

LEAD AND LINE

NEWSLETTER OF THE NAVAL ASSOCIATION OF CANADA-VANCOUVER ISLAND

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HMCS Toronto returned home on 19 Jan from Op Reassurance (a six month deployment in the Med responding to the crisis in the Ukraine) after being relieved by *HMCS Fredericton* in Portugal.



NAC-VI 23 Feb Luncheon

Guests - spouses, friends, family are most welcome

*Lunch at the Fireside Grill at 1130 for 1215
4509 West Saanich Road, Royal Oak, Saanich.*

A special NAC Presentation coordinated by David Cooper, featuring presentations by a couple of our members on our new outreach program for the Navy. The presentation will involve a video/PPT presentation with appropriate comments by those involved.

Cost will be \$25 per person.

Please contact Bud Rocheleau bnhrocheleau@shaw.ca or 250-386-3209 prior to noon on Thursday 19 Feb. Please advise of any allergies or food sensitivities

LEAD & LINE-PRESIDENT'S MESSAGE



President's Column February 2015

As the year rolls on, your Executive Committee is now beginning to prepare for the Annual Meeting of NAC, which will take place in Calgary this year in late June. To do this we need inputs from the membership in two areas:

1. NAC Endowment Fund Grant Applications; and
2. NAC Medallions and Awards.

First, the Endowment Fund – in past years this Branch has been most successful, having achieved Grants for

local Sea Cadets, and for Broadmead Lodge, just to name a couple. Applications should be keyed to the aims of NAC. If you have any ideas please do not hesitate to contact any member of the Executive. The deadline date for submissions is **Friday 27 MARCH 2015**.

Secondly – Awards. As you know there are three levels of medallions – Gold, Silver, and Bronze. All the criteria can be found on the NAC Website (www.navalassoc.ca). Of note is that the bronze medalion is awarded to a member in recognition of his/her contribution to the Branch, with the Silver and Gold for not only Branch but national activities as well. If you have any suggestions or nominations please contact Ken Summers, Chair of the Awards Committee. The deadline date for submissions to Ken is **Monday 2 MARCH 2015**

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LEAD & LINE-PRESIDENT'S MESSAGE

President's Column

The new NAC Outreach program is now coming up to speed. Under David Cooper's leadership we now have about a dozen speakers, and an excellent presentation is ready to go. If you are interested in becoming a speaker please contact David. We are also interested in finding audiences – so if you are a member of a local Service Club or similar organization by all means ask them if they would like to hear about today's Navy, and let David know. Not sure? Then come to lunch this month (February 23rd) and see the show at its inaugural presentation in Victoria. We will be looking forward to comments from such an informed audience as us!

As you may remember, I announced that I would not be standing for re-election at our next AGM – since then I have heard from a couple of other current members of the Executive Committee that they also will not stand again – so I would reiterate the call for volunteers to take a leadership role, so that our organization may continue. (Remember what happened to the AFOA in Victoria a few years ago.)

And as a last note – please don't forget to pay your dues. You can save a stamp and bring your renewal form and a cheque to lunch in February (or even in March!)

Yours aye

Nike

Mapping the Polar Code

The IMO (international Maritime Organization) is actively building a polar code to protect people, vessels and marine life in fragile polar areas and to have it in place by 2017. Poor weather conditions, lack of good charts, communications systems and first class navigational aids pose many challenges. Cold temperatures reduce the effectiveness of mechanical equipment and ice adds loads to hulls and propulsion systems. Combine this with the remoteness of many polar areas and clean-up operations can become a nightmare.



Only a few companies operate regularly in these environments, including Fed Nav and Royal Arctic Line but as the Arctic opens up, more will appear. These will be required to apply for a Polar Code Certificate and carry a Polar Water Operations Manual.

The minimum requirements of the Polar Code will exclude operators that don't have appropriate experience. Additionally the Code is looking at banning the use of heavy fuel oil. Unfortunately Russia had said absolutely NOT to this provision and Consensus Building is an important aspect of building the code.

Russia has a great deal of local shipping which would be affected by such a ban.

HERE THERE BE MONSTERS....



Mysteries of the Sea

You may remember that last month I introduced you to the Sarcastic Fringehead, that wonderful fish with the marvellous name. This month I thought we would look at the Mantis Shrimp, a true monster of the deep if only because it is utterly fearless.

Mantis shrimp commonly reach 12 inches in length but there have been 18 inch shrimp recorded in Florida. To date, 400 different species have been identified. Ed

These aggressive, solitary and colorful mantis shrimp spend most of life tucked away in burrows and holes, meaning that we know very little about them. Ancient Assyrians referred to the creatures as "sea locustus", while more recently they have been called "prawn killers" and "thumb splitters," because of their extremely powerful claws which can do a



great deal of damage to the human hand. The shrimp is capable of breaking through aquariums by moving at speeds of up to 50 miles per hour. They are separated into two groups by the manner of claws they possess:

Spearers are armed with spiny appendages topped with barbed tips, used to stab and snag prey.

Smashers, on the other hand, possess a much more developed club and a more rudimentary spear; the club is used to bludgeon and smash their meals apart. The inner aspect of the dactyl (the terminal portion of the appendage) can also possess a sharp edge, with which the animal can cut prey while it swims.



Facts courtesy Wikipedia

NAC-VI LEAD AND LINE

Arctic Patrol Ship

On the one hand there have been signs of relief all round as the ink dries on an agreement to build the Arctic patrol vessels.

On the other hand there has been some disappointment that the number has decreased from eight to six with a possible further decrease to five, if costs get out of hand.

The six light icebreakers are expected to cost \$2.3 billion with jetty improvements, equipment and ammunition costing another \$1.2 billion. Irving Shipbuilding is the successful bidder with a promise to deliver six ships by 2022.



Modules to test the ships' design will be built this summer and the first ship will start construction in September, one month prior to the next election.

The first ship is due in 2018 and further ships are to be delivered every nine months thereafter.

The prize for Irving if it does well here could be a crack at the \$25 billion combat ship replacement program to replace the Halifax class and the Iroquois class with 15 new vessels. The entire program is expected to produce 15,000 jobs over a thirty year period.

\$100 Million Renovation for *HMS Victory*

First launched 250 years ago, *HMS Victory* was Admiral Lord Nelson's flagship which led him to victory at the Battle of Trafalgar, where Victory led 27 English battleships against 33 French ones.

Recently *Victory* has suffered damage requiring a proper refit - the largest of its kind on any historical warship. She needs a new dry dock cradle as the current one is putting stress on its hull and her top deck needs to be made watertight.

As a result her top masts have yet to be reinstalled as the pressure of reintroducing these 25-ton masts could compromise her structural integrity. The warship, which has been in dry dock since 1922 and has seen more than 25 million people walk her decks, last went through a conservation project in 1955 which was completed in 2002.

In 2012, £50m worth of investment was set aside for the HMS Victory Preservation Trust courtesy of a £25m capital grant from the Sir Donald Gosling Foundation matched by the Ministry of Defence.



Trustees hope to avoid putting her in a big building like the Mary Rose Museum, closing her off to the public.

NAC-VI LEAD AND LINE

New Jetty for Halifax

(DND) recently released details about a proposed custom jetty to reshape the CFB Halifax dockyard. An advance procurement notice states the proposed “Jetty NJ” would be approximately 247 metres long and would extend 29 metres into the harbour in 12 metre deep water.

The construction project could cost an estimated \$75 million.



THE UNION CLUB OF BRITISH COLUMBIA'S MILITARY APPRECIATION DINNER

Friday, April 24, 2015 - Reception 6:00pm, Dinner 7:00pm

This special evening will begin with a Reception in our classic Reading Room. Guests will then be “piped” into the Centennial Ballroom where a four-course dinner will be served.

The dress of the evening will be formal or semi-formal for both gentlemen and ladies, including Mess Dress, black tie with miniatures, business suit or equivalent.

The cost will be \$80 per person or \$150 per couple. Please make your reservation through the Club's Front Desk at 250-384-1151 (ext.0). Non-member reservations must be accompanied with credit card or debit card payment. There will be a 72 hour cancellation policy in effect.

Special dietary considerations should be made at the time of making reservation, with a minimum of 48 hours notice required prior to the event.



LEAD AND LINE AND WW1

The Beaching of U118

SM U-118 was commissioned on 8 May 1918, following construction at the in Hamburg. It was commanded by Herbert Stohwasser and joined the I Flotilla operating in the eastern Atlantic. On 16 September 1918, SM U-118 scored its first hit on another naval vessel. About 175 miles (282 km) north-west of Cape Villano, U-118 torpedoed and sank the British steamer Wellington. Early the following month on 2 October 1918, U-118 sank its second and last ship, the British tanker Arca. 11 November 1918 saw the surrender of the Imperial German Navy, including SM U-118 to France, where she was to be towed for scrap. However, in the early hours of 15 April 1919, while it was being towed through the English Channel towards Scapa Flow, its towing hawser broke off in a storm. The ship ran aground on the beach at Hastings in Sus-



sex at approximately 12:45am, directly in front of the Queens Hotel.

Initially there were attempts to displace the stricken vessel; three tractors tried to refloat the submarine and a French destroyer attempted to break the ship apart using its cannons. None of this worked. The wreck of the submarine immediately became a popular tourist attraction with thousands of visitors to Hastings that Easter flocking to see the beached vessel. The vessel was put in charge of the local coastguard station and the Admiralty allowed the Town Clerk of Hastings to charge a small fee for people to climb on the deck of the submarine. This continued for two weeks, during which time the town collected almost £300

(UK£ 12,800 in 2015) which helped fund an event to welcome the town's troops returning from the war. Two men who gave tours subsequently died (possibly from chlorine gas from the sub's damaged batteries. Between October and December 1919 it was broken up and pieces removed for scrap. There is some reason to think the keel still lies beneath the sands at Hastings.



Facts courtesy Wikipedia

NAC-VI LEAD AND LINE

Canada's last submarines?

A million years ago I worked for then Defence Minister Perrin Beatty as a personal aide. The Deputy Minister at the time was Bob Fowler, a man I came to respect as a person of both creativity and integrity (rather like Perrin). Since then he has been kidnapped and held for ransom by Al Qaeda (and written a book about it) and weighs in occasionally on Defence issues.

Thus, I was particularly interested in Bob MacKay's recent blog on submarines which I have reprinted below.
Ed

Canada's *Victoria* class submarines are currently a third of our seagoing combat capability, with three of the four afloat and capable at any one time.

Robert Fowler, former Deputy Minister of National Defence, said recently about prospects for a followup submarine program:

"The government clearly doesn't intend to fund it, and I don't see any opposition party any more interested in funding it than the current government. The hypocrisy gap between what

the government says and what it does is perhaps larger than what the case is for the two opposition parties, but if you look at the track of defence spending, of course it is unaffordable. Secondly, the government has been pursuing, for the last six years, a conscious policy of voting monies in order not to spend them."

In other words, the Conservative government isn't going to fund a submarine replacement program, so by definition it is unaffordable.

If in fact we don't replace the *Victorias* in due course, we will have wasted, and lose, extremely valuable operational and maintenance expertise and experience. Naval dockyards on both coasts have the invaluable experience and know-how that is rare in the maritime world. The United States Navy has no such experience, having long since "gone nuclear". The situation is the same in the United Kingdom.

If we don't replace the *Victorias*, Canada will lose its most potent maritime weapons. It seems the Conservatives are willing to settle for the "soft power", third rate status for our country espoused by other political parties. How embarrassing, given the effort and sacrifices of earlier generations.



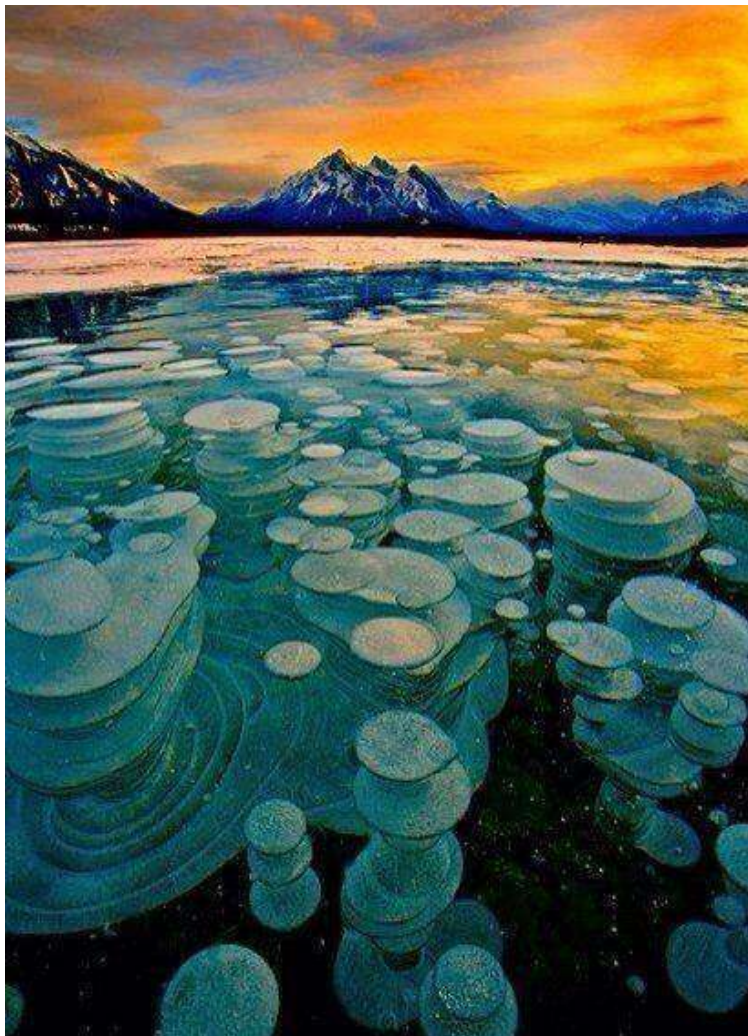
NAC-VI LEAD AND LINE

This article was sent in by one of our readers with the caption "I knew it!! And while it does not meet my usual criteria for material for this newsletter, I thought you might enjoy it anyway ...Ed

Finally a study that makes sense.

Brains of the elderly slow because they know so much.....

The brains of older people only appear to be less speedy, because they have so much information to



Now that's what you call pancake ice. Photo taken in Alberta

access, much like a full-up hard drive, scientists believe.

Older people do not decline mentally with age. It just takes them longer to recall facts, because they have more information in their brains, research suggests.

Much like a computer takes longer as the hard drive gets full up, so do humans take longer to access information, it has been reported.

Researchers say this slowing down is not the same as cognitive decline.

The human brain appears to work slower in old age, said Dr. Michael Ramscar, but only because so much information has been stored over time. Older people simply know more, so selecting a correct choice from the trove of stored data may take a bit longer.

What: The Memory Project's Thank You Luncheon Victoria, BC

Date: Wednesday February 4th, 2015

Location: Ramada Victoria

123 Gorge Road East, Victoria, BC V9A 1L1

Complimentary light lunch will be served.

Please RSVP by emailing

memory@historicanada.ca

If you have any questions, please give us a call at 1-866-701-1867. In the meantime, visit us at:

<http://www.thememoryproject.com/speakers-bureau/>

NAC-VI LEAD AND LINE

Victoria Children's Choir to attend Liberation Ceremony in Netherlands



The Victoria Children's Choir, winners of the prestigious Summa Cum Laude International Youth Music Festival honours in Vienna in 2011, has now been invited to assist with the liberation celebrations in the Netherlands in May 2015, marking the seventieth anniversary of the ending of WWII.

The choir is profoundly honoured by the request to participate in the May 4 Remembrance Ceremony at Holten Canadian War Graves site, in the presence of His Excellency, David Johnson, Governor General of Canada and members of the Dutch Royal Household. The choristers (12-16 years) will assist Dutch children with the placement of flowers at each of the 1400 graves and will further mark this moving occasion with a choral performance. The Holten War Graves site is well-known among Canadian Veterans because of the extraordinary level of attention it has received over the years from the nearby villagers in recognition of the sacrifice made by Canadians during the final days of WWII.

The Choir has also been thrilled by the invitation to participate in the Freedom Celebrations to be held in Amsterdam on May 5th

We are calling this the Bridging Generations tour, because of the extraordinary challenge faced by the Canadian army in a land crisscrossed by hundreds of rivers and canals after suffering heavy wartime destruction of infrastructure. In order to liberate the country and to bring relief to the starving population, the Canadian army built bridges, not only in a temporary physical sense but also in a durable emotional sense.

Please help these twenty-five children finance this journey of reflection and celebration by making a donation.

More information can be found on our website, <http://victoriachildrenschoir.ca/> where you will also find a link to our **Indiegogo** fundraising campaign

NAC-VI LEAD AND LINE



*A CC-130 Hercules dispatched from Winnipeg dropped emergency supplies to the stranded men. Tourist Joe Bun-
nis of France watches as the Hercules drops the survival gear.*

A Different Type of Rescue at Sea

An Air Force helicopter airlifted a group of hunters back to Coral Harbour, Nunavut after spending two days on an ice floe.

The eight men were picked up 55 kilometres south of the community, about 27 kilometres from the nearest shoreline.

The men had a SPOT beacon, which helped transmit their location, and were prepared for the cold weather. Initially the ice floe was only two kilometres from land and a local rescue organization tried to reach the group. But then it began drifting farther than they could handle.

The Joint Rescue Coordination Centre sent a Hercules from Winnipeg to deliver radios and

survival equipment; basically a big toboggan that's packed with food, water, tents and other survival gear as well as a couple of life rafts just in case the ice floe broke up.

A Cormorant helicopter from Greenwood, N.S. arrived the next day and altho It was unable to land on the ice did manage to hoist the men aboard.



NAC-VI LEAD AND LINE

Portsmouth welcomes Chinese warships for a week

Three Chinese warships arrived in Portsmouth 12 Jan. For the first time in many years.

During the visit crew members met the Lord Mayor and visited Royal Navy warships, *HMS Victory*, *HMS Warrior* and the *Mary Rose*.

The three warships, Chang Bai Shan, frigate Yun Cheng and the replenishment ship *Chaohu*, headed for Kiel, Germany after their England visit.



Service Officer's report

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NanOOSE Bay B.C. V9B 9J2
Ph 250-468-7101

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

*NAC-VI Welcomes New
Member Capt. Gary
Paulson, RCN (Ret'd)*



In Memoriam

12 Jan Ted Clayard
14 Jan Phyllis Murison

*If you would like to join the Service Officer's Report and Visitation Committee,
phone Irvine Hare 250-853-5493 or Peter or Elizabeth Campbell at 250-478-7351*

2015 Canadian Naval Heritage Calendar

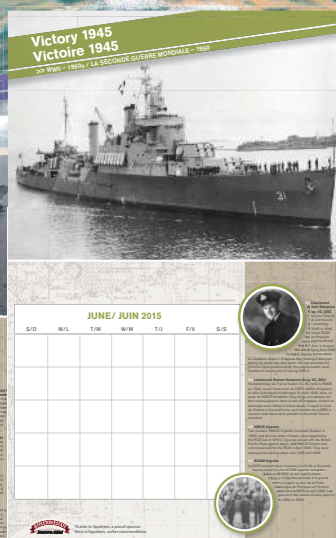
>> A CENTURY OF ACHIEVEMENT

2015 Calendar / Calendrier 2015

Patrimoine naval
A CENTURY OF ACHIEVEMENT / CENT ANS DE RÉALISATIONS



8.5 x 11 inch folded



The full colour 2015 Canadian Naval Heritage Calendar A Century of Achievement is now available through HMCS Sackville Gift Shop, CANEX stores and other outlets.

Produced by the Canadian Naval Memorial Trust, the calendar captures our rich naval heritage. It includes photos, paintings, graphics and text depicting

- Ships, naval leaders and heroic actions of the Royal Canadian Navy.
- Significance of the Battle of the Atlantic as embodied in the architecturally-striking Battle of the Atlantic Place to be developed on the Halifax waterfront.

The calendars have arrived – and are available for sale from Mike Morres at this week 250-592-8897 or email mfmorres@shaw.ca to arrange pick-up or to reserve or from Larry Dawe Larrydawe2@gmail.com

Cost is \$17.00 with all proceeds going to the CNMT (Sackville). There is no shipping charge nor tax.

CANADA'S
NAVAL MEMORIAL
HMCS SACKVILLE
MÉMORIAL NAVAL
CANADIEN