

LEAD AND LINE

NEWSLETTER OF THE NAVAL ASSOCIATION OF CANADA - VANCOUVER ISLAND

FELEX

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Day trip in a Nuke

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Kon Tiki rafts rescued

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Nearly 100 navy cadets stood on the masts of the 'Cuauhtémoc' as the Mexican tall ship arrived at the Halifax waterfront in May. The ship carries a crew of 250

NAC-VI 27 June Luncheon

**Great Food, Great Company and
the Annual General Meeting**

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 23 Jun.*

Please advise of any allergies or food sensitivities.

NAC-VI LEAD AND LINE



President's Message June 2016

June, while technically the middle of our membership year, is the end of our cycle of events and activities. We generally stand down for the summer and then start afresh in September.

This is a good time to consider challenges and opportunities and to affirm our course going forward. NAC Branches across the country are looking seriously at membership challenges and the opportunities our more broadly defined "membership" presents for us.

Also, for many years, our membership was primarily social and an extension of the old Wardroom. While still a major part of what we do, membership now presents us with an opportunity to learn more about the issues facing our Navy and to explain these to the general public.

An expanded membership, informed of the challenges our Navy is facing, and willing to take these forward to those concerned, I believe, can make a difference. To use the National President's words:

"... it's more important than ever for us and others to explain why Canada has a navy, what that navy does, and how it must evolve to meet future challenges."

"To help accomplish this the RCN has written a discussion piece called Leadmark 2050: Canada in a Maritime World. Many NAC members both retired and serving were involved in writing the paper and as you will note NAC helped sponsor it."

This can be viewed at

<http://navalassoc.ca/wp-content/uploads/2016/05/Leadmark-2050-13-May-2016.pdf>

You will recognize many of the authors. I encourage you to read this and then to help us take this forward.

I also ask that you consider helping us to expand our membership by asking those you know that are in support of our Navy to consider becoming members and to help us make a difference in Canada.

As mentioned in earlier messages, we are looking at some evening information presentations/discussions. Something perhaps a younger membership demographic may find interesting. If you have some potential names, please pass on to any member of the Executive and we will follow up.

I look forward to seeing as many of you that can make it at our AGM.

Yours Aye Bill

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NACVI LEAD AND LINE

READY-AYE-READY

by John Webber

The majority of the Royal Canadian Navy's twelve frigates, built in the 1990's, have completed their mid-life upgrade. The FELEX (Frigate life extension) program is in the final stages of completion with *HMCS Regina* being the last west coast frigate to complete the refit.

The FELEX project started in 2010 with *HMCS Halifax*. The Halifax class frigates were designed in the late



Rear-Admiral Gilles Couturier and the MND the Hon. Harjit Sajjan at the HMCS Regina ceremony

1980's as a replacement for all the various classes of ships in the RCN.

The completion of the FELEX program brings the RCN well into the 21st century as a modern frigate.

The FELEX program includes 100's of upgrades to the ship's electronics, sensors and weapons.

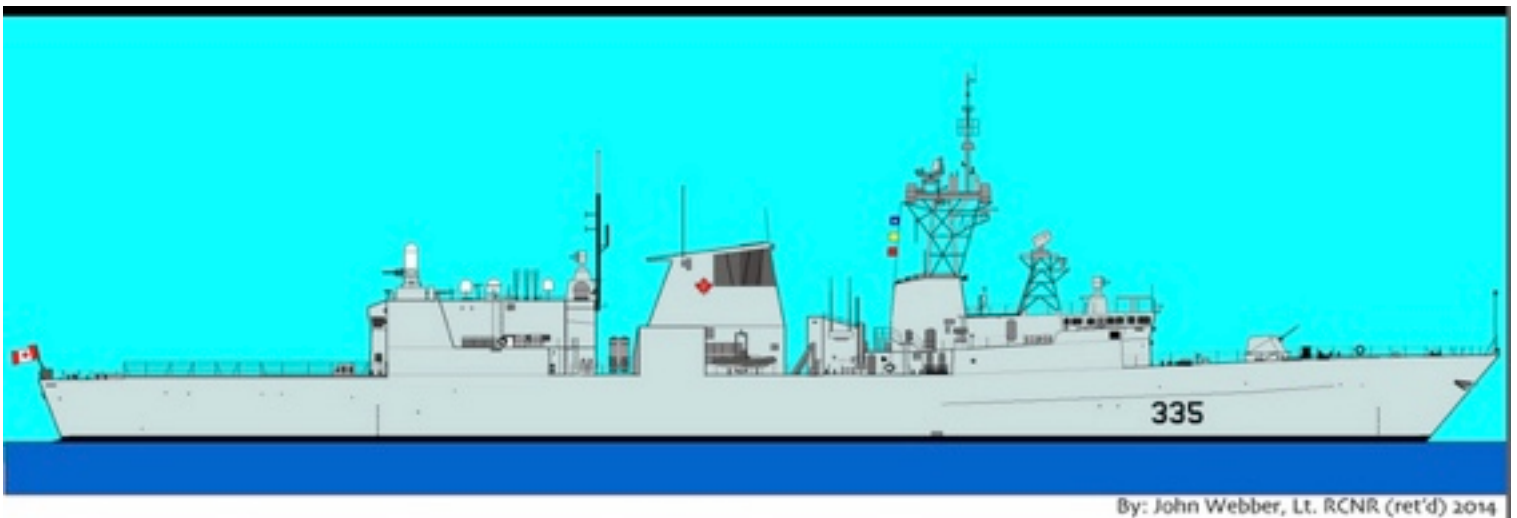
Increasing reliability and speed of electronic information flow. And, of course, new computers that are up to a 1000 times faster than the original equipment designed in the 1980's.

The multi-function frigates now can better manage new challenges of defending themselves from small, fast and stealthy threats in shallow waters (littoral environment) and on the open sea.

These are just a few highlights of the many FELEX upgrades:

- Harpoon missiles have updated electronics and can now attack land targets.
- ESSM missiles have an increased speed and range.
- 57mm deck gun now use smart shells with 6 types of fuses.
- Damage control is fully computerized.

continued on next page



By: John Webber, Lt. RCNR (ret'd) 2014

Proposed new surface combatant design.

NAC-VI LEAD AND LINE

Proposed new surface combatants



Small fast terrorist suicide boats are the navy equivalent to the AK-47 as the backbone of terrorist organizations that wish to attack larger surface vessels with limited resources. Small suicide attack boats are a sure sign of desperate groups, struggling to terrorize the world.

Check out some of my photos of the new FELEX upgrades of *HMCS Calgary* on Flickr at.

<https://www.flickr.com/photos/135713236@N05/20338015093/in/album-72157657887676431/lightbox/>

The frigate replacement helicopter, the CH-148 ordered in 2004 is long overdue, and it's uncertain when they will start being deployed.

New remote controlled joy-stick operated machine guns are on order for the frigates and should start being installed in 2017.

The RCN's future surface combatants are in the early design stages and could be announced next year when construction will commence.

Of course, it's easier for politicians to announce something than to do something.

Dear Editor

Very interesting.

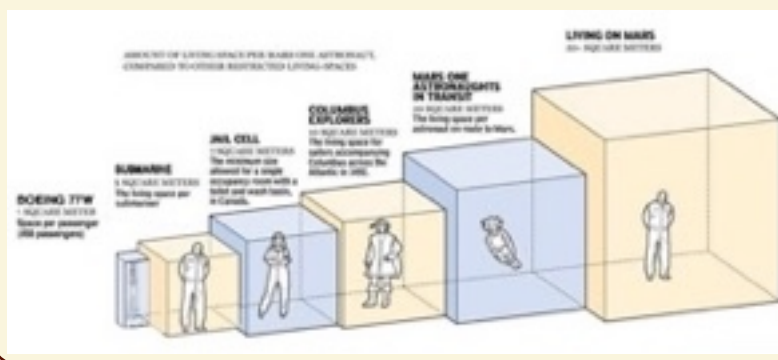
The article by John Webber must be meaning "cubic meters" rather than "square meters". I can't tell where the illustration came from but it is wrong as well. Keep up the great work. **George Godwin**



Author's response:

The illustration originated from NASA and was in "square meters". I added the submarine and plane for my own interest. The illustration of "cubic meters", I suppose, is just to exaggerate the size of the "square meters". Of course, the square meters of submarines and planes vary depending on the type.

Cheers, **John Webber**



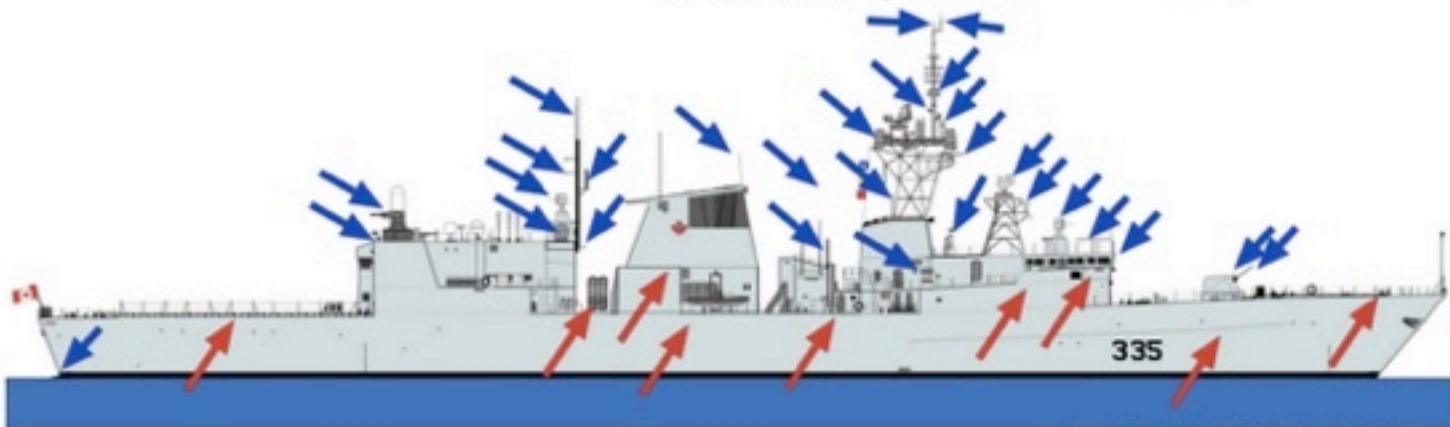
NACVI LEAD AND LINE



Crew of HMCS Regina

Royal Canadian Navy Frigate Life Extension Program (FELEX)

- | | |
|--|---|
| 1- Aft skirting to reduce wake | 19- THALES SMART-S Mk-2 3D radar and IFF |
| 2- Two video cameras aft | 20- SIRIUS passive LRIRST camera |
| 3- Two video cameras forward | 21- MULTI LINK 11, 16, 22 antenna |
| 4- Improved Phalanx 1 B close-in weapon system | 22- Change upper mast to single support |
| 5- Port and starboard satellite antennas | 23- Raise search light |
| 6- UHF antenna | 24- SAAB CEROS 200 FCS-B Tracking radar / camera, fwd |
| 7- VHF antennas | 25- SAAB CEROS 200 FCS-B Tracking radar / camera, aft |
| 8- UHF antennas | 26- INTERNAL... Operations room reconfiguration |
| 9- Multi-mode Satellite antenna | 27- INTERNAL... SAAB 9LV command and control system |
| 10- IFF mode 5 upgrade | 28- INTERNAL... 57mm gun 6-mode ammo |
| 11- Sea Giraffe radar upgrade | 29- INTERNAL... New integrated machinery control system |
| 12- VHF antenna | 30- INTERNAL... Reinforced hanger deck |
| 13- Remove HF wire antennas | 31- INTERNAL... New integrated platform management system |
| 14- CANESS electronic warfare upgrade | 32- INTERNAL... Harpoon missile upgrade BGM-84 Block 1C |
| 15- RAYTHEON ANSHUETZ Navigation radar | 33- INTERNAL... CHEMOX replaced with SCBA |
| 16- 57mm gun camera | 34- INTERNAL... Winch replacements |
| 17- New Reinmettal MASS decoy system | 35- INTERNAL... Crew quarters upgrade |
| 18- 57mm gun radar | 36- INTERNAL... RIM-162 ESSM missile upgrade |
| | 37- NEW... Helicopter on order |



By: John Webber, LT. (RCNR) 2014

Top 37 component upgrades. See list of abbreviations on page 6

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Blackbeard's Anchor

In 1718 Blackbeard and his crew intentionally grounded their ship Queen Anne's Revenge off the Coast of North Carolina. 293 years later, the 3,000 pound anchor has been brought to the surface. Queen Anne's Revenge was originally a French slave ship which Blackbeard (Edward Teach) captured in 1717. Teach was killed by British sailors in a battle near Ocracoke in 1718.



FELEX Abbreviations

- **HMCCS – Halifax Modernized Command and Control System.** The ships currently use the SHINPADS integrated processing and display system supplied by Lockheed Martin Canada, each using about 15 AN/JYK-501 workstations manufactured by General Dynamics Canada. They will be replaced with Saab's 9LV system, a popular combat system used around the world in classes ranging from Sweden's ultra-modern Visby corvettes to Australia's forthcoming Canberra Class LHD amphibious landing ships.
- **Halifax Class Radar Upgrades.** The current set includes 2 Thales Nederland SPG-503 (STIR 1.8) fire control radars, Raytheon's SPS-49v5 long-range active air search radar operating in the C and D bands, and Saab Microwave Systems' HC150 Sea Giraffe medium-range air and surface search radar operating in the G and H bands. The Sea Giraffe radars are being updated (June 2/09 entry), and Thales' Smart-S Mk2 will be added to replace the SPS-49 (July 2/09 entry).
- **SIRIUS – Long-range infrared search and track system.** Important for near-shore surveillance, and ships operating under low-emissions restrictions.IRST on ships is specially useful against small surface targets, low flying aircraft, and anti-ship missiles. Its TV images are especially useful for threat classification. DRS Canada and Thales Nederland won with their Sirius system (April 21/06 entry).
- **ESSM – Evolved Sea Sparrow Missile.** The frigates currently carry 16 RIM-7 Sea Sparrow missiles, which cannot cope with modern threats. Raytheon's RIM-162 ESSM is an entirely new missile that has become the new NATO standard, with substantially better maneuverability and capability against low-flying targets.
- **IFF Mode S/5.** Identification Friend-or-Foe technology is not foolproof, but if it fails, the results can be tragic. IFF Mode 5 offers new algorithms that improve performance, encryption, range, and civil compatibility. It also adds "lethal interrogation" as a must-respond last chance, and the ability to see individual aircraft even when they're close together. The further addition of IFF Mode S assigns a discrete 'squawk' which is unique to each aircraft.

NAC-VI LEAD AND LINE

Rip Van Winkle as a Submariner

By Mark Hanington, RCN (retd)

I left HMCS Ojibwa sometime in 1972, and as far as submariners went I might just as well have fallen asleep. Until last week – Friday 13th of May in fact – when I found myself awake again, at sea on the *USS City of Corpus Christi*, SSN 705. The CO is a friend of mine and I was delighted by his invitation for a day cruise. “Wonder how it will compare to being on an O boat?” I mused.

Here’s what I learned. They both go underwater, they both fire torpedoes. After that there are few meaningful comparisons to be made. An SSN is a profoundly different vessel, culture and experience. For a start there’s a lot more of it. Over three times the weight (about 7000 tonnes compared to about 2000), an infinitely greater amount of digital electronic displays, more than twice the crew, and so on.

I would love to include photographs to illustrate all this, but for his own funny reasons the sentry who searched me and “wanded me” before I boarded insisted I leave my cell phone ashore.

The first thing that struck me was the required physicality of a sailor on board. When I fell asleep in 1972 I was 26 years old, fit as the devil and the only pain I ever experienced was a hangover. When I woke up 42 years later I found myself 68 years old and arthritic. So you may imagine my dismay at realizing there are way more ladders to be dealt with here. Way more, and they’re much taller and when you climb up to the sail, for example, there are three of the blighters and none of them are properly lined up.

When you finally get up top there is no expansive fin area to move around in, just a tiny “cockpit” and so you have to find an arthritic sort of way to crawl up onto the sail itself, carefully harnessing yourself in so as not to plunge to your death and being mindful of a rotating radar antenna at about crotch height. So I gamely did all that with the CO’s very courteous assistance and found myself looking between two side-by-side periscopes, raised, at a machine gunner manning a mount just aft of the periscopes.



Author Mark Hanington with Commander Travis Petzold, USN, the CO of Corpus Christi

There were railings up there to lean against. All those railings, the machine gun mount and the machine gun, a big bag of shells and magazines... all these things are brought up and down those infernal ladders routinely by (primarily young) very fit men. This baby does not crash dive.

As I saw later the same efforts are also made between decks (there are three levels of them inside the hull) with no apparent effort by smiling energetic sailors and officers alike with all kinds of heavy stuff. During exercises like “Code Red!” which is nuke for “Jesus wept, there’s a fire! This one’s in the galley!” within a minute or less sailors in full fire suits with air tanks – big suckers – strapped to their backs, are bounding enthusiastically up and down ladders. I’m sure that under those heavy face plates they are all shouting “Hooray!” or “Yippee!” or something like that.

So much for physicality. The culture is very different too. On the O boat pretty much everything was centrally controlled. Want to open an outer torpedo tube door for some reason? Wait for the order. It certainly makes sense. But things seemed more de-centralized here. Given that we were on a day cruise for a few civvies a lot of activities were planned. One of those was firing water slugs. Once control room gave the go ahead, the young torpedoman in the forward torpedo room (there is no torpedo room aft) welcomed every visitor and cheerfully

continued on next page

NAC-VI LEAD AND LINE

Rip Van Winkle cont.

filled the tube, opened the outer door, had us move the lever to fire the water slug and so on. He was alone. There was no chief supervising him, no crew of other torpedo-men, it was just him. To me that seemed remarkable.

By the way, moving the lever to fire the water slug is not nearly as easy as I had expected it to be. The lever looks like a big brass button wedged between tubes in a way that makes it hard to see, let alone manipulate. You have to lift this button up, and force it to move counter-clockwise to a position about 45 degrees away. Against a great deal of resistance. The drill is to call out, "Firing from torpedo tube three.... 3...2...1" and then you just do it like a Nike swoosh.

Not anticipating the force required, I placed myself at an angle most un-conducive to success. "Firing from torpedo tube three!" I crowed aloud. "3..2...gaaa...good lord... unnggg... not quite yet... soon maybe..." and then suddenly a shot rang out and the water slug fired with a rewarding whoomph and hissing of vented air. "You won't do that by accident," I muttered through clenched teeth. "Apparently

not!" said a voice from behind me, and I turned to find the CO immediately behind me. "It's easier if you fire from the control room," he added encouragingly

But now for the cool stuff. We civvies went to the control room to watch the Officer of the Deck put the boat through its paces. The control room is large, crowded with equipment and people and it runs like the smoothly oiled machine it really is, only the oil is made of electrons. Displays are everywhere: by my casual count there are just under three trillion red indicator lights. The helm and planesmen are forward on the port side. The sonar room opens up forward on the starboard side. There are screens everywhere, like big, flat HD TV's. Each shows at least four simultaneous displays.

One is the electronic navigation chart which shows the boat's position overlaid with a bottom contour chart and the land nearby if any. It shows the ship's heading, the locations of all contacts, the "box" that defines the allocated operating area... everything you could possibly want, all in vivid colour. Another quadrant displays what sonar is seeing. Sonar sweeps don't go in circles anymore.

Who knew? It's beautiful and clear and everybody knows what's happening. A third quadrant shows what, if anything, the periscope is looking at. I found that pretty magical.

You can't control the periscope, but you get to see what the OOD is looking at. The fourth quadrant was equally amazing and, brain overloaded, I couldn't tell you what it showed if my life depended on it. (Important note... these displays on large-screen HD TV's are mounted throughout the boat – in the Wardroom, the Crew's Mess, who

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NAC-VI LEAD AND LINE



knows where else. It is very democratic dispersion of knowledge. Makes one feel included.

And then the boat went through its paces. We went way faster than the O boats could imagine, and way deeper (without so much as “rig for deep dive”, thank you very much.) High speed turns, (it’s single screw and the torque is very evident. And you get some fun angles port or starboard) and high speed depth alterations using some pretty stimulating up and down angles.

La piece de resistance was “full ahead flank” followed by “all astern emergency”. It was only during this exercise that the boat shook at all, and it was nothing compared to the shuddering of an O boat during batts in series. As this maneuver sends water at great speed across the planes in the wrong direction, the planesman gets to demonstrate his ability to alter his mode of thinking instantly.

Thus went a remarkable day. Just as an aside, the boat was originally to be named just *Corpus Christi*, like the *Dallas* is just named *Dallas* and so on. However the Catholic Church took exception to naming a fast attack submarine “The Body of Christ,” feeling it inappropriate in some way, and so the *USS City of Corpus Christi* has the longest name of any submarine in the US navy. Probably in anyone’s navy, I expect.

I was the navigator of the *Ojibwa*. There was not a paper chart to be seen anywhere on this boat. The navigator’s mate said he was pretty sure he knew someone who had seen a real sextant once.

Makes a guy feel old.

2016 Annual General Meeting

In preparation for the Annual General Meeting the President has issued the Annual Call for volunteers to serve on the Executive Committee and for proposed resolutions to be tabled at the next NAC-VI AGM. Please forward your nominations and/or resolutions to the Secretary- – Kathie Csomany – csomany@islanednet.com or call 250-477-4175

Notice of NAC-VI Annual General Meeting

Notice is hereby given that the 7th Annual General Meeting will take place at the Fireside Grill 4509 West Saanich Road, Royal Oak, Saanich, BC on Monday, 27 June, 2016 on completion of the Luncheon.

- To consider, and subject to any necessary amendments, approve the minutes of the 6th Annual General Meeting held on Mon 22 June 2015;
- To receive the report of the President;
- To consider and approve the financial statements for the year ending 31 December, 2015;
- To approve the budget for the year ending 2016;
- To ratify and confirm the actions of the Executive Committee to take action on behalf of the Organization for the year, and
- To transact such business as may be properly brought before this meeting.

NACVI LEAD AND LINE

Always a sad sight...

She had a long life - Built at Davie Shipyard in 1969, she was paid off in June last year and then sold, with *Protecteur* for scrap to RJ MacIsaac Ltd of Antigonish, Nova Scotia.

She had a fine pedigree. Her predecessor (R17) won battle honours at Norway 1944, Normandy 1944 and the Arctic 1944-45. In her first year of service 283 rescued the crew of a sinking fishing vessel *Paul & Maria* and shortly thereafter was the first in her class to cross the Equator. By her 10th year she had steamed more than 200,000 nautical miles,

participated in 20 international exercises (three as SNFL Flagship) and spent a full three years at sea. She transited the Suez Canal in 1993 to join a NATO blockade of Yugoslavia. In '94 she was transferred to the West Coast. She visited Japan, Russian and South Korea and in 2002 left Esquimalt for the Arabian Sea as part of a coalition against terrorism.

In 2010 she was the flagship for the Governor General for the International Review marking the centennial of the Canadian Navy. In August 2013 she was involved in a collision with *Preserver* which badly damaged the hanger and she was paid off. She left Esquimalt for the last time 9 May.



HMCS Algonquin on her way to Liverpool, Nova Scotia for scrap

NACVI LEAD AND LINE

DND fined for fuel spill in Halifax

On a more embarrassing front, the Halifax Provincial Court has laid a \$100,000 fine on DND after HMCS St John's spilled 9000 litres of diesel into Halifax Harbour. The charges stem from a fuel spill in May 2013 while the ship was at anchor. In January Environment and Climate Change Canada charged DND with a violation of the Fisheries Act. Of the \$100,000 penalty, \$98,000 is to go to the Environmental Damages Fund the ruling said.

Lead and Line on hols for the summer

Just wanted to let you know that, as usual, the Lead & Line will not be printed in the summer months of July and August. The deadline for the September issue will be August 20th



USN's First autonomous warship

The US Navy has a new autonomous 132 foot sea-faring drone: the *Sea Hunter* recently launched in Portland, Oregon. *Sea Hunter* was developed by DARPA as part of its ASW program and cost the military \$20 million to develop. More importantly Operating costs are only \$15,000 to \$20,000 per day; much lower than those of a manned vessel. The ships have two diesel engines (and twin screws) that can push the drone ship to 27 knots. It carries enough fuel for a 70 day cruise.



Prince Harry became involved in the games in 2014

Toronto to host Invictus games in 2017

The prince spoke to an audience of injured military personnel at the Royal York Hotel, explaining how he was inspired to get involved in the Invictus Games after seeing three young soldiers badly injured in Afghanistan while he was serving a tour of duty. While sitting aboard his flight home, Harry saw a coffin of a Danish soldier loaded aboard. Also on that flight were three young British soldiers "on stretchers in induced comas" wrapped in plastic, "missing limbs with tubes coming out of them," he said. That moment put the prince on the path to embracing the Invictus Games.

Jody Mitic, an Ottawa city councillor and former Canadian Forces sniper who lost his feet to a mine while serving in Afghanistan, thanked Harry for his support for the Games. "As tough as we like to think we are ... we need each other," said Mitic. "We need a team. Without my brothers and sisters, I wouldn't be here." About 30 members of Canada's Invictus Games team were on hand in Toronto for Monday's launch. The Olympic-style sports event for wounded and sick veterans takes place next September in Toronto and will feature more than 600 competitors from 16 countries.

NACVI LEAD AND LINE



New UAV can launch from underwater for aerial missions

The Corrosion Resistant Aerial Covert Unmanned Nautical System - is a submersible UAV that can be launched from a fixed position underwater, or from an unmanned underwater vehicle. Its ability to operate in the harsh littoral (shore) environment, as well as its payload flexibility, enables a wide array of potential missions.

The most innovative feature of CRACUNS is that it can remain at and launch from a significant depth without needing structural metal parts or machined surfaces.

New Bust of WWI Newfoundland hero Able Seaman Leander Green DSM unveiled

Able Seaman Green was serving in HMS *Hilary*, a Royal Navy Ship, when 1914, the ship took a Norwegian barque, SS *Maryetta*, in tow after it had become dismasted. The next day, the SS *Maryetta* sent out distress signals. *Maryetta* had sprung a leak and was sinking and the crew immediately abandoned ship.

In the chaos caused by choppy seas and weather and darkness, the captain asked for volunteers from *Hilary* to jump into the water and bring a lifeline to the stricken merchantman. Able Seaman Green jumped into the water with a lifeline in his teeth, swam to the barque and helped six

members of the barque's crew to reach *Hilary*. Nine souls from the *Maryetta* and two from *Hilary* were lost to the sea that day.

There is some confusion as to the true cause of the *Maryetta*'s sinking. According to The Book of Newfoundland, the Norwegian merchantman was not stricken in heavy weather but torpedoed by a German submarine and HMS *Hilary* rendered assistance.

Irrespective of the cause, the effect resulted in Green's heroic action, and for that selfless heroism, he

was awarded the Distinguished Service Medal.

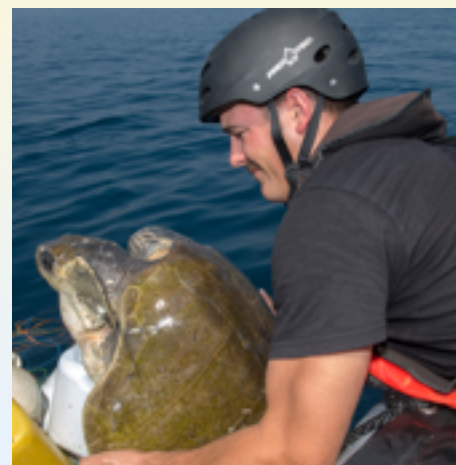
The sculpture by Christian Corbett (seen above with Adm Mark Norman) is made of a bronze resin with a hand-painted patina in a unique colour wash.



SAILORS RESCUE SEA TURTLES

HMCS *Edmonton* recently freed two sea turtles ensnared in a fishing float. The float was detected by the ship during the afternoon watch and, upon closer inspection, was seen to have two loggerhead sea turtles tangled up in the fishing lines. Within minutes, *Edmonton* had its rigid-hulled inflatable boat in the water and several sailors proceeded to cut the lines in order to free the animals. The sea turtles had some visible signs of injuries sustained from their time in distress, but immediately carried on their way once set free.

HMC Ships *Edmonton* and *Saskatoon* were recently deployed on Op CARIBBE, Canada's contribution to Op MARTILLO, a multinational campaign against criminal organizations.



NACVI LEAD AND LINE

A duty to provide a navy?

By John Webber

As a safety consultant, one of my tasks was giving expert opinion during a legal process of suing for damages after an injury or fatal incident. That is, I had to prove an owner did not provide the proper due diligence for the safety of anyone on their property.

An employer must do everything reasonable to provide a safe work environment or they may be liable to some form of punishment. Thus, if they have had an incident that caused a death or serious injury of someone at their workplace, they must prove they have provided a safe environment.

Now, extrapolate this to our federal government. They also must provide a safe environment to protect Canadian citizens but there is no clear rule to what size of armed forces or police our politicians must provide to ensure our safety nor, it seems, any accountability for their action or inaction. It's a significant change in responsibility and accountability from a private property owner.

If we are attacked, we are at the mercy of the past action or inaction of a past or present government. If our armed forces are too small to stop an attack on our citizens, unlike WWII, it will be too late to start ordering or building weapons in time to repel a large attack. But, there seems to be no accountability to anyone in our government for failing to provide sufficient armed forces to protect our citizens, our country and of our military personnel. And, there is no way of knowing until an attack oc-

curs.

Unfortunately our federal leaders think because they're elected to be in charge, they are automatically correct in choosing whatever they think is a necessary level of protection for our country. This was the thinking prior to WWII which proved that the allies were not prepared for a large war.

Is the world a safe place today? Does our federal government have to only provide the minimum level of armed forces to ensure our safety and maintain our quality of living? Are we passing the due diligence to citizens by using various public forums? Are we depending too much on the United States to protect our country?

Will NATO come to our aid at the time of need? Do we have sufficient armed forces to ensure our commitment to NATO and at the same time having enough protection for ourselves? History has shown that NATO is not a cohesive force of strength as we had hoped.

It's part of a federal politician's duty to provide sufficient funds for the protection of our country and to show any potential enemy our Canadian armed forces are a strong deterrent.

When we elect politicians we may be giving the due diligence of the safety and security of our country to amateurs who don't seem take our national defence seriously. Ironically, it is the protection of our politicians that is the highest priority of our military.

Of course, if we ever go to war, then due diligence on our safety and security is out the window. They always blame the enemy.

CFB ESQUIMALT NAVAL & MILITARY MUSEUM OPEN HOUSE

WWW.NAVALANDMILITARYMUSEUM.ORG

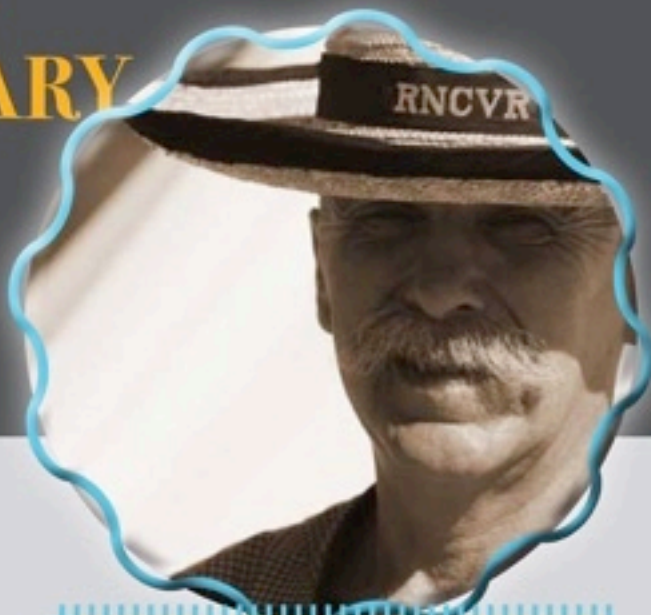
Featuring:

Victoria Esquimalt Military Reenactors Association (VEMRA) members - "Bringing History Alive"

Free tours

Dynamic new exhibits and displays

Heritage tea service



LOCATED OFF ADMIRALS
ROAD IN ESQUIMALT

ENTER AT THE NADEN MAIN GATE
FOLLOW THE BLUE LINES
FROM THE ENTRANCE TO THE BASE

Please bring photo identification
to gain admission



SATURDAY 09 JULY, 2016

10 A.M.-4 P.M.

FREE EVENT



NACVI LEAD AND LINE



Out and about

HMCS Winnipeg did a sea training RAS with *Almirante Monte May* 19th (at left) while Kingston class *HMCS Moncton* spent a happy week in New York at Fleet Week (see below).

Westshore Navy Day in June will open parts of the Base not normally open to the public (really far below) Parking at Royal Roads in the upper parking lot with complimentary shuttle buses. It is ten years since the last open house event at Ogden point and the first at Westshore.



Special tug boat ballet and Search and Rescue demonstrations to be part of the Westshore festivities.



SHIP TOURS,
DEMOS,
HELICOPTER
DISPLAY,
FOOD & FUN

VISITES DE NAVIRE
DÉMONSTRATIONS
HÉLICOPTÈRE
EN EXHIBITION
NOURRITURE
ET PLAISIR



JUNE 11, 2016

LE 11 JUIN 2016

10:30 a.m. to 3 p.m.
CFB Esquimalt
Colwood Facilities

De 10 h 30 à 15 h
Les installations Colwood
de la BFC Esquimalt

NACVI LEAD AND LINE

Maritime Security Challenges 2016: Pacific Seapower

3-6 October 2016 - Victoria,
British Columbia, Canada

Conference Partner Announcement:

We are pleased to welcome the return of the *Daniel K. Inouye Asia-Pacific Center for Security Studies* (DKI APCSS) as a Maritime Security Challenges conference partner! MSC16 marks the third year that DKI APCSS, an institution of the United States Department of Defense, has provided its support and expertise to MSC events.

Further details on the conference programme, including panel topics, can be found on the MSC16 website. Confirmed MSC16 presenters include:

- Commander Jonathan Odom, Asia-Pacific Center for Security Studies
- Rodger Baker, Vice President of Strategic Analysis, STRATFOR
- Dr. Alessio Patalano, Department of War Studies, King's College London
- Professor Toshi Yoshihara, China Maritime Studies Institute, US Naval War College

Take advantage of the [Early Bird discount](#) before June 30



One of the Kon-Tiki rafts photographed from a Chilean spotter plane.

Photograph: HO/AFP/Getty Images

Kon Tiki expedition rescued by Chile

The Chilean navy has rescued 14 people aboard two balsa wood rafts that were swept up in strong currents hundreds of kilometres off the coast.

The *Kon-Tiki* 1 and 2 rafts set sail in early January from Easter Island in the Pacific Ocean toward the Chilean port city of Valparaíso with the aim of documenting climate change, pollution and marine life. But strong currents pulled them far off course and the group sent out a distress signal asking for assistance.

The Chilean navy said in a statement that the rafts were about 1,600km (994 miles) west of Puerto Montt in southern [Chile](#). The navy sent a merchant ship about 200 nautical miles (370 kilometers) away from the rafts plus a plane to track them from the sky. In a statement, Kon-Tiki expedition leader Torgeir Higræff said they were aborting the voyage for safety reasons. "In a normal year, we would have reached South America by now," said Higræff. "Instead, we are still 900 nautical miles (1,667 kilometers) from land and the weather forecasts are not promising. The crew is in good health and spirit, and there is no emergency situation."

The crews include citizens of Norway, Peru, Mexico, New Zealand, Russia and Sweden.

NACVI LEAD AND LINE



VETERAN'S CORNER

BY ROD HUGHES

In keeping with the theme of connecting members up with agencies and institutions that may prove useful, I would like to refresh everyone's memory about the Royal Canadian Navy Benevolent Fund (RCNBF). You, yourself may not need the RCNBF's resources, but we all know someone or their dependants who might.

The RCNBF is a registered charity and an official receipt for donations is issued for income tax purposes. Serving personnel may even make donations by pay allotment. Below is a précis extracted from material on the RCNBF website at www.rcnbf.ca.

The RCNBF was established by Order in Council in 1942 to administer contributions from naval canteens and officers' messes, with the initial capital coming from undistributed prize money from the war of 1914-18, plus gifts from interested friends of the Naval Service. On July 4, 1945 the Fund was reorganized and received a Charter under Part II of the Companies Act 1934. Today the Fund provides grants or loans, in time of need, to regular and reserve force personnel who have served in the RCN before and after unification, to Canadian Merchant Navy War Veterans, and to all their dependants. Serving RCN regular and reserve force personnel may be eligible for assistance under certain circumstances.

Financial need is deemed to exist when an applicant or dependant is suffering hardship due to lack of the ordinary necessities of life such as food, clothing, shelter, and medical care. Currently, the most frequent requests for aid are for dental work, home repairs and improvements, education, optical needs, hearing aids,

and furniture moving and storage. The RCNBF staff will also help applicants apply to appropriate government or public agencies and private sources for aid to which they may be entitled and will provide advice on financial planning. Applicants eligible for financial assistance from the Fund will receive either a grant or loan, depending upon circumstances. In addition, Veterans Affairs Canada administers a Minor Disbursement Fund on behalf of the RCNBF, which provides grants of up to \$250.00 for specific and/or emergency situations.

The RCNBF also administers an education bursary programme for dependants and grandchildren. The CPO Andrew McQueen Jack Trust bursary programme, a scholarship programme for former or serving members of the Royal Canadian Sea Cadets, the RCNBF Naval Centennial Bursary and a newly created Trades/Vocational bursary all provide valuable financial assistance to students in need.

Additional information can be obtained from Ms. L.F. Harrison, Secretary Treasurer RCN Benevolent Fund PO Box 505, Station B, Ottawa, ON, K1P 5P6 or telephone: (613) 996-5087, toll free: 1-888-557-8777 FAX: (613) 236-8830 and email: rcnbf@rcnbf.com

The Regional Western Canada Committee who make decisions on regional applications for assistance, can be contacted by mail: RCNBF PO Box 17000, Station Force CFB Esquimalt Victoria, BC, V9A 7N2.



NAC-VI

Welcomes new member

David Longdale transferred from NOABC

NAC-VI LEAD AND LINE

"Captain. Sir, the chart states the new surface combatants are straight ahead

"Dam this fog".

"We've been sailing this course for a long time. They must be out there somewhere

"What's on the radar"?

"I see 15 ships, but they keep the same distance away from us as we sail towards them".

"Who's navigating"?

"We have 20 navigators, Sir. Most of them are in Ottawa".

"What are they doing"?

"Making fog, Sir"

Dear Ed: I was at the re-crewing ceremony of HMCS Regina today, after its FELEX upgrading. I asked the MARPAC Commander and the Canada's Defence Minister; "When do you think the new CH-148 helicopters will be landing on HMCS Regina"? After a startled look on their faces, I got a typical non-answer political statement from the Defence Minister. John Webber

Service Officer's report

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Nursing Sister Catherine Walker
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In Memoriam

10 May 2016
Capt. John Young,
RCN (Ret'd)

20 May 2016
George R Laformme

*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*