

LEAD AND LINE

NEWSLETTER OF THE NAVAL ASSOCIATION OF CANADA - VANCOUVER ISLAND

The Cylcone lands

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Windsor's leaky battery

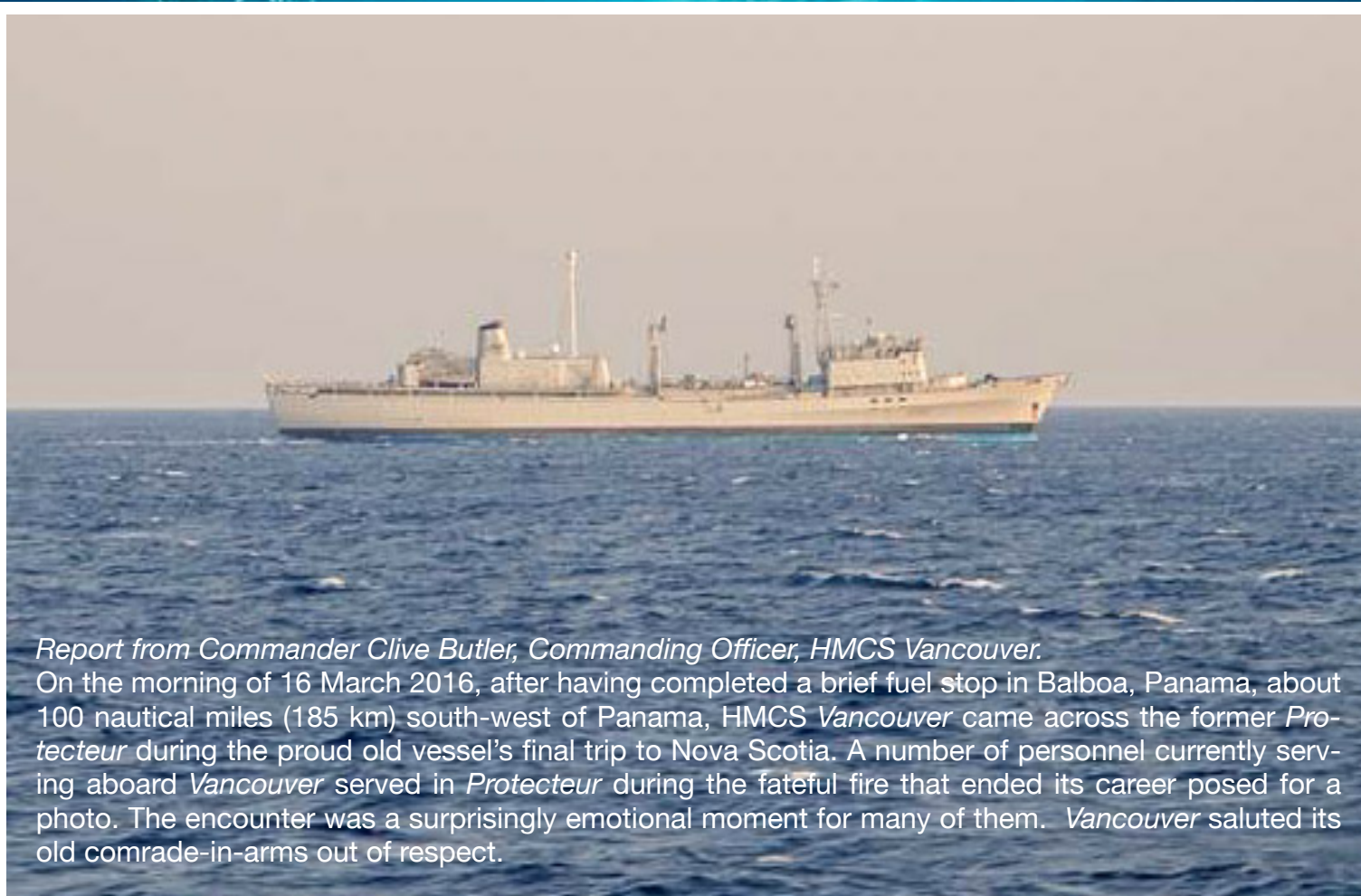
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More naval funding

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Admiral's Medal awarded

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Report from Commander Clive Butler, Commanding Officer, HMCS Vancouver.

On the morning of 16 March 2016, after having completed a brief fuel stop in Balboa, Panama, about 100 nautical miles (185 km) south-west of Panama, HMCS *Vancouver* came across the former *Protecteur* during the proud old vessel's final trip to Nova Scotia. A number of personnel currently serving aboard *Vancouver* served in *Protecteur* during the fateful fire that ended its career posed for a photo. The encounter was a surprisingly emotional moment for many of them. *Vancouver* saluted its old comrade-in-arms out of respect.

NAC-VI 25 Apr Luncheon

Guest Speaker:

RAAdm Gilles Courturier
Plans and operations of MarPac

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
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

March 2016

2016 is becoming an important year for the Canadian Forces and our Navy in particular. Ottawa is doing a defense review and building a report that will shape and guide our Military Forces going forward. This is an opportunity to make our voices heard as we defend Canada's need for a strong and effective Navy. There are many ways we can make our voices heard; meeting with an MP, speaking to local businesses and interest groups, and writing letters to the editor of our local papers are a few.

I met a few weeks ago with Randall Garrison, MP for Esquimalt and also a Vice Chair of the defense committee. He understands and supports our concerns. David Cooper is leading our outreach group and if you have a group you feel would benefit by learning more about our Navy and the challenges we now face on the world stage, he will be pleased to organize a visitation. A number of our members have agreed to be a part of this and to lead these discussions.. Our NAC news put together regularly by National President Jim Caruthers is an ideal source for articles about our Navy

published in local and national media, and an excellent source of topics and issues we can write on.

I encourage all to get involved and to help build the awareness of, and the need for, a modern and effective navy in Canada.

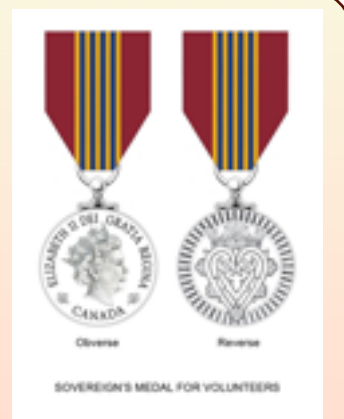
I am pleased to announce that Rear Admiral Gilles Courturier will be our guest at our April luncheon. This will be great opportunity to hear first hand of plans and operations in MarPac.

Finally, our AGM is in a few months and we will be looking for members to become a part of our leadership team (your Executive). Please seriously consider getting involved. Past President Mike Morres will be coordinating nominations and will be pleased to hear from you.

Yours Aye Bill

Sovereign's Volunteer Medal

Know anyone who has made a difference to their country by volunteering. Nominate them for this honour through caring.gg.ca



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 Morres	mfmorres@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 Morres	mfmorres@shaw.ca	250-592-8897
Treasurer	Peter Bey	peterbey@yahoo.ca	250-652-2225	List Master	Jim Dodgson	jigolf2000@telus.net	250-592-0264
				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 Hughes	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

NACVI LEAD AND LINE



First Cyclone to land on Canadian warship

Bravo Zulu to the first RCAF aircrew to successfully land a CH-148 Cyclone helicopter on a Canadian warship at sea, as well as to the ship's crew of HMCS *Halifax*. The milestone landing occurred on January 27, 2016.

HMCS *Halifax* began "ship helo operating limits" (SHOL) trials in January 2015 and spent five months working with the Cyclone to determine operating limits and best practices for the new helicopter.

HMCS *Halifax* will continue to operate with the Cyclone helicopter fleet for the rest of the winter, conducting SHOL trials and furthering the ongoing integration of the helicopter into naval operations.



Belt of Orion Award 2016 goes to Royal Canadian Naval Air

by Larry Dawe

Orion, of Homeric fame is the archetypical classical Greek hunter. He was a favourite of the ladies (especially goddesses); so after his fatal stinging from the epic scorpion (now Scorpio), they got together a committee to approach Zeus to send him to the heavens as a constellation where the keen eyes of navigators have used the stars of his belt to guide them in both north and south hemispheres.

The Naval Air connection with Orion is particularly strong because, in addition to his career as a hunter of epic prowess, his father was Poseidon (god of the sea), so he could walk on/over water. This was likely not lost on those who named the P3.

Starshell credits Cdr Owen K. (Bud) Maclean as the repeatedly firing sparkplug which has resulted in the success of the submissions for this prestigious award; made periodically by the *Canadian Aviation Hall of Fame*, to organizations which have contributed hugely to the advancement of Canadian Aviation.

The *RCN Air Branch* across many decades, but formally through 1945 to 1970, will be officially recognized with due ceremony at the *Canadian Aviation and Space Museum* in Ottawa on 9 June 2016.

NAC-VI LEAD AND LINE

HMCS Ville de Québec generator catches fire at Halifax dockyard

One of *HMCS Ville de Québec's* four diesel generators caught fire while at the Halifax dockyard, in early March. Around 3 p.m. March 3rd the ship's engineer detected the fire and activated a sprinkler system within the generator's steel enclosure. The fire was quickly contained. The Dockyard fire department was dispatched to make sure that the fire was indeed out and not likely to reignite

HMCS Ville de Québec recently completed a Halifax-class upgrading program. The ship was going through a series of tests to ensure its combat readiness when the fire occurred.

The three crew members who were first on the scene were sent to hospital as a precaution in case of smoke inhalation.



Hmcs Ville de Quebec in the Soo Lock

There will be an investigation into the fire's cause.

HMCS Windsor returns to Halifax after battery cell malfunction

As you will remember from last month's issue, *HMCS Windsor* was headed home for Halifax from NATO in mid-February when crew members found a leaking fuel cell battery. She was sent to Norfolk for a patch-up and arrived in Halifax under her own steam 3 March.

The boat underwent maintenance and repairs (and one assumes new batteries as the old ones were five years old and due to be replaced in the fall anyway) for the month of March and hopefully will resume duties in April.



NACVI LEAD AND LINE

Midway - City Class Mid-life Upgrade

by Larry Dawe

The RCN is at about the half way along in delivering what in many respects amounts to 12 new ships.

Many years ago in the Cadillac/steamer age we had the DEstroyer Life EX-tension project, (DELEX). We are now about half way through delivery of Frigate Life EXtension (FELEX).

(Presumably the first "E" included in the acronym is using the Arabic convention of adding the pronunciation of vowels between consonants which are part of the pronunciation of the name of one of the consonants).

The program, started in 2010, is due to wrap up in 2018. As of Christmas the RCN has completed the planned upgrades of: *Hali-fax, Fredericton, Montreal, Charlottetown, Calgary, Winnipeg & Vancouver.*

St. John's, Ville de Quebec, Ottawa, Toronto & Regina are in conversion.

One of the main weapon improvements is the FELEX Harpoon upgrade to "Block 2".



AGM 84 H (Boeing photo)

This has the new pop-out swept wings which significantly increase the missile's range and manoeuvrability. Improved guidance includes upgraded computers and operator

control software, a new multi-channel GPS receiver to dynamically update the inertial navigation system, longer range and more hardened data link. The control software now includes target switching immediately before launch and a search-while-track mode *(to search for a better aim-point without breaking lock on an existing one).*

The seeker is hardened against laser countermeasures. Finally the range of the Block 2 is double that of the former weapon, now 150NM.

**SUNDAY, APRIL 10, 2016, 2:00 PM,
ST JOHN THE DIVINE CHURCH
1611 QUADRA STREET**

Vancouver Welsh Men's Choir The Arion Male Voice Choir

Tickets \$25 Seniors and Students \$23

Accompanied children under 12 free

Tickets available from Choir Members
or at the door

For further information call 250-220-5414

www.vwmc.ca or www.arionchoir.ca

NAC-VI LEAD AND LINE

Learning from Aussie *Collins* crewing

by Larry Dawe

Submarines are very complex machines, which operate in a dark and hostile undersea environment which is still a frontier of discovery and so require elite sailors. It takes years to build effective submarines. But it takes even more years to build successful submarine crews. The Aussies, have been challenged to crew their 6 large *Collins* boats to an elite standard; discriminating hallmark of the RAN, RCN & RN submarine services.

A few gross numbers: In round terms the *Collins* need 6 x 60 = 360 crew; *Victorias* 50 x 4 = 200 crew. The Aussies are now on track to reach the nominal 360 on a sustainable basis. The population of Australia is 24 million & Canada 36 million; 1.5 times larger. *Ceteris parabis*

Canada, by learning from the recent Aussie experiences should be capable of putting to sea, crews for ELEVEN boats of modern design. It is instructive for defence “bang-for -buck” comparisons to consider the huge efficiencies of these relatively inexpensive to build and operate national assets.

Again in round terms, it costs about the same to operate a single F-18 for a 4-hour mission as it does to keep a *Victoria* class at sea for a month; (crewing, fuel, logistics and training tail included). And, the F-18 (or proposed F-35) is covert for the first few minutes of its mission. The **submarine is covert for all but the first few minutes of its mission**; thereby multiplying its force effectiveness by orders of magnitude. If the opposition cannot find not where you are, it must make provision for you to be nearly anywhere.

HMCS *Frederickton* spends time in the Mediterranean Sea

With a couple of days of rough weather and a little seasickness along the way, the Canadian warship *HMCS Frederickton* and its crew have joined their allies in Turkish waters to participate in NATO measures in Central and Eastern Europe. The ship sailed from Halifax, with a crew of 260, in January as part of Operation Reassurance. The vessel will conduct counter-terrorism patrols and generally be ready to take on any mission required, from search and rescue to anti-air or anti-submarine warfare.

This part of the world is at a critical point in its history with the events in Syria, with Russia’s involvement and of course the human side of that are the refugees and migrants blowing across the land and using the sea as well,” said CO, Cdr MacLean. “So it’s a very interesting place in the world right now.”

The toughest part of training for the deployment was mentally preparing to spend six to seven months at sea in an enclosed space with 260 other people.

Last June, *Frederickton* made headlines when the vessel was shadowed by two Russian frigates during a visit by Prime Minister Stephen Harper and his wife, Laureen.

This time, MacLean says that although the crew has seen some Russian ships at sea, these have been “standard, cordial encounters.” He describes the eastern Mediterranean as a “busy spot.”



NAC-VI LEAD AND LINE

Winnipeg to be the first in line for a \$36 million weapons upgrade

Concurrent with an announcement for Seaspan (see right) Minister of Public Services and Procurement Judy Foote announced new money to “ensure ongoing maintenance of the equipment for an initial five years, as well as the purchase of two additional weapon stations for use in training, bringing the total number to 58.” (*Editor’s note: Why don’t Defence Ministers make announcements anymore?*).

The money will go to Raytheon Canada to design a more accurate weapons system (presumably to replace the currently fitted 6 upper deck 50 calibre machine guns). The proposed system would be capable of defending against close-in surface and aerial threats, including small boat and low-slow flyer threats in all con-

ditions of visibility. for the current vessels as well as the new joint support ships. The weapon stations currently on board the fleet of Halifax-class modernized frigates are not remotely operated and require gun operators to be outside on the ship deck operating the guns.

With these new Naval Remote Weapon Stations, operators will now be able to remotely observe and locate targets under various environmental conditions from a separate compartment on board the ship, which will increase the safety and protection of the ship’s crew.

The delivery of the naval remote weapon stations is expected to begin in August 2017.

RCN ships participate in multi-national exercise during Operation Caribbe

By: Lt(N) Linda Coleman

While transiting south towards the west coast of Central America during Operation CARIBBE, *HMCS Saskatchewan* and *Edmonton* participated in a NANSI Pacific Exercise, also known as PACEX 2016, with ships from the United States Coast Guard and Mexico’s Secretaría de Marina. NANSI stands for North American

Maritime Security Initiative and is an interagency, tri-lateral security initiative between Canada, the United States and Mexico. NANSI exercises have been taking place between the Royal Canadian Navy (RCN), United States Navy (USN), USCG, and SEMAR since 2012 and are designed to establish a learning environment for partnering nations to exercise emer-



gency response plans, policies, and procedures as they pertain to maritime security and stability. This specific PACEX focused on maritime interdiction operations to counter illicit trafficking.

PACEX 2016 had assets from all three countries exercising tactical communication and coordination, small boat operations, interdiction, and disruptions throughout.

NACVI LEAD AND LINE

Seaspan shipyards gets \$65M to build Navy supply and Coast Guard ships



Artist's rendering of either Queenston or Châteauguay

As you may remember, Vancouver's Seaspan yards won a contract for \$8 billion to produce seven non-combat vessels including two for naval supply and scientific research. The most recent infusion of dollars came last week with the announcement that \$65 million is being released to allow the company to get on with buying propellers, motors, shafts and other rather necessary requirements for the vessels.

The first thirty million will go towards building a replacement

bourhood of \$144 million.

The other \$33 million is for the first of two joint support ships for the Navy which are expected to cost about \$2.3 billion.

The science vessel is over budget and behind deadline and the Liberals have had to add an additional \$30 million to make the project work.

(Editor's note: pricing was completed in 2009!)



Artist's rendering of the Sir John Franklin

for the venerable Coast Guard vessel *Hudson*, to build a new oceanographic science ship. The final price tag on the ship is expected to be in the neigh-

Just a reminder...



The government of Canada (Veterans Affairs) launched a national initiative to pay tribute to today's Veterans of the Second World War. This unique tribute—a limited

edition commemorative pin and personalized certificate of recognition—is now available by request. All living Canadian Veterans who served for at least one day of the Second World War with the Canadian Armed Forces, the Merchant Navy or any Allied force are eligible to receive this tribute. Request forms are available at: veterans.gc.ca, by calling **1-866-522-2122** or by visiting any VAC or Service Canada office.

NAC-VI LEAD AND LINE

HMS Queen Elizabeth named in Rosyth

The Royal Navy's largest ship ever built (and capable of carrying 40 aircraft), will be commissioned in May 2017. Her CO, although technically a Commodore will be Capt Kyd (I am not making this up!) There will be no bear-strap like equipment as aircraft will be V/STOL, specifically F35B Lightning II fighter bombers and Merlin helicopters. She can accommodate 250 Royal Marines and the larger troop-carrying helicopters such as the Chinook. Weighing in at more than 75,000 tonnes she is 920 ft long and has Phalanx 30 mm guns and mini-guns for armament.



Red Arrows pass over the RN's new aircraft carrier during the naming ceremony at the dockyard in Rosyth, Scotland



NAC-VI LEAD AND LINE

and on other continents...

Beijing's first indigenous aircraft carrier, and the second one for the People's Liberation Army Navy (PLAN) since the *Liaoning* entered service in September 25, 2012, is currently under construction. She carries 35 aircraft. *Liaoning* would need extensive land-based support to oppose a USN carrier strike group; however, it would be potent against the Vietnam People's Navy and the Philippine Navy. Future aircraft carriers, are expected to be larger with conventional takeoff decks and catapult launching for heavier fighters, with fixed-wing radar and anti-submarine patrol aircraft.^[64]



Chinese aircraft carrier Liaoning, ex Soviet Varyag (1988)

US launches world's most expensive warship (13 Billion) the USS Gerald Ford

Due to be commissioned this summer, the *Ford* weighs in at a mighty 90,000 tons and can house more than 4,500 people. She is 1,106 feet long with a 134 ft beam at the waterline. The ship can launch an aircraft every 45 seconds, is powered by two nuclear reactors and can produce 300 megawatts of electricity (three times that of the

Nimitz). The laser armament uses 10 megawatts but cost only a few dollars to fire. Speeds can be more than 30 knots and the range is unlimited (20-25 years). She can carry more than 75 aircraft and is expected to complete 30% more sorties more than the *Nimitz*. The vessel has 25 decks and a lifespan of 50 years. It is the first

aircraft carrier to be air-conditioned.

A four and a half acre flight deck allows aircraft to be heavily laden with fuel and weapons. The rooms are designed to be modular, so for future upgrades, designers can just swap a box in and lock it down.

The *Ford* will only need to be refueled once in its lifetime, 25 years after it launches.



2016 Vancouver Strategic Studies Conference

Vancouver Public Library 350 West Georgia Street Alice McKay Presentation Room



The Hon Harjit Sajjan,
PC, OMM, MSM, CD, MP



The Hon Judith Guichon,
OBC Lieutenant
Governor of BC



Cecilia Walters, CBC

Contact the Organizers –
RUSI-Vancouver
Colonel (Ret'd) Keith
Maxwell, OMM, CD

kdmaxwell@gmail.com
604 865 0612 or
604 740 8124

Cam Cathcart
lhccathcart@gmail.com
604 682 5453 or
604 617 4221

Friday April 8, 2016

- 6:30 PM Doors Open
- 7:00 PM **Opening Remarks** – The Honourable Judith Guichon, OBC
Lieutenant Governor of British Columbia
- 7:10 PM **Keynote Event – Panel Discussion**
“Global Flashpoints”
Moderator – Cecilia Walters, CBC Journalist
Panelists – Dr. James Boutillier, Political Advisor to
Commander, Maritime Forces Pacific
Brigadier-General (Retired) Robert Chekan, CD
Former Ambassador Jillian Stirk
Professor Allen Sens, UBC

Saturday April 9, 2016

- 8:30 AM Doors Open with Opening Remarks at 8:50 AM
- 9:00 AM **Professor Alexander Moens** – Political Science, SFU
NATO: Threats, Challenges, and the Response of Allies and Partners
- 9:50 AM **Ms. Jillian Stirk** – Diplomat and former Ambassador
Human Rights and Migration
- 10:40 AM Coffee break
- 11:00 AM **Dr. James Boutillier** – Political Advisor, Maritime Forces Pacific
China's Maritime Ambitions in the Indo Pacific Region
- 11:50 AM Lunch in the BCR Beatty Street Drill Hall, 620 Beatty St (2 blocks east)
- 12:50 PM **Professor Allen Sens** – Political Science UBC
The Middle East: Conflict and Conflict Management
- 1:40 PM **Brigadier General (Retired) Robert Chekan, CD** – RCAF
Expeditionary Air Operations, at Home and Abroad
- 2:30 PM **Panel Discussion – The Arctic - Whose Future is This Anyway?**
Moderator – Joe Spears
Featuring – Nancy Teeple, SFU; Dr. James Boutillier; Brigadier-General (Retired)
Robert Chekan, CD; Tina Adcock, SFU History
- 3:30 PM **William Hart-McHarg Memorial Lecture** – The Honourable Harjit Sajjan, PC,
OMM, MSM, CD, MP, Minister of National Defence
Canada and International Security
- 4:30 PM Closing remarks by the Conference Organizers

Registration - (including coffee and lunch): \$45 regular, \$30 students and junior ranks

Register online visit - <http://2016vancouverstrategicstudiesconference.eventbrite.com/> or

<http://www.eventbrite.com/e/2016-vancouver-strategic-studies-conference-tickets-21259706354>



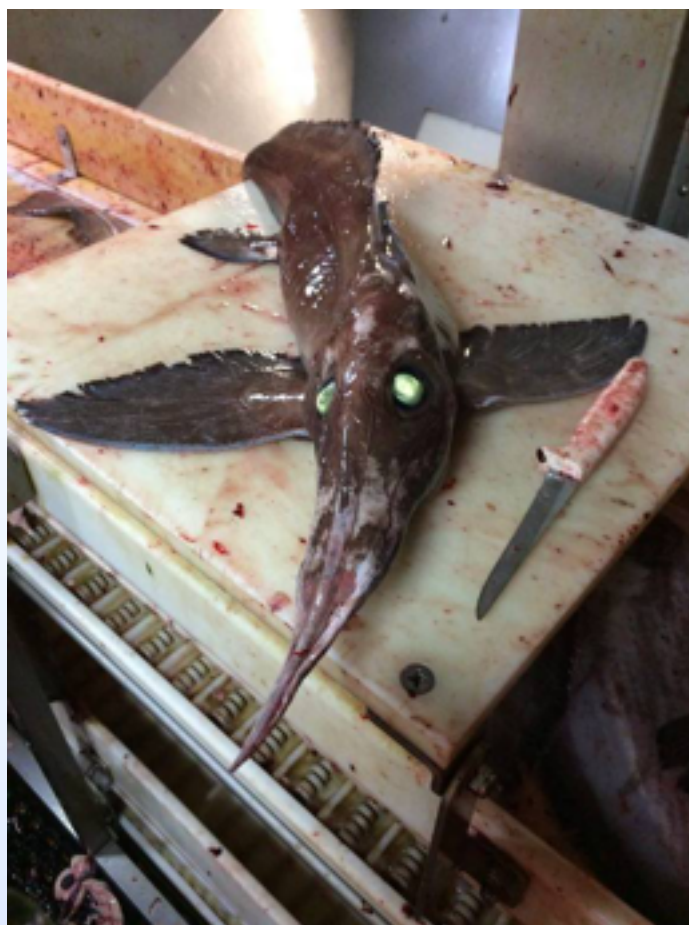
Mysteries of the Sea

Gosh I have missed this column!

This month's little miracle of the deep is an amazing creature which appeared in the nets of some Nova Scotian fisherman last week. Although never seen before by these fisherman, this deep sea oddity has on occasion been studied by scientists and goes by the rather charming name of the knifenose chimaera. Ed

The coolest fish on the planet is a distant relative of the shark and like most sharks has a skeleton made out of cartilage. I am guessing it won't surprise you to hear that it looks virtually identical to its 350 million year old ancestors (for whom we have a fossil record).

They swim along the ocean floor (as much as 1.6 miles down) using their six pointy teeth to catch fish, invertebrates and other bottom-dwelling organisms. Regrettably they expel their guts when brought to the



surface, making an in-depth analysis difficult. Pressure changes can severely limit scientific analyses.

There are different types of chimaera (also called ratfish), and the fishermen spotted has several aliases, including longnose chimaera, narrownose chimaera, bigspine spookfish and bentnose rabbitfish. Scientists call it *Harriotta raleighana*.

As this find shows, it is threatened by habitat loss as fishermen go farther and deeper in search of abundant catches.

That monstrous, paddle-shaped proboscis (see left) is loaded with numerous sensory nerve endings that the animal uses to find food, such as small fish. But that's not its only peculiar feature — the chimaera also has a poisonous spine on its front dorsal fin.

The long-nosed chimaera lives in tropical and temperate waters around the world, at depths of up to 6,600 feet. They typically grow 2 to 4.5 feet long.

NACVI LEAD AND LINE



VETERAN'S CORNER

BY ROD HUGHES

The Royal Canadian Legion, one of Canada's great national institutions, is a committed friend of serving and retired members of the RCN. I must admit that I had only a basic understanding of the camaraderie side of the Legion during my uniformed years, and I had an inkling of their community support when with the BC Cadet programme. It was only upon retirement that I became aware of the extent of the noble community work that the Legion performs.

At the close of World War 1, there were 15 Veterans groups and a number of regimental associations representing former service members in Canada. Despite their common goal – to help demobilized service members in need – their efforts were fragmented and largely unsuccessful. In 1925, an appeal for unity led to the formation of the Dominion Veterans Alliance. The Le-

gion was founded in November of that year in Winnipeg as The Canadian Legion of the British Empire Services League and incorporated by special Act of Parliament in July 1926. Initially, the objectives of the Legion were to provide a strong voice for World War I Veterans and advise the government on Veterans' issues. World War II brought an influx of new demands and the Legion increased efforts to help these Veterans.

The Legion continues to evolve to meet the needs of its members and today's military community. The Legion provides representation, advocacy, and financial assistance to serving and retired Veterans and their families, free of charge, Legion member or not. Over 300,000 members contribute countless volunteer hours, and fundraise millions of dollars each year for their communities. More visible to most Canadians, the Legion organizes commemorative programmes to help Canadians honour and remember. These include Remembrance Day ceremonies, the Poppy campaign, youth education, pilgrimages, and local cenotaphs.

There are seven Branches locally; #7 near Topaz

Jim Boutilier (one of our own!) wins Admirals' medal

"For achievements in the field of Canadian maritime affairs, in which his extensive global network in the defence, security, policy and academic communities is leveraged to great effect in support of Canada and the Canadian Forces."

The medal will be presented by Mark Norman at the annual Battle of the Atlantic dinner in Ottawa in late April.

Born in Halifax with a PhD in History from the University of London, Dr. Boutilier spent twenty-four years on staff at the Royal Roads Military College in Victoria; first as Head of the History Department and then as Dean of Arts. During his time at RRMCC, he was instrumental in establishing the military and strategic studies degree program at the college and taught courses on naval history, contemporary Asia, the history of the Pacific, and strategic issues. He is also an adjunct professor of Pacific and Asian Studies at the University of Victoria and the President of the Maritime Awards Society of Canada. Dr. Boutilier belongs to a variety of professional organizations including the Canadian Consortium on Asia-



Our Special Adviser (Policy), to the Commander at MARPAC HQ (on the right)

Pacific Security, the Council on Security Cooperation in Asia-Pacific, the Maritime Museum of British Columbia, the Pacific People's Partnership, and several local advisory boards.

NAC-VI LEAD AND LINE

Park, #37 in Sidney, #91 in Langford, #127 in James Bay, #134 in Shawnigan, #172 Esquimalt, and #292 in Burnside. The new Legion Service Officer for Vancouver Island is Mr. Clifford Rose who is housed in CFB Esquimalt.

His mailing address is:
Naden Post Office-Building N34,
PO Box 17000 Stn Forces,
CFB Esquimalt,
Victoria, BC V9A 7N2.

Mr. Rose's phone number is:
250-381-3992 or Toll Free: 866-381-3992 (BC only),

and his email is clifford.rose@legionbcyukon.ca

I am a Legion member and I have unashamedly used information for this article from the Legion's many useful websites. I acknowledge the Legion for the use of their information, and thank them for their continued support.

The Legion's motto is apropos,

We will remember them.



Candlelight Tribute

- Saturday April 9 at 7:45 pm

This year's ceremony is to commemorate the Battle of Vimy. Everyone will muster in the Parking Lot of the Prince Edward Legion at 19:15 pm and march off at 7:40 going along Station Road to Veterans' Memorial Park. After the service the parade will return to the Legion by the same route at 2100. Refreshments will follow.

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



In Memoriam

10 March 2016
Capt. John Dewar
RCN (Ret'd)

*NAC-VI Welcomes
Hugh Sproule
back from NSNAC*

*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*