Conservative government in 1992. The Liberals under Mr. Chrétien vowed to cancel the contract if elected. After they were elected they did exactly that. The published cost to cancel the contract was more than \$600 million, or at least that was published. It was intimated to me while I served in Ottawa two years later the costs were much closer to one billion dollars for which DND and Canadians got nothing. Such was the price of political gain. The interesting fact was, of course, the Liberal government then signed a contract for some fifteen EH101's for search and rescue duties.

The EH101 has several attributes that would have proved useful later as they had a rear ramp and could carry 20-plus combat troops over a long distance. This aircraft might have been useful in Afghanistan. Of course we have since ordered some new Chinook heavy-lift helicopters (the costs of which are also political cannon fodder). This we did, after first borrowing the Dutch Chinooks that were once Canadian which the Chrétien Liberal government had sold to the Netherlands. These new aircraft capabilities have helped reduce the number of road casualties caused by IEDs against the supply columns.

The Sea Kings still fly for the Maritime Forces. I saw my first one in Canadian livery in 1964 when I was a cadet. The grandchildren of the first pilots are flying them now. They are described by those who know them well as “a quarter of a million rivets flying in loose formation.” We have had several flight accidents, some of which caused the loss of some of my ship-

mates and friends. The Maritime Forces are still waiting for their replacement almost twenty years after the demise of the EH101 contract, and still flying the Sea Kings even though it takes more than 75 man-hours of maintenance for every hour of flight. What would Mr. Page [Kevin Page, *Parliamentary Budget Officer*] say about government waste in keeping these antiques flying? Of course, we still have the debates about the cost and contracts and the delays for the replacement of the Cyclone helicopter.

We needn't get into the submarine fiasco in any detail. It is sufficient to state that the Navy had an operational requirement for a new submarine starting with the CASAP Program (Canadian Submarine Program) in the late 1970s and into the 80s. We even had officers serving with both the Australian and Dutch navies on exchange to evaluate their conventional submarine designs. This project suffered first with a Conservative government's decision to go for nuclear [powered] submarines that we could never afford and then from a Liberal government's decision delays that ended with the current craft spending too many

years in zero maintenance, deteriorating in a salt water bath. We got them for about 15-20% of the potential costs of new ones, a fact seldom mentioned, but the subsequent years of

costly essential repairs have seen them become yet another political football.

The main problems with military procurement are the small size of our forces (small orders lead to higher costs), the expense of equipment and the loss of much of the programme management staff capacity in the major personnel cuts of the 1990s and a procurement process that is dysfunctional, but there is also public reluctance in Canada to invest in the military or its equipment.

The difficulty now for the public understanding is the plethora of numbers and potential costs that are being exploited by political parties of all stripes and various officials whose stripes may or may not be evident. Can we afford the F-35, is it worth it, and are there realistic alternatives? All valid questions and they need to be answered cogently with facts, not innuendos or opinions. What would the other aircraft (Super Hornets, Typhoon and Rafael, for example) cost; what numbers would be needed (the mission survivability potential may require more airframes of these

Military procurement in Canada is essentially a political blood sport.

options than the F-35), what missions must be dropped with the various options, and what additional operational or technical risk would be incurred? Could we, for example, support in the long term, designs that are already twenty years to thirty years old (Super Hornet, Typhoon and Rafael)?

Both the Liberals who signed into the programme and the Conservative government's too firm commitment without adequate information, share responsibility for the programme and the negative debate. We need to get past declarations of "hidden costs" or misleading statements on operational capabilities or lack thereof and the other political games, because there is a requirement to purchase a new airplane or potentially pass airspace management to the US for North America with the accompanying loss of national sovereignty. At least we need to answer these questions by using the same life cycle costs that Mr. Page states must be used for each aircraft design. This includes the current CF-18 fleet (we need to understand current continuing costs and their difference, if any, from potential options) so that we have a common comparison whether the life cycle costs are 20 years or 30 years.

Is there a need for a Canadian competition with prolonged negotiations with each competitor company? I do not believe so as the cost comparisons and operational comparisons can be done from existing public data, as the options I have mentioned are all mature except for the F-35. Just get information out before the public that is comprehensible and relevant to a needed decision. We need informed debate and as yet we have not had any.

I return now to my thesis. Military procurement in Canada

is essentially a political blood sport. Some Canadian governments see the defence budget as discretionary spending that can be used whenever their popularity numbers fall and more cash is needed for a voter-attractive social initiative. Some see the need for only boots, rifles and blue berets. Yes, it is the taxpayer's money; yes we need to carefully weight options, costs and operational needs.

But, I would like to see within the discussion some consideration for the safety and survivability of the men and women we ask, or demand, to take risks on our behalf. We always seem to have the need for industrial economic offsets, lowest costs as main considerations. Much previous procurement and some contract cancellations have lead to compromised operational capabilities with incumbent increase in personnel risk.

Certainly affordability and need are major factors. Regardless of the optimism or pacifism of many Canadians, the world we live in continues to witness the need for military deployments: some peacekeeping and some combat oriented. There will be risks to those we ask to perform all of these duties. Do we as a nation not have some responsibility to ensure that those we ask to take these risks are well equipped and adequately trained? We have not always done so in the past.


Commodore (Ret'd) Thomas C. (Ted) Heath is a former Director of Military Intelligence. He served more than eighteen years in sea-going positions with several commands and six years with NATO in politico and military positions. He was involved politically and militarily in the Balkans conflicts for more than six years and has a MA in Conflict Studies.

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Schober's Quiz #58

By George S. Schober, NOAVI

O

ne of the strangest naval incidents of the Second World War concerned a flotilla of six destroyers in 'line abreast' formation steaming inshore at high speed – three of which ran aground.

QUESTIONS:

- (1) What were the names of the ships involved?
- (2) What were the circumstances leading to this risky manoeuvre?

Answers on page 25
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The Sixty Ship Navy Idea

By Alec Douglas

There were ghosts among us during the meetings of the Naval Association of Canada held recently in Ottawa. At lunch on June 1st, Honorary Captain Hugh Segal made a visionary statement about the future of Canada's naval forces. He repeated his familiar call for a 60-ship navy. As usual, this raised eyebrows in the audience. Earlier that day the Naval Strategic Plan Secretariat had described their success in getting approval for the start of the most recent naval procurement program; a program that was supposed to have been stopped in its tracks in the face of looming budget constraints.

Following Senator Segal's address, VAdm Chuck Thomas, RAdm Ed Healey and RAdm Mike Saker told us how they had pushed through the Canadian Patrol Frigate program in the face of considerable odds. Then three distinguished gentlemen with impeccable academic and administrative qualifications proceeded, nevertheless, to cast doubts on the future prospects of naval procurement programs. Several equally qualified gentlemen in the audience vigorously seconded those doubts. Where was the money to come from, when the time came, under the oversight of future governments?

It was a moment of *déjà vu*. Imagine if some visionary had stood up in 1938 and told an audience of professionals in the armed services and industry that Canada needed a 60-ship navy. Then there would have been raised eyebrows. Who would have believed that within six years Canada would have a 400-ship navy?

As Sir Wilfred Laurier, Louis-Philippe Brodeur, Admiral Sir Charles Kingsmill, RAdm Walter Hose and Admiral Percy Nelles could tell us, this is a far more unpredictable world than even they may have believed. The ghost of Wilfred Laurier would have recalled losing the 1911 election and the subsequent neglect of the navy. Sir Robert Borden would have remembered that until his personal intervention with Ottawa bureaucrats, at the height of the First World War, Sir Charles Kingsmill could not get authority to establish a naval air service on the east coast. Walter Hose would have remembered the fight he had with politicians, bureaucrats and certain generals, to preserve a navy after postwar retrenchment in the 1920s and 30s. He would have drawn satisfaction from his success in persuading Prime Minister Mackenzie King (who never trusted the military, but who also feared US domination of Canada's coastal waters) to give the navy autonomous control of its own forces. Percy Nelles would have remembered the legacy he received from Hose, a very small but very professional navy.

When war broke out in 1939, the expectation was for a modest contribution to British Commonwealth operations in the war

at sea. By 1944 the RCN, built on the professional nucleus which survived the navy's growing pains, had become the third largest navy in the world, indispensable timely defeat of the Axis powers.

The ghosts we are talking about are ghosts of fundamentally modest people. Hose and Nelles were, to say the least, surprised at what they had wrought. Their predecessors would have been astonished but not perhaps quite so surprised by the course of events between 1939 and 1945.

The expansion of the RCN in the Second World War, even though a success story of major proportions, was also a painful experience. We have a wonderful reminder, in the National Naval Memorial, HMCS *Sackville*, of that pain and of its consequences. It was a national experience we should never forget. It is a vivid example of a fleet that was, in the end, in spite of problems in rapid expansion, one of the indispensable forces in the defeat of the Axis powers. There is no more important a reminder, to Canadians and others, of how in desperate times our navy played such a large part in preserving the freedom of nations and peoples. HMS *Victory*, as it lies in Portsmouth dockyard, performs a similar function, reminding the world of how a navy helped, in similarly desperate times to preserve freedom two centuries ago. As the French saying goes, the more things change, the more they stay the same ... *Plus ça change, plus c'est la même chose*.

It was at the end of our meetings that Vice-Admiral Hugh MacNeil and Doug Thomas of Nova Scotia Branch, briefed us on their plans to raise \$50 million dollars for the permanent preservation of *Sackville*. It must be done, sooner rather than later. The 60-ship navy idea could not be better justified in the minds of today's politicians, bureaucrats and general public, than by this visible evidence of what Canadian industry and Canadian sailors have done and can do for the cause of freedom.

Alec Douglas joined the UNTD in 1947, switched to the RCN in 1950, qualified as a long 'N' in 1958, and in 1964 relieved the late Neil (Chesty) Norton as Naval Staff Officer and Asst. Professor of Military Studies at Royal Military College. In 1967 he went to the Directorate of History. In 1973 he relieved S. F. Wise as the official historian, a position he filled in a civilian capacity, and in 1994 retired as Director General History. The official histories he is responsible for include: "The Creation of a National Airforce" (1986), "No Higher Purpose" and "A Blue Water Navy (2003 and 2007). Other publications include "Out of the Shadows: Canada in the Second World War" (with Brereton Greenhous), "The RCN in Transition 1910-1985" (1988) (editor and contributor).



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Our sincere thanks for your growing support!

Naval Association of Canada

Diamond Jubilee Medal Recipients

Abbott, Frederick	Calgary	Irwin, Andrew	Toronto
Andrews, Robert	NOANL	Kearney, George	Thunder Bay
Archer, Richard	NAC Ottawa	Keeler, Barry	NSNOA
Armstrong, Heather	NAC Ottawa	Kowalchuk, Reginald W.	NOABC
Barnhouse, Pat	NAC Ottawa	Lait, Kenneth	NAC Ottawa
Beresford, Shirley	NAC Windsor	Langlais, Peter	Montréal
Bialek, Murray	Calgary	Lewis, Richard	Toronto
Birchall, Richard	Toronto	MacGregor Greer, Derek	NOAVI
Bissell, Phillip	NOAVI	MacNeil, Hugh	NSNOA
Brodeur, Nigel	NOAVI	Marshall, Rowland	NSNOA
Brownfield, Edward	Edmonton	McCloy, Roderick	NOABC
Brygadyr, Stanley	NOAVI	McIlwaine, Robert	NOABC
Bush, Robert	NAC Ottawa	Meredith, Douglas	NAC Ottawa
Cameron, Merv	NAC Ottawa	Michaud, Jean-Claude	Québec
Campbell, Brooke	NOABC	Moore, George	Calgary
Christie, William	NAC Ottawa	Morres, Michael	NOAVI
Cornell, Bernard	Montréal	Morris, Margaret	NOANL
Cornfoot, Robert	London	Neill, Eric W.	NAC Windsor
Deslauriers, Eric	NAC Ottawa	Nixon, Robert	NAC Ottawa
Dodgson, James	NOAVI	Paull, William	NOABC
Douglas, Alec	NAC Ottawa	Phillips, Mark	Toronto
Drent, Jan	NOAVI	Reddy, James	NSNOA
DuDemaine, Pierre	Québec	Richardson, Sherry	NSNOA
Duffy, Francis	Montréal	Rocheleau, Melville	NOAVI
Fournier, Larry	NOABC	Simas, Paul	Toronto
Fowlow, Fred	Calgary	Skelton, Jack	Winnipeg
Freill, Jake	NAC Ottawa	Stuart, John	NSNOA
George, Robert	NOAVI	Thain, Christopher	Winnipeg
Gimblett, Richard	NAC Ottawa	Thomas, Douglas Stuart	NSNOA
Guindon, André	Québec	Thomas, William C.	Toronto
Haney, Moyra	Toronto	Uhrich, Donald	NSNOA
Hanington, Felicity	NOAVI	Wallace, Sid	Calgary
Harrison, Ronald	NOABC	Watkins, Robert A.	Winnipeg
Hayes, Bruce	NAC Ottawa	White, Robert	NOABC
Hennessey, Ralph	NAC Ottawa	White, Stephen	NOAVI
Herrndorf, Fred	NAC Ottawa	Whitehouse, Agnes	Winnipeg
Houle, Pierre	Québec	Williams, Edgar	NOANL
Hughes, William	NOAVI	Wilson, Richard	Toronto
Humphries, James	Edmonton	Zuliani, Elizabeth	Thunder Bay
Hytenrauch, Jeffrey	NAC Windsor	Zuliani, Raymond	Thunder Bay

NAC Awards 2012

Gold Medallion

Russ Moore	NOAVI
Wendall Brown	NSNOA
Doug Thomas	NSNOA

Silver Medallion

Len Canfield	NSNOA
Chris Thain	Winnipeg
Maurice A. (Migs) Turner	NOAVI

Bronze Medallion

Ken Bowering	NAC Ottawa
Kathie Csomany	NOAVI
John Gough	Calgary
Desmond Nugent	NSNOA
Jay Plante	NAC Ottawa

Exceptional Service Award

Garth Miller	Winnipeg
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Medallion Presentations



Doug Thomas of NSNOA (right) is presented with his Gold Medallion by NAC National President Ken Summers.



Chris Thaine (right) of Winnipeg Branch, is presented with his Silver Medallion by Ken Summers.



Ken Bowering (right) of NAC Ottawa, is presented with his Bronze Medallion by Ken Summers.



Kathie Csomany (right) of NOAVI receives the NAC Bronze Medallion from Ken Summers.



Jay Plante (right), NAC Ottawa receives the NAC Bronze Medallion from Ken Summers.

Diamond Jubilee Medal Presentations NAC AGM

Unless otherwise noted, the following presentations were made during the 2012 NAC Conference and AGM in Ottawa



Ken Summers (right) NOAVI and NAC National President, receives the Diamond Jubilee Medal (DJM) from Ken Lait, NAC National Executive Director.



Jake Freill (right) NAC Ottawa receives the DJM from Peter Cairns (left) while Jim Carruthers looks on. The presentation took place June 7 in the Bytown Wardroom.



Doug Thomas (left) NSNOA President, receives the DJM from Ken Summers.



Bernard Cornell (left) Montréal Branch President, receives the DJM from Ken Summers.



Richard Archer (left) NAC Ottawa and National Naval Affairs Committee Chairman, receives the DJM from Ken Summers.



Heather Armstrong (left) NAC Ottawa, receives the DJM from Ken Summers.



Pat Barnhouse (left) NAC Ottawa and Starshell Obit Editor & Researcher, receives the DJM from Ken Summers.



Bob Bush (left) NAC Ottawa and National Webmaster, receives the DJM from Ken Summers.



Merv Cameron (left) NAC Ottawa, receives the DJM from Ken Summers.



Bill Christie (left) NAC Ottawa, receives the DJM from Ken Summers.



Alec Douglas (left) NAC Ottawa and National History & Heritage Director, receives his DJM from Ken Summers.



Bruce Hayes (left) NAC Ottawa, receives the DJM from Ken Summers.



Fred Herrndorf (left) NAC Ottawa and NAC National Archivist, receives his DJM from Ken Summers.



Ken Lait (right) NAC Ottawa and NAC National Executive Director, receives his DJM from Ken Summers.



Bob Nixon NAC Ottawa (right), receives the DJM from Ken Summers.



Heather Armstrong (right) NAC Ottawa, receives the DJM from Ken Summers.



Moyra Haney (left) Toronto Branch President, receives the DJM from Ken Summers.



Andy Irwin (right) Toronto Branch, receives the DJM from Ken Summers.



Reginald Kowalchuk (right) Toronto Branch and Endowment Fund Trustee, receives the DJM from Ken Summers.



William C. Thomas (left) Toronto Branch, receives the DJM from Ken Summers.



Jeff Hyttenrauch (left) NAC Windsor President, receives the DJM from Ken Summers.



Pierre DuDemaine (left) Ville de Québec Branch, receives the DJM from Ken Summers.



Pierre Houle (left) President Ville de Québec Branch, receives the DJM from Ken Summers.



Ron Skelton (left) Winnipeg Branch President, receives the DJM from Ken Summers.



Christopher Thain (left) Winnipeg Branch, receives the DJM from Ken Summers.



Murray Bialek (left) President Calgary Branch, receives the DJM from Ken Summers.



Edward Brownfield (left) Edmonton Branch, receives the DJM from Ken Summers.



Jim Humphries (left) Edmonton Branch President, receives the DJM from Ken Summers.



Larry Fournier (right) NOABC and Endowment Fund Treasurer & Trustee receives the DJM from Ken Summers.



Ronald Harrison (right) NOABC, receives the DJM from Ken Summers.



Robert McIlwaine (right) NOABC, receives the DJM from Ken Summers.



Phil Bissell (left) NOAVI, receives the DJM from Ken Summers.



Derek Greer (left) NOAVI and NAC National Treasurer, receives the DJM from Ken Summers.



Mike Morris (left) NOAVI President, receives the DJM from Ken Summers.



Doug Meredith (right) NAC Ottawa, receives the DJM from Peter Cairns while Jim Carruthers looks on. The presentation took place June 7 in the Bytown Wardroom.



Richard Gimblett (right) NAC Ottawa, receives the DJM from Peter Cairns while Jim Carruthers looks on. The presentation took place June 7 in the Bytown Wardroom.