

# LEAD AND LINE

## NEWSLETTER OF THE NOAVI

<p><b>Banshee down</b> <i>(A more than exciting exchange posting with the USN)</i> <b>Page 5</b></p>	<p><b>The Real Poop on wearing your uniform</b> <i>Can you or Can't you.</i> <b>Page 6</b></p>	<p><b>Blowing up narcotics in the Indian Ocean</b> <i>A delightful way to spend a day</i> <b>Page 10</b></p>	<p><b>Eerie photo sunken ship in Antarctica</b> <i>Read about the sinking</i> <b>Page 12</b></p>
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### NOAVI 23 Sept Luncheon

*Guests - spouses, friends, family are most welcome at our luncheons  
Lunches are at the Fireside Grill at 1130 for 1215  
4509 West Saanich Road, Royal Oak, Saanich, cost \$25.*

**23 Sep** - The programme following our luncheon will be our NOAVI Extraordinary Meeting on the subject of the new NAC & Branch Membership criteria as our President announced at the June AGM. This is a matter of interest to all members - Life, Full, Associate and Associate Special members. You will have received the info by email or mail.

Please come out to our meeting to express your opinion and exchange ideas with other members and to see your friends at our first meeting after the summer break. Fireside Grill has again prepared some great menus for us and they have kept the cost at \$25 for the third year.

*25 Nov. Cmdre. Bob Auchterlonie, Fleet Cdr*

*9 Dec. Our Annual NOAVI Christmas Luncheon*

*Reservations to Bud Rocheleau, 250-386-3209 or  
bnhrocheleau@shaw.ca by noon on Thursday 19 Sept.*

*When making your reservation, please advise of any food allergies or sensitivities.*

### *A bit of a prang...*



"A structural impact between two vessels" is a sensible definition of a collision at sea; but in the minds of most it evokes the impact of hulls and threat of sinking... not just superstructure damage. If these were cars, we would call it a "body crease" or "fender bender"... low speed, low impact, little damage and most important: no injuries. The media coverage of the *Algonquin* and *Protecteur* "close encounter" could perhaps better be described as a "brush" of *Protecteur's* prow against *Algonquin's* lightly constructed hanger, or perhaps a "touch" or a "graze", or for the billiards-minded, even a "kiss". This was not a collision in the sense that there was some negligent violation of the Rules of the Road. This close quarters situation was done intentionally, and for worthy purpose. Could this evolution have been done better? Well, yes; but to castigate a navy whose ships routinely practise towing one another is surely a bit wet. This routine close-to-the-envelope-training permits Canada to maintain our very well-deserved reputation for excellence in seamanship. Small price to pay to achieve excellence.

# NOAVI LEAD AND LINE



## President's Column Sept 2013



Well, I hope everyone had a great summer – and it looks like this weather may continue into the Fall ... The NAC Conference at the Laurel Point Inn was a great success, and I have been receiving plaudits from across the country – and it's mostly thanks to those members of our Branch who gave up their time to either attend or volunteer to work at the event. BZ to all!

Those who attended our Annual General Meeting in June will remember that, due to a technical hitch our financial statements for the last fiscal year were not ready for presentation. In addition a motion was presented to amend our bylaws concerning membership in the organization. Although this was presented and discussed at the meeting, we need to bring it forward once again to be voted on as this bylaw change did not receive the necessary 30 day notice to the membership. You will all soon be receiving this official notice either by email or in the post, and I do hope that most will attend at the Fireside Grill on September 23<sup>rd</sup>.

At that meeting I will also be asking you for any nominations to the Executive Committee. At the last meeting we were very lucky in that Rod Hughes and Peter Bey stepped up to the plate, and since that day I have pre-

*Continued on page 3*

## NOAVI EXECUTIVE COMMITTEE

President	Mike Morres	<a href="mailto:mfmorres@shaw.ca">mfmorres@shaw.ca</a>	(DL) Director at Large	Derek Greer	<a href="mailto:Derek.Greer@telus.net">Derek.Greer@telus.net</a>
Past President	Ken Summers	<a href="mailto:kensummers@telus.net">kensummers@telus.net</a>	DL Membership	Stan Brygadyr	250-727-2243
Vice President	Kevin Carle	<a href="mailto:kevcarle@hotmail.com">kevcarle@hotmail.com</a>	DL Obituaries	Rick Town	<a href="mailto:ri8696@telus.net">ri8696@telus.net</a>
Secretary	Bud Rocheleau	<a href="mailto:bnhrocheleau@shaw.ca">bnhrocheleau@shaw.ca</a>	DL Associates	Geri Hinton	<a href="mailto:pege398@shaw.ca">pege398@shaw.ca</a>
Treasurer	Bill Conconi	<a href="mailto:billconconi@me.com">billconconi@me.com</a>	DL Webmaster	Eric Griffiths	<a href="mailto:eric.griffiths2012@gmail.com">eric.griffiths2012@gmail.com</a>
Membership	Steve White	<a href="mailto:Solljus@shaw.ca">Solljus@shaw.ca</a>			
Maritime Affairs	Jim Boutilier	<a href="mailto:boutilier.ja@forces.gc.ca">boutilier.ja@forces.gc.ca</a>	Editor	Felicity Hanington	<a href="mailto:felhan@telus.net">felhan@telus.net</a>
Service/Visits	Irvine Hare	<a href="mailto:ihare@telus.net">ihare@telus.net</a>	List Master	Michael Morres	<a href="mailto:mfmorres@shaw.ca">mfmorres@shaw.ca</a>
Programme	Kathie Csomany	<a href="mailto:csomany@islandnet.com">csomany@islandnet.com</a>	List Master	Jim Dodgson	<a href="mailto:jjgolf20002@telus.net">jjgolf20002@telus.net</a>
Reserves/Cadets	Gerry Pash	<a href="mailto:gwpash@shaw.ca">gwpash@shaw.ca</a>	Historian	Stan Parker	<a href="mailto:esparker@shaw.ca">esparker@shaw.ca</a>

# NOAVI LEAD AND LINE

vailed upon John Miller (Cdr(S) ret) to take on the position of Treasurer. The new Executive Committee is listed elsewhere in this issue – you may perhaps notice that we still do not have a vice president – which can make things difficult because, as most of you know, I travel quite a bit in my occupation as a tour director. Think about it.

Some have reported to me that they have been receiving email messages from our national office – news summaries and the like – this is part of a new service to all branches from Ottawa. It is not, as been suggested by some, an attempt to take over the Branches! If you do not wish to read these, then you always have your handy Delete key. If you really do not want sat to receive such messages then you should contact the National Executive Director at [noacexdir@msn.com](mailto:noacexdir@msn.com) and ask to be removed from the list. This will not affect your standing with any of the NOAVI email lists, but remember you may miss something important because, as I understand it, the Ottawa list is “all or nothing”.

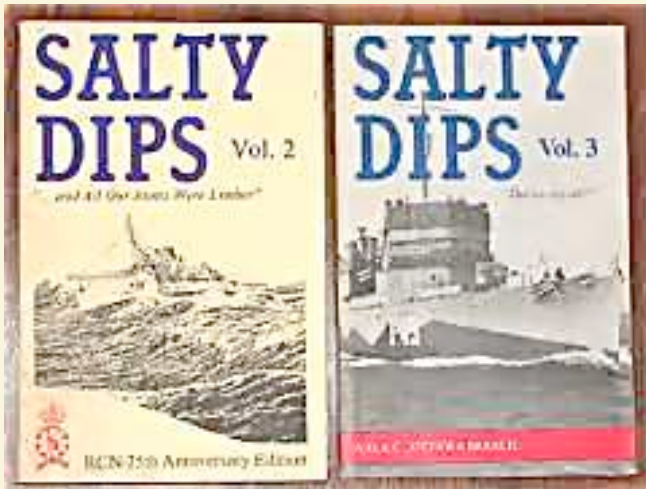
The Fireside Grill has informed us that if we have less than 50 people, our group will be relegated to the upstairs room. We normally do make 50 at least, but there have been occasions when we have not – so please come out and support the Branch. Bill Conconi, in his new role as program Director, assisted by Rod Hughes, is working up an exciting series of speakers – any and all suggestions welcome! You can contact either of them at the phone/email on the Executive List in this issue.

*Nike*

## Undersea Salty Dips...

The Ottawa Branch ‘Salty Dips’ Committee has been meeting monthly since spring, with goal of producing Volume 10 in time for the 100th anniversary of Canadians in Submarines. So far the collection of submarine dips is about a quarter of what they would like to have if the book is to focus solely on submarines. The Committee is looking for stories 6,000 to 12,000 words long about some event related to submarines. Salty Dips is not officially researched history, but the recollections of a personal witness (or victims) of an event. They are also looking for short one or two paragraph dips about life on boats.

If you can help out with please contact the Committee Chair Richard Guitar LCdr RCN (Ret'd), 613-371-2171 or [rjguitar@rogers.com](mailto:rjguitar@rogers.com)



Contributions to The Lead & Line costs gratefully received from Associate Member David Nicholson



David has been providing trusted investment advice for over a quarter of a century!



David S.H. Nicholson 250 380-7505  
 Vice President www.queensbury.com  
 Investment Advisor theconservativeinvestor@shaw.ca

# NOAVI LEAD AND LINE

## *On Exchange with the USN - 1949*



### By Migs Turner

There were many interesting highlights while I served in USS *Cone*. One was when the USN sent a large carrier task force north through Davis Strait between Baffin Island and Greenland, to practice air operations in “winter” conditions. I believe there were 3 carriers, 3 cruisers and a screen of 24 destroyers.

During flying operations, *Cone* acted as a “plane guard” from time to time where she would leave the screen & take up position astern and slightly to starboard of one of the carriers. There would also be a helicopter plane

guard nearby.

At daybreak one morning the task force turned into the wind to commence its first flying operations of the day. I was OOW in *Cone* and increasing ship’s speed, promptly headed for our plane guard station astern of USS *Leyte*. As I was on a reverse course abeam of our carrier, the carrier commenced flight operations.

We had a very clear view of the first aircraft of the day (a Banshee) being catapulted off the carrier, start taking off and then, apparently losing power, plunge straight into the ocean immediately in front of the carrier.

Within moments the Plane guard helicopter repositioned itself astern of the carrier and a rescue crewman (what we would call a “SAR Technician” today), was lowered on a line over the carrier’s wake.

Remarkably within moments the Banshee aircraft reappeared in the ship’s wake and the helicopter very quickly dropped the SAR Tech. onto the Banshee where he got a line around the pilot and then the helicopter lifted both pilot & SAR Tech. onto the carrier deck where a medical team was waiting.

Thanks to the quick work of that helicopter, the pilot survived suffering only a broken ankle.

At that time, flying in the US Naval air was akin to falling off a horse. One is expected to get right back up and ride again.

We were told that this pilot flew again that afternoon, broken ankle and all!

Very impressive!!!

# NOAVI LEAD AND LINE

## The Incredible Spanish Sinking Submarine

By Mathew Dawe

In the 21st century, an age where modern science is well-nigh indistinguishable from magic, mankind has moved beyond making elementary mistakes. Surely in a world where it is possible to build vessels that will allow us to venture miles underwater, or to astronomical heights, even so far as to let us leave Earth's very atmosphere, in such a world one could say that man is truly master over his creations.

There is but one flaw in such a claim: that being that man, despite his many wonders, is still only human.

Proof of this can be found in a recent project of the Spanish government: a new class of submarine, the S-80, widely considered to be the most modern class of non-nuclear submarine on Earth. Among the S-80's advantages are 3 bio-ethanol engines producing 1,200 kilowatts apiece, and a new diesel-electric propulsion engine which is acclaimed to be 20% lighter than other systems while delivering a whopping 3,500 kilowatts; about 50% more power than comparable systems. Submerged, this design should reach 19 knots (12 surfaced), and is equipped with six 533mm torpedo tubes. Now, as grand as this may sound, the grim reality is that it truly redefines the term "SNAFU".

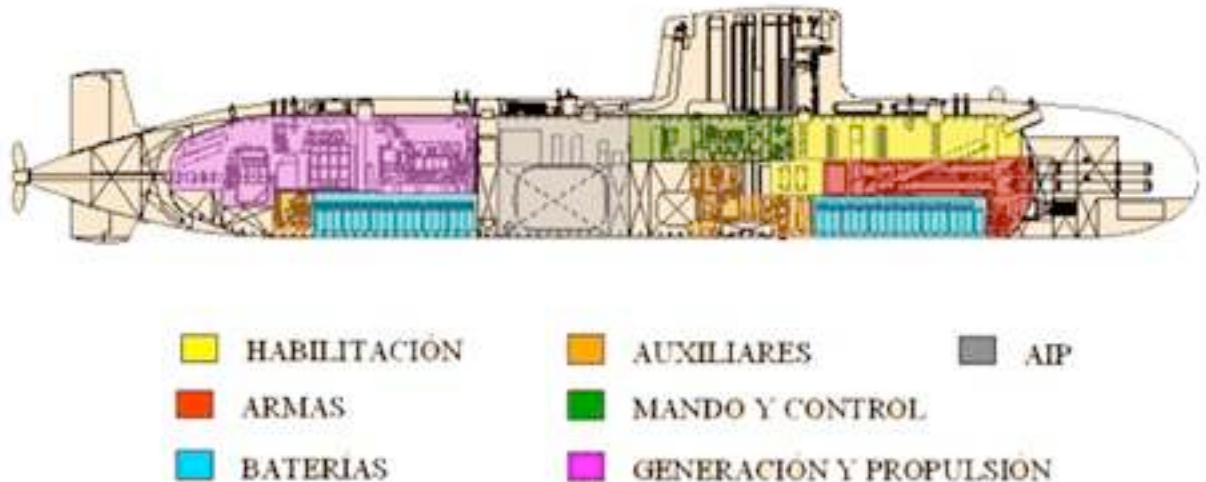
Recently an awkward and originally overlooked detail has surfaced: the submarine itself sinks. Roughly 100 tonnes overweight, she can dive with the best of them, but cannot surface quite so well. The Spanish Government (keeping with



the theme of sinking) has already sunk a grand total of 2.9 billion dollars into the construction of four vessels.

Two solutions are to trim a little weight from the current design, or the more viable option of lengthening the ship to accommodate the excess weight. However, this would cost Spain an extra \$9.7 million per metre.

Whichever option is eventually decided upon, it seems safe to say that whatever man's great achievements the Universe will always find ways to keep him sufficiently humble.



# NOAVI - THE REAL POOP

## The real poop on wearing your uniform post retirement

**By Dave Freeman**

The subject of wearing naval uniforms by retired officers to certain ceremonial functions came up a few weeks back. NAC sent out a message to members stating that retired naval officers could not wear their uniform. In fact, they are permitted to do so in certain circumstances.

First, it is necessary to point out that NAC's message only applies to uniforms that are still in use like the mess kits: the former number 7's, Mess Dress; number 8's, Mess Undress; number 17's Summer Mess Dress; and number 18's, Summer Mess Undress.

Second, there is no requirement for former or retired naval personnel to request permission to wear former naval uniforms that are no longer in service, e.g. Khakis, Battle Dress, Seaman's number 1's, etc.

To update the NAC message, let me explain:

The *Concise Oxford Dictionary* has, as one meaning for the word "ceremony", the following; "*an act or series of acts performed to a traditional or prescribed form.*"

I would argue before any JAG Officer that for a Canadian naval officer – regular, reserve or retired – the Battle of the Atlantic (BOA) Mess Dinner is a military ceremony as much as the Battle off Atlantic Parade is.

In fact, Queen's Regulations and Order [QR&O] allow former reserve and retired officers to wear their Mess Kit on certain ceremonial occasions as noted below.

The current QP&O 17.06 (2) states in part that "*No member of the Reserve Force shall wear his uniform **except** when: ...*(b) attending a military entertainment or a ceremony at which the wearing of uniform is appropriate.*"*



QR&O 17.06 (3) states in part that "A former member of the Regular ...or Reserve Force ...may wear his uniform:

- (a) with the permission of an officer commanding a command....when attending a military entertainment or a ceremony at which the wearing of uniform is appropriate."
- (b) on other occasions with the permission of CDS."

In the case of officers in the BC area, the nearest commander of a command is the Rear Admiral Pacific [aka MarComPac], RAdm Truelove.

To obtain permission requires one to send a letter in advance of the occasion quoting QR&O 17.06(3) (a).

Each time over the last 17 years that I have sent such a letter to MarComPac requesting permission to wear my navy mess kit to attend a military dinner or other ceremony, I have received an Affirmative.

I can only assume that the NAC officers in our nation's capital failed to seek the appropriate permission. To a west coaster, that failure seems like a typical Ottawa trait, one perhaps not limited to former naval officers!

# NOAVI - THE REAL POOP

Post Script: From Bill Wilson in Calgary {condensed version of two messages received by the author}

“Having been an XO and a CO of an inland (R) Division..., I then and until now, have encouraged former serving officers to wear their uniforms (providing they can get into them) to all Garrison functions where appropriate. I am ... aware of the regulation regarding ... permission..., however that "authority" in my day at least, was officially delegated to the "senior" officer in the Garrison, i.e. in the case of the Divisions, the Division's Commanding Officer. This request to wear uniforms could be made by telephone or in writing and it would be up to the "delegated" CO to approve or disapprove.

“In some cases as a CO I informed certain retired officers that they enjoyed blanket approval as their stature in the Garrison, in the local business community and in the City in general, [meant] their visible association with our Service was highly desirable.

Walter Hose created the Reserves to provide a "naval presence" outside of the two coastal dockyards. The need still exists.”

PSS

Can any current Commanding Officer of a NRD comment on the above?

DJF

Now it is

## the Naval Museum of Halifax

Originally built as the official summer residence for the Admiral of the North American Station, Admiralty House was one of the first heritage properties in Canada, with construction starting in 1814.

In all 36 Admirals lived in this house, the last in 1905. Taken over by the Canadian government at that point, it became a hospital in World War One and was badly damaged during the Halifax explosion.



*This summer RAdm Gardam and Museum Director Richard Sanderson unveiled the new name, formally acknowledging that Maritime Command no longer exists.*

The Museum is one of the Department of National Defence's 55 Museums. It was established to preserve the Military heritage of Canada's Maritime Forces and is the largest Naval Museum within the system.

The Museum was officially opened on March 26, 1974 by Rear Admiral D. S. Boyle and was declared a National Historic Site in 1978. Extensive renovations in 2009-10 have greatly improved the space.

Highlights include a large number of artifacts (including the bell) from *HMCS Niobe*.

# LARGEST PRIVATE SAILING YACHT



Athena visited Victoria harbour in June of this year. One of our intrepid reporters took this photo

## Athena

Built by the family-owned Dutch specialty yacht builder Royal Huisman of Volkenhove, Holland. Royal Huisman is a refit and custom yard whose focus is quality rather than quantity. Their specialty market ranges from modern or classic yachts, sail or motor, aluminum or carbon composite from 30 to 90 m. Their building philosophy is "all under one roof" in the 30,000 sq metre yard. Their trademarked design approach is called "Intelligent Engineering". Royal Huisman makes optimal use of traditional ship-building techniques combined with the latest software engineering applications.

*Athena* is a follow-on design commissioned by Jim Clark, experienced yachtsman and software engineer, of the successful 1998 yacht *Hyperion* (47 m) . More info:

<http://www.yachtforums.com/forums/royal-huisman-yacht/3738-review-royal-huisman-athena.html> >

LOA 90 metres  
 WLL 61 m  
 Beam 12 m  
 Displ 1000 T  
 Three 61 m masts;

Schooner 2600 sq m sail area.  
 25 reel and 25 drum winches;  
 all remotely controlled

Hull superstructure and masts made of "Alustar" an alloy 25% lighter than aluminum.



# NOAVI FEATURE STORY

## By Geoff Craven

My late friend Paul McCulloch was a fine naval officer. A navigator, he was also a very snappy dresser, both in uniform and in civilian attire. On board the aircraft carrier *Bonaventure* during a NATO exercise, he appeared in the Operations Room early in the middle watch to check the ship's position; he was correctly dressed in Red Sea Rig – open-neck white shirt with shoulder boards, black cummerbund, and navy blue trousers.

The senior officer in charge of the exercise was Commodore Mickey Stirling, also a very elegant dresser; he happened to be in the carrier's Ops Room when Paul appeared. Stirling was dressed in full mess undress, miniature medals, wing collar and bow tie despite the hour (the middle watch lasts from midnight to 4:00 AM).

They exchanged pleasantries, updated themselves on progress of the exercise and went off to their cabins.

The next night Paul decided to visit the Ops Room again and took the wise precaution of wearing his own mess undress, medals, wing collar and bow tie. A little later, Commodore Stirling appeared while Paul was checking the ship's position and inquiring after the exercise. On this occasion however, Stirling was in full mess dress which (for a Commodore) included a tail coat, gold stripes down his trouser-legs, white waistcoat, medals, a wing collar and white bow tie.

Somewhat miffed, Paul went off to bed.

The following night Commodore Stirling appeared in the Ops Room and circulated among the watchkeepers who by this time realized what was up.

Once again, Stirling was in formal mess dress with tail coat and medals but this time he wore gold aiguillettes on his right shoulder and breast, a white silk handkerchief drooped from his shirt cuff, and

in one eye he wore a monocle. He was the epitome of naval style.

Sure enough, at about 0200 Lieutenant-Commander McCulloch entered the Ops Room. He wore a dove-grey silk dressing gown with red piping; the collar of his dark blue silk pajamas appeared at his neck, around which a scarlet ascot was carefully tied. On his feet he wore matching dove-grey suede slippers with silver buckles. His blue flight-deck beret with naval cap-badge completed the ensemble.

Aghast, the Ops Room watchkeepers stared first at Paul then at their Commodore, expecting the worst. "All right, McCulloch," said Mickey Stirling. "You win!"

## Navy front and centre at Highland Games



Prince Andrew was the Guest of Honour at the 150th annual Highland Games held this Spring in Victoria. True to form the Navy provided a 110 person strong ceremonial guard. Prince Andrew (53 years old) is a former naval officer himself (22 years) and has worked with the RCN on several occasions. Prince Andrew went to school in Canada and feels Canada is a bit like home.

The Naden Band was also present to greet the Prince and gave a free performance later in the day at the Highland Games.

## NOAVI LEAD AND LINE



A raft with seized narcotics is detonated in the Indian Ocean as part of Op Artemis.

### A good year for drug interdiction

From the end of March 2013 to the beginning June 2013, HMCS Toronto apprehended more than 1.3 tonnes of heroin and approximately six tonnes of hashish while with Combined Task Force-150.

The Indian Ocean region is known for being one of the busiest naval passages in the world. Each year, the area hosts more than 23,000 shipping movements. This year, *HMCS Toronto* has done her bit in consistently disrupting the movement of narcotics in the region.

The methods used to destroy narcotics vary depending on the type of narcotics, the environment and weather. In most cases, drugs are dumped overboard and the crew ensures they sink.

In some cases, they are destroyed using explosives by the naval demolitions team. The above was one of these cases.

On May 24, 2013, the ship destroyed 300 kilograms of heroin using explosives.

In this case, they came up with a design to destroy the heroin which focused the blast inward from all directions and vaporized the illicit substances in an ensuing fireball. They placed the narcotics in boxes, sealed them and destroyed them on a raft.

Prior to the detonation, a series of checks were made using airborne surveillance, verifying visually from the surface and listening to underwater sound systems to ensure no marine life was near the demolition site or other vessels were in the area. These are standard procedures to ensure environmental stewardship.

Because the blast itself vaporized the contents, there was very little debris. The narcotics are completely consumed in the explosion.

# NOAVI LEAD AND LINE

## Japanese Navy puts on Taiko Show in Halifax...



Three Japanese warships arrived in Halifax harbour in July, marking the second visit in two years for Japan's Maritime Self-Defence Force. The ships *Kashima*, *Shirayuki* and *Isoyuki* are on a five-month, 18-country goodwill tour. This training squadron has been in business since 1956.

Local residences were invited on board for tours and were welcome to watch Taiko performances in the Grand Parade Square.

*JDS Kashima* (TV-3508), is a training ship of the Japan Maritime Self Defense Force (JMSDF). She is a unique design, built in the



Commissioned in 1985, *JDS Isoyuki* is equipped with Sea Sparrow and Harpoon. This class uses FCS-2 fire control systems of Japanese design, and one Mk 29 octuple launcher on the afterdeck. This class introduced the ability to use an ASW helicopter. Altho the helo deck is small, they can accommodate a Sea King helicopter with the help of a bear-trap system.

The *Shirayuki* was retrofitted with Phalanx in the 80s. *Matsuyuki* was fitted with towed array sonar in 1990 with *Hatsuyuki* following suit in 1994. The later vessels in this class replaced aluminum with steel for the bridge, increasing overall displacement

*Isoyuki's* home port is Sasebo.



mid 90s. The name *Kashima* comes from the famous Shinto Kashima Shrine in Ibaraki prefecture, northeast of Tokyo. The ship is armed with a single Otobreda 76 mm gun and two triple 324 mm torpedo tube sets. Four saluting cannons are also carried. *Kashima* has a ship's company of 370, including officer cadets. Cadets occupy two-person staterooms with both male and female cadets. The open aft deck was designed for use as a ceremonial and exercise assembly area, but can be used as a temporary helicopter landing pad.

Displacement is 4,050 tons full load and with 2 Misubishi and 2 Rolls Royce diesel engines, she can reach speeds of 29 knots.

## NOAVI LEAD AND LINE



*The photo shows the boat stuck in ice at Maxwell Bay, Ardley Cove, in front of the Chilean Antarctic base Presidente Eduardo Frei.*

A sunken 76-foot powerboat in Antarctica, now trapped under ice, is the subject of an eerie photo making the rounds on the Internet.

The photograph was taken this summer by Ruslan Elisleev, a mechanic and navigator for the Russian Antarctic Expedition in Maxwell Bay.

Four Brazilian men who were touring the remote area in a trawler were rescued from the sinking vessel in April. Ice compression and 60-knot winds are suspected as the cause of the sinking.

The boat is owned by the Brazilian journalist and entrepreneur João Lara Mesquita, who was making a documentary in the region. In his blog, Mesquita wrote about the accident on April 5, saying, "Our evacuation was epic. Waves of more than [5 feet] and winds over 40 knots made the boat jump from one side to another, like a bucking bronco."

The four crew members of the 'Endless Sea' were rescued unharmed and flown to Punta Arenas, Chile.

According to the Brazilian Navy, the wreck occurred, probably due to the compression of the vessel by an accumulation of ice and the 120 kilometres strong winds which impeded the vessel from moving.

Chilean and Brazilian personnel are working to impede the debris from drifting and any possible oil spill that could harm the environment.

This is the latest setback suffered by Brazil in Antarctica this year. In February, one of Brazil's two Antarctic scientific stations was largely destroyed by fire.

Station Comandante Ferraz forced the evacuation of 60 researchers and personnel. Two members of the Brazilian Navy in charge of the power plant died in the accident and a third was seriously injured.

A new base is expected to be built beginning at the end of 2013.

# NOAVI LEAD AND LINE

## Seniors Games for all Seniors over 55

**By Irvine Hare**

A record 3,761 athletes from the entire province gathered at Kamloops for four days to meet, greet and set new records.

The next best attendance record was at Richmond in 2009. It is expected that the Kamloops area drew in over two million dollars to the economic area as a result.

Ice hockey drew in over four hundred entrants while outdoor golf (my Game) hit the two hundred and fifty participant mark.

A total of twenty four competitions which included competitive sports such as track and field, cycling and soccer along with recreational sports such floor curling, bridge and carpet bowling were there.

My surprise was to meet two over 80 year old women from Chilliwack bent on winning at whist. Ice hockey was a favourite with some over ninety year old players. Victoria with its established horse shoe pitchers was not unique in any way.

Costs include travel fare and accommodation with no subsidies on the horizon. Food was available in a variety of restaurant in a hotel.

The number of former armed forces personnel and their wives was low but is increasing. Those like myself who need to train over winter –no small matter in its self. Interested - Google the games and visit one or two of the pre and post training facilities in any local area Once hooked, there is a good chance you will return !



June 6, 2013  
James Brant (Pop)  
FOTHERINGHAM, Capt., ret.

July 11, 2013  
William(Bill) A. HUGHES, RAdm., ret.

August 29, 2013 Brian Harwood  
Beckett, Capt., ret.

## Service Officer's report

Mrs. Margaret Bartlett,  
Mount St Mary's Hospital,  
861 Fairfield Rd.

LCdr. Ted Clayards  
Palm South Broadmead Lodge

Lt. Sheila Davis  
Oak Bay Lodge, 2251 Cadboro Bay  
Rd. V8R 5H3 Ph: 250-595-4844  
tinda@shaw.ca

Cdr. Rusty MacKay also Liz  
4619 Elk Lake Dr.  
Ph 250-727-7460

LCdr Bill Creighton  
Daffodil Lodge, Sunridge Lodge,  
361 Bundock Pl. Duncan B.C,  
Behind Dairy Queen

Lt Tom Arkell  
602 Ross Place Retirement Home  
2638 Ross Lane. Ph 250-385-2638

LCdr. Ward Palmer 3101 Dolphin  
Dr .Nanoose Bay B.C. V9B 9J2  
Ph 250-468-7101

LCdr. W. Walker and  
Nursing Sister Catherine Walker  
3225 Exeter Victoria  
Ph 250-592-0769

Captain (N) Robert Peers  
Broadmead Lodge

*Please phone prior to visiting*

*The visitation committee is in the midst of a friendly blitz by telephone to our associate members. Two new members have joined our ranks Jay Rangel and Jim Leamey. If you are called, please feel free to ask anything you like. If you would like to join us, phone Irvine Hare 250-592-2268 or Peter or Elizabeth Campbell at 250-478-7351*