

May 2018 • Volume 33, Issue 3

ASTERIX EN ROUTE TO THE PACIFIC



DND photo

MV Asterix left CFB Halifax April 11 on its way to CFB Esquimalt where it will prepare for Exercise Rim of the Pacific (RIMPAC) this summer.

INSIDE

President's Message	2	Connecting HMCS Margaret Brooke to her namesake	8
Veterans Corner.....	4-5	First grads for new Martech trade.....	9
HMCS Chicoutimi celebrates	6	The CAF wants your innovative solutions.....	11
New Zealand ship in BC for a while	7	Battle of the Atlantic story.....	12

CHARITABLE PROJECTS A SPRING PRIORITY

As I write this, a cool winter and damp spring are slowly losing their hold. There are brighter skies to the west.

Our last two luncheons have been exceptional, good food and fellowship have combined with excellent presentations to create memorable events.

Last month, Joe O'Rourke, VP and General Manager of Seaspan, gave us a glimpse at the shipbuilding and repair industry here on the west coast. Last week, Alex Reuben, who is the Executive Director, Association of British Columbia Marine Industries (ABCMI), spoke about the civilian B.C. marine Industries and their challenges in recruiting and training. This is a

daunting task given the aging of the workforce in our shipbuilding and repair facilities.

This aging demographic is a common theme as we look at our own membership. Your Executive at NAC-VI, as well as at branches across the country, are struggling to reverse this trend. We need to broaden our base by bringing in new (did I say younger?) members. There will be, in the near future, a membership drive, but our best recruiters are "ourselves"—one on one—with potential candidates. Our last two speakers have committed to becoming members. If you know of anyone who would be interested in Naval Affairs and/or would like to support our



Bill Conconi

Navy, invite them to become involved. Perhaps bring them to lunch.

Last week, Patrick Hunt and I met with the incoming and outgoing Commanding Officers of *HMCS Victoria*. Our purpose was to explore the establishment of a "Friends of Victoria" group

here in Victoria. There are many opportunities to support the vessel and the crew over the year. The meeting was positive. Look for more news over the next few weeks.

Our recent drive to support the "Build a Room" project at Broadmead was very successful. Together we raised \$1,350 dollars. This will be matched by another supporting donor. Many thanks for all your support here. This will go a long way towards restoring a couple of rooms at the Lodge.

As we look to the arrival of summer, a time of growth and renewal, I invite you all to share in our journey as we build to our future.

*Yours Aye,
Bill*



UPCOMING LUNCHEONS

May 24 - \$30

A representative from Maritime Forces Pacific will be delivering an update on current MARPAC activities.

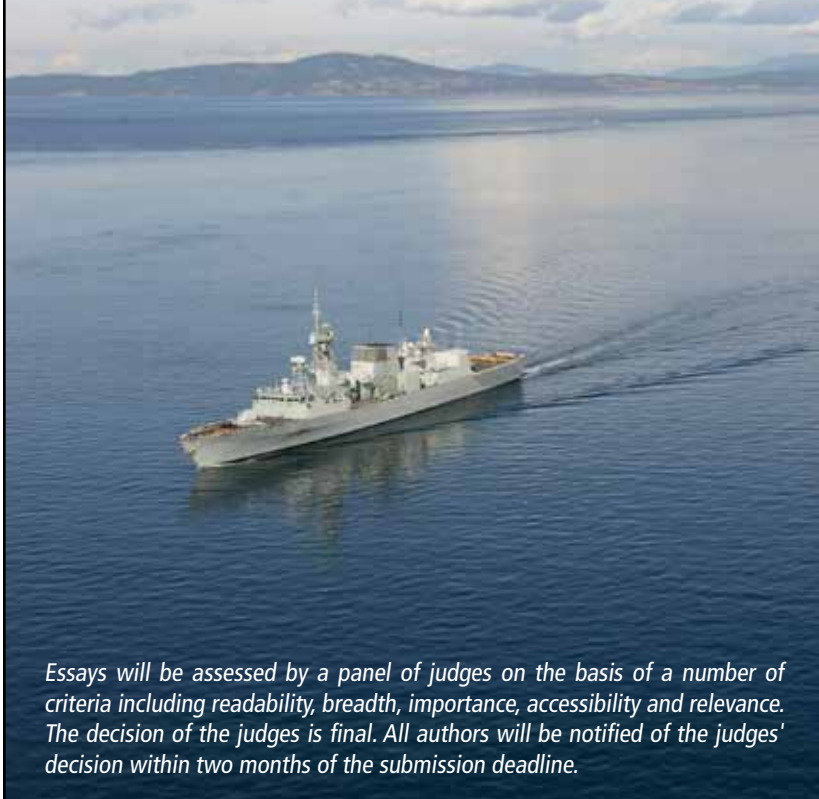
June 28 - \$30

Our Annual General Meeting. Following the meeting, Honourary Captain Mandy Farmer will speak.

All luncheons are at the **Royal Victoria Yacht Club, 3475 Ripon Road** (Cadboro Bay)

Doors open at 11:30 a.m. Lunch is served at 12:15 p.m. Confirm your attendance and convey any dietary concerns to Diana Dewar, treasurvina@gmail.com or 250-655-6788.

2018 CANADIAN NAVAL MEMORIAL TRUST ESSAY COMPETITION



Essays will be assessed by a panel of judges on the basis of a number of criteria including readability, breadth, importance, accessibility and relevance. The decision of the judges is final. All authors will be notified of the judges' decision within two months of the submission deadline.

Canadian Naval Review's annual essay competition will offer a prize of \$1,000 to the best essay. The prize is provided by the Canadian Naval Memorial Trust. The winning essay will be published in CNR.

Essays should relate to the following topics:

- Canadian maritime security
- Canadian naval policy
- Canadian naval issues
- Canadian naval operations
- History/historical operations of the Canadian Navy
- Global maritime issues (such as piracy, smuggling, fishing, environment)
- Canadian oceans policy and issues
- Arctic maritime issues
- Maritime transport and shipping

If you have any questions about a particular topic, contact naval.review@dal.ca.

Contest Guidelines and Judging

- Submissions must be received at naval.review@dal.ca by Monday, September 20, 2018
- Submissions are not to exceed 3,000 words. Longer submissions will be penalized in the adjudication process.
- Submissions cannot have been published elsewhere
- Submissions must be in electronic format and any accompanying photographs, images or other graphics and tables must also be included as a separate file.

NAC-VI EXECUTIVE COMMITTEE

President	Bill Conconi	billconconi@me.com	250-652-1634
Past President	Michael Morres	mfmorres@shaw.ca	250-592-8897
Vice President	Rod Hughes	rhughes@shaw.ca	250-472-8905
Secretary	Mike Brossard	mbrossard1@shaw.ca	250-544-1425
Treasurer	Diana Dewar	dianad.email@gmail.com	250-655-6788
Membership Services	Bill Macdonald	becalmed1@shaw.ca	250-661-3731
Director at Large	Peter Bey	peterbey@yahoo.ca	250-652-2225
Director at Large	David Cooper	drecooper@shaw.ca	250-472-8905
Director at Large	Patrick Hunt	patrick@patrickhunt.ca	
Director at Large	Steve White	solsken@shaw.ca	250-652-8215

SPECIAL APPOINTMENTS

Editor	Carmel Ecker	leadandlineeditor@gmail.com	250-661-1269
Photography	John Webber	pacificsafety@shaw.ca	250-920-4159
Historian	Stan Parker	esparker@shaw.ca	250-734-3360
Webmaster	Eric Griffiths	eric.griffiths2012@gmail.com	250-537-0608

Naval Association of Canada – Vancouver Island (NAC-VI) mailing address: P.O. Box 5221, Victoria, BC, Canada V8R 6N4

Other new and improved programs for veterans and their families

April 1 marked an important milestone for several mandate commitments from Veterans Affairs Canada. These commitments were designed to improve supports for veterans and their families. This package features new and enhanced programs and services that provide direct support to caregivers, helps more families, supports mental health and offers greater education and training benefits that Veterans may need in their post-service lives.

Career Transition Services Program

For many veterans and their families, a meaningful post-service career is key to their financial security, and mental and physical well-being. The enhanced Career Transition Services Program will help them reach their employment goals by helping them find meaningful careers that best suit their needs and those of their families. Qualified career counsellors understand the challenges of career transition. They provide one-on-one career counselling, help with resume writing, interview preparation, job-finding assistance and in some cases job-placement.

Education and Training Benefit

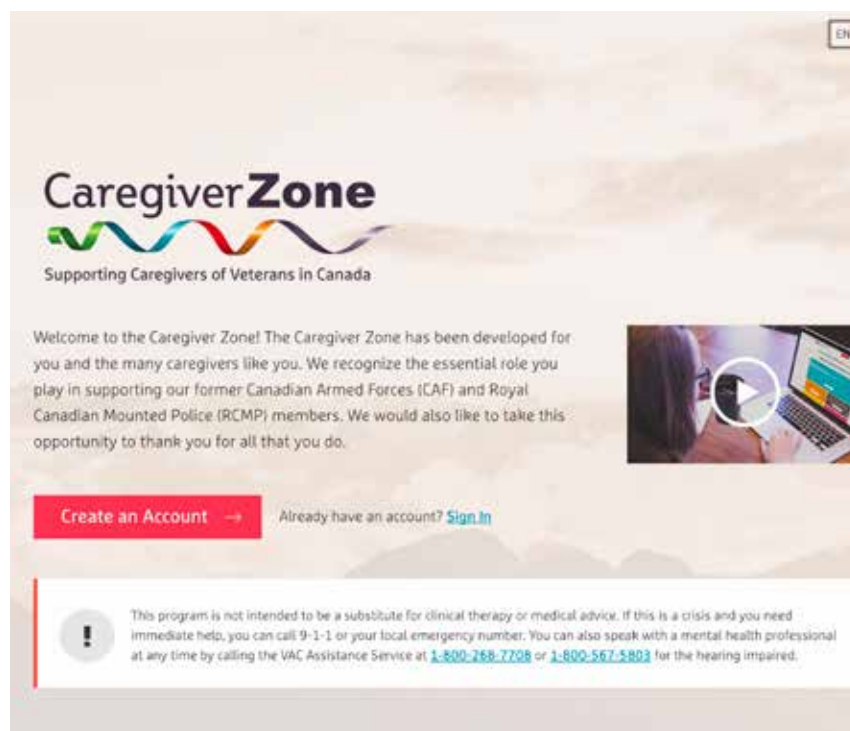
The Education and Training Benefit helps veterans achieve their education and career goals. Veterans who qualify may be eligible to receive up to \$80,000 in funding for furthering education or just beginning a new career. Veterans will not be limited to formal post-secondary training. The benefit may also be used for career or personal development courses that give Veterans purpose and help them feel satisfied with their main post-military job or activity.

Veterans Emergency Fund

The Veterans Emergency Fund addresses short-term, emergency financial needs of veterans and their families. The fund means that front-line offices will be better able to deal with emergency situations more quickly and efficiently, and without complicated eligibility requirements and processes.

Continued on the next page

VETERANS CORNER



NEW ONLINE TOOL FOR CAREGIVERS

VAC and Saint Elizabeth launch Caregiver Zone

Veterans Affairs Canada, in partnership with Saint Elizabeth Health Care, has developed an innovative e-learning tool for family members taking care of veterans.

The new bilingual online tool provides instruction, education, videos and tools on a wide range of caregiving topics so caregivers can protect, improve and sustain their own health and well-being. The resource, called Caregiver Zone, also offers an opportunity to connect with other caregivers and access the support of a caregiver coach.

“Caregivers play a vitally important role in a veteran’s life. This new online resource will help ensure that informal caregivers have the resources they need both to support their loved ones and to find support for themselves,” says Seamus O’Regan, Minister of Veterans Affairs and Associate Minister of

National Defence.

The online tool, which went through extensive trials with current caregivers, went live in March.

Caregiver Zone is tailored to the unique culture of the military and was developed in collaboration with caregivers of veterans in Canada, military community members, and Veterans Affairs Canada staff.

Using this tool, caregivers of ill and injured veterans can learn how to better support themselves and their loved ones.

This initiative is part of the Caregiver Recognition Benefit, which represents a commitment of \$187.3 million over six years to veterans and their caregivers.

For more information or to create a free account, visit <https://caregiverzone.ca/#!/forefront/home>.

VETERAN FAMILY PROGRAM AVAILABLE NATIONWIDE

Veteran Family Program Coordinators are ready to support medically-releasing CAF members, veterans and their families at all 32 locations across Canada.

Following a successful pilot project, Veterans Affairs Canada is expanding its Veteran Family Program to all 32 Military Family Resource Centres across the country. The Veteran Family Program focuses on supporting families of medically released veterans.

When Canadian Armed Forces members are medically-released from the military, they must adjust to a new way of life and so must their families. To ease the challenge, the Veteran Family Program was first piloted in seven communities in October 2015.

Pilot project participants were provided access to seven MFRCs as well as the telephone-based Family Infor-

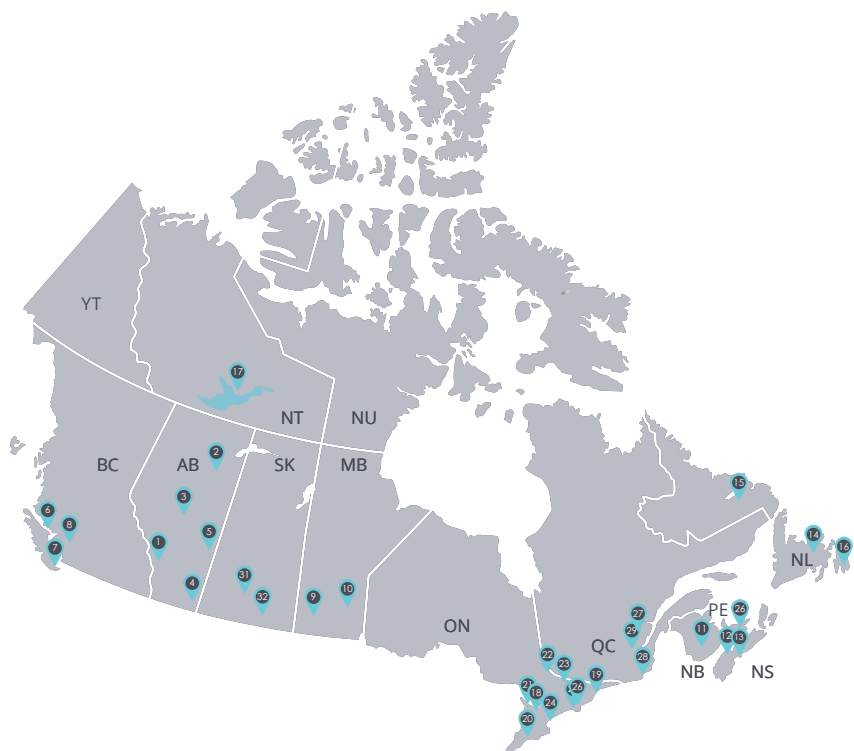
mation Line and the website www.CAFconnection.ca. These services were traditionally available only to still-serving military members.

Through MFRCs, the Veteran Family Program offers transition services, referrals, family care plans, financial planning workshops, and Mental Health First Aid for the veteran community.

Medically releasing CAF members and medically released veterans and their families are eligible for the Veteran Family Program.

For online information go to www.cafconnection.ca or call the 24/7 Family Information Line (1-800-866-4546).

Veterans Affairs Canada is committing \$147 million over six years for this expansion. \$22.4 million is committed to better informing veterans of the support that's available to them.



Other new and improved programs for veterans and their families

Removal of Time Limits—Rehabilitation Services and Vocational Assistance Program

Families are an integral part of veterans' transition and well-being. Additional support for families now includes: expanded access to the Veteran Family Program; the Caregiver Recognition Benefit which provides an informal caregiver \$1,000 a month, tax-free; and the removal of time limits to access Rehabilitation Services and Vocational Assistance which gives survivors, spouses and common-law partners more flexibility to receive assistance when they need it.

Centre of Excellence on PTSD and other related mental health conditions

The government is also establishing a new virtual Centre of Excellence on PTSD and other related mental health conditions to conduct applied research and share knowledge on effective treatments. This will result in better understanding of the mental health issues that affect veterans and their families, and in finding more effective treatments, supports and self-help tools to combat these conditions.

Veteran and Family Well-Being Fund

The new Veteran and Family Well-Being Fund supports research and innovative initiatives and projects tailored to improve the well-being of veterans and their families. Veterans Affairs Canada will partner with organizations in the public, private and academic sectors. Improvements to well-being can cover a range of activities—from suicide prevention research, to initiatives that help homeless veterans, to projects that enable veterans to make smoother transitions to life after service.

Caregiver Recognition Benefit

For recipients of a disability award, the Caregiver Recognition Benefit provides an informal caregiver a direct monthly payment of \$1,000 tax free. It replaces the Family Caregiver Relief Benefit. The benefit recognizes the important role a caregiver delivers with daily activities.



The crew of HMCS Chicoutimi prepare to disembark in Yokosuna, Japan, while deployed on Poseidon Cutlass 17.

U.S. Navy photo by Mass Communication Specialist 1st Class Brian G. Reynolds/Released

HMCS CHICOUTIMI CELEBRATES ACHIEVEMENTS

HMCS *Chicoutimi* recently returned to CFB Esquimalt from a lengthy deployment to the Asia-Pacific region and it left some notable firsts in its wake.

This is the first time a Victoria-class submarine has:

- deployed from the Royal Canadian Navy (RCN) to the region
- been deployed for so long—nearly 200 days
- participated in the previously bilateral Annulex with the U.S. Navy (USN) and the Japanese Maritime Self-Defense Force (JMSDF)
- made port visits to Yokosuka and Sasebo, Japan, and Guam

It's also the first time a Victoria-class submarine has undertaken a large-scale deployed maintenance activity conducted by personnel from Maritime Forces Pacific (MARPAF) and Fleet Maintenance

Facility Cape Breton (FMF CB) in Japanese ports—all while Super Typhoon Lan raged around them.

Under the command of Cdr Stephane Ouellet, *Chicoutimi* left its home base in Esquimalt, B.C., in early September last year with the mission: “support Canada’s global engagement strategy through strategic partnerships, port visits and operational interactions.”

Over the course of several months, *Chicoutimi* conducted intelligence, surveillance and reconnaissance; carried out seven interactions with the USN, JMSDF, the French Navy, the Royal Air Force and the Royal Australian Air Force; operated with more than 20 surface ships and 50 aircraft; and conducted more than 180 hours of submarine-on-submarine engagements.

Successful routine maintenance was

carried out in Japanese ports, with USN support. More than 30 personnel from FMF CB conducted over 1,800 hours of maintenance in eight days. Additionally, there was a month-long maintenance period in Guam, the first deployed submarine short-work period ever conducted by MARPAF and FMF CB. During this time significant repairs were made to fridge and hydraulic plants, diesel engines and motor generators.

Over the course of this deployment, the 59 crew members have been busy, qualifying 50 per cent of new submarine crew and progressing several higher level qualifications, all while conducting operations.

As *Chicoutimi* arrived home, crew members were looking ahead to some time off before the submarine continues operations later this year.

NEW ZEALAND'S TE KAHA IN B.C. FOR A WHILE

Though most foreign ships only visit CFB Esquimalt for a few days, New Zealand Navy ship, HMNZS Te Kaha will be hanging around for a lot longer.

The ship is undergoing a midlife refit at Seaspan Shipyard, a project that, including post-upgrade testing, will have the Anzac-class frigate operating around

CFB Esquimalt well into 2019.

Fleet Maintenance Facility Cape Breton is responsible for de-storing of equipment and preservation of ship systems in preparation for the handover and start of the industrial refit, according to Lockheed Martin Canada.

As the prime systems integrator, Lockheed Martin Canada is responsible for designing and supplying the upgraded combat system for each ANZAC Class Frigate, including a new combat management system. That system will be based on Lockheed Martin Canada's Combat Management System 330. The supply and integration of various sensors, a missile system and a Combat Systems Trainer are also included in the project.

Lockheed Martin Canada is also responsible for the platform design and implementation and has subcontracted Seaspan Victoria Shipyards to install the new systems on the ship platforms. A second New Zealand frigate, HMNZS TE MANA, is scheduled to arrive in 2019. It will undergo a similar refit.

With files from Lookout Newspaper and the Ottawa Citizen



Commodore Jeff Zwick, Commander of Canadian Fleet Pacific, greets Commander Steve Lenik, Commanding Officer of HMNZS Te Kaha, on F Jetty Colwood March 6.

Photo by Leading Seaman Ogle Henry, MARPAC Imaging Services



CONNECTING A FUTURE SHIP TO THE PAST

By SLt M.X. Déry, MARPAC PA

Commander Michele Tessier has been undergoing training to prepare her for the unique challenges of working in the Arctic as Commanding Officer of HMCS Margaret Brooke, the second Harry De-Wolf class Arctic and Offshore Patrol Vessel.

The ship's name is in honour of LCdr Margaret M. Brooke who survived the sinking of the ferry SS Caribou after it was torpedoed by a German U-boat off the coast of Newfoundland in October 1942. She and a colleague, Sub-Lieutenant Agnes Wilkie, clung to ropes on an overturned lifeboat until hypothermia caused Wilkie to lose consciousness. LCdr Brooke held onto the lifeboat with one hand and her unconscious friend with the other until daybreak when, despite her best efforts, a wave pulled SLt Wilkie away. For her selfless act, LCdr Brooke was named a Member of the Order of the British Empire.

"We want to make sure LCdr Margaret Brooke's story continues on and lives with the ship and that we are able to pay homage to her, not just in the naming of the ship, but as we go places in Canada, we can talk about what kind of a person she was and why the ship has her name," said Cdr Tessier.

Recently she spent a few days in and around Saskatoon visiting places of importance to LCdr Margaret Brooke's life.

Cdr Tessier spoke to the crew of HMCS Unicorn, the reserve unit LCdr Margaret Brooke joined in 1942, about her experiences in the Arctic and the opportunities for them in the future.

"I told them what my impressions of the Arctic were, the beauty of it, the danger of it, the fragility of it, and what kind of impact we can have there," she said.

She also met the Mayor of Saskatoon, gave live television and newspaper interviews, gave a presentation to the Canadian International Council, and met the Dean of the College of Arts and Science



Cdr Michele Tessier, Margaret and Alyson Brooke, and Commander Canadian Fleet Atlantic Cmdre Craig Skjerpen.

We want to make sure LCdr Margaret Brooke's story continues on and lives with the ship and that we are able to pay homage to her.

-Cdr Michele Tessier

of the University of Saskatchewan.

The latter was in recognition of the Alumni of Influence Award that was posthumously awarded to LCdr Margaret Brooke, who earned three degrees at the university, for her landmark papers on the geology of Saskatchewan and Alberta, and her exploits in the Second World War.

At the award ceremony, Cdr Tessier met, for the first time, the nieces of LCdr Margaret Brooke, Margaret and Allyson Brooke, the former being the ship's sponsor.

"I think it's important that we make a connection between the ship and Saskatoon, because of the Brooke family being from that area and Margaret's connection with the city."

After her tour in Saskatchewan, Cdr Tessier returned to Victoria firm in the knowledge there is a lot more travelling ahead, including a move to Halifax this summer.

"I'll be doing a course at the Marine Institute in St. John's Newfoundland, which is an ice navigation course," said Cdr Tessier.

With two journeys through the Arctic already completed, she looks forward to the two to three planned future training voyages aboard the icebreaker Canadian

Continued on page 9

MARTECH GRADS BOLSTER FLEET AS NEW TRADE

Twenty-three Pacific Fleet sailors recently graduated from the first course for the newly created Marine Technicians (MARTECH) trade.

The new trade is an amalgamation of the Hull Technician, Marine Engineer and Electrical Technician trades.

“This course was 10 months long and it took tremendous dedication, hard work and teamwork to be successful,” said Cmdre Buck Zwick, Commanding Officer of Canadian Fleet Pacific. “Students and instructors approached this challenge with an open mind and will meet the requirements of the fleet by being well-trained and well-rounded Marine Technicians. For you [the students], this course will be the first step in a career of learning and application of technical expertise that is critical for the future success of the navy.”

There was little time for celebration; most graduates were posted to ships and units within days of the ceremony.

PO1 Mike Trahan, Senior Instructor of Naval Fleet School Pacific’s new course, says building the course and scheduling it properly were some of the biggest hurdles to overcome.

“It’s a lot of information to digest; it’s a brand new course so none of the instructors had any experience instructing



for this new trade. They managed to take the experience of instructors of all three legacy trades and blend it into one,” said PO1 Trahan.

The MARTECH trade officially stood up May 1, 2017, in Esquimalt and Halifax. A group of 23 students also graduated the course at CFB Halifax in early April.

The first group of graduates are all junior ranks members who were deemed to be the best suited candidates to make up the first MARTECH pilot course.

Training will move through the ranks from bottom to top, and finish with its most experienced tradespeople.

The next wave of 48 students are now in various stages of the course at Naval Fleet School Pacific. A smaller group of approximately 12 students are expected to graduate early this summer with the remainder of the group completing their studies throughout the year.

Note: This article originally ran in the Lookout Newspaper and has been edited for length.

Margaret Brooke, from page 9

Coast Guard Ship Louis S. St-Laurent.

“I’m getting exposure to the Western Arctic, Eastern Arctic, and the Gulf of St. Lawrence and the River,” she said.

Icebreaking training can be unnerving to even the most seasoned mariners who spend years learning how to avoid collisions with objects at sea.

“I keep saying to people, I spent 20 years of my career learning how not to hit stuff and now I’m being told to take this ship and go hit stuff,” said Cdr Tessier.

Aboard the CCGS Louis S. St-Laurent, she has gotten firsthand experience

conducting icebreaking.

“I physically had the throttles and rode the ship right up onto the ice, felt the shudder and then the crack down through [the ice], and then the ship listed three degrees to starboard.”

However, there is more to commanding a vessel in the Arctic than knowledge of how to break ice. She asked the commanding officer of the CCGS Louis S. St-Laurent, Capt Wayne Duffett, what his greatest concern was outside of poor weather, the stability of the vessel, or hitting ice.

“Being up there with inexperienced

watch officers, because you can have someone who doesn’t recognize when things are getting a little more tenuous, a little more dangerous, someone who is overly confident could have things go sideways really quickly,” said Cdr Tessier.

The dangers of the Arctic are not lost on her, nor is her role as a steward of the North.

“The Arctic is a pristine environment that we’re trying not to pollute, and so we have to protect the Arctic region while we’re protecting the Arctic waters.”

Courtesy of Lookout Newspaper

NAVY-FUNDED IDEA RESURFACES 30 YEARS LATER—A REVOLUTION IN CLEANING

A technology first developed with a grant from the Royal Canadian Navy in the 1990s could revolutionize industrial cleaning.

Canadian company Coulson Ice Blast has taken that idea and developed an award-winning machine that uses crushed ice cubes as a blast media for high pressure cleaning.

Developed as an alternative to other types of high pressure cleaning, which are expensive, dangerous and create a lot of waste, the IceStorm90 is cheaper and uses a tenth of the water needed for pressure washers.

Foster Coulson, the vice president of Coulson Ice Blast, explained in an interview with R&D Magazine that IceStorm90 is an environmentally-friendly and economical option for large manufacturers.

“With a technology like this, it really does change the way we clean the world,” Coulson said. “There is so much water consumed worldwide cleaning with water. If we can use a fraction of that, then it is worth pushing extremely hard to innovate it quicker.”

Coulson believes his technology can eliminate pressure washing alternatives such as sandblasting, walnut shell blasting and soda blasting, which leave behind a pile of waste. While dry ice cleaning isn’t as messy, it’s expensive and toxic.

According to Coulson, the original technology was invented in 1991 with a grant from the Royal Canadian Navy for a machine that would sit in the back of a 20-foot container.

“It was very large and it ended up not working; it wasn’t designed appropriately and never really went anywhere,” Coulson said.

However, the project was revived when researchers looked at depainting a large plane, which sparked Coul-

son’s interest. He said he sought out information, but there was very little available.

The company designed and produced a machine that did a good job of removing the paint from the plane and Coulson knew he was onto something. After a little research, he realized there was nothing like it out there.

“When you look at innovation in the industrial cleaning industry it really stopped in the 60s after dry ice blasting was invented as the last major mainstream cleaning technology,” he said.

Coulson said there are plans in the future for smaller versions of the IceStorm that could be used for smaller businesses or homeowners.

Information based on an article by Kenny Walter, printed in R & D Magazine.

How it works

The IceStorm90 uses all three physical phases of ice during blasting:

- a solid phase knocks off contaminants with maximum impulse and scrubs the surface
- a liquid phase dissolves and washes away ionic compounds and helps to suppress dust
- a vapor phase evaporates, leaving behind minimal residue

Most of the ice will melt on impact and become a mist, making the blasted off particulates damp and heavy, dragging them to the ground and leaving low levels of airborne contaminants, while also allowing for easier clean up.



IDEaS WANTS YOUR INNOVATIVE SOLUTIONS!

Are you an innovator?

On April 9th the Department of National Defence (DND) launched the Innovation for Defence Excellence and Security (IDEaS) program and is currently accepting proposals from individuals, academia and private companies.

This new \$1.6 billion innovation support program will transform the way DND generates solutions to complex problems.

Through IDEaS, over the next 20 years DND funding will support:

- Creating clusters of defence innovators to conduct leading-edge research and development in areas critical to future defence needs. These clusters will bring together academics, industry and other partners to form collaborative innovation networks
- Holding competitions that invite innovators to present viable solutions to specific defence and security challenges
- Implementing flexible new procurement mechanisms that allow Defence to develop and test ideas, and the ability to follow through on the most promising ones with procurement

The IDEaS program will present many diverse challenges throughout the year on behalf of DND and its security partners (e.g. Public Safety, RCMP, Canada Border Services Agency, etc).

The first Call for Proposals (CFP) includes 16 defence and security challenges under the Competitive Projects element of IDEaS.

This year, DND will invest up to \$50 million in areas that could include artificial intelligence, surveillance, cyber tools for defence, space (e.g. object detection), remotely piloted systems, data analytics, human performance, treatments for mental health and operational stress injuries, and body protection (among others).

This initial call for proposals is open until May 24. Full details are available at <https://buyandsell.gc.ca/procurement-data/tender-notice/PW-18-00823957>.

Future CFPs will be announced at www.canada.ca/defence-ideas



Themes

Theme one: People and Enhanced Human Performance

- Understanding and addressing post-traumatic stress disorder
- Recruit, retain, and reach 25% representation of women by 2026
- Cognitive performance enhancement
- Predicting and optimizing personnel performance
- Human performance in extreme climatic environments
- Lightweight ballistic protection
- Collaboration of robotic systems

Theme two: Anticipate Threat

- Detection and classification of objects of interest
- Persistent maritime surveillance
- Identification and characterization of space objects
- What is in full motion video?
- Making sense of the chatter
- Cyber attribution for the defence of Canada

Theme Three: Adapt to a Changing Environment

- Chemical, biological and radiological hazard detection and planning
- Resilient non-global positioning system based positioning, navigation and timing
- Proactive deterrence

BATTLE OF THE ATLANTIC STORY: HOWARD LAATSCH

May 6 is Battle of the Atlantic Sunday, when we remember the longest continuous battle of the Second World War.

To mark the occasion, following is a personal story from Howard Laatsch, recorded in 2009 for The Memory Project:

I joined the navy on a fluke really. Three of us from the school went to join the army and the army recruiting office was closed; and the security officer said, well, the navy office is opened down the hallway. We went over to join the navy and, of the three of us, I'm the only one that passed the medical. So it was a fluke that even I got in. It was so new that it was interesting. I had never got on anything bigger than a slew in Saskatchewan. First big water I ever seen was a small little lake. And then when I got on the ocean, it became huge.

Our ship's base was in Halifax and we were doing the Atlantic patrol. Each convoy was a little bit different. It was either bigger or smaller or faster or run slower. Sometimes, they were only as fast as you could walk, was the convoy, trying to go across the Atlantic Ocean. It took us days and days and days. We would run out of food and we'd have to go and borrow it

from different ships to get some food. Many times, we had nothing but bread and onion sandwiches to eat because we'd run out of food and because we're out there too long. But we made it. And you often wondered, what the devil am I doing here? But you were in the navy and there was nothing you could do about it. You were in it and you were going to serve in it.

This first ship I was on, the [HMCS] St. Croix, came into harbour in St. John's, Newfoundland, and I was down with the flu and just about had pneumonia. They took me off the ship and put me in the hospital. Three days later, one of the people from the hospital came in and said, you won't have to worry about going back to your ship; it's been sunk. So I felt like I had a piece of luck there that I wasn't on that ship and there was only one survivor out of the whole crew. I came out to the west coast and picked up a small destroyer. We went out that round to the Panama Canal, went up to the east coast and then we joined the same old crew again, same old thing.

Then we got into the convoys because we were one of the ships that was sup-

plied with good heating systems and because it was fairly new and so we went to the Murmansk Run to Russia. The first part of it had to go across the northern part of Norway and the Germans were in Norway; and they could bomb us from there. But once we got past their range, then we had to put up with the icing. It took months to do a trip because it went so slow. The ships were only going about five knots. So you can imagine the distance we had to go. And then one trip, when we got to the harbour, there were very few people left there because it had been bombed. They left the place and a lot of us were recruited to go and help unload the freighters. And that meant staying there again, so we spent Christmas there and you wouldn't believe how much work we really did to go and help unload.

When we were in the D-Day invasion. Nobody has any imagination how many ships that were on that water going across ...We were protecting the submarines coming in to the English Channel. That was our job. We didn't know whether we were going to get bombed or not, but we just did our job. That's all there was to it.



MINT RELEASES BATTLE OF ATLANTIC COIN

The Royal Canadian Mint has issued a new coin in its Second World War Battlefront series. The Battle of the Atlantic Coin is the fifth in the series and was designed by Canadian artist Neil Hamelin.

Split between an above-water and an underwater perspective, the 1 ounce pure silver coin highlights Canada's prominent role in the longest continuous battle of the Second World War. It features HMCS St. Croix, moments before its sinking by a German U-boat.

After periods of devastating losses, an Allied offensive in May 1943 dealt a significant blow to the U-boat fleet in the North Atlantic. This coin is being issued on the 75th anniversary of that pivotal year.

To purchase the coin, visit <http://bit.ly/2KszStY>