

LEAD AND LINE

NEWSLETTER OF THE NAVAL ASSOCIATION OF VANCOUVER ISLAND

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NAC-VI 14 Dec Luncheon Cost \$30

Commodore Zwick will be joining us

Guests - spouses, friends, family are most welcome

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

Please advise of any allergies or food sensitivities.

*Please contact
Bud Rocheleau bnhrocheleau@shaw.ca
or [250-386-3209](tel:250-386-3209) prior to noon on Thursday
10 Dec.*

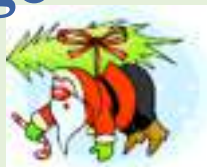


NAC-VI LEAD AND LINE



President's Message

Dec
2015



As our year winds down and the festive season winds up, there is a lot of activity unfolding in NAC-VI.

This year our Christmas Luncheon is scheduled for December 14 at the Fireside Grill. Come and join your fellow members for yuletide cheer, fellowship, and a traditional Christmas menu. This is also our opportunity to bring our spouses. Commodore Zwick has the date on his calendar and emergencies not withstanding, we look forward to his Christmas welcome.

Also to be remembered as our year winds down is that our memberships are up for renewal by the end of the year. Please make every effort to get this done and we will be able to recognize this in your annual receipt, this year being doubled, as it will now cover two renewal periods. This is also a good time to consider a donation to the Navy League and/or the Endowment Fund.

David Cooper has been busy arranging our outreach schedule as we look to take our support for the Navy message to the Canadian public. If you know of a

group that might benefit from our presentation, please let David know and we will schedule it. The presentation has evolved and has become better as a result of constructive input by many members.

I had the pleasure a few weeks ago to meet with a recent RMC graduate who is here taking training at Venture. His group, having connected with NAC while at RMC, is keen to get involved. An area we are looking to develop is a series of early evening (after work) presentations featuring presentations on topics of interest (much like our luncheon speakers). We meet early in the New Year to take this idea to the next step.

At our December Executive meeting we will be starting the process of reviewing and updating our website and web services. Web services have evolved a lot since we started in this area and we will be looking at a number of areas of possible improvement. Stand by for more on this next month.

We are pleased to confirm our speakers for January and February. January we will welcome Vice-Admiral (Retired) Bruce Donaldson, and in February, Commodore Marta Mulkins, Commander Naval Reserves. These will be excellent talks.

Finally, on behalf of your Executive, please accept our very best wishes for the holiday season.

Yours Aye
Bill

NAC-VI Executive Committee				Special Appointments			
President	Bill Conconi	billconconi@me.com	250-652-1634	Editor	F Hanington	felhan@telus.net	778-440-0395
Past President	Michael Morris	mfmorris@shaw.ca	250-592-8897	Member Services	Stan Brygadyr	swb44@icloud.com	250-727-2243
Vice President	David Cooper	drecooper@shaw.ca	250-652-6580	Photography	John Webber	pacificsafety@shaw.ca	250-920-4159
Secretary	Kathie Csomany	csomany@islandnet.com	250-477-4175	List Master	Michael Morris	mfmorris@shaw.ca	250-592-8897
Treasurer	Peter Bey	peterbey@yahoo.ca	250-652-2225	List Master	Jim Dodgson	jigolf2000@telus.net	250-592-0264
Director at Large	Ken Summers	kensummers@telus.net	250-370-9954	Historian	Stan Parker	esparker@shaw.ca	1-778-441-3933
Director at Large	Derek Greer	Derek.Greer@telus.net	250-595-1864	Webmaster	Eric Griffiths	eric.griffiths2012@gmail.com	1-250-537-0608
Director at Large	Rod Huges	rhughes@shaw.ca	250-472-8905				
Director at Large	Geri Hinton	pege398@shaw.ca	250-477-7334	Director at Large	Gerry Pash	gwpash@shaw.ca	250-658-6509
Director at Large	Bill Macdonald	becalmed1@shaw.ca	250-661-3731	Director at Large	David Collins	collinsdb@hotmail.com	778-265-0872

NAC-VI LEAD AND LINE

The Story of the Naval Hymn

The author of the naval hymn was an Anglican churchman named William Whiting, who was born in Winchester, England in 1825. Whiting grew up near the ocean on the coasts of England, and at the age of 35 had felt his life spared by God when a violent storm nearly claimed the ship he was sailing in. This instilled in him a profound belief in God's command over the rage and calm of the sea.

As headmaster of the Winchester College Choristers' School some years later, he was approached by a student about to travel to the United States, who admitted he was terrified of the upcoming ocean voyage.

Whiting shared his experiences of the ocean with the student, and wrote this hymn to help "anchor his faith".

*Eternal Father, strong to save,
Whose arm hath bound the restless wave,*



*Who bidd'st the mighty ocean deep
Its own appointed limits keep;
Oh, hear us when we cry to Thee,
For those in peril on the sea!*

In writing it, Whiting is generally thought to have been inspired by Psalm 107 which describes the power and fury of the seas in great detail:

*Some went out on the sea in ships;
they were merchants on the mighty waters.
They saw the works of the Lord,
his wonderful deeds in the deep.
For he spoke and stirred up a tempest
that lifted high the waves.
They mounted up to the heavens
and went down to the depths;
in their peril their courage melted away.
Psalm 107: 23-26*

Within a year the text appeared in the influential first edition of *Hymns Ancient and Modern* (HA&M) in 1861. Winston Churchill loved it, and the hymn was performed at the funerals of Presidents Franklin Roosevelt, John Kennedy, and Richard Nixon.



NACVI LEAD AND LINE

Naden Band Christmas Concert at The Royal Theatre

*In support of The Salvation
Army Toy Drive*

PLEASE BRING AN UNWRAPPED TOY

Join in the fun and excitement as 35 professional musicians take to the stage to entertain and get you into the holiday spirit. The Naden Band of the Royal Canadian Navy presents the 37th annual Christmas concert in support of The Salvation Army Toy Drive. The festive musical program will include original works and holiday favourites for the entire family. Audience members are asked to bring a new, unwrapped toy on the night of the performance.

Be sure to get your tickets early as this event is a sell-out year after year! Tickets can be purchased at the Royal and McPherson box offices, by phone [250-386-6121](tel:250-386-6121), and online at www.rmts.bc.ca

For further information contact Naden Band Public Relations at [250-363-5698](tel:250-363-5698) or Salvation Army Services at [250-386-3366](tel:250-386-3366) ext. 1

Concert Information:

**December 14, 15, and 16,
7:30pm
Royal Theatre
805 Broughton St, Victoria
Tickets are \$10**



Phone: [250-386-6121](tel:250-386-6121)

Toll-free: **1-888-717-612**

Tickets can be purchased in person, by phone, or online at www.rmts.bc.ca



The Arion Male Voice Choir

with soloist
Kiiri Michelsen

Christmas Concert

Tickets \$15 in advance - \$20 at the door
Accompanied children under 12 free
Tickets available from Choir Members
or at the door

For tickets in advance call
[250-220-5414](tel:250-220-5414) or visit
www.arionchoir.ca

Supported by Thrifty Foods, Country Grocer, Fairway Markets, Renaissance Investments,
Green Shield Canada, Staples, Stone & Company Ltd and Fidelity Investments.

Friday Dec 11, 2015, 7.30 pm
Centennial United Church
612 David St at Gorge Rd



The bridge

Jim Carruthers | National President | jimc@rruthers.com



NAVAL ASSOCIATION OF CANADA
ASSOCIATION NAVALE DU CANADA

We are More than Meets the Eye

We are making way. There is visible progress across the country, we are attracting new members, moving our average age down, organizing events of benefit to our members and the future of the Navy and beginning to educate our leaders as to the need for a capable and effective navy. We use terminology such as camaraderie, outreach, naval affairs and education, but how does this all play together in NAC?

I suggest there are three areas where we need to concentrate our efforts—we are in some ways combining what otherwise might be three different organizations:

- Continuing our 'traditional' role of camaraderie,
- Developing a professional home for serving members,
- Educating Canadians and particularly Canadian leaders as to the need for a capable and effective navy.

AN RCN ALUMNI

One of our traditional roles, and indeed a driving force in establishment of the Association following WWII, was the desire to maintain the camaraderie and connections forged during the war.

I suggest this is still the case. The desire to maintain connections when leaving the RCN remains as strong as ever. Whether service was relatively short or a full career, the bonds forged during service are deep and enduring. These are possibly the strongest bonds we make and they are worth preserving.

We need to attract more retiring service members. For the past few years NAC-Ottawa (NAC-O) has been using the idea of a year's free membership presented at the retiree's DWD (depart with dignity) ceremony. It has proven to be successful and as a result the Branch leadership is now composed of 'relatively' young individuals who found their way into the Branch via this channel.

More recently, your National Board approved an 'Introductory Membership' which waives National fees for one year. This

allows Branches to promote NAC to retiring folk. This should not be limited to only RCN retirees, but extended to others who have worked with the RCN in our dockyards and HQ staffs.

A weakness in the process has been our ability to identify these individuals. It has to date, been done through informal personal connections but it seems to me that establishing an NAC link would be of benefit to the service as well as the individual. We need to formalize this for both regular and reserve force formations.

Getting these 'young' folks in the door is only the start. The Branch needs to mentor them for awhile, making sure they are properly introduced to other members and feel at home.

Every successful enduring organization establishes such a home for its 'graduates'—called an alumni organization. I submit that the NAC is the RCN's alumni association.

PROFESSIONAL SOCIETY

While the attraction of retired members is important, we also have an interest, indeed an imperative, in attracting serving members in order to support our profession.

Shortly after commissioning, I joined the US Naval Institute (USNI) and remain a member today. I suspect some of you did the same. I also joined the IEEE and became a PEng in the knowledge that professional development did not end with service courses—that exposure to informed debate, examination of new ideas and tracking of developments was a critical part of my professional development.

We provide some degree of exposure to such debate and discussion through *NAC News* and *Starshell*. We also support the *Canadian Naval Review* (CNR) published by Dalhousie University. The founders of CNR tell me they set out to establish the magazine as a Canadian parallel to the USNI *Proceedings* based on the belief that the RCN needed a place for debate and discussion. We are talking with CNR leaders regarding how we might join more closely together to achieve what seem to be common goals.

Our annual conferences—staged by volunteers from our Branches

THE BRIDGE

—are a great means of examining specific issues in some detail, thereby raising the understanding of those serving members who attend subsequent to the conference, papers published provide solid research on the subject and engender further discussion.

The Commander of the RCN, fellow NAC member Vice-Admiral Mark Norman, has written [*Page 3, Summer 2015 Starshell*] supporting NAC membership. RCN leaders such as Commodores Art McDonald, Luc Cassivi and Simon Page are active in support of our Association. We recently stood up an informal advisory group composed of Luc and Simon with the task of promoting closer links between the RCN, its serving members and the NAC.

The 'introductory' membership mentioned above with regard to alumni also serves a second purpose—this time at the start of careers providing a bridge to new serving members. Part of the concept was that we would offer new RCN members under training, an introductory membership for the duration of their training period, with the intent of introducing a concept of life-long membership.

Work started at Royal Military College (RMC) and the first group of graduates are now on the coasts—we need to transition the individuals to local Branches. The group now at RMC totals thirty-six, and through donors we are affording them the opportunity to join us in events such as our National Conference and the NAC-O Battle of the Atlantic Gala dinner where they not only benefit from exposure to their profession beyond the army centric environment of RMC (in my opinion...) but they also add a unique flavour to the events.

Canada needs a professional home for its naval war-fighters. I submit that NAC needs to be that professional home.

EDUCATE CANADIANS

As we have said many times, our main reason is to educate Canadians and in particular Canadian leaders, as to the need for a strong and capable Navy. With the new Cabinet just announced—a Cabinet which arguably reflects Canada—it would seem that the new ministers also reflect the general population's 'sea blindness.' We will need to start at a basic level of awareness and build their understanding block by block. But how can we tackle this?

While our sense of urgency is triggered by the election of a new government, our work needs to be long term, ongoing and persistent. We need to repeat our message(s) over and over again. I suggest we can divide the education mission into three segments.

One initiative should be to 'op-ed' type commentary where the 'product' is a 600 word or so short piece that usually is focussed on a single issue that would have fast turn-around if needed, and often will be written by a NAC member. Length is severely restricted if the piece is to be acceptable to news type media. Given the length restriction, the writing would be commentary, perhaps offering a solution but without analysis.

We must also generate analysis type pieces of several thousand words, looking into issues in some depth. Fellow member, Dr. Eric Lerhe has suggested an interesting wrinkle with the idea of spon-

Our Navy at Work

The Enhanced Naval Boarding Party from *HMCS Winnipeg* loads into the ship's rigid hull inflatable boat to conduct a boarding exercise with *HMCS Athabaskan* during NATO Exercise TRIDENT JUNCTURE in the coastal waters of Spain as part of Op REASSURANCE on October 24, 2015



LS Ogle Henry, *HMCS Winnipeg*.

soring an essay contest with a significant prize as a way to get academics to focus on issues of importance to the NAC. Such analysis will also come from our membership but it is expected that we will also need to commission articles.

Our OUTREACH program hopes to educate Canadian leaders with a focus on local leadership. Given all the new Members of Parliament, we need to concentrate on local ridings through the OUTREACH program focussing on MPs, staff and local influencers back in their ridings using local Branches. A second approach will be Ottawa based, identifying those MPs who are sympathetic to our cause—a 'naval caucus' if you will. Following that, an ongoing effort will be needed to keep the 'caucus' informed. Regular appearances

before House and Senate committees should be part of the mix. I submit we need to develop a 'naval caucus.'

TOGETHER

So we are different things to different people. Some members may find all foci of value but most will concentrate on fewer. Hopefully in some way we will all support our work to educate Canadians as to the need for a capable and effective Navy. Together we can make a difference. What do you think?

Yours aye.

Jim

NAC-VI LEAD AND LINE

It was a busy fall season for the Canadian Navy



HMCS Halifax

HMCS *Halifax* departed Norfolk, Va., in Sept. to join HMC ships *Athabaskan* and *Montréal*, as well as USN Ships *William McLean* and *The Sullivans*.

The ships conducted Task Group Exercises (TGEX) in preparation for the multinational military exercises Joint Warrior and Trident Juncture 15, (also known as JOINTTEX 15 in Canada).

TGEX plays an important role for RCN ships' crews by providing interoperability training for embarked fleet staff. HMCS *Halifax* was flagship for TGEX, using new equipment fitted during its modernization to support the embarked Commander and his staff.

Joint Warrior and Trident Juncture 15 took place in Oct and Nov off the coasts of the UK, Portugal, Spain and Italy. Trident Juncture 15 was the largest NATO exercise in more than a decade.



Canadian Aurora aids search for Russian sub

In late November Britain asked for help from Canada and France after a Russian was spotted close to Scotland. The UK's Trident Program is located close by. *HMS Sutherland*, a submarine and a French Atlantique maritime patrol plane searched for a week before receiving help from a second French plane and a CP-140 Aurora. The British government has since announced it plans to buy nine new Boeing P8 maritime patrol aircraft.



Photo by LS Ogle Henry, HMCS Winnipeg

HMCS Winnipeg sailing through the Eastern Atlantic Ocean on the ship's transit to Exercise Trident Juncture during Operation Reassurance on October 21, 2015.

NAC-VI LEAD AND LINE

HMCS Calgary shines at Fleet Week in San Francisco

By LS David McColl

On a sunny California morning, HMCS *Calgary* joined its counterparts from the US Navy and US Coast Guard and sailed under the Golden Gate Bridge. Lining the shore were thousands of people waiting to see the spectacle.

The frigate's mission: to represent Canada and the RCN in San Francisco for Fleet Week 2015 held from October 5 to 12.

Events included the parade of ships where the fleet en-

ters the harbour in formation, aerial displays from the USN Blue Angels and the USN Leap Frog parachute team, as well as the unique opportunity for the public to venture on board and tour warships from around the world.

In San Francisco, the USN showed off one of its newest warships, USS *Somerset*, the latest San Antonio-class amphibious transport dock, as well as the cruiser USS *Cape St. George*, the destroyer USS *Stockdale*, and the littoral combat ship USS *Coronado*.

HMCS *Calgary*, berthed at Pier 15 between the famous San Francisco Ferry Terminal and tourist hotspot Pier 39, was a popular choice for tourists and locals who wanted to get a closer look at the ship and sailors of the RCN.



The crew hosted tour groups, showcased displays from the ship's boarding party and dive team, and strategically placed sailors at various positions on the upper decks to answer questions on a variety of subjects from weaponry and equipment, to the ship's role in counter-piracy and peacekeeping around the world, to being a sailor and a Canadian.

Over 4,000 people came on board.

Ten years after a dreadful fire, HMCS *Chicoutimi* was commissioned into the Navy 03 Sep 2015



HMCS Chicoutimi spotted at Nanoose

NAC ENDOWMENTS



Join us for Maritime Security Challenges, the 7th iteration in the continuing successful MSC conference series, taking place in Victoria, BC, Canada from 3- 6 October 2016.

MSC16 is presented by The Navy League of Canada in cooperation with Maritime Forces Pacific of the Royal Canadian Navy. As in past years, MSC16 will once again present topical issues on maritime security in a stimulating international environment.

Panel discussions will include:

- Challenges in the Regional Maritime Environment
- The Creation of Comprehensive Maritime Strategies
- Renewing Maritime Capabilities: People, Platforms and Systems
- Opportunities for Maritime Security Cooperation
- Technological Advancements in the Maritime Domain
- A special interactive, round-table discussion on The Future of Seapower

Don't miss this premier maritime security event! Mark 3 - 6 October, 2016 in your calendars now and plan to attend!

Learn more and Register:

mscconference.com

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at msc@dearmondmanagement.com **or**

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and the **Royal Canadian Navy**



Mystery Man pays to upgrade RCN sailors airline seats



It all started on WestJet Flight No. 268 from Toronto to Halifax Nov. 10 when a group of Royal Canadian Navy sailors, who weren't in uniform, stepped on the plane heading home for Remembrance Day.

The five young men walked past people in WestJet's first-class Plus section, including a fellow sailor who had managed to upgrade himself. He urged his buddies to ask to be upgraded but they just laughed it off and went to their assigned seats at the back of the plane.

Businesswoman Susan Keddy heard the exchange and saw what happened next. She went to Facebook with the story.

"I witnessed the most amazing thing last night on my WestJet flight home from Toronto. A young guy, I would say in his late 20s ... in the Plus seats with free snacks, drinks and extra leg room, five large men who were travelling together and appeared to be in the service got on the plane and went to the back to their seats.

"Once the plane was loaded the flight attendant was counting the number of available seats for upgrade. The young guy asks the attendant to go get the five military guys and pays for the upgrades. He then thanks them for their service on behalf of all of us.

"The attendant, as (well as) the rest of us, was blown away. Next thing you know they are front and the guy in the first row by the window is handing over his credit card and thanking them for their service. They were happy guys for sure and were very happy to be going home."

NAC-VI LEAD AND LINE

28 RCN sailors train in Spanish AOR

The Spanish ship *Cantabria* has been rumoured for some time as a possible lease option to deal with our Supply Ship conundrum on the East Coast. In that light, the training of RCN sailors during NATO's Trident Juncture 15 is intriguing. The sailors spent just under a month training in replenishments at sea and familiarizing themselves with the engineering systems.



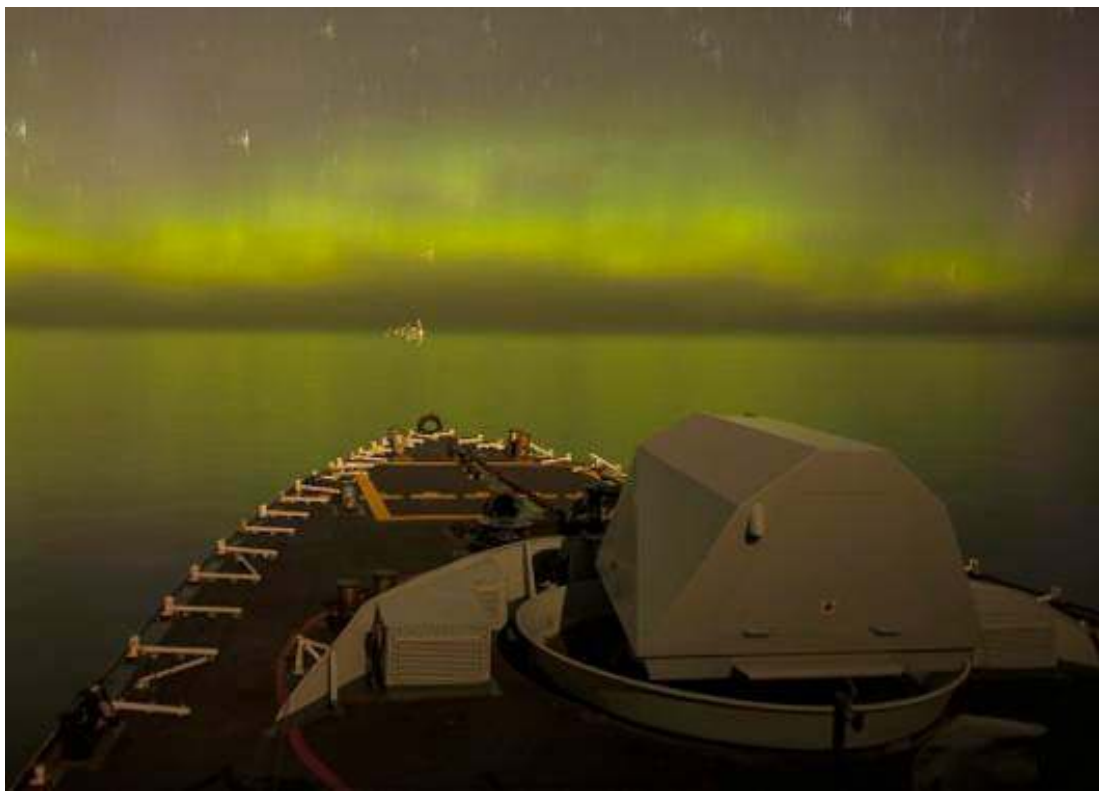
USN Goes Back to Celestial Navigation

Modern Technology with its satellites and GPS has made navigation both easy and extraordinarily vulnerable to cyber attack. GPS in particular is quite susceptible to jamming. (And sometimes it is wise to turn it off to avoid transmissions). In light of this the US Naval Academy has reverted to teaching sailors how to use sextants, almanacs and volumes of tables. The last class to graduate with that knowledge was in 2001. The next one will be 2017.

Aurora Borealis

HMCS Fredericton sailed through a display of aurora borealis off the coast of Scotland during Exercise Joint Warrior.

The *aurora borealis* (or the northern lights), was named after the Roman goddess of dawn, *Aurora*, and the Greek name for the north wind, *Boreas* by Galileo in 1619. The auroras often illuminate the poleward horizon as a greenish glow, or sometimes a faint red, as if the Sun were rising from an unusual direction.



NACVI- LEAD AND LINE

NACVI

W₁ O₁ R₁ D₂

of the month:

Poppet

by Larry Dawe

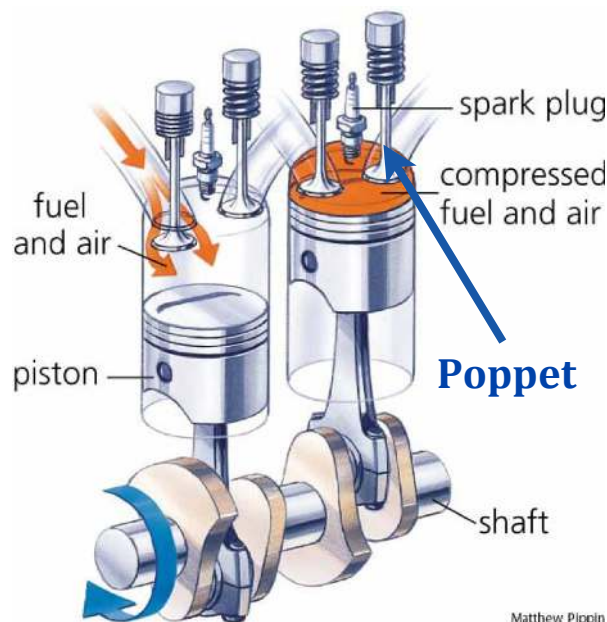
"Her leg is still so weak that she can hardly walk at all, poor poppet"

The term poppet is fairly old as English words go, is still current and has MANY uses:

For example: the vertical inlet and output valves in the illustration to the right are called poppets or poppet valves.

The word is also used in place of the term "puppet" both in the usual sense of a **cloth** doll representing a human **child** and also as a representation of a human used to stick pins into as a punishment or curse.

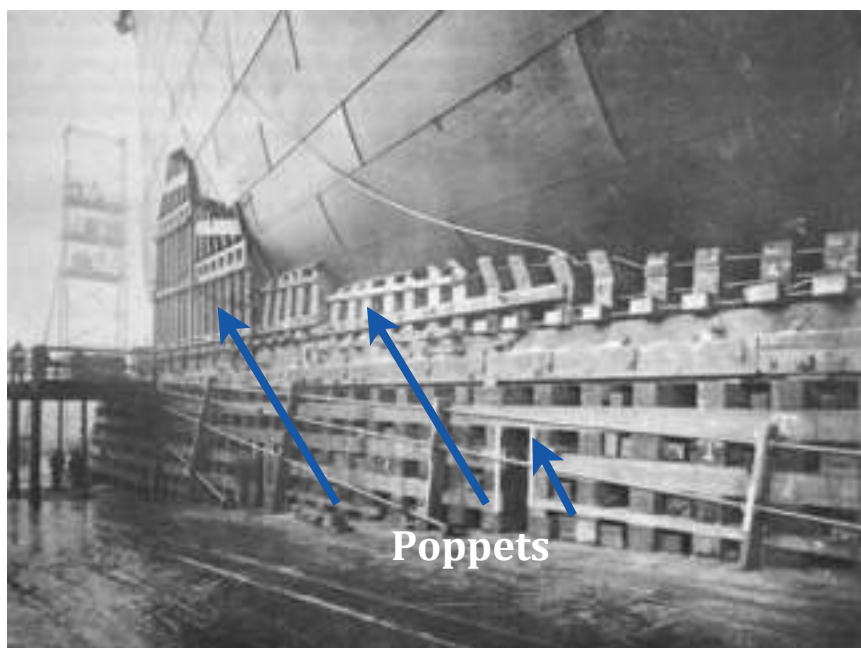
The term rowlock (oarlock) is widely misused in many boating circles for "crutch". The rowlock is in fact a cut-away made in the gunwale of a boat to perform the same function as the crutch, hence the common mistake. Larger builds of boats may have the rowlock cut into a wash strake, set above the gunwale. When not in use, as when the boat is sailing, the rowlocks are covered by a shutter/poppet arrangement, so leaving a flush gunwale capping which prevents the sheets becoming fouled.



Matthew Pippin

Small children: as in "Poppets knocked at the door to know if we were ready for supper". (Three Men in a Boat)

Finally: a term of endearment; as in: "Six days ago when I brought her my first earnings, in full--- twenty three roubles thirty kopeks altogether--- she called me her poppet. Poppet said she, my little poppet." (Crime & Punishment)



The vertical struts between the ways and strakes against the ship's bottom are the Poppets

NAC-VI LEAD AND LINE

US Navy scares the bejeepers out of its citizens



November was an exciting month for UFO spotters on the West Coast. It started shortly after dusk on Saturday 7 November when the *USS Kentucky* launched an unarmed Trident II missile, in a successful test flight, off the coast off Southern California. Hundreds of people saw the event and the media was full of reports of aliens and comets and meteorites.

Members of both Congress and US Strategic Command were onboard watching the Demonstration and Shakedown Operation (DASO) from the Ohio Class boat. It was the 156th successful test flight of a Trident missile since 1989.

A second equally thrilling launch took place two days later around noon local time, creating a bright light seen as far away as Nevada and Arizona.

The US Navy is upgrading its arse-

nal of Trident II D5 nuclear missiles to extend their service life for 25 more years aboard the nuclear ballistic missile submarine fleet.

The Trident II missile is built by Loughheed and has been purchased by both the US and Royal



Navies. It has a range of more than 4000 nautical miles (7600 kms). Each of the Ohio class submarines carries 24 missiles, while the British Vanguard class carry 16 each. ...Ed



HERE THERE BE MONSTERS....



Mysteries of the Sea

This delightful denizen of the deep (and I mean REALLY deep) lives in the Porcupine Abyssal Plain not far from the Mid-Atlantic Ridge.

(Well actually it IS far, but this is a small map). And it can actually be found in ALL of the world's oceans but has been studied the most in the Atlantic.

The abyssal grenadier (also known as the rattail) can survive from 10,000 feet to 20,000 feet below the sur-

face and can measure up to two feet long. Although they are slow growing, they seem to be pretty good at reproducing as their numbers have doubled between 1989 and



2004. We aren't sure how long they live but it is somewhere between 6 and 60 years. This fish has a large



head, big eyes and bodies which taper into a long, almost eel-like tail.

The abyssal plains cover more than half the earth's surface and are the world's largest habitat but we know painfully little about them.

Scientists from the University of Aberdeen, have been using baited camera landers to examine some of the oceans' 38 distinct habitats that extend below

6000 meters depth.

They compare deep-sea canyons to inverted mountains – isolated zones where unique organisms may develop far from the genetic influence of incoming individuals.

The pressures are intense of course. To give you an idea, imagine yourself at the bottom of the Mariana Trench with 100 elephants standing on your hand. Consequently fish brought to the surface have an ugly habit of exploding. ...Ed



An Abyssal Grenadier smiles for the camera at 4800 meters depth in the Porcupine Abyssal Plain. (Image: WHOI/NSF)

NAC-VI LEAD AND LINE



VETERAN'S CORNER

BY ROD HUGHES

The Canadian Government has traditionally assumed responsibility for the burial of members of the Canadian Armed Forces who died during battle and, later, those who died as a result of service-related injuries. In the years following the end of the Second World War and the Korean War, benefits were expanded to Veterans who died without the financial means to provide for a dignified funeral and burial.

The Last Post Fund Corporation (LPF) has been mandated to deliver the programme on behalf of Veterans Affairs Canada (VAC). The LPF is a non-profit organization which is closely associated with VAC and will provide, insofar as possible, an honourable funeral and burial, including a military style grave marker to eligible ex-service persons.

When my father passed away there was a misunderstanding with LPF and the actual details of the grave marker, the

concern was too complex for this brief article, but it was eventually resolved. I would be happy to explain the process as it works today should you have any concerns. For further information on the LPF please visit the website www.lastpostfund.ca.

To speak with VAC staff you can visit the VAC Office located in the Atrium Building, 1321 Blanshard Street, Suite 320. The office is open Monday to Friday, 8:30 to 4:30, or call toll-free 1-866-522-2122 or e-mail information@vac-acc.gc.ca



Service Officer's report

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

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

Captain (N) Robert Peers
Broadmead Lodge
tinda@shaw.ca

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

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

*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*



In Memoriam

25 Oct 2015

Mrs April Cumming