

# LEAD AND LINE

## NEWSLETTER OF THE NAVAL ASSOCIATION OF CANADA - VANCOUVER ISLAND

*Protecteur's final voyage*

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*Windsor's leaky battery*

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*Arctic vessels progressing*

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*Heroin seizure*

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© Donald Armitage  
MarineTraffic.com

*HMCS Ottawa* puttered around Pat Bay after sailing up past Redonda Island and as far inland as Berm River in late February

### NAC-VI 21 Mar Luncheon

#### Guest Speaker:

Commodore Marta Mulkins

Canada's Reserves and their role in the CF

Cost \$25

*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](mailto:bnhrocheleau@shaw.ca)  
or 250-386-3209 prior to noon on Thursday 17 Mar.*

*Please advise of any allergies or food sensitivities.*

# NAC-VI LEAD AND LINE



## President's Message February 2016

March, the days get longer, the air warms and thoughts look to the future. It is also the time to consider our opportunities going forward.

Please give consideration to any members you may like to propose for NAC Awards. Current award recipients are listed on both our and Nationals website. If you have someone to propose, drop me a note or a call and I will help you get the process started.

This is also the time to consider proposals for grants from our Endowment fund. Last year, nationally, \$30,000 was distributed with a meaningful share going to local initiatives. Past President Mike is chairing the endowment fund and I am sure will be pleased to provide information and assistance.

As many of you are aware, we have conducted a survey on our very own, "Lead and Line" and I am pleased to say the results are both encouraging and informing. OPI David Collins concluded that:

"it is clear that our members like L&L and want it to continue and that we may need only to tweak

the material in it somewhat. RECOMMENDED that we carry on as we are and discuss with L&L editor a few tweaks along lines noted above"

Tweaks noted were: increased coverage of the NSPS, more comments of current naval interest relating to MARPAC, some articles from current RCN leadership, increased use of web links to other material of interest. Also suggested some short "elevator" notes about key items of naval interest members could use when speaking to others in support of our Navy.

This of course brings up the obvious next question as how do we source some of these articles/pieces of information and to that I look to you all to consider taking a role here. We have a wealth of knowledge and expertise in our membership as well as meaningful contacts in our community. It is up to us to exploit these opportunities. I look forward to moving this forward. Please contact me with your thoughts.

A couple of announcements, Commodore Mulkins has rescheduled for our March luncheon. The main topic will be Canada's Reserves and their role in the future Canadian Forces. Also, the Union Club is holding their annual Mess Dinner and has accordingly issued an invitation to all our members. It is scheduled for April 29<sup>th</sup>.

Finally, the new website should be up this month, look forward to a notice on this. *Yours Aye Bill*

NAC-VI Executive Committee				Special Appointments			
President	Bill Conconi	<a href="mailto:billconconi@me.com">billconconi@me.com</a>	250-652-1634	Editor	F Hanington	<a href="mailto:felhan@telus.net">felhan@telus.net</a>	778-440-0395
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Vice President	David Cooper	<a href="mailto:drecooper@shaw.ca">drecooper@shaw.ca</a>	250-652-6580	Photography	John Webber	<a href="mailto:pacificsafety@shaw.ca">pacificsafety@shaw.ca</a>	250-920-4159
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# NAC-VI LEAD AND LINE

## *A short note about our January luncheon*

By John Webber

Vice-Admiral (ret'd.) Bruce Donaldson's luncheon speech in January was a great awakening to why the RCN has difficulty planning

the purchase of new ships and equipment.

I drew this chart in a pyramid shape to clearly see the implications of the federal budget and why they always hack away at the purchasing part of the defence budget which is about 3% of the federal budget.

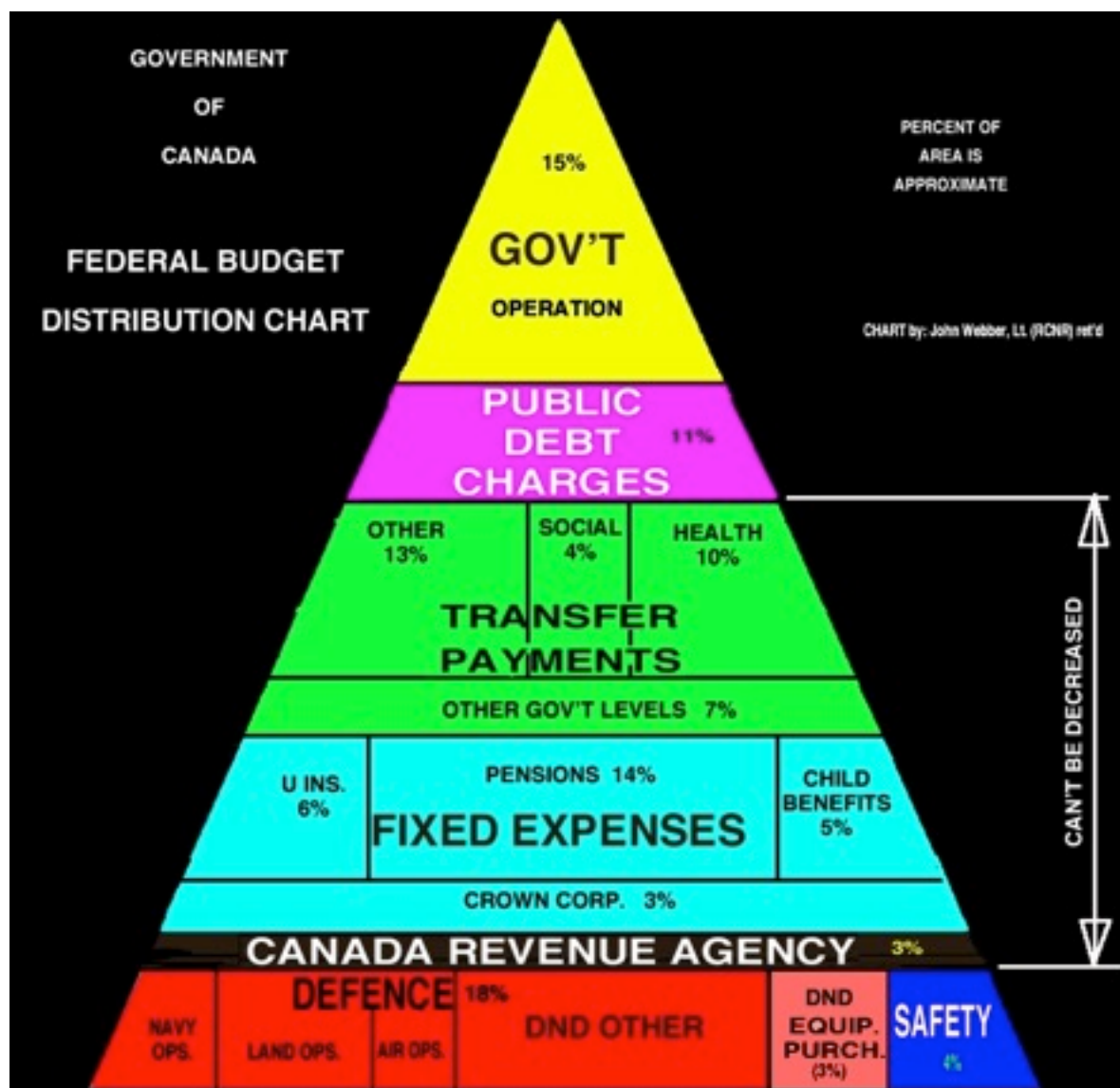
When our politicians are short of funds, it

seems to be the only part of the federal budget they can hack without a lot of voters complaining.

I placed the defence and safety part at the bottom

of the pyramid because it is the foundation of the security of our country.

The politicians are using our national security as their piggy bank. Scary.





# NAC-VI LEAD AND LINE

## LEAD & LINE READER'S SURVEY

by David Collins

Sixty-six respondents answered the initial call to give their views. Thank you to all who did. Your Executive thought this was a fair response rate. Some highlights:

- 92% of you read most of Lead & Line
- 93.5% receive L&L by email; the rest by snail mail
- 86% of you think the current frequency of L&L is just right; 13% thinks it comes too often and 2% not often enough!
- 94% of you want L&L to continue in some form but 52% would be satisfied with just an informational monthly email from the Executive if L&L could no longer be produced.
- 76% of you read the NAC president's weekly email; 24% do not BUT 72% of you said that the national info piece is NOT an acceptable replacement for Lead and Line.

Under comments you asked for more on contemporary naval developments especially those affecting MARPAC and the West Coast. You want to learn more about developments in the shipbuilding programmes. You would like a 'beefed up' President's Corner and you want more Service related info and obits. You thought that L&L could minimise the naval history articles somewhat.



So your Executive has taken all this under advisement and will be working closely with our capable L&L editor, Felicity Hanington to ensure that L&L remains a newsletter of choice for our members. It is clear that L&L remains an integral part of member's benefits for NAC-VI and that you want it to continue.

Thank you again for responding.

## HMCS Winnipeg comes home after 8 1/2 month deployment

*Winnipeg* returned to Esquimalt last week after a successful deployment which included participation in Operations REASSURANCE and CARIBBE.

During the course of its deployment, *Winnipeg* conducted operations with 102 ships from 20 different NATO navies and visited 16 countries, including 10 NATO nations.

During the ship's transit back to Canada, *HMCS Winnipeg* conducted port visits in India, Malaysia, Singapore and Japan.



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## New CFOne Card for veterans

DND

Understanding the need to fully and properly recognize serving and former members of the Canadian Armed Forces (CAF) and their families, the CAF will transition from the record of service card (NDI75) to the CFOne Card as the recognition card of choice. As part of this transition, the CAF will cease processing of the NDI 75. effective Feb. 1.

The CFOne Card will be available to all serving and former members of the CAF and their families. Veterans of the CAF will receive a specially designed card that rightfully distinguishes them as a veteran of the CAF. Details for how to obtain a CFOne Card are available through CFMWS and at the website located at [www.cfffc.ca](http://www.cfffc.ca)

While the NDI 75 card will no longer be in production, the certificate of service documentation (DND 2279 or CF 707 and CF 54) will continue to be provided to all retiring and transitioning members of the CAF as they finalize their administrative requirements prior to departing the CAF.



Respective URS will continue to provide the DND 2279 and CF 707 documents for members with less than 10 years of service and DMCA will continue to provide CF 54 for members with more than 10 years of service. For more details please refer to Commander MPC web page of the military human resources records procedures publication (MHRRP) <http://upkprod.desc.mil.ca/hrmsp/eng/data/toe.html>

Requests for information regarding the new CFOne Card will be redirected to CFMWS who will provide more details within the coming weeks.

## HMCS Protecteur's final voyage



photo by Peter Mallett, Staff Writer for Lookout

HMCS Protecteur in the final stages of the disposal process at Esquimalt Dockyard's C Jetty, Feb. 3.

HMCS *Protecteur* was originally scheduled for decommissioning in 2017 but in Feb 2014, she suffered an engine room fire and breakdown 340 nautical miles northeast of Pearl Harbour. The US *Arleigh Burke* class destroyer *Michael Murphy*, *Ticonderoga* Class cruiser *Chosin* and the *Powhatan* class fleet Ocean tug *Sioux* were dispatched to help. *Chosin* tried to tow *Protecteur*, but the towing line broke. About 20 members of the ship's crew were injured as a result of the fire, and her engines were badly damaged

*Protecteur*, along with *Algonquin*, was sold for scrap in November 2015 to R.J. MacIsaac Ltd. of Antigonish, Nova Scotia. Both vessels will be towed to Nova Scotia where the work will be done in Liverpool. *Protecteur* is being stripped of all the interesting stuff at Dockyard's C Jetty before it begins the 7,600 nautical mile journey down the Pacific coast, through the Panama Canal and then onwards to Atlantic Canada.



### 3 ways around the world

An evening of nautical adventure



## 3 great adventures

*See incredible footage and photos of their journeys.*

Participate in an interactive panel discussion hosted by CBC's Gregor Craigie.

Thursday March 10<sup>th</sup>

Beer and appies at 6:00pm

Show at 7:00pm

**Maritime Museum of BC and the Vic Theatre 634 Humboldt St, Victoria**

**John Guzzwell** – in 1955 John launched 19' Trekka and then departed Victoria in the smallest boat to sail around the world. Four years later after many trials including pitch poling off Cape Horn with the Smeeton's in a side – bar voyage, John returned to Victoria to a hero's welcome.

**Tony Gooch** – at the other end of the spectrum is Victoria retiree Tony Gooch's scheme for a non-stop solo circumnavigation. Departing in September 2002, he endured breakdowns, a knockdown, and dodged icebergs. In the end Tony had beat his own best estimate, and banged off 24,362 miles in 177 days! A great feat with an incredible average speed of 5.708 knots.

**Colin Angus** – his wife Julie cycled, skied, canoed, hiked and rowed a route that took them to Alaska, across the Bering Sea and the Siberian winter, across Europe from Moscow to Portugal, then across the Atlantic to Costa Rica in a 156-day rowing odyssey. Lastly a quick 8,300 km bike ride and they were back in Vancouver! Two small children later and they are still adventuring!

*Afterwards meet the adventurers and bid on your very own Armchair Adventure while enjoying drinks and appetizers.*

Are you dreaming of an adventure but find it difficult to get started?

No worry.... we have an array of **Armchair Adventures** on offer. From the easy to the queasy, you can gently challenge yourself, get out and have fun, and bid on a once-in-a-lifetime experience.

Sail on a Coast Guard Icebreaker  
Naval architect job shadow  
Charter fishing package  
Whale watching trip  
Behind the scenes Port of Vancouver tour  
Race Swiftsure on HMCS Oriole

Pilot boat trip  
Multihull racing experience  
House boat B&B stay  
Tour a massive drydock  
Tall Ship ride  
Tour Race Rocks Eco-Reserve

Tickets are \$50 pp and can be obtained at the Maritime Museum of BC, 634 Humboldt St., or by calling 250-385-4222 ext. 102. Credit cards are accepted. Seating is limited.

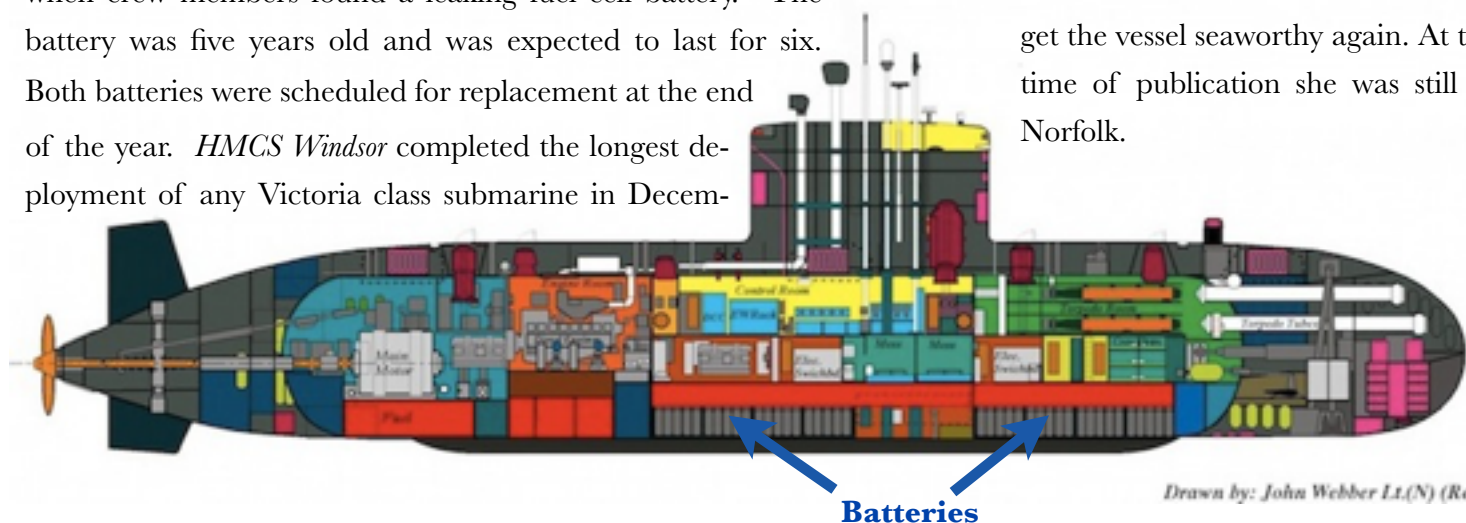


# NAC-VI LEAD AND LINE

## HMCS WINDSOR STUCK IN NORFOLK, VA WITH BATTERY LEAK

*HMCS Windsor* was headed home for Halifax in mid-february when crew members found a leaking fuel cell battery. The battery was five years old and was expected to last for six. Both batteries were scheduled for replacement at the end of the year. *HMCS Windsor* completed the longest deployment of any Victoria class submarine in Decem-

ber logging more than 100 days at sea. Engineers and technicians were sent to Norfolk to get the vessel seaworthy again. At the time of publication she was still in Norfolk.



## MARITIME MUSEUM UPDATE (OPEN TUES- SATURDAY 1000-1600)

by Jan Drent

The Museum has been in interim digs in Nootka Court since the Bastion Square courthouse closed in October. The new location is directly on Humboldt Street next to the Union Club. Several new board members with a business experience & savvy have been recruited and two who have been museum professionals round out the mix. The new chair is **Don Prittie** who runs Canoe Cove Marina. The new Executive Director is **David Leverton**, who has deep experience in the heritage field. The Nootka Court location includes limited exhibit and meeting space, a research office, a portion of the Reference Library and the nautical gift shop as well as office space. The small core staff includes an archivist who is working on making sure that all of the paper records are catalogued in a uniform manner. The archival collection includes naval records back to 1785, documents from BC colonial times, and a unique holding of files from the first decade of the RCN including personnel records which are yet to be properly catalogued. Other members of the staff are organizing travelling exhibits, including one about aboriginal whaling which will be coming in the fall. An exhibit on re-

cent discoveries about the **Franklin expedition** will open after Easter and will be supplemented by artefacts in the museum collection and items on loan from Nunavut. The museum is again offering school programs and will be expanding this area in the fall. The annual **Massive Marine Garage Sale** will be happening at Ogden Point in Saturday April 23 and a **special fund raiser** featuring three real life adventurers will be held at Nootka Court on Thurs **March 10** (Separate notice in L&L). The bulk of the collection is in climate-controlled storage in a provincially-owned building on Seymour Street. MMBC was able to purchase museum-standard shelving and storage units for Seymour Street, including chart storage generously funded in part by the NAC Endowment Fund. *Trekka* and *Tilikum* are over at the Ogden Point Terminal where they will be seen by tourists coming ashore from cruise ships starting in April. Meanwhile the new Board will be investigating possible permanent locations for MMBC. All this is happening due to devoted volunteers and supporters.

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## Op Caribbe

On Feb 12, HMCS *Edmonton* and *Saskatoon* departed for Operation CARIBBE, Canada's contribution to the multinational campaign against transnational criminal organizations in the Pacific Ocean and Caribbean. They are the first Pacific Fleet ships to take part in Operation CARIBBE this year, following on the departure of Atlantic Fleet ships HMCS *Moncton* and *Summerside* on January 27.

Canada's 2015 annual contribution to Operation CARIBBE saw CAF assets and personnel directly contribute to the seizure or disruption of approximately 18.5 metric tons of cocaine and 3 metric tons of marijuana, more than any other year since the CAF's contribution began in 2006.



## Construction of Arctic offshore patrol ships in Halifax progressing nicely



Construction of the first of six new Arctic patrol vessels ships began last September, with the first — to be named HMCS *Harry DeWolf* — scheduled to be delivered in 2018.

Each vessel will be 103 metres long and have a vehicle bay, helicopter capability and a remote-controlled 25 mm machine gun, the BAE mk 38.

The \$26.2 billion contract for the construction of the six AOPS and 15 Canadian Surface Combatants is a big boost for Halifax, with Irving Shipbuilding anticipating growing its workforce to 2,500 at times of peak production.

Photo: Irving Shipbuilding / Global News



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## Battle of the Atlantic project up and running

The new website for the Battle of the Atlantic Place project is now on-line and as you can see from the photos I have swiped, it is pretty gorgeous.

The project has been in the works for some time and is planned as a celebration and commemoration for the 150th anniversary of Confederation (2017).

This is a National story which needs our support. The sacrifice and sheer will-power which turned Canada into a top naval contender in 1940 is a story of bravery and insight and determination. It is one which needs to be told and remembered. It is something we have had to do more than once in our history and is probably something we will have to do again. Let's learn all the lessons from it that we can. And remember those who made the ultimate sacrifice so that we would be free.

The Canadian Naval Memorial Trust, which is behind the project, needs to raise between \$180-million and \$205-million, all while competing with other high-profile projects in the city and for federal government funding. The hope is to open on July 1, 2017 – in time for Canada's 150th birthday. To do that, construction has to begin soon.



*Before departing the complex visitors will pass through a memorial space that will pay homage to the almost five thousand Canadians who gave their lives in the Battle and have no known grave.*





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So far, the land has been secured, allocated to the group by the province; the federal government provided \$250,000 for startup costs. To date the Trust has spent \$1million (60% from three level of government)

There is interest in the project by some key people in the federal government. We are asking that you circulate the website link to your friends, acquaintances, FaceBook, Members of Parliament, Provincial Legislators, Municipal Councilors, and network organizations to raise to the attention of anyone they know who may have access or influence to any government member.

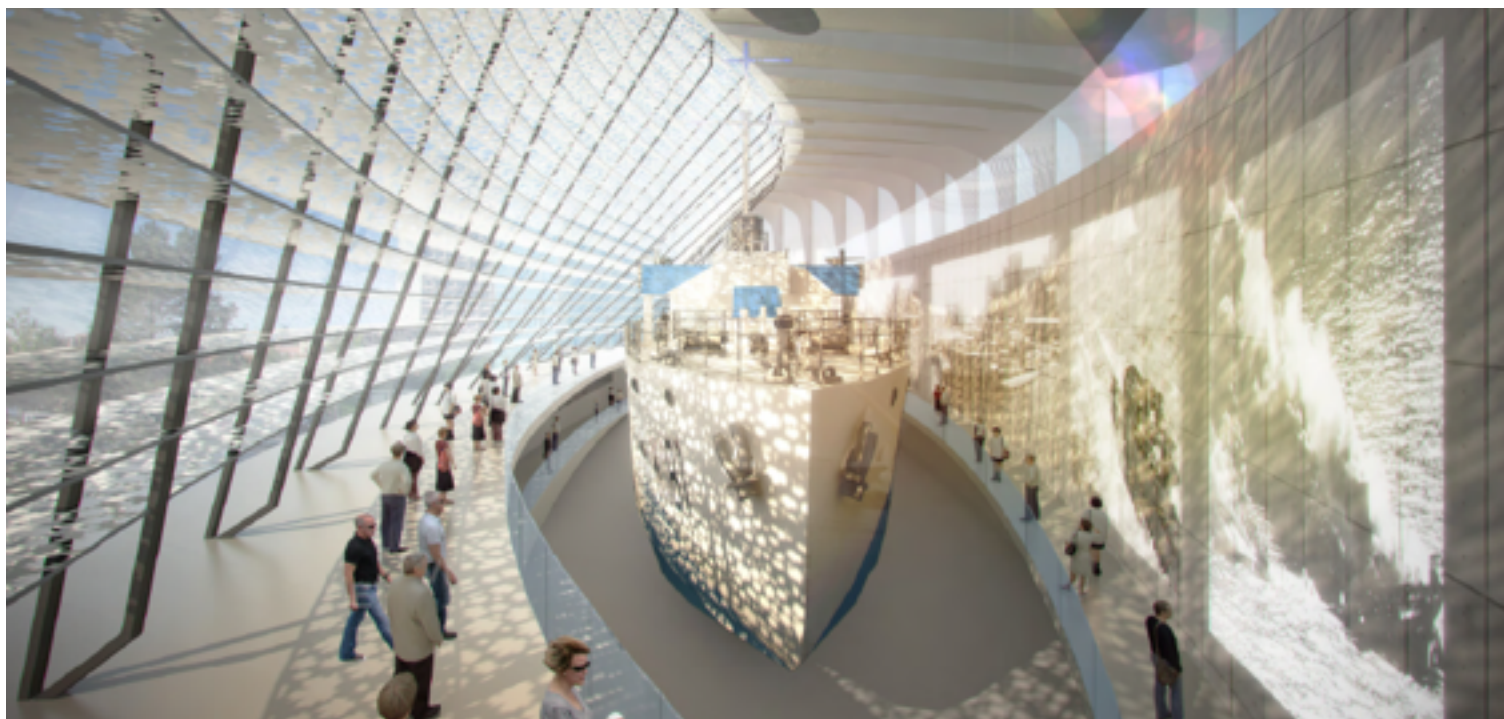
The project itself is elegant, the money is available, if the government can be convinced that this is an important national story, and the talent is committed.

The Web Site is now posted and can be viewed at

[www.battleoftheatlanticsociety.ca](http://www.battleoftheatlanticsociety.ca)



Visitors will be guided through seven thematic spaces. Each will use a particular film, simulation or other immersive means to show the world at the outset of the war and how the Battle of the Atlantic evolved at tactical and strategic levels. Live simulation will allow visitors to experience enemy engagement on the bridge of a Corvette, the cockpit of a Canso aircraft, and even the control room of a U-boat.



The gallery will house HMCS Sackville, the last Corvette (an escort convoy ship), and a Canso aircraft, both of which represent the most important factors in the Battle of the Atlantic.



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## Eccentric Brit aims to cross the Atlantic in giant sperm whale

Right. So I can hear you dismissing this idea out of hand, but bear with me for a moment. Tom McClean (age 73) is a force to be reckoned with. Born out of wedlock in Ireland during World War II, he credits his English orphanage upbringing with giving him the grit to pass the notoriously difficult SAS entry exams (Out of 102 applicants, three passed - McClean made it easily).

Adventure is his life.

In 1969 he rowed across the Atlantic solo from Newfoundland to Ireland, more than 2,000 miles. He was the first to complete the 70 day crossing and established a world record. This was more amazing when you consider the man was a soldier not a sailor. He had never rowed in open seas and knew nothing about naval navigation.

When his record was broken three weeks later by another sailor with a rowboat 8 inches shorter; he took a



photo by Luke Montgomery

*"Moby" Prince of Whales stands 25 feet high and 65 feet long. The spout can launch water 6 metres into the air*

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chainsaw to his own boat, cut off the last two feet (making it seven feet, nine inches) and did the trip again. I think it is fair to say there is no stopping this man. Those of you who read our story about Geoffrey Spicer-Simson in the last Lead and Line may be forgiven for thinking him a bit of a piker in comparison to McClean. *Editorial aside: Is it always Brits who do insanely wonderful things?* Bored, he did it again in 1989 setting the current world record for shortest crossing of the Atlantic at 54 days.

REALLY bored, he set about finding a way to spice things up and decided that what would be best of all would be to cross the Atlantic in a 37 beer bottle (see photo to the right). Of course he built it himself but finding a sponsor proved more of a challenge. Typhoo Tea stepped in at the last moment and the *Typhoo Atlantic Challenger* set sail from New York to Falmouth in 1990.

A naval architect made the serious mistake of telling him his new dream boat *Moby* could not be built. So McClean built it without the benefit of an architect at a fabricating yard.



*Typhoo Atlantic Challenger*

(Moby was McClean's nickname in the SAS because he was always spouting off.)

Installing diesel engines in the whale, he successfully circumnavigated the British Isles (*of course he did!*).

Jumping on the environmental bandwagon he has now decided to strip out the diesels and replace them with clean electric motors. His hope is that a renewable energy NGO (maybe Greenpeace?) might sponsor *Moby*.

My money is on him!

...Ed

## SPS Patiño to replace Canadian Tankers on the East Coast



*SPS Patiño sailing into Halifax harbour just prior to joining Athabaskan, Halifax and Charlottetown for a Task Group Exercise along the eastern seaboard.*

SPS Patiño and its crew of 152 will operate at sea, February through March, with the Canadian Atlantic Fleet, conducting replenishment and combat serials. (*HMCS Protecteur* refueled Spanish warships during operations to liberate Kuwait 25 years ago this month). *SPS Patiño* will help the RCN by training two crews of Canadian sailors allowing them to retain the expertise necessary to work with replenishment ships in the demanding conditions of the wintertime North Atlantic.

The Chilean vessel *Almirante Montt* is serving a similar training and supply role for Pacific Command.



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*HMCS Vancouver visited Vancouver in January just prior to a South American tour which included a port visit in Peru and exercises with the Chilean Navy*

## Canadians and Australians seize 434 kg of heroin

Seven Canadians have been integrated into a 26-person Australian team trained in the intricacies of finding and seizing illicit cargoes (see right). Over a period of three weeks the Canadians underwent rigorous training exercises mentored by RAN specialists. Their area of operations covers a vast swath of water including the Red Sea, Gulf of Aden, most of the Indian Ocean, and the Gulf of Oman. The newly-formed command team wasted no time getting into the mission. Coordinating a group of hardworking ships at sea from their location in Bahrain, CTF-150 staff identified and tracked vessels of interest within their AO. Halfway into the current deployment, the results speak for themselves. Over 334 kg of heroin has been taken from the hands of narcotics smugglers at sea.



The seizure and destruction of these drugs in the first two months of operations, under the current command, has deprived international terrorist organizations of an estimated \$43 000 000 USD of funding, and directly contributed to the safe passage of merchant ships through the region.

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## VETERAN'S CORNER

BY ROD HUGHES

I hear stories from our members who for various reasons are having anxiety while managing the pitfalls of life. Often, my first question is have they been taking advantage of the programmes offered by Veteran's Affairs Canada (VAC)? To a varying degree members have been doing so, but there are still some who have not made this useful connection. I know that VAC is not the panacea for all ones woes, but they can be very helpful in steering you in the right direction. It is part of the post-service support that the government has arranged over the years, of which your taxes have paid for, so take advantage of it!

The first step is to contact VAC and get yourself registered with them. It is as simple as phoning VAC, going to see them, and establishing yourself with a Case Manager. VAC Case Managers are members of interdisciplinary teams and have access to doctors, nurses, physiotherapists, occupational therapists, mental health specialists, rehabilitation specialists, as well as provincial and local programs and service

providers. It is perhaps the introduction and advocacy with Provincial and local services that is the most pertinent service. Some examples of when you might need case management include coping with serious illness, or adjusting to personal loss.

The case management process begins as soon as you and your VAC Case Manager meet. Through this process, you and your Case Manager can discuss the aspects of your life that are troubling you and identify your needs and what may be the barriers that you are experiencing. You will develop a plan with the Case Manager and be an active participant throughout the process. Your Case Manager will monitor and evaluate your progress and adjust the plan as necessary to assist you and your family in reaching your goals and hopefully optimize your level of independence and wellbeing. Remember you may not need all the case management services today, but they will be there for the future.

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

### Service Officer's report

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Captain (N) Robert Peers  
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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



### In Memoriam

29 Jan 2016

Mr. Gordon Munn

NAC-VI Welcomes  
Hugh Sproule  
back from NSNOA

*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*