

LEAD AND LINE

NEWSLETTER OF THE NAVAL ASSOCIATION OF VANCOUVER ISLAND

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Things are heating up in the Arctic

USS Seawolf surfaced at the North Pole this summer while Chinese warships gathered off Alaska in the Bering Sea.

Photo: Cpl Charles A. Stephen



NAC-VI 26 Oct Luncheon

*Speaker: Dr. Jim Boutilier -
Developments in China*

Cost: \$25 per person.

Guests - spouses, friends, family are most welcome

Lunch at the Fireside Grill at 1130 for 1215

4509 West Saanich Road, Royal Oak, Saanich.

Please contact Bud Rocheleau bnhrocheleau@shaw.ca

or 250-386-3209 prior to noon on Thursday 22 Oct.

Please advise of any allergies or food sensitivities.

*****EARLY NOTICE*** NAC-VI
CHRISTMAS LUNCHEON IS
SCHEDULED FOR MONDAY 14 DEC
1130 FOR 1215. COST \$30.**

*Please contact Bud Rocheleau to
make reservations.*



NAC-VI LEAD AND LINE



President's Message Oct 2015

Welcome to fall. As I write this, leaves are falling, we have had to turn the furnace back on (it has been off since May) and your Executive is settling into its tasks for winter. Also, I would like to acknowledge an addition to our Executive, we are pleased to welcome David Collins to the team and look forward to his contributions.

Our Planning retreat worked very well and a number of plans are unfolding. I like to speak of the three pillars that guide our progress: camaraderie, service to members and advocacy for our Navy. All this is complemented by our wish to provide relevancy for our membership as we look to expand our base. NAC-VI is the second largest Branch in Canada, perhaps one day we will be first.

So perhaps a first step we can all do is look to introduce someone new to our programs. Consider inviting a friend to lunch. Our October luncheon will feature as a speaker, our very own Dr. Jim Boutilier who will be speaking on recent developments

in China. Jim has just finished accompanying the Admiral on a trip to China and will have some fresh insights to share with us.

In the area of service, Executive member Geri Hinton is developing a plan for us to enhance our efforts in serving the needs and concerns of our members. If you have any thoughts in this area please do not hesitate to contact Geri and share your ideas with her.

One of the benefits of membership is access to NAC news. National President Jim Carruthers, regularly compiles articles of interest regarding Naval happenings around the world. This is a great way to stay on top of emerging issues and to build a depth of understanding of the challenges facing our Navy so we can effectively advocate for it. Contact Jimc@rruthers.com and he will be pleased to put you on circulation. You do not have to go looking, it comes right to your inbox.

Finally, if you have any ideas that can help take us forward please do not hesitate to contact me or any member of the Executive, either by email or directly at our luncheons. We are also looking to build some committees to help take our goals forward and if you have some time to share please let me know.

Yours Aye

Bill



NAC-VI Executive Committee				Special Appointments			
President	Bill Conconi	billconconi@me.com	250-652-1634	Editor	Felicity Hanington	felhan@telus.net	778-440-0395
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Director at Large	Rod Hughes	rhughes@shaw.ca	250-472-8905	<div style="border: 2px solid red; border-radius: 15px; padding: 10px;"> <p style="text-align: center;">WHERE DO ALL THOSE PHOTOS GO?</p> <p>The photos taken at the monthly luncheon are posted on the NOAVI website each month. You can see them at: http://noavi.ca/events.html Click on the date.</p> </div>			
Director at Large	Geri Hinton	pege398@shaw.ca	250-477-7334				
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NAC-VI LEAD AND LINE

Just another day at work...



An aircraft technician on board HMCS Winnipeg loads a torpedo onto a CH-124 Sea King during Operation REASSURANCE in the Eastern Atlantic Ocean on August 21, 2015.

(Photo by Cpl Stuart MacNeil - HMCS Winnipeg)

Longest reigning monarch

Sept 19th Elizabeth replaced Victoria as the UK's (and our) longest reigning monarch. Between the two of them they have racked up 125 years of generally admired service. Elizabeth has visited 116 countries. She has conferred with 7 archbishops of Canterbury and 7 Popes, 12 British Prime Ministers and 11 Canadian Prime Ministers.



Queen Elizabeth II enjoying a walkabout after visiting the Old Government House in Fredericton, New Brunswick during her two-week royal visit to Canada.



RCN Drum Roll Returns

by Colin Magee,
Drum Sgt Victoria Police Pipes and Drums

As you may have noticed all pipe band marching tunes commence with two 3 paced drum rolls. There is an alternative in that a tune can be introduced by one single longer 5 paced roll before launching into the tune. This is the tradition of British guards regiments who step off with a 5 paced roll. There has been some regulatory restriction on the use of a 5 paced roll in favor of two three paced rolls in the Canadian Navy.

That 5 paced roll was an older tradition which is now being restored.

SECRETS OF THE BERMUDA TRIANGLE

It was a gas attack!

In an article published in the American Journal of Physics, two Australian scientists claim that large methane bubbles rising from the ocean floor are likely to blame for the disappearances of aircraft and ships in the Bermuda Triangle, the North Sea and another area in the sea of Japan. Oceanographic surveys have found large



Schooner Carroll A. Deering, as seen from the Cape Lookout Lightvessel on January 29, 1921, two days before she was found deserted in North Carolina. (US Coast Guard)

reserves of methane gas and evidence of older eruptions at these sites. Methane is normally frozen at great pressure within rock but when dislodged it becomes large bubbles which expand exponentially as they explode upwards. Any ships caught in the methane lose all buoyancy and sink to the bottom. Aircraft will lose their engines, perhaps igniting the gas and then plunge to the bottom. Wreckage on the surface is unlikely.

The Australian scientists tested their theory in a large tank and found that ships sink if they are between the middle of the bubble and its lower edges. If the ship is

directly over the bubble, it would sail on untouched.

However, if it is a large bubble the entire crew could be asphyxiated.



Aircraft incidents

- 1945: December 5, Flight 19 (five TBF Avengers) lost with 14 airmen, and later the same day PBM Mariner BuNo 59225 lost with 13 airmen while searching for Flight 19.
- 1948: January 30, Avro Tudor G-AHNP *Star Tiger* lost with six crew and 25 passengers, en route from the Azores to Bermuda.
- 1948: December 28, Douglas DC-3 NC16002 lost with three crew and 36 passengers, en route from Puerto Rico, to Miami.
- 1949: January 17, Avro Tudor G-AGRE *Star Ariel* lost with seven crew and 13 passengers, en route from Bermuda to Jamaica.
- 1965: December 6, Private Cessna lost with pilot and one passenger, en route from Ft. Lauderdale to Grand Bahamas Island.

Incidents at sea

- 1800: *USS Pickering (1798)*, on course from Guadeloupe to Delaware, lost with 90 people on board. {Possibly lost in a gale}
- 1814: *USS Wasp (1814)*, last known position was the Caribbean, lost with 140 people on board. {Possibly lost in a storm}
- 1824: *USS Wild Cat (1822)*, on course from Cuba to Tompkins Island, lost with 14 people on board.
- 1840: *Rosalie*, found abandoned except for a canary. {Possibly the "Rossini" found derelict{?}}
- 1918: *USS Cyclops*, collier, left Barbados on March 4, lost with all 306 crew and passengers en route to Baltimore, Maryland.
- 1921: January 31, *Carroll A. Deering*, five-masted schooner, found aground and abandoned at Diamond Shoals, near Cape Hatteras, NC
- 1925: 1 December, SS *Cotopaxi*, having departed Charleston, South Carolina two days earlier bound for Havana, Cuba, radioed a distress call reporting that the ship was sinking.
- 1941: *USS Proteus (AC-9)*, lost with all 58 persons on board in heavy seas, having departed St. Thomas in the Virgin Islands with a cargo of bauxite. The following month, her sister ship *USS Nereus (AC-10)* was lost with all 61 persons on board, having also departed St. Thomas with a cargo of bauxite. According to RAdm George van Deurs, USN, who was familiar with this type of ship, the acidic coal cargo would seriously erode the longitudinal support beams, making these aging and poorly constructed colliers vulnerable to breaking up in heavy seas. Both were sister ships of the *USS Cyclops*.
- 1963: SS *Marine Sulphur Queen*, lost with all 39 crewmen, having departed Beaumont, Texas, on 2 February with a cargo of 15,260 tons of sulphur. She was last heard from in rough, nearly following seas of 16 feet, with northerly winds of 25-46 knots. The Coast Guard subsequently determined that the ship was unsafe and not seaworthy, and never should have sailed. The final report suggested four causes of the disaster, all due to poor design and maintenance of the ship.

Incidents on land

- 1969: Great Isaac Lighthouse (Bimini, Bahamas) - its two keepers disappeared and were never found. (A hurricane passed through at the time of the disappearances).

Source Wikipedia

NAC-VI LEAD AND LINE

The Arctic Heats Up

By Lieutenant-Commander Tom Sliming

Excerpted from an article published in the April 2015 Crowsnest

The Royal Canadian Navy (RCN) is making a concerted effort to expand its operations in Canada's Arctic region, increasing the frequency and duration of its annual forays into remote and desolate waterways. However, it must do so with great caution, as its current Halifax and Kingston-class vessels were not designed to function with this type of operation in mind. In fact, the RCN's presence in the Canadian Arctic is only possible if conditions permit; that being essentially ice-free waters. In reality, in the face of its prevailing ice conditions, the RCN has to leave the "heavy lifting" in our Arctic to the Canadian Coast Guard (CCG), whose vessels and sailors have a well-deserved reputation of "owning" the North.

It was not always that way.

Canada's first icebreaker

Her Majesty's Canadian Ship (HMCS) *Labrador* was Canada's first purpose-built icebreaker. *Labrador* was constructed in Sorel, Que., and commissioned in the navy in 1954. She was at the time the most advanced icebreaker in the world and had a remarkable, albeit short, naval career.

Labrador achieved many notable firsts while patrolling and supporting research in the North. For example, after sailing from Halifax in July 1954 she rendezvoused with two U.S. Coast Guard ships off Melville Island, marking the first time ships met in the Arctic sailing from both the east and west. Transiting westward to the Bering Sea, she then became the first large vessel to fully navigate the Northwest Passage. Later that same season, she continued on to Esquimalt, B.C., for a brief visit, after which she returned via the Panama Canal to her home port of Halifax, in the process becoming the first ship to circumnavigate North America in a single voyage.

Security in the Arctic

So, while the RCN is now preparing to commit to patrolling the North once again, it did at one time consider the Canadian Arctic its daily business. And, with the arrival of the Arctic/Offshore Patrol Ship, or AOPS, it will once again.

The AOPS has been designed to provide the RCN a platform to conduct year-round patrols out to the limits of our economic exclusive zone in the Atlantic and Pacific Oceans, and most importantly, in the Arctic during the navigable season. What this means in practical terms is that, when seasonal ice conditions in the North permit access to commercial interests,

tourists, adventurers and illicit activities, the RCN will be there. The new class of ship will provide active surveillance, perform constabulary duties and respond to any urgent situation as required.

The Harry DeWolf Class

The AOPS will be well equipped for their domestic constabulary role, and will be armed appropriately with their main armament consisting of a remotely-operated 25 millimetre deck gun and two 12.7 millimetre heavy machine guns as secondary armament.

The ships will be able to support the CH-148 Cyclone, Canada's new maritime helicopter. However, for most northern deployments where the Cyclone's highly sophisticated warfare systems may not be required, a smaller more practical aircraft will likely be carried for routine ice surveillance and other miscellaneous tasks.

The ships can also carry several small boats, such as rigid-hulled inflatable boats, enclosed lifeboats, a landing craft and a diving support boat. In addition to boats, there is a vehicle bay for pick-up-sized trucks and utility vehicles such as snowmobiles and all-terrain vehicles. Depending on conditions, these could be placed onto sea ice, transported to shore in the landing craft, or offloaded to a jetty with the ship's crane.

Self-sustaining AOPS

As the small northern communities do not have the capacity to resupply or fuel large ships, an AOPS will be able to carry enough supplies to see it through a 120-day mission. It will also have a robust cargo capability with the ability to carry up to six containers on its quarterdeck and an additional two on its flight deck. As the ship cannot carry enough fuel for a full northern deployment, fuel will be pre-positioned at the Nanisivik Naval Facility, which is a fuelling and berthing facility being built near the eastern entrance to the Northwest Passage.

One of the most important capabilities an AOPS will possess is her ability to navigate in ice, critical for a ship that operates in the Arctic. While an AOPS will be extremely capable at breaking ice, it is not commonly referred to as an ice breaker. This is because the term "ice breaker" refers to the role of a ship, and the AOPS' primary role will not involve breaking ice for other ships. It is a naval vessel and it will conduct primarily naval missions. The ships will operate in new ice up to one metre thick and maintain forward progress at up to three knots in these conditions. So, though they do possess the capabilities of an ice breaker, they will generally only break ice for their own mobility.

World NAC-VI LEAD AND LINE

The Arctic heats up

Canada asserts its presence in the North

The RCN deployed four ships to Arctic waters this summer in an effort to show a Canadian presence in the Arctic. HMCS *Nanaimo* and *Saskatoon* departed from Esquimalt, B.C., on Aug 4, on a 6,500 km journey to Tuktoyuktuk, Sachs Harbour and Ulukhaktok. When HMCS *Nanaimo* visits Ulukhaktok, it will be the farthest east any Canadian Fleet Pacific ships have ever deployed in the Arctic. This year's operation marks the first deployment north of the 60th parallel for a Pacific fleet ship since HMCS *Cedarwood* in 1949.

On the east coast, HMCS *Shawinigan* and *Moncton* left Halifax Aug 10, to join Operation QIMMIQ for eight weeks and to operate in the Eastern Arctic.

HMCS *Shawinigan* will support the Northern Watch project, strengthening Arctic surveillance and monitoring capabilities in conjunction with Defence Research and Development Canada in the Eastern Arctic. HMCS *Moncton* will work with other governmental departments in the search for the Franklin Expedition, specifically to help to conduct an underwater archaeological survey of HMS *Erebus* and continue the search for HMS *Terror*.

The Fleet Diving Unit (Pacific) will deploy to Operation NANOOK, conducting dive operations in Sachs Harbour and Tuktoyuktuk. The dive team will be equipped with a Bottom Object Inspection Vehicle to conduct surveillance of underwater topography.



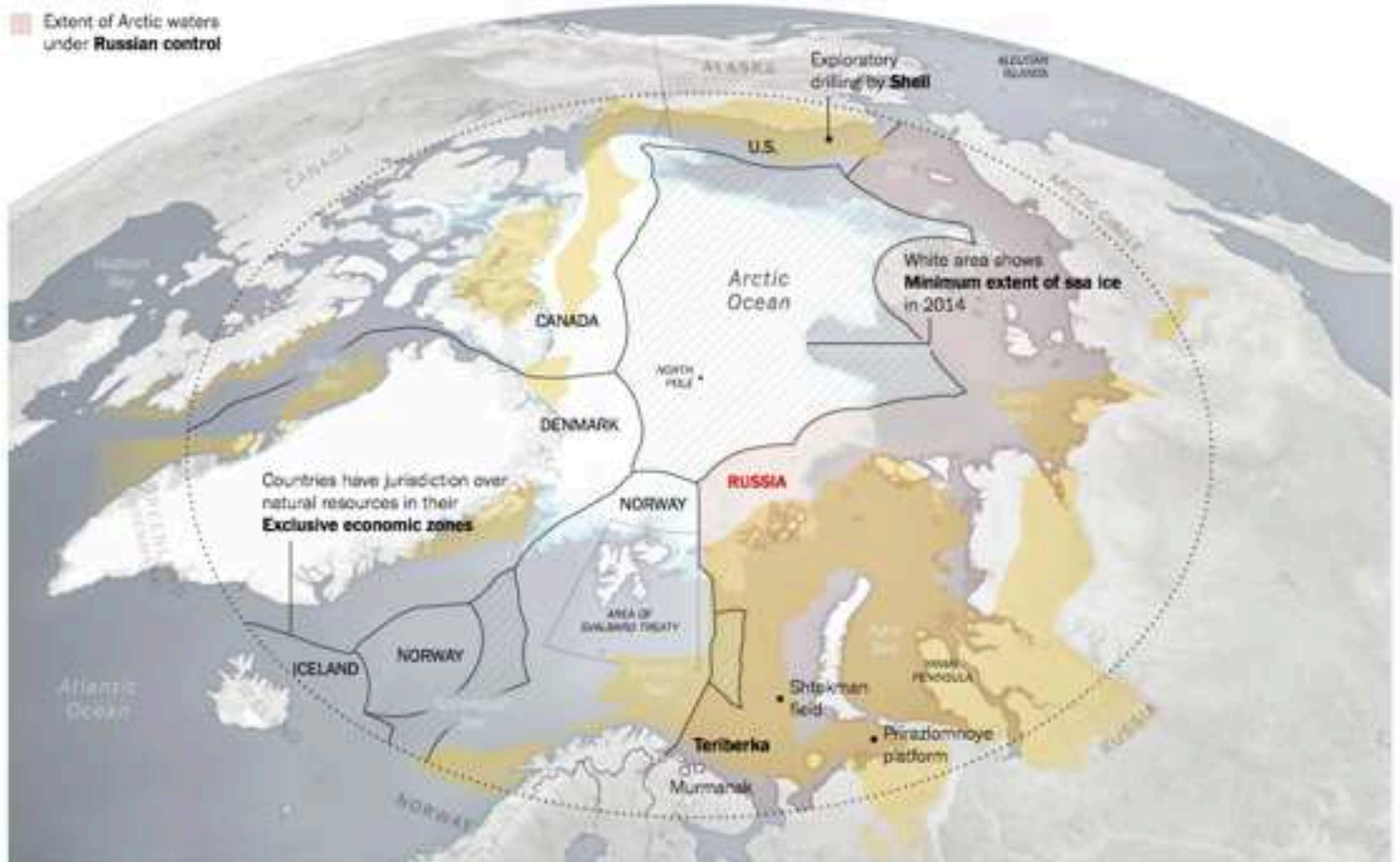
NAC-VI LEAD AND LINE

The Arctic heats up

World's navies converge on the Arctic as shipping passages emerge

The Competition for Resources in the Arctic

- Areas with 50% or greater chance of large **undiscovered oil and gas reserves**
- High seas and outer continental shelf
- Extent of Arctic waters under **Russian control**



Sources: American Association of Petroleum Geologists, Bureau of Ocean Energy Management, BPO at Durham University, Bordermap Consulting, KlimaCampus Integrated Climate Data Center, U.S. Geological Survey

Largely untapped reserves of oil, natural gas and minerals have the world's navies vying with each other for shipping rights. The United States, Russia, Canada, Denmark and Norway are currently pursuing jurisdiction over the Arctic seabed. As China and Russia boost their military presence in the resource-rich far north, U.S. intelligence agencies are ramping up. Over the last 14 months, most of the 16

U.S. intelligence agencies have assigned analysts to work full time on the Arctic. In addition to relying on U.S. spy satellites overhead and Navy sensors deep in the frigid waters, the analysts process raw intelligence from a recently overhauled Canadian listening post near the North Pole and a Norwegian surveillance ship called the *Marjata*, which is now being upgraded at a U.S. Navy shipyard in Virginia.

NAC-VI LEAD AND LINE

The Arctic heats up

USS Seawolf surfaces at the North Pole

For two months they were submerged under the ocean's surface, much of that time far below a solid mass of ice. As they passed through the Bering Strait bordering Russia, they steered around undersea ice formations more than 30 feet deep. When they finally punched through the Arctic ice cap just shy of the North Pole, it took them five hours to break the ice off their submarine's key hatches so they could reach the fresh air. What they found awaiting them was a cold, white world of silence, of complete isolation, with not so much as a bird in sight.



The Arctic heats up

China's uneasy alliance with Russia

Five Chinese warships that were operating off the Alaska coast earlier this week reportedly entered U.S. territorial waters and came within 12 nautical miles of the coast.

China's Defense Ministry confirmed that its naval ships had sailed to the Bering Sea for training after a joint military exercise with Russia in late August. Officials in Beijing insisted that the activity was routine and not aimed at any particular country. Three surface warfare ships, one amphibious assault ship and



one supply vessel from the People's Liberation Army Navy were sighted in the Bering Sea. It was the first time that Chinese ships had been seen in the body of water separating Alaska and Russia.

The Chinese ships' appearance coincided with President Obama's trip to Alaska, during which he largely focused on climate change, but also pressed Congress to approve the building of more icebreakers to counter claims to the Arctic made by Russia.

continued on page 8

NAC-VI LEAD AND LINE



News from
HMCS
Calgary



by SLt Peter Hudson

HMCS *Calgary* began July alongside Vancouver for Canada Day. During the port visit, a small contingent from the ship's company spent the day at Canada Place giving the public a glimpse of what we do. There was a Naval Boarding Party display, an interactive firefighting display, and a kid-friendly version of the FORCE Test, which is the Canadian Armed Forces physical fitness standard.

The ship was also open to the public for tours, allowing visitors to observe the Flagship of the Pacific Fleet up close. On the evening of July 1st, *Calgary* and the Commander Maritime Forces Pacific, Rear-Admiral Truelove, hosted a reception for distinguished guests from the city. The invitees enjoyed a delightful assortment of food and refreshments, music from the Naden Band jazz quartet, and a spectacular view of the fireworks in the harbour. *Calgary* departed Vancouver July 2nd with 24 friends and family members embarked for the sail home.

Hours after arriving in Esquimalt, the command team and 17 other sailors travelled to the ship's namesake city to take part in the Calgary Stampede. The contingent started their four-day visit by participating in the nationally televised opening parade. The group also took part in parades that were held at the Spruce Meadows equestrian facility and served at several Pancake Breakfasts hosted by the Calgary Stampede Committee.

These events served as a great opportunity for the sailors to give back to the community and to experience the outstanding support that Calgarians have for the military. The contingent was also afforded front row seats to rodeo events, chuck wagon races, and the

Canadian Classic Grandstand Show, an impressive showcase of Canadian culture and its contributions to the world. The trip to the Calgary Stampede concluded with a tour of the Smithbilt Factory and a visit to the Calgary Burn Unit at Foothills Hospital. Each year,



SLt Ellie Aminaie

In less than 12 months, HMCS *Calgary* has fired a total of 12 missiles in support of the modernization of weapons capabilities. Since *Calgary* achieved high readiness status last spring, post-Halifax Class Modernization (HCM), ship and crew have played an integral part in testing the capabilities of the weapons systems and the enhancements that were fitted on board as part of the HCM upgrades.

The ship's most recent missile testing at the Pacific Missile Firing Range near Hawaii was the third installment of a series of live firing tests over the course of 2014-2015 that began upon completion of RIMPAC 2014.

NAC-VI LEAD AND LINE



HMCS
Calgary
(335)

Commanding officer:

Cdr Julian Elbourne

Executive Officer:

LCdr Mike Stefanson

COXN:

CPO1 David Morse

Calgary proudly donates to the burn unit, and this year the ship presented a cheque for \$3350, reminiscent of the ship's hull number.

While alongside, *Calgary* underwent a short work period. The 6 week program was jam packed with numerous projects throughout the ship. Fleet Maintenance Facility (FMF) Cape Breton workers and ship company worked around the clock often at all hours to ensure successful completion of the projects.

The work continues into August with *Calgary* on track for a successful work period. In addition to working onboard, the ships company obtained new qualifications and refreshed old ones with alongside training courses. The crew were able to take some vacation as well to spend some needed quality time with friends and family.

July 13th to 23rd, *Calgary* participated in a photo shoot conducted by the Navy Public Affairs Branch. The purpose of the photo shoot was to compile an updated database of RCN imagery that will be used for various

marketing products. The camera crew captured time-lapse and still imagery of several post-HCM equipment and sensors. Some sailors also acted as subjects for still images and film segments, which highlighted operations at sea, daily tasks, and

various orders of dress. The project was a success providing lots of valuable material for the recruiting and marketing effort.

Next for the ship? An interesting trip to San Francisco for Fleet Week in October.

Canadian Military should help Syrian refugees... Rick Hillier

No, he is not running in the next Federal election. Rick Hillier the former CDS (retired in 2008) honestly believes the CF should play a key role in helping to bring at least 50,000 Syrian refugees to Canada by Christmas,

"We're used to running big operations around the world — whether that's the Canadian Forces putting 3,000 soldiers on the ground in a war zone 12,000 km from home in a very short period of time or bringing 50,000 war brides back from England in 1955. We can do this kind of thing."

But, he said, we have to move fast

"For those kids and those families and older people who are living in terror and fleeing for their lives, waiting [a few months] is far too long for them."

"Let's put a logistics operation in place, get all these cruise ships in Europe that come back to North America for the winter season and let's go and lease a couple of those, bring three or four or five thousand people at a time," Hillier added.

"You don't have to fly people here on military airplanes. Take seven or eight or nine or 10 days to bring them across the Atlantic and you got more time to figure out assessments. This kind of operation is doable. This is



what our nation has done for 147 years. Let's do it again."

"Doing it quickly doesn't mean you have to take short cuts," he said.

He outlined a proposal where workers on the ground would screen refugee applicants as part of the selection process.

"First, we can go with children who are orphaned, who've lost their moms and dads, who are all alone," he said.

"Go with young women, older women who are perhaps on their own. Go with single-parent families or go with comprehensive families, and you're going to have 50,000 refugees in a heartbeat. And almost none of those is going to be any kind of security threat whatsoever."

NAC-VI LEAD AND LINE



Admiral's Mountains of Southern BC

Mt Troubridge:

by Larry Dawe

This name, pronounced "troobridge" first appears in the ranks of Baronet and Admiral at the beginning of the Napoleonic period in 1799 with Sir Thomas Troubridge. Both the first and second baronets served as Admirals in the Royal Navy

Sir Thomas served with Nelson in East India in the frigate *Seahorse*. Amongst his many adventures he led the line (under Admiral Sir John Jervis, Jervis Inlet) in *Culloden* at the Battle of Cape St Vincent. Mis-adventures however, plagued his career. Still in command of *Culloden*, he assisted Nelson in the unsuccessful attack on Tenerife but was unable to participate in the battle of the Nile, having run aground on a shoal at the entrance to Aboukir Bay. His career ended abruptly in 1807 when he forced the decision to sail (12 Jan) the unseaworthy HMS *Blenheim* (in company with the frigate *Java*) to reposition at the Cape. The ships lost sight of one another (5 Feb) and only *Harrier* arrived at the Cape.

With sad irony, his son Sir Edward Thomas, sailed in command of the 18 gun sloop *Harrier* in company with the doomed *Blenheim*. Shortly thereafter, Edward Thomas in command of *Greyhound* was ordered to look for the missing ships. After consultation under a flag of temporary local truce it was determined that *Blenheim* sank without a trace in foul weather near Madagascar.

Despite this, family tragedy, the career of Sir Edward was more cheerful than his father's. He joined the RN as a volunteer at the tender age of 10 and went on through a sinuous upward route to a varied and interesting career. He served in the Battle of Copenhagen as a midshipman, in *Victory* under Lord Nelson, then upon being promoted Lieutenant served briefly in his father's ship *Blenheim* (before the fateful voyage) in the East Indies. In command of *Harrier* he distinguished himself along with Capt Elphinstone (August Lead &



Mount Troubridge - 4285 feet in elevation

Line) against the Dutch capturing several valuable Dutch East Indiamen and securing huge prize money. His exploits continued in the War of 1812 in command of the frigate *Armide* with his capture of the American *Herald* and the French *Invincible*. Subsequently he commanded the naval brigade in operations against New Orleans in 1815.

After the war, he and his family spent much of the next 15 years living variously in Italy, France and Belgium. He served as MP for many years and as Naval Aide de Camp for King William 1831 and until 1841 for Queen Victoria.

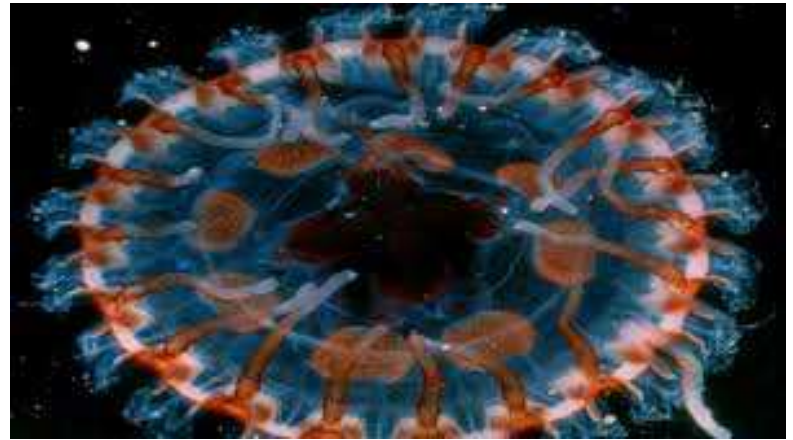
Sir Thomas' second son, Capt Thomas Herbert Cochrane (1860-1938), is unfortunately most remembered for failing (though his force was outclassed), to pursue the German cruisers *Goeben* and *Breslau* into the Black Sea, thereby leading Turkey to side with the Germans. The eighth Baronet in the direct line is Edward Peter born in 1987.

It may be seen that Capt Richards in his 1860 survey of Jervis Inlet had two Admiral choices to support his naming of Mt Troubridge. *some info from Wikipedia*

HERE THERE BE MONSTERS....



Mysteries of the Sea

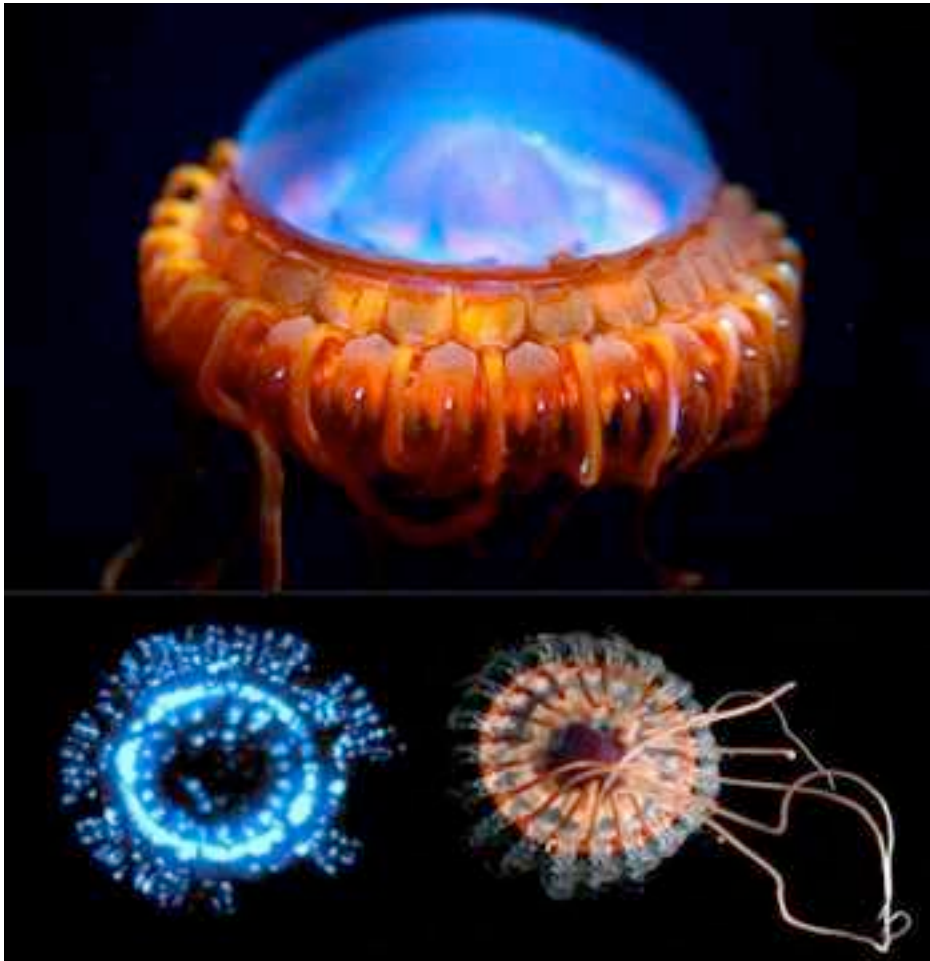


October's little miracle of the deep is the alarm jellyfish, also known as the Atolla jellyfish or Medusa Corona. When attacked it launches a series of flashes which draw other predators to eat the would-be attacker

Ed

The technical name for this wonderful creature is *Atolla wyvillei*, so named for Sir Charles Wyville Thomson, the scientist onboard the ill-fated spaceship *Challenger* which exploded in 1886. This jellyfish is an incredibly deep-water creature preferring

depths of 1,000 to 4,000 meters, known as the 'midnight zone'. The alarm jelly is beautifully adapted to its environment possessing 22 normal tentacles and one long trailing tentacle which helps to catch its prey. Its defensive tactics are particularly brilliant. Not content to merely protect itself, it uses bioluminescence to create a circle of blue



flashes not unlike the siren on a police car. (Blue is the colour which travels furthest underwater.) And remember this is a creature with NO BRAIN CELLS. Clearly we don't need to go to space to find alien creatures.

NACVI LEAD AND LINE



VETERAN'S CORNER

BY ROD HUGHES

As part of my duties as a Director for NAC-VI, I was asked to re-establish a rapport with the local Veterans Affairs Canada (VAC) staff in Victoria. I had met Bridget Preston the District Director for VAC while I was still in uniform so it was easy to establish communications. The Director is a strong supporter of veterans issues and had already arranged for periodic informal gathering of representatives from local veteran's/military clubs and associations with the aim of having an open dialogue between VAC and these groups. I am now a member of this discussion group, and it is my intention to publish in the Lead & Line the latest scuttlebutt and any other gems that may be discussed at the meetings.

The first invitation I received from VAC was to attend a town hall meeting with the Veteran's Ombudsman, Mr. Guy Parent. I must admit that while I was in uniform, I knew that we had a CF Ombudsman, but I had not realized that there is a completely separate Veterans Ombudsman who "works to ensure that Veterans, members of the CAF and the RCMP, and other clients of VAC are treated respectfully, in accordance with the *Veterans Bill of Rights*, and receive the services and benefits that they are entitled to in a fair, timely and efficient manner."

Mr. Parent was formally a CWO SAR Tech with his last appointment as the CWO of the CF. After retiring from the CF in 2001, Mr. Parent joined the office of the National Defense and CF Ombudsman where he assumed increasing responsibilities, first as an investigator and later as Director of Investigations and Director of the Om-

budsman Special Response Team. His vast experience led him to be drafted by the Office of the Veterans Ombudsman in 2008, where he served as Director of Research and Investigations until his appointment as Ombudsman. His experience with VAC has allowed him to gain significant knowledge about programmes, policies, and procedures related to veterans, and to appreciate the importance of the Veterans Ombudsman mandate.



Guy Parent - Veterans' Ombudsman

Mr. Parent gave an excellent presentation followed by a lengthy Q&A period where serious issues pertaining to veterans support were openly and passionately discussed. What I learned is that the Veterans Ombudsman runs a small but experienced and dedicated team located in Ottawa. They are part of the federal government but operate independently and at arms-length in order to fulfil their Veterans support mandate. The Ombudsman however, only take on issues once the usual line-of-authority has failed to resolve the issue. Their services are free and confidential. They also have a useful web site

<http://www.ombudsman-veterans.gc.ca/eng>

I encourage you to visit it. The link to the Veterans Bill of Rights is especially worthy of attention.

NAC-VI LEAD AND LINE

HMCS *Stormont*

Christina O is a private motor yacht that once belonged to billionaire Greek shipowner Aristotle Onassis. At 99.06 metres long she is number 31st among the Top 100 largest yachts in the world as of 2013. She was originally a Canadian anti-submarine River-class frigate called HMCS *Stormont* and was launched in 1943. She served as a convoy escort during the Battle of the Atlantic and was present at the D-Day landings.

After the end of the Second World War she was one of many surplus naval vessels; Onassis purchased her at scrap value of US\$34,000. He then spent US\$4 million¹ to convert her into a luxurious super yacht named after his daughter



Christina O (ex HMCS Stormont) seen in drydock in Marseille this summer

Christina. Upon Onassis' death, she donated the yacht to the Greek government as a presidential yacht, renamed *Argo*. Allowed to decay, the vessel was purchased in 1998 by fellow Greek shipping magnate John Paul Papanicolaou, an Onassis family friend who secured the yacht in a government-sponsored auction. He

spent \$50 million to retrofit her, restoring her previous name in honor of his then departed friend, Christina. Since Papanicolaou's death in 2012, *Christina O* has been rented for private charters and cruises at 455 Euros a week.

Christina O was spotted in July in Marseille undergoing refit.

Service Officer's report

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*NAC-VI Welcomes New
Member David Collins from
the Ottawa Branch*