

# Starshell

A little light on what's going on!

A publication for the Naval Association of Canada • Spring 2019, No. 86

## CANADA'S SUBMARINE QUANDRY

PAGES 32-37



IS CANADA TRULY A  
MARITIME NATION?

D-DAY 75TH ANNIVERSARY  
IN PHOTOS

LEADERSHIP FOR A  
NEW GENERATION



A large, modern grey combat ship is shown from a side profile, sailing on a calm body of water. The ship has a complex superstructure with various antennas and sensors. In the background, there are hazy mountains under a light sky. The ship is moving from left to right, leaving a slight wake.

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# Starshell

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Magazine Nationale de L'Association Navale du Canada

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## **EXECUTIVE DIRECTOR, SECRETARY / COMMUNICATIONS:**

David Soule • 613-837-4026 • [executivedirector-nac@outlook.com](mailto:executivedirector-nac@outlook.com)

## **STARSHELL EDITOR**

Carmel Ecker (current issue) • [starshell@shaw.ca](mailto:starshell@shaw.ca)

Adam Lajeunesse (July 2019) • [adam\\_lajeunesse@outlook.com](mailto:adam_lajeunesse@outlook.com)

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## From the Editor

Carmel Ecker



## Time for (more) change

Life is full of change. It's unavoidable. In fact, it's quite desirable. How boring would life be without a bit of change to keep us on our toes?

For me, change has been abundant over the past three years as I have transitioned from an employee to a business owner and all the education and "mistakes" that go along with such a venture. The changes continue with my decision this year to change businesses, focusing on teaching youth how to establish their values so that they can make powerful decisions for themselves, their families, their communities and the world at large.

Alas, this shift in focus means I must step away from being the editor of *Starshell* and hand the reins over to Adam Lajeunesse. He will no doubt deliver informative and thought-provoking articles as this magazine continues to evolve in order to reflect the goals and ambitions of the Naval Association of Canada.

And that brings me to the contents of this issue. The Arctic is featured heavily in this issue with Naval Affairs Program briefing notes about the Arctic Offshore Patrol Vessels and the state of Canada's presence in the Arctic. We also have an opinion piece about Canadian submarines, which discusses Canada's ability to patrol its arctic waters.

If you were unable to attend the recent online AGM, your National President Bill Conconi and Executive Director David Soule provide all you need to know about what changes are coming as a result of decisions made at the meeting.

Ian Parker questions Canadians' understanding of ourselves as a maritime nation. Though we are surrounded by water on three sides, he explains that we are shockingly continental in our mentality.

For those who feel inspired to gather and learn, check out the upcoming NAC conference, during which NOABC will also celebrate its 100th anniversary. This promises to be both an entertaining and informative event with social opportunities, marine facility tours and knowledgeable keynote speakers.

Of course there's much more in here, but I would like to say thank you before I sign off. In my time as editor, I have been inspired by the dedication of the NAC executive at both the national and branch levels. Each person I've had the pleasure of working with has a drive to both serve the association members and to support Canada's Navy. I applaud the work you do and wish you success as NAC adapts to new realities and needs.

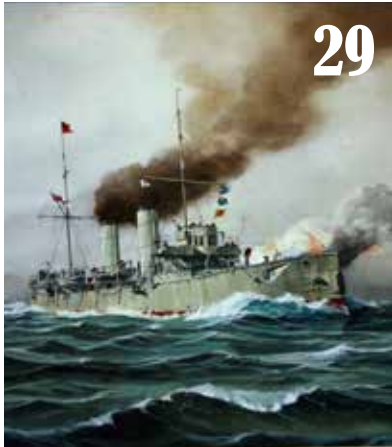
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A large, modern grey naval ship, the Type 26 Global Combat Ship, is shown from a side-on perspective, moving across the ocean. The ship has a complex superstructure with various radar masts and antennas. A Canadian flag is visible on the upper part of the superstructure. The ship is leaving a white wake behind it. The sky is overcast with grey clouds.

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## From the Bridge

Bill Conconi, National President



# Setting a clear path into the future

As I look out my office window, the sun is shining, birds are singing and the sound of lawn mowers are in the air. It is a time for renewal and rejuvenation.

Late spring is also the time for retirements and new appointments. Recently, we attended a number of changes of command as ships gained new commanding officers and their predecessors were recognized and thanked for their service. This included a change of command as well for our navy as Vice-Admiral Ron Lloyd retired and Vice-Admiral Art McDonald assumed command. We extend a sincere thank you to Ron for his steady hand on the wheel and welcome Art as he takes on his new challenge.

If you haven't already done so, I encourage you to explore our new website, [www.navalassoc.ca](http://www.navalassoc.ca)—same address, new design and new experience. The site is designed to feature our Naval Affairs Program and, in the fullness of time, to better serve the needs of our branches. This is also meant to be an ideal venue for branches to tell their stories and share their news. We will be initiating a new

membership management program that brings all our data together and will simplify the work and reduce costs at the branch level.

As mentioned elsewhere in this edition, NAC is organizing a special gathering in Vancouver this October. In addition to a great conference that focuses on maritime challenges emerging with China and the Asia Pacific region in general, we will be looking at issues facing Canada's Reserves and the Reserves' role in ensuring we have an effective maritime defense force. Attendees will have an opportunity to visit Sea Span Shipyards and view their progress as they play a key part of the National Shipbuilding Strategy. This visit will also allow us to view and discuss their build of the Joint Support ships. Watch, also, for some great social events as NOABC celebrates its 100th anniversary.

With so many of us gathered together in Vancouver, we will also have a special general meeting to discuss the future of our organization and to establish a strategic plan that will ensure our success. The executive hopes to have a representative from each branch at this meeting.

May 2020 will be another milestone on our path to the future when we again convene for a conference and AGM in Ottawa. Needed elements are falling into place. The Conference and AGM will take place May 7-8 followed by a special dinner and gala event on May 9. Please mark your calendars. News will follow as details are confirmed.

I am encouraged by the course we have set for NAC as we navigate our way forward. Fog is lifting from the water and our path is becoming clearer.

Now, back to that lawn mower.

**If you haven't already done so, explore our new website, [www.navalassoc.ca](http://www.navalassoc.ca)—same address, new design and new experience**

## Correction

Regrettably, there was an error in the article "NAC member awarded Meritorious Service Cross" [Starshell, Winter 2019]. Capt(N) (ret'd) John Pickford, who was in charge of the Navy Centennial statue in Ottawa, writes:

"It was the navy (me) who approached the NCC, not the other way around. I wanted a monument for the navy as part of the centennial. I did early research and spoke to Col Gardam (Peacekeeping Monument) and Hamilton Southam (Valiants Monuments). I asked Alec Douglas, who had been involved with the Valiants, to provide an introduction to the NCC and then I was able

to describe my vision to them. This was in early 2008 (I checked my notes). The NCC took it up their chain of command and I briefed the admiral. He was supportive and eventually the navy and NCC approved site selection and NCC official support occurred in September 2008. The rest is history, but was a challenge every step of the way, particularly sorting out financing, the legal aspects of the MOU, not to mention navalizing the selected design (although, throughout it all the NCC was wonderful to work with). So I just want to get the facts straight in that it was a naval initiative in 2008, not an NCC proposal.



# NAC ENDOWMENT FUND DONATION

Money raised through the NAC Endowment Fund allows our association to meet its mandate of increasing the awareness of Canada as a maritime nation and bringing attention to the critical role our Navy plays in the protection and development of our maritime interests.

*✓ Yes, I want to help!*

I want to support our Naval Heritage and Endowment Fund with my cheque, which is my enduring property gift for:

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If you wish, you may donate on-line through Canada Helps. Go to [www.CanadaHelps.org](http://www.CanadaHelps.org), enter Naval Association of Canada in the search field, and follow their instructions.

Please make your cheque payable to "NAC Endowment Fund" and mail to:

NAC Endowment Fund  
PO Box 42025 Oak Bay  
2200 Oak Bay Avenue  
Victoria, BC V8R 6T4

*Receipts will be provided for income tax purposes (in the case of a donation through Canada Helps, they will be issued by that organization). The Canada Revenue Agency charitable registration number is 11924 6551 RR0001*

## Other donation options

☐ **Check here** if you wish to donate securities to the Fund (there are tax advantages to using this approach). The necessary information will be sent to you.

☐ **Check here** if you wish to leave a legacy to the Fund. We will send you information on including the Endowment Fund in your will.





## End of the “school year”; changes ahead

I hope all of you are looking forward to a relaxing summer, spending time with friends and family as well as undertaking a few adventures. I am sure most of us have a deep-seated desire to be remembered for something special; perhaps a special award or honour, or “best” at this and that, etc. At the most recent submariners social meeting we spent some time swapping old stories, some for the umpteenth time and one of the members told me something I’m best remembered for.

Many years ago while HMCS Ojibwa was conducting workups in the UK, I served as ops officer. After what seemed like endless sea training critiques in regard to stowage for sea (or lack thereof) and many rounds to ensure the stowage issue was addressed, I made a pipe (one of many on the subject and I was getting a bit irritated doing so) to the effect of: “Remember to check your space is secure for sea. Wouldn’t it be embarrassing to die, not from aggressively engaging the enemy, but to have your epitaph read; killed by a flying can of Carnation Milk that was not secured for sea.” So much for being remembered for something more heroic or special.

### Starshell

It is with sadness that I announce that your current editor, Carmel Ecker, is stepping down effective the day this edition is published. She has certainly been dedicated and has worked extremely hard to produce a quality publication. I want to thank her for her efforts in ensuring that Starshell remains, from all reports I have received, “a good read”. The two editions that featured branch news were particularly well done and inclusive of a wide range of articles. Carmel is moving

on to a totally different career path which holds exciting opportunities for her. On behalf of all of you, I truly wish Carmel “fair winds and following seas”.

Our new editor is Adam Lajeunesse. Some of you may know him as the research coordinator for our naval affairs program. He is a very accomplished scholar and has written numerous articles on maritime matters and the Canadian Arctic. A quick look at his background at <http://adamlajeunesse.com/bio.html> reveals an individual deeply interested in maritime affairs matters. I think he will be a very good fit for Starshell, and yes, he has a vision where Starshell could evolve; a better balance of material that reflects the past, present and future of our navy, association, and maritime affairs issues in general.

### NOABC and 2019 NAC Conference Oct. 2-6

I certainly hope you consider attending the 2019 NAC Conference and Special Meeting in Vancouver as part of the 100th anniversary of the founding of NOABC. The NOABC team has organized a conference, meeting and a variety of tour related activities that should appeal to all.

For details about this event, see pages 10 and 11 or visit <https://www.navalasoc.ca/event/noabc-100th-anniversary-and-2019-nac-conference/> and <https://sites.google.com/site/noabc2project/the-canadian-navy/naval-officers-association-of-canada/2019-nac-conference--vancouver>.

The conference, on Friday, Oct. 4, features interesting speakers and covers a wide range of topics. The first series of presentations are designed to bring you up to date with a strategic overview of

relevant defence and security issues regarding China, the Western Pacific, and the impact on Canada. There will also be a discussion of current and future naval reserve initiatives in Canada as well as the US and the UK. Finally, we are also showcasing the west coast marine industry; specifically, Seaspan and the Association of British Columbia Marine Industries (ABCMI). The ABCMI presentation will help make us aware of some of the key west coast companies, that, along with Seaspan, will deliver some of the ship capability required by our RCN and the Canadian Coast Guard.

The Saturday program features a NAC Special Meeting that will focus on a national membership registration program and showcase what some branches are undertaking to address membership issues. While this program is in the early planning stages, I think you will find these discussions of value.

Finally, a number of tours and social events will allow members who attend all or a portion of this event an opportunity to establish new friendships and renew old ones. I am excited about this event and hope you can participate!

### National Membership Registration System

Efforts are underway to establish a national registration system, with NAC-Ottawa and NAC-VI to be the first branches to test the system with their participation for the 2020 membership renewal campaign. As your executive director I believe this is a necessary step, given NAC’s current and future programs. While the intent is for NAC-Ottawa and NAC-VI to lead the initiative, other branches interested in participating are invited to join the trial.



## AGM 2019

Our 2019 Annual General Meeting was conducted electronically for the second year in a row. All ballot items were passed, including a resolution to extend current NAC Board of Director terms an additional year. Follow-on discussions noted the need to continue to work on membership issues. One suggestion was the creation of a "joining package". Traditionally, branches have been responsible for this, but with the establishment of a national registration system, this joining package should be provided by the national office with opportunities for branches to provide relevant branch information as well.

### Board of Director and Branch President changes

The current National Board of Directors is now made up of nine members. Canon William (Bill) Thomas announced his decision to step down from the board after many years of service at branch and national levels. Thanks, Bill, for your wisdom, sense of humour, sage advice and dedication over the years to NOAC/NAC. It has been a pleasure working with

you and I know you will continue to provide guidance to us in coming years.

Two new branch presidents were elected for 2019/2020:

Wayne Ludlow has stepped down as president of NLNAC. Some of you will remember the fine effort his team put forward for the 2017 NAC AGM and conference in St John's. We welcome **Don Peckham** as the new president of NLNAC and wish him well.

In Calgary, **Neville Johnson** has replaced Doug Ewing as president. On behalf of NAC, I welcome Neville and thank Doug for his service as president. Both individuals have served NAC Calgary and national well over the past several years.

### NAC AGM and Conference 2020 – Ottawa, May 7-8, 2020

Planning has started on next year's national NAC conference and AGM in Ottawa. There is an option under consideration for a major social event as well. The timing also coincides with potential commemorations dedicated to the end of the war in Europe (VE Day) and the Battle of the Atlantic (ceremony the preceding

weekend). In addition, the annual Ottawa Tulip Festival runs May 10-20 and will commemorate mainly the Canadian Liberation of The Netherlands in 1945. All to say, mark your calendars!

### Website Refresh

After many months of effort, I am pleased to announce that we have a refreshed website. Please check it out, [www.navalassoc.ca/](http://www.navalassoc.ca/). I think you will find the layout easier to use, noting many of the old features/information groups remain for your use. This refresh should greatly benefit those using the naval affairs pages.

### Conclusion

For many branches and members, the summer is time to rest and reflect on activities that have taken place over what I call the NAC "school year". Hopefully all of us will spend some time relaxing with family, friends and acquaintances and recharge our batteries for what will be a very busy 2019/2020 year. My thanks to all who have supported me this past year and I look forward to continuing to work with, and on behalf of you. I certainly hope to see a good number of you in Vancouver Oct. 2-6!

*Join us!*

*All memberships include a subscription to our quarterly magazine, Starshell (yep, you'll get this snazzy magazine delivered four times a year electronically!).*



## The Naval Association of Canada:

- Actively supports the Royal Canadian Navy.
- Educates. We do not lobby.
- Produces position papers, not opinion papers. Members are encouraged to state opinions, but NAC does not.
- Educates all politicians of all parties for they will certainly change and naval ships are around for many political cycles.
- Welcome all who are interested in ensuring Canada has a capable and effective Navy for all three oceans.
- Has local Branches in many major cities across Canada with local activities, social and otherwise.

Visit [www.navalassoc.ca](http://www.navalassoc.ca) for information on your local Branch and its website.



# Can Canada develop its character as a maritime nation before it's too late?

By Ian Parker

NAC National Naval Affairs Director

Alfred Thayer Mahan was a celebrated sea power strategist of the late 19th and early 20th centuries. He explained that one of the characteristics that define a maritime nation is “National Character”. Essentially, this trait defines a nation’s innovation combined with an inbred passion and need for trade, specifically trade by sea.

It is said that Canada is a nation built on trade. But, unlike a maritime state, most of our trade—75 per cent—moves continentally to and from the USA. Only about 20 per cent by volume, or seven per cent by value, of this continental trade is moved by marine transportation. Our current inability to move our enormous energy products to non-American international markets reinforces the fact that, as a nation, notwithstanding our multiple free trade agreements, our character is not that of a maritime nation.

This conclusion was reinforced by a NAC Naval Affairs (NAC NA) poll conducted in the Autumn of 2018. It pointed out that Canadians have little awareness or understanding of the critical role the oceans play or could play in the Canadian economy and security. Consequently, although Canada exists in a maritime world, its national character encourages continental thinking.

Since Canada became a country there has been little effort to nurture a maritime mindset in Canadians or Canadian institutions. Thus, within our people there is little understanding of the critical importance that the oceans and Canada’s internal waterways play in the Canadian economy, and Canadian defence and security, or the institutions required. The approximately 75 per cent reduction of Canada’s navy since the 1960s points to a mentality that is not focused on a maritime world, but one comfort-

**Canadians have little awareness or understanding of the critical role the oceans play or could play in the Canadian economy and security.**

able on a continent.

This lack of understanding permeates through Canadian media, education institutions, influencers and decision makers, and creates a sense of blindness to our oceans, whereas a similar situation does not seem to exist for the army or the air force. This “maritime blindness” coupled with a deficit in strategic defence and security comprehension has resulted in Canada providing limited capability to defend its sovereignty, effectively relying on the USA for defence, security and trade. Until Canada can dissipate this maritime blindness, we will continue to lack strategic vision in defence, security and trade.

Notwithstanding the government’s current attention to rebuilding the Royal Canadian Navy (RCN) and the Canadian Coast Guard (CCG), our past history points to an eventual loss of government interest, which ultimately will contribute to Canada’s unrelenting maritime blindness.

Accordingly, NAC leadership took the strategic decision to attempt to address Canadian maritime blindness by becoming a nationally recognized and valued source of naval and maritime strategic

thought and information. At the time, it was recognized that this approach potentially diverged from long standing NAC practice and may not be fully embraced by the members, but NAC leadership embraced the wise counsel of George Bernard Shaw and Oprah Winfrey:

“Progress is impossible without change, and those who cannot change their minds cannot change anything.”

-George Bernard Shaw

“We can’t become what we need to be by remaining what we are.”

-Oprah Winfrey

Over the past two years NAC has made excellent progress based on the plan outlined in the Summer 2018 edition of *Starshell*. Collectively, we have moved forward in developing and publishing NAC Naval Affairs Briefing Notes, Bibliographies, Niobe Papers and independent studies, as well as a recommended reading list, which have been posted on the NAC national website.

NAC NA continues to move forward on additional initiatives, which include, but are not limited to:

- Development and implementation of a Naval National Security essay contest
- Development and implementation of a national NAC bursary competition
- Development and implementation of national strategic maritime security conferences
- Expansion of a national outreach and leadership program
- Establishment of a professional relationship with a Canadian University
- Review of the editorial focus of *Starshell* and other NAC publications
- Development and implementation of a membership value package to attract new members and corporate sponsorship
- Implementation of a national communications and social media strategy



- Cooperation with like-minded associations, such as the Navy League of Canada

As you well know, the sustainment of NAC NA activity requires resources, both human and financial. The engagement of the Coordinator NAC Naval Affairs and the NAC Naval Affairs Research Coordinator is a first step in addressing the human resource requirements. Of course, this, as well as other primary and supporting activities, requires sustained financial support.

Up to this point, NAC has used proceeds from the annual Battle of the Atlantic Gala in Ottawa to support all NAC NA activities. For 2019, however, the NAC executive decided to support the RCN-led Maritime Ball rather than hold the BOA Gala for 2019. This decision was based on the considerable effort required to plan and execute two closely-related events in support of the RCN and the CCG, splitting scarce sponsorship funds, which would adversely impact both events. Of course, the official naval support would have been provided to the Maritime Ball rather than to the BOA Gala.

Subsequent to this decision, the NAC leadership has initiated a review of the NAC NA funding model as well as an estimate of the length of time the NAC Naval Affairs can be sustained with current resources. Without additional funding, the NAC Naval Affairs program will perish and Canada will, once again, be without a critical voice on the importance of the oceans to Canada's economic and the security.

It is recognized that the NAC NA passage plan is ambitious, especially for an all-volunteer organization, and that to be successful it will require considerable effort and resources. NAC believes this activity is vital if Canadians and their leaders are to lift the shades of maritime blindness. Even so, I believe there is sufficient talent and desire within NAC to move the agenda forward.

Hence, if you want to help, step up and become a local member of the Naval Affairs team. Email me at [jparke0473@rogers.com](mailto:jparke0473@rogers.com) to find out how you can help.



# Celebrate & Educate

NAC National Conference

There are many reasons to join your fellow NAC members for our October conference and NAOBC's 100th anniversary celebration.

Aside from the enjoyment of spending time with comrades who've spread out across the country over the years, this promises to be an informative event.

The conference portion of the event will focus on several key subjects:

- A timely series of briefings and panel discussions on China and its strategies for the future with some of Canada's foremost experts in this area. They include: former Director of CSIS, Richard Fadden; MARPAC's Asia Pacific expert, Dr. James Boutillier; and author of "Claws of the Panda", Jonathan Manthorpe.
- The current state of the RCN and the way ahead, including the Joint Support Ship project, which will feature a speaker from Seaspan.
- The future of Canada's Naval Reserve, plus a look at the Royal Navy Reserve and the US Naval Reserve

Attendees will also have the opportunity to take part in several tours: BC Institute of Technology, Port of Vancouver and Seaspan Shipyards.

Our "Council of Presidents" meeting will offer a chance for branches to provide input and feedback to the NAC Executive and to discuss topics critical for the NAC branches.

On a more general note, Vancouver is one of Canada's most dynamic cities, with a spectacular setting, a strong international flavour, and world class dining, entertainment and other attractions.

Vancouver is Canada's gateway city to the Pacific and the western United States. Conference attendees can combine their attendance in Vancouver with an Alaskan cruise or a visit to the exciting cities and attractions of Washington, Oregon and California.

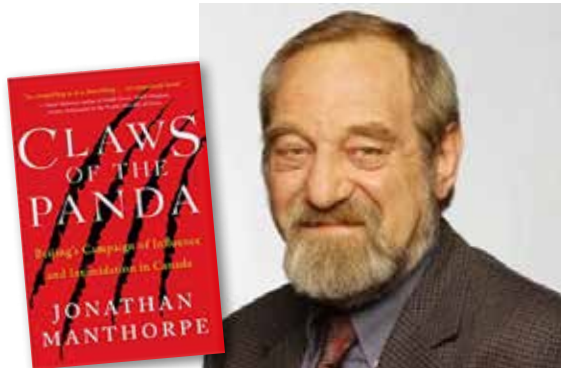
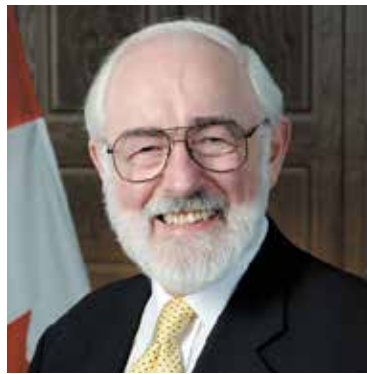
Our travel partners, Westjet Airlines and the Pinnacle Hotel have made special offers, which will significantly reduce the travel costs for conference attendees. See details on the next page.

For the most up-to-date information or to download the registration form visit: [www.navalassoc.ca/event/noabc-100th-anniversary-and-2019-nac-conference/](http://www.navalassoc.ca/event/noabc-100th-anniversary-and-2019-nac-conference/). Open the form in Acrobat Reader and you can fill it out on your computer then print it out and mail it in with your payment.

We look forward to seeing you in Vancouver!

Date	Activity
Wednesday, Oct. 2	UNTD hosted Reception (Cash Bar)
Thursday, Oct. 3	Tours: <ul style="list-style-type: none"> <li>• Port of Vancouver Operations Centre</li> <li>• BCIT Marine Campus</li> <li>• RCN Daysail</li> </ul>
Friday, Oct. 4	<ul style="list-style-type: none"> <li>• NAOBC 100th anniversary recognition</li> </ul> Seminars on Canada and the Pacific include: <ul style="list-style-type: none"> <li>• Canada-China Relations: Predatory, Promising or Problematic</li> <li>• China's Campaign of Influence and Intimidation in Canada</li> <li>• The National Security Context for Canada's Relations with China</li> <li>• Q&amp;A: The Strategic Situation in the Pacific</li> <li>• The RCN in the Pacific and the Strategic Vision of the RCN</li> <li>• Priorities, Plans and Challenges for Canada's Reserves</li> <li>• RN Reserve Experience and Future Plans</li> <li>• USN Reserves and Future Plans</li> <li>• Q&amp;A: Challenges and Roles for the Navy Reserves</li> <li>• RCN Joint Support Ship Program</li> <li>• Association of BC Marine Industries</li> </ul>
Saturday, Oct. 5	<ul style="list-style-type: none"> <li>• NAC Members Meeting</li> <li>• Seaspan Tours</li> <li>• Reception and Dinner celebrating NOABC 100th anniversary - Black Tie</li> </ul>
Sunday, Oct. 6	<ul style="list-style-type: none"> <li>• Church Parade</li> <li>• Up Spirits</li> <li>• Brunch (no host)</li> </ul>





Speakers at the conference include (clockwise from top left):

- Richard Fadden
- Dr. James Boutillier
- Jonathan Manthorpe

## HOTELS

Registrants must book hotel rooms separately. NOABC Conference rates are available at:

### Lonsdale Quay Hotel (Conference Hotel)

123 Cates Court, North Vancouver, BC

A block of rooms is available at \$145/night plus taxes (upgrades available).

The release date for rooms not booked is Sept. 2, 2019.

Each guest to book own room by calling the hotel at 604-986-6111.

The group rate is available under "Naval Association of Canada".

### Pinnacle Hotel

138 Victory Ship Way, North Vancouver, BC

A block of rooms is available at \$169/per night plus taxes (upgrades available). The release date for rooms not booked is Sept. 5, 2019.

Each guest to book own room by calling the hotel at 1-877-986-7437 or 604-986-7437.

The Group ID is #21534.

## Air Travel

Westjet has offered the following:

For the Naval Association of Canada Conference, 5% off Econo\* and 10% off EconoFlex and Premium fares for travel within Canada.

2% off Econo\*, 5% off EconoFlex and 10% off Premium base fares for guests travelling trans-border into and out of Vancouver. To take advantage of this offer, you will need the discount code listed below.

Coupon code: \*Guest web / Travel Agent web C16WK47

Promo code: \*Travel Agent GDS only WWW88

Valid for travel from: Sept. 25 to Oct. 13, 2019

Visit [www.westjet.com/conventions](http://www.westjet.com/conventions) to make a booking online.



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## Naval Association of Canada National Conference 2019

*Sponsored by the Naval Officers'  
Association of British Columbia*

**0800 – 1600 October 4, 2019**

**BCIT Marine Campus**

265 West Esplanade,

North Vancouver, British Columbia

## Agenda

### Canada and the Pacific (Strategic Situation)

- Dr. James Boutillier, Special Advisor (Policy), Maritime Forces Pacific
- Jonathan Manthorpe, Freelance Journalist and Author
- Richard Fadden, Former Director, CSIS

### RCN into the Future

- Vision of the RCN (Speaker TBA)

### Naval Reserve – International Perspective

- USN Naval Reserve Experience and Future Plans (Speaker TBA)
- RN Reserve Experience and Future Plans  
Cmdre Martin Quinn, ADC, RN, Commander Maritime Reserves
- RCN Reserve Status and Way Ahead  
Cmdre Michael Hopper, CD, RCN, Commander Naval Reserve

### Marine Industry

- Association of BC Marine Industries  
Dan McGreer, Director
- The RCN Joint Support Ship (JSS)  
(Seaspan Speaker TBA)

**For more information on registration or  
sponsorship opportunities, contact**

**Robert McIlwaine:**

**[robert.mcilwaine@gmail.com](mailto:robert.mcilwaine@gmail.com)**



# June 6, 2019

marked 75 years since Allied Forces stormed the beaches of Normandy, an operation that marked a turning point in the war against Nazi forces and their allies.

Around the world, military members and veterans gathered to remember that pivotal moment.

The crew of HMCS Toronto poses for a group photo at the conclusion of a memorial service held in honour of the 75th anniversary of D-Day, on June 6, 2019 while deployed in the Mediterranean Sea for Operation Reassurance.

*Photo by MCpl Manuela Berger, Formation Imaging  
Service Halifax*







A World War II Veteran is brought to tears on Juno Beach moments after a ceremony held in Courseulles-sur-Mer, France.



Canadian Forces Mast band, Canadian Forces composite Pipes and drums and a flag party assemble at the The Royal Winnipeg Rifles monument in Courseulles-sur-Mer, France.



Members of a Canadian military contingent stand on guard in Chambois, France, during the unveiling of a monument dedicated to the Canadians who fought and died during World War II.

Photos by  
MCpl Pierre  
Letourneau and  
Cpl Eric Girard,  
Canadian Forces  
Combat Camera



World War II Veterans salute in Caen, France, a ceremony held at Point 67, a strategic military objective taken by the Canadians during the battle of Normandy.



World War II Veteran George Chow salutes in Caen, France during a ceremony held at Point 67.



Members of the flag party stand at attention at the Bretteville-Sur-Laize Canadian War Cemetery in France.





## AOPVs bring Arctic presence and global reach

The Arctic Offshore and Patrol Vessels (AOPVs)—the Harry DeWolf-class—are ice-strengthened patrol ships designed to extend the Royal Canadian Navy's (RCN) reach deeper into Arctic waters, expand its operating season there, and provide the RCN with new capabilities in a wide range of global safety and security missions.

Their construction was first announced in July 2007 and the AOPVs were subsequently included in the National Shipbuilding Procurement Strategy (now the National Shipbuilding Strategy), launched in October 2011. A contract was signed with Irving Shipbuilding in Halifax in 2015 for six to eight vessels—subsequently reduced to five vessels, with an option for a sixth—with construction of the first AOPV beginning in September 2015.

In November 2018 the government announced a sixth ship, the Robert Hampton Gray, would be built. The first ship of the class, HMCS Harry DeWolf, is now in the water and will soon proceed to sea trials. The second of the ships, Margaret Brooke, is currently being assembled in Halifax with the third, Max Bernays, in the initial stages of construction.

These vessels are designed as versatile patrol ships, capable of engaging across a wide spectrum of safety and security missions. Canada's defence policy, "Strong, Secure, Engaged", which was released in 2017, states that these ships will "provide armed, sea-borne surveillance of Canadian waters, including in the Arctic. They will enforce sovereignty, cooperating with partners, at home and abroad, and will provide the Government of Canada with awareness of activities in Canada's waters."

To put specific missions to this

broad objective, the navy's 2015 Concept of Use lists the following tasks for the ships:

- search and rescue
- support for other government departments (for example, fisheries or border services)
- maritime domain awareness (to be aware of who is in Canadian waters and what they are doing)
- assistance to law enforcement (for example, smuggling)
- aid to civil power (for example, assistance dealing with an oil spill in the Arctic)
- logistical support to the Canadian Armed Forces and other government departments (for example, transport of equipment or personnel for disaster relief operations)
- sovereignty protection

To undertake this range of tasks, the AOPV will need a great deal of space. At 5,800 tonnes, they will be the largest ships in the Canadian Navy until the delivery of the Joint Support Ships in the mid-2020s. Despite their large size, they will carry a small crew of 45, with the capacity to support up to 40 additional personnel.

Designed for Arctic operations, the AOPV will meet the International Association of Classification Societies' (IACS) PC 5+ ice requirements with a Polar Class 4 bow, allowing them to travel through a metre of ice. The vessels can also carry multi-purpose rescue and assault boats, as well as pick-up trucks, all-terrain vehicles, and snowmobiles in the vehicle bay. The aft helicopter deck is large enough to support the Canadian Armed Forces' new CH-148 Cyclone maritime helicopter (though Arctic operations may typically employ smaller Griffon helicopters), and can operate a variety of unmanned

aerial vehicles if required.

The AOPVs can also be integrated with payloads such as underwater survey equipment and they have space designed for shipping containers. A 20-ton crane with self-loading and unloading capability will be fitted on the ship to make loading and unloading all this equipment faster.

While armed, the AOPVs are not intended to engage in combat. The ships will have a BAE Mk 38 deck gun designed for constabulary rather than war-fighting duties. The decision to arm these ships so lightly is based on years of assessing threats in the Arctic, which concluded that the security threat in the region is, and will likely remain, unconventional. Thus, rather than war-fighting, these ships will be focused on monitoring, policing and assisting civilian and commercial activity. These are the low risk, high probability security threats projected to emerge because of the increased use and development of the Arctic.

In the Arctic, the AOPVs will likely spend most of their time in a support role, assisting other government departments and agencies in fulfilling their northern mandates. This support work may include hydrographic surveying with the Canadian Hydrographic Service, fisheries patrols with the Department of Fisheries and Oceans, and constabulary operations with the RCMP. Because they are not icebreakers, AOPVs will redeploy south during the winter.

In addition to these other tasks, the AOPVs are also intended to buttress Canada's sovereignty in the north. A major element of sovereignty in the north is to maintain presence, illustrate functional control and stewardship.

This is accomplished by enhancing



Canadian ability to operate in the region, manifested in the increased awareness, response and support capability. It's also accomplished by the navy's increased ability to monitor activity as it increases in the region and to support other government departments as they invariably see their responsibilities expand due to Arctic ice melts.

The AOPVs will be an important tool in enforcing the laws and regulations in the Arctic—for example, on shipping, environment, fishing and military presence.

The ships are referred to as Arctic Offshore Patrol Vessels indicating that they have more than one role. Outside the Arctic, the AOPV will be deployed on a wide range of patrol and surveillance duties, as well as humanitarian/disaster relief missions overseas. Operating off foreign coasts in a support

capacity will be made easier by the ships' ample space for cargo and embarked civilian support personnel and the AOPV will work in conjunction with the forthcoming Preserver-class AORs to deliver supplies and assist responders ashore.

The other missions already mentioned, such as fisheries patrols, surveillance, and smuggling/narcotics interdiction—often undertaken by Canadian frigates—can be more effectively performed by the AOPVs, owing to them carrying roughly a third the crew of a patrol frigate.

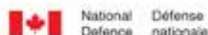
The ships' size and space for additional personnel also makes them ideal platforms for maritime scientific research. As such, the DeWolf-class will support Defence Research Development Canada, the Canadian Armed Forces and government efforts in scientific research and development,

while also being able to respond to academic and industry requests.

Designed as versatile support and patrol craft, the AOPV will undertake a variety of global missions for Canada and extend the range of the RCN into the ice-covered areas of the Arctic for the first time since the 1950s.

#### Current and forthcoming AOPVs:

- HMCS Harry DeWolf (430)
- HMCS Margaret Brooke (431)
- HMCS Max Bernays (432)
- HMCS William Hall (433)
- HMCS Frédérick Rolette (434)
- HMCS Robert Hampton Gray (435)



FACT SHEET

## HARRY DEWOLF-CLASS ARCTIC/OFFSHORE PATROL SHIP

The Arctic/Offshore Patrol Ship (AOPS) project will deliver six ice-capable ships, designated as the Harry DeWolf Class, after Canadian wartime naval hero Vice-Admiral Harry DeWolf. The AOPS will be capable of:

- armed sea-borne surveillance of Canada's waters, including the Arctic
- providing government situational awareness of activities and events in these regions
- cooperating with other partners in the Canadian Armed Forces and other government departments to assert and enforce Canadian sovereignty, when and where necessary.

Construction of the first AOPS began in September 2015, with HMCS Harry DeWolf scheduled for delivery in 2019.

#### AOPS SPECIFICATIONS:

Length:	103 metres
Beam:	19 metres
Complement:	65



Halifax-class Canadian Patrol Frigate  
Displacement: 4,770 tonnes



Harry DeWolf-class Arctic/Offshore Patrol Ship  
Displacement: 6,440 tonnes



Kingston-class Maritime Coastal Defence Vessel  
Displacement: 970 tonnes



#### HELICOPTER CAPABILITY

Depending on the mission, the embarked helicopter could range from a small utility aircraft right up to the new CH-148 maritime helicopter.



#### CARGO/PAYLOADS

Multiple payload options such as shipping containers, underwater survey equipment, or a landing craft. Ship has a 20-tonne crane to self-load/unload.

#### VEHICLE BAY

For rapid mobility over land or ice, the ship can carry vehicles such as pickup trucks, ATVs, and snowmobiles.



#### DIESEL/ELECTRIC PROPULSION

Propulsion: Two 4.5 megawatt main propulsion engines, four 3.6 megawatt generators.

#### RETRACTABLE ACTIVE FIN STABILIZERS

Deployed to reduce ship roll for open ocean operations; retracted for operations in ice.



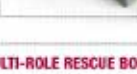
#### MULTI-PURPOSE OPERATIONAL SPACE

Where operational planning and mission execution will be coordinated.



#### INTEGRATED BRIDGE NAVIGATION SYSTEM

Modern integrated bridge, from which control of navigation, machinery, and damage control systems can be performed.



#### MULTI-ROLE RESCUE BOATS

Top speed of 35+ knots, 8.5 metres long. Will support rescues, personnel transfers, or boarding operations.

#### BAE MK 38 GUN

Remote controlled 25 mm gun to support domestic constabulary role.



#### ENCLOSED FOCSLE/CABLE DECK

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#### BOW THRUSTER

To enable manoeuvring or berthing without tug assistance.





## Bolstering Canada's Arctic presence

The Royal Canadian Navy (RCN) established a presence in the Arctic in the late 1940s as the emerging Cold War with the Soviet Union raised the strategic value of the region and an increasing American presence appeared to threaten Canada's national sovereignty.

This Canadian presence was sporadic and largely abandoned with the transfer of *HMCS Labrador*—the RCN's sole icebreaker—to the Department of Transport in 1957.

A renewed presence in the 1970s included semi-annual northern deploy-

ments (NORPLOYS), sparked by new fears surrounding sovereignty and growing concerns over Soviet submarine activity.

Historically, this presence has been defined by its sporadic nature, rising and falling with perceived need. This Briefing Note examines the Canadian Navy's presence and capabilities in Arctic waters. It excludes specific discussion of the Arctic Offshore Patrol Vessels (AOPVs), which you can read about in Briefing Note 14 on page 16 of this issue.

In the early 2000s Canada broke with

the tradition of sporadic attention and began regular Arctic deployments, with the long-term vision of establishing a sustainable and capable Arctic presence. In 2000, the RCN published "Leadmark: The Navy's Strategy for 2020", outlining its strategy for the next two decades. The focus was naturally on the Atlantic and Pacific Oceans; however, the strategy highlighted the need to maintain a presence in the Arctic as well.

This was acted upon two years later when *HMC Ships Goose Bay* and *Summerside* sailed into the Canadian Arctic



for the RCN's first northern deployment since 1989, kicking off the first of two Narwhal series exercises.

These combined exercises were followed by more elaborate deployments in 2005 (Hudson Sentinel) and 2006 (Operation Lancaster).

In 2007, in the first iteration of Operation Nanook, *HMC Ships Corner Brook, Fredericton* and *Summerside* traveled to the eastern Arctic, beginning the annual Arctic training operation that continues more than a decade later.

Over nearly two decades the RCN has steadily improved its processes and equipment, slowly rebuilding the capabilities and corporate knowledge that were lost over the years.

The most important lesson acquired from these missions, however, has been the difficulty of working in the north. Canadian naval vessels are not designed for operations in ice and can only access the Arctic during the short ice-free window from August to September. The distances involved in Arctic operations and the lack of infrastructure in the region

limit operations and mean that any exercises or operations there require careful advance planning. Experience has shown that logistics and supply are the most daunting problems.

The distance by sea from St. John's, Newfoundland, to Lancaster Sound, between Devon Island and Baffin Island, is 3,700 km—roughly the distance from Nova Scotia to British Columbia—and there is little to support a ship once it arrives in the Arctic. Broken or missing parts, or unexpected requirements have to be transported from thousands of kilometres away through limited shipping infrastructure. Fuel must be conserved en route and refueling carefully planned.

Problems with communications and weather have also proven to have serious effects on operations.

Navigation in the Arctic has always been a tricky proposition, given the unreliability of the magnetic compass and poor accuracy of many hydrographic charts.

Radio and satellite communication have, likewise, been unreliable, hindered

by the eastern Arctic's high mountains, ionospheric interference and the geostationary orbits of most satellites.

New technologies provide some solutions; for example, GPS has improved navigation, and satellite phones offer semi-reliable communication. Still, reliance on these technologies presents new problems as well. GPS systems can be off by a number of degrees in the far north, internet and data transfer is slow, cell services are often non-existent, and batteries are quickly depleted by the cold. Many problems of northern operations have no obvious technical solution... yet. An answer to some of the capability gaps has been new equipment and basing facilities.

The Arctic Offshore and Patrol Vessels (AOPVs) currently being built will provide the RCN with ships that have the ice-strengthened hulls needed to access more of the region for longer periods of time.

To alleviate some of the logistical and supply issues, the small port of Nanisivik

*Continued on page 20*

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# A WORLD OF INNOVATION

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is being refurbished into a refuelling centre. The Nanisivik facility is based at a closed lead-zinc mine on Baffin Island.

On Aug. 10, 2007, then Prime Minister Stephen Harper announced its renovation as a means of refueling government vessels in the North—both RCN and Canadian Coast Guard—and expanding their capabilities and operational radius. The choice of Nanisivik as a site was partially based on its location at the eastern entrance to the Northwest Passage, its pre-existing infrastructure, the fact that it is relatively ice-free in the summer, and the location of a nearby airport at Arctic Bay.

Construction delays typical of Arctic projects have slowed development and increased the budget, and the size of the facility has been reduced. Slated to open in 2018, then postponed until summer 2019, Nanisivik has taken more than 11 years since its initial announcement. According to a 2017 CBC report, it's estimated final cost is \$130 million.

Once in operation, the combination of the AOPVs and the Nanisivik facility will greatly expand Canada's capabilities in the region and relieve the RCN frigates and Kingston-class patrol ships of Arctic duties, for which they are ill-suited.

The AOPVs are designed to operate in the Arctic based upon a specific understanding of regional security requirements and likely future developments.

While fears of circumpolar conflict and Russian remilitarization of the Arctic dominate media discussions of northern security, Canadian policy has consistently stated that conventional military threats are unlikely to emerge. Canadian policy has focused instead on the unconventional safety and security challenges created by increased shipping, resource development and human activity in the Arctic.

The RCN's Arctic training has, therefore, focused not on combat but scenarios such as oil spill response, interdiction of criminal activities, surveillance and aid to civilian partners.

Many of the roles that will be played



in the Arctic are not navy responsibilities, and this means that the RCN will often play a support role. For instance, the RCN has no law enforcement mandate. Instead, it will play a support role to other government departments, such as the RCMP or Environment Canada. Future roles in the Arctic for all actors will be complex and evolving, driven

as much by climate change and global shipping and development trends as by federal policy.

Despite this uncertainty and the difficulties surrounding Arctic operations, the RCN has made considerable headway in building the assets and capabilities needed to extend its presence into Canada's ice-covered waters.

#### More resources on this topic:

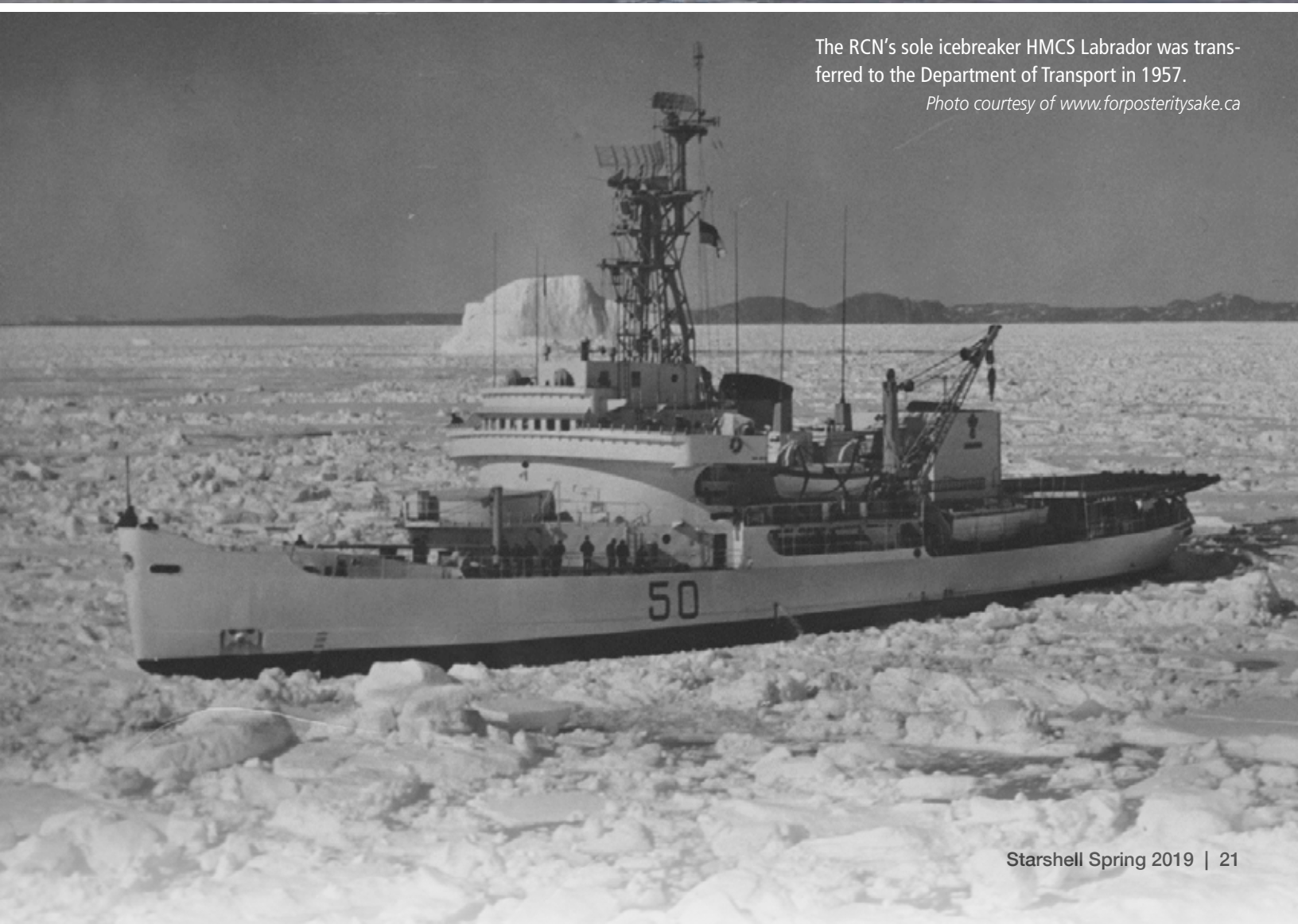
- Elizabeth Elliot-Meisel, "Arctic Focus: The Royal Canadian Navy in Arctic Waters, 1946-1949," *The Northern Mariner*, Vol.9, No. 2 (April 1999).
- Adam Lajeunesse, Whitney Lackenbauer and Jason Delaney (eds), *HMCS Labrador: An Operational History*, Arctic Operational Histories (Antigonish: Mulroney Institute of Government, 2017).
- Adam Lajeunesse, "Symbolism and Substance: Northern Deployments in the Late Cold War," in Adam Lajeunesse and P. Whitney Lackenbauer (eds), *Canadian Armed Forces Arctic Operations, 1941-2015: Lessons Learned, Lost, and Re-Learned* (Fredericton: Gregg Centre, University of New Brunswick, 2017).
- Department of National Defence, *Leadmark: The Navy's Strategy for 2020* (Ottawa: Directorate of Maritime Strategy, 2001), p. 66.
- Adam Lajeunesse, "The CAF Returns to the Arctic, 2000-2006," in Adam Lajeunesse and P. Whitney Lackenbauer (eds), *Canadian Armed Forces Arctic Operations, 1941-2015: Lessons Learned, Lost, and Re-Learned* (Fredericton: Gregg Centre, University of New Brunswick, 2017).





HMCS Montreal (right), Canadian Coast Guard Ship Henry Larsen (left) and HMCS Goose Bay in Strathcona Sound near Nanisivik, Nunavut Territory, during Operation NANOOK in 2010

*Photo: Cpl Rick Ayer, Formation Imaging Services, Halifax*



The RCN's sole icebreaker HMCS Labrador was transferred to the Department of Transport in 1957.

*Photo courtesy of [www.forposteritysake.ca](http://www.forposteritysake.ca)*

# Fostering relationships between NAC and the navy's future leaders

By Gerry Powell

Members of NAC Ottawa travelled to Kingston to meet with its Naval Cadet members at RMC on March 29—first speaking to them as a group, and then mingling with them at a Meet & Greet.

This had been an important goal for a couple of years since the cadets don't have much opportunity to attend the regular local branch events, and we direly want to develop a relationship beyond being just a web address.

RMC cadets who are interested receive free membership in the NAC for the duration of their time at the college. This initiative was started by RMC graduate and national and Ottawa Branch Past-President Jim Carruthers.

NAC uses these memberships to gain the attention of future naval officers at the start of their military careers, prior to joining the fleet. However, the greater aim is to foster an understanding of the issues facing these cadets in their future professional lives; in essence, keeping a naval dimension alive and current in their minds while at the college.

The initiative has grown over the last few years and can contribute to the NAC in the future as we seek to expand and energize our membership.

Not surprisingly, given its

proximity to RMC the Ottawa Branch has the largest cadet membership in the NAC. With 70 naval cadets registered, they form over 16 per cent of our Branch membership base! This is a significant number, which, given the separation between Kingston and Ottawa and future expectations of them, deserves additional consideration to foster the relationship. NAC certainly benefits from the energy and new perspectives they can offer.

The branch delegation was led by President Barry Walker (also a National VP), and included two of his Branch VPs, Tim Addison and myself, Gerry Powell. It was a humbling realization that we were looking at the future leadership of the Canadian Navy.

Walker outlined the organization and its objectives, noting achievements and recent developments with our Naval Affairs efforts. Tim spoke on the activities undertaken by the branch to connect with senior leadership (DND, Government, and Industry), the networking opportunities those connections permit, and the comradeship enabled by the association. He commented on how many of the members seated with them today would become close friends and long-time colleagues within or outside of the RCN—a point



*Combat Camera photo*

The Royal Military College of Canada's Precision Drill Team performs during the annual Sunset Ceremony.

re-enforced by the relationships between the speakers, which started decades ago.

I outlined the cadet membership structure—individually through the website and functionally with our RMC points of contact. I finished with NAC Ottawa's hope to build a stronger relationship of value in partnership with them.

Walker closed by noting that membership benefits and opportunities are available across the country. He expressed the hope that they will stay with us when they join the fleet so that we can remain current and relevant to our members. A lively Q&A followed, confirming the cadets' appreciation of the Bat-

tle of Atlantic Gala event and offering worthwhile feedback and suggestions that we will follow-up on this year.

We were invited to join the RCN's Meet & Greet that evening to kick-off the cadet "Military Occupation Code Weekend", allowing us an opportunity to meet with the cadets socially. They were keen to hear more of our experiences and thoughts on life in the navy. Reassuring!

This opportunity was particularly of value in that the RCN is also looking to build its cultural bond with its future officers. Such visits will be a standing RCN activity at RMC and it is anticipated that NAC Ottawa will be able to participate annually.





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## Annual Review of Montreal's 06 Victory cadets

To have a strong navy going forward, DND and other naval organizations must engage future generations of sailors. To this end, NAC Montreal has made a concerted effort to support its local cadets.

On May 11, several members of NAC Montreal took part in RCNCC 06 Victory's annual review.

Victory's 125 cadets demonstrated their know-how during the annual review held on the parade deck of naval reserve unit HMCS Donnacona.

The reviewing officer was Cdr Leroux, Commander of HMCS Donnacona. The guests of honour were Albert Boudreau, VP, RCNCC of the Quebec Division of the Naval League of Canada, and Anthony Colucci of the NAC Montreal Branch.

Colucci was in the procession and inspected the cadet crew. Other representatives from NAC's Montreal Branch included Doug Hudson and Bruno Champeval.

Colucci presented the Canadian Legion Medal, Hudson presented the trophy for complementary activities and Champeval presented the trophy for the top Cadet in phase 2.

Parents and friends of the cadets were

amazed by the outfit, behaviour and demonstrations.

After the military parade and crew inspection, the cadets performed five demonstrations, representing five complementary activities.

The music cadets played three pieces from their repertoire to demonstrate their musical skills, the boatswain group demonstrated seamanship and naval

communication, the cadets of the sport group demonstrated basketball and soccer. To close the demonstrations, the cadet reporter presented a video and demonstrated military exercises.

At the end of the ceremony, the First Master change took place and PM1 Bastien handed the First Master Cutlass to the PM2, who was promoted to the rank of PM1.



The inspection of music led by Cdr Leroux and PO1 Sophie Champeval.



# NAC Endowment Fund nurtures future sailors

A grant from the Naval Association of Canada's Endowment Fund was put to use cultivating the skills of future sailors in the Montreal area earlier this year.

On Saturday, Feb. 23, 2019, more than 250 sea cadets and officers from the Montreal area gathered together to participate in the first annual naval seamanship training and competition event, which was held at the Naval Reserve Unit HMCS Doncona in downtown Montreal.

These cadets and officers came from six different sea cadet corps: 06 Victory, 188 Trafalgar, 233 Le St-Étienne, 248 Montréal, 300 Boisbriand and 313 Intrépide.

The cadets spent the day learning about practical seamanship, which included doing knots, whipping and splices. They learned how use blocks to make tackles and built a light jackstay rig. They also learned about signalling flags and pennants, and how to use the Boatswain Call.

One of the activities the cadets enjoyed most was building a wooden model of a sailing boat that resembles a whaler. Cadets were put in groups of six and asked to build 15 such models and to decorate them once assembled.

The NAC Montreal Branch purchased the models for the sea cadets using a grant from the Endowment Fund.

Montreal Branch President, Charles O'Leary presented a trophy to the winning team.

This event was a great success from start to finish where sea cadets were able to learn new skills, while focussing on teamwork. It was a Bravo Zulu day filled with smiles, new encounters and enlightening new seamanship skills and tactics!



Above: Sea cadets building the models.

Below: The Winning team with NAC Montreal President Charles O'Leary (right).







Laying of the wreath by the President of the NAC Montreal Branch, Charles O'Leary.

## NAC Montreal at Battle of the Atlantic parade

On Sunday, May 5, the Battle of the Atlantic Parade was held in the Old Port of Montreal at the Sailors' Memorial Clock Tower Quay to commemorate the sacrifices made by the thousands of Canadians who fought so valiantly during the Battle of the Atlantic from 1939 to 1945.

The ceremony was held in the presence of members of Montreal's Naval Reserve Unit HMCS Donnacona, and 220 Cadets of the Royal Canadian Navy Cadet Corps 06 Victory, 188 Trafalgar, 248 Montréal, 300 Boisbriand, and 313 Intrépide, Cadets of the Atlantic Navy League, Musicians from 435 Tactical Helicopter Squadron, Royal Canadian Legion Branches 212 LaSalle, 4 Verdun and 95 Griffin Point, members of the RCMP and the Montreal Branch of the Naval Association of Canada.

Commodore Mark Watson presided over the ceremony and made a moving speech about the past sacrifices made

by the men and women of the Royal Canadian Navy and the Merchant Navy, and their continuing operations around the world to maintain global peace and stability.

Several members of the Montreal Branch of the Naval Association of Canada were present, namely Charles O'Leary, Alexis Amini, Bruno Champeval, Anthony Colucci, Catherine Fleming, Jean Gallagher, Doug Hudson

and Manuel Pelletier. Charles O'Leary, President of the Montreal Branch, placed a wreath on behalf of the Association.

This significant day commemorating the important contribution of the Royal Canadian Navy in the Battle of the Atlantic aims to keep alive the memory of our sailors who have lost their lives during this important period of our history.



The Flags Guard of the RCNCC 06 Victory under the command of the CPO2 Ren.





### NAC Endowment Fund grant to the Quadra Education Fund

On Feb 21, at the Wardroom of HMCS Nonsuch, a NAC Endowment fund cheque was presented to the Quadra Education Fund (QEF).

The QEF raises scholarships for deserving cadets at Quadra. Representing the NAC (on the right) is Bill Cannon of the NAE, and representing the QEF is (on the left) Jim Humphries, also of the NAE.

Cannon, Humphries, and Frank May of the QEF would like to thank the NAC Endowment fund. LCdr Derek Greer, CD, RCN (Ret'd), and the NAC executive for their generous support of the Quadra Education Fund.

An aerial photograph of the Irving Shipbuilding Halifax Shipyard. The large white industrial building with a blue section is prominent, situated along a waterfront. Several ships are docked at the piers, and the surrounding area includes residential buildings and parking lots.

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# Submariners have their cake and eat it too!

By Paul Seguna, LCdr (Ret'd)

On Sunday, June 23, Canadian submariners and their families were recognized during the Submarine Sizzler, an event held at the Windsor Park Pavilion in Oak Bay. The event was co-sponsored by the Naval Association of Canada-Vancouver Island (NAC-VI), the Submariners Association of Canada West (SAOC (W)) and Friends of HMCS Victoria (FOV).

The afternoon's activities, including food, entertainment and family activities were provided free to those participating. A number of local businesses generously supported the event with food and refreshments including: Thrifty Foods, Tim Hortons, Spinnakers Brewpub, Vancouver Island Brewing, Driftwood Brewing, Moon Underwater Brewery and Lighthouse Brewing.

The Esquimalt Military Family Resource Centre provided children's activities for the event giving special recognition to the families who support the sailors who serve in submarines.

In his address to the audience of over 170 attendees, event organizer and emcee Patrick Hunt, NAC-VI and SAOC(W) member, stated: "The submarine service is often referred to as the Silent Service but the true Silent Service are the families who support our submariners and they deserve our sincere thanks and the recognition that this event is being held for today."

Those gathered were also addressed by Bill Conconi, NAC-VI branch and national NAC president; Lloyd Barnes representing SAOC(W); Walter Donald of the FOV; and Captain (N) Stef Ouellet, Commander Canadian Submarine Force.

Also participating in the event were veterans of the submarine service, taking advantage of an opportunity to interact with today's submariners.



Deborah Hunt and Ellie Conconi cut the cake dedicated to submariners and their families at the Summer Submariners Sizzler event held on 23rd June 2019.

Of particular note in that regard is the fact that the Canadian submarine service actually started in Victoria in 1914 with the acquisition of Canada's first two submarines by the Province of British Columbia at the outbreak of WWI.

**...the true Silent Service  
are the families who  
support our submariners**

Canadian submariners have served since then either in submarines of the Royal Canadian Navy or in those of the Royal Navy during periods when Canada did not operate submarines of its own.

Those interested in learning more about Canada's submarine service might consider a visit to the CFB Esquimalt Naval & Military museum with its excellent exhibit on that subject. The museum is open seven days a week from 10 a.m. to 3:30 p.m. until Sept. 2, 2019.

More information is available on their website: [navalandmilitarymuseum.org](http://navalandmilitarymuseum.org)



# Rainbow I painting joins ship's wheel at Victoria yacht club

By Paul Seguna, LCdr RCN (Ret'd)

The Royal Victoria Yacht Club (RVYC) now has a painting of *HMCS Rainbow I* to complement Rainbow's ship's wheel, which is also on display there.

On June 27, NAC-Vancouver Island (NAC-VI), represented by Bill Conconi, Rod Hughes and Rear-Admiral Bob Auchterlonie, Commander Maritime Forces Pacific, presented a reproduction of Bo Hermanson's original painting to recognize the yacht club's ongoing support.

The presentation took place during the monthly NAC-VI luncheon, which is held at the club. Roger Hind, Commodore of the RVYC accepted the gift on behalf of the yacht club.

Also at the luncheon, NAC-VI presented Hermanson with a certificate for the NAC Gold Medal, recognizing his contributions to illustrating Canada's naval history and operations through his artwork over many years. The award underscores the long association between the Royal Canadian Navy and this important member of the Victoria marine community.

*Rainbow I* was one of the first two ships commissioned into the RCN in 1910 and its wheel has been at the RVYC since the 1920s. The wheel is prominently displayed above the fireplace in the main lounge and will now be joined by the painting in an adjacent alcove. Both serve as symbols of the RVYC's ongoing close relationship with our navy.

The CFB Esquimalt Naval & Military Museum has an excellent exhibit on *Rainbow I*, including artefacts and a large-scale builder's model of the ship. The museum is open seven days a week from 10 a.m. to 3:30 p.m. until Sept. 2, 2019.



Photo by Paul Seguna, NAC-VI

Left to right: Bill Conconi, NAC-Vancouver Island President; Roger Hind, Commodore of the Royal Victoria Yacht Club; Rod Hughes, NAC News Editor; and Rear-Admiral Bob Auchterlonie, Commander Maritime Forces Pacific gather around the framed reproduction of a painting of HMCS Rainbow I by marine artist Bo Hermanson at the Royal Victoria Yacht Club. In the background is the ship's wheel from the first HMCS Rainbow, which has been in the club's possession since 1925. It will now be joined by the painting on permanent display at the club.

# What will your legacy be?



**By Deborah LeFrank**

When you get together with your navy buddies, you probably spend a bit of time (maybe more than a bit) reminiscing about the past. You can laugh, cry and shake your head about all the adventures you've shared together.

These stories form part of your legacy, and yet, how much of this story has been recorded for your family?

Certainly some adventures are best confined to the company of those who experienced them, but sharing stories of who you are and what you've seen and done in life can be a great way to connect with the people who love you.

A couple years ago, I had the privilege of helping an ammo tech tell his life story. His daughters commissioned me to interview him and create a book that would capture his life in words and pictures—from humble beginnings in rural PEI to building a successful unexploded ordnance clearance company. His daughters wanted to ensure his legacy and his stories lived on after his life was complete.

Bob joined the army at age 16. With a military-provided train ticket, he left the hard-scrabble life of farming for the excitement of a military career, starting with the Apprentice Training Academy in Montreal. From there he began a career in ammunitions, which would take him across Canada and around the world.

During our interviews, Bob recounted:

- Lucky moments such as being denied a seat on a UN plane that was shot down over Syria on Aug. 9, 1974
- His achievements such as transitioning the Canadian munitions inventory in Europe from pen and paper to digital, and reaching the rank of CWO
- The people who made an impact on his life, including his good army buddy Jack, with whom he shared countless adventures and a lifelong friendship
- Working with military members from all over the world during the UN mission in the Golan Heights, for which he was the lone ammunition tech
- The rewarding experience of being a father and building a successful company that two of his daughters now run
- The many blessings he's enjoyed in life

Hundreds of stories, large and small, make up a lifetime.

As we wrapped up the process of collecting his stories I asked Bob what was one of the greatest gifts he ever received. His answer may resonate with many of you: the train ticket that would take him to Montreal for military training. That ticket opened the door to a world of experiences and opportunities. He was so grateful for his many years in the military.

It was an honour to help Bob collect his memories and stories into a legacy book that his children now treasure.

You may feel like this is a daunting task, and it can be. The actual living of a full life is not a small event; it takes years of effort. So it makes sense that collecting your life memories is a significant undertaking too.

But it can be made manageable. To help you start your own memory collecting journey, I have developed three methods:

1. Develop a timeline of your life and identify key events for every 2-3 years. Start by listing the year and then add a few details. Ask yourself these questions:

- Where were you?
- Who else was there?
- Did something significant happen?

Keep it as brief as possible—just point form.

2. List all the places you have lived. Be as precise as possible.

- What neighbourhood did you live in?
- Who else lived there?
- What were you doing at the time you were living there?

3. Military life is often about travel. List all the places you've been.

- Where did you go?
- How long were you there?
- What were you doing?

Keep it in point form or 2-3 lines only. You can expand on it later.

Once you have jotted down your notes based on chronological time or the places



you've visited/lived, you can go back and add details. Using a voice recorder can be easier than writing for some people. A free smart phone app called Voice Record Pro works great.

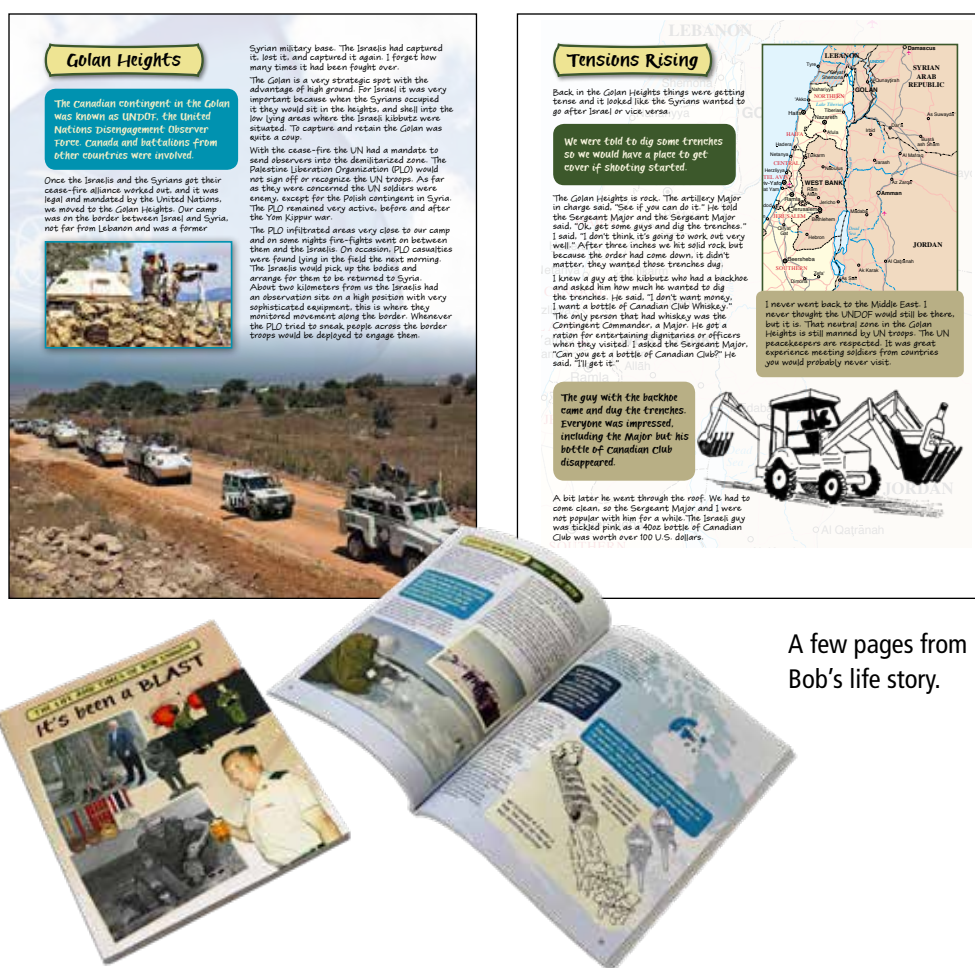
Bob passed away last July, the day after his 79th birthday. He knew his final day was near and had written precious messages to each of his daughters in his life story book.

You, too, can achieve immortality by unearthing stories and memories to celebrate the vibrancy and journey of your life.

It isn't just famous people who have important life stories. Bob was an ordinary extraordinary guy, and so are you. Your family will be so grateful that you cared to share it with them.

For more questions designed to help you recall and record the people and events from your life, visit our website, [www.visuallifestories.com](http://www.visuallifestories.com) and download our free Magic Questions pdf.

*Deborah LeFrank is a life story specialist who takes people on their Immortality Quest to help them Unearth, Distill, Visualize and Immortalize their life story.*



A few pages from Bob's life story.

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# Does Canada need

# a submarine fleet?

By PO1 (Ret'd) David Dunlop

After the end of the Cold War many states cut the funding to their militaries—the so-called ‘peace dividend.’ But that brief moment seems to be over. Many states are recapitalizing their militaries, and their navies in particular. They are building surface ships to renew their fleets, and they are also building significant sub-surface capabilities. Canadian allies from Australia to the United States, and non-allied competitor states Russia and China, are focusing on submarine development.

Given the renewed focus on submarine capability among Canada’s allies and potential adversaries, what is Canada doing about submarines? There are three questions that need to be addressed on this topic:

- Does Canada need submarines?
- Does Canada need new submarines?
- If so, what type of submarine and capabilities would Canada need?

## Does Canada need submarines?

The short answer is yes, for several reasons.

### Fighting fire with fire

Canada is a maritime state with oceans on three its four borders, and a portion of its trade travels via the ocean.

The Canadian Coast Guard (CCG) does a good job enforcing Canadian fisheries laws and undertaking maritime search and rescue, and boating safety. The Canadian Border Services Agency (CBSA) and the RCMP do a good job of enforcing Canadian law within the maritime borders of the country.

However, CCG ships and law enforcement agencies have no real means to defend Canada or its maritime sovereignty claims, especially in the Arctic. This is why Canada needs a navy. But why does it need submarines?

Although the United States is Canada’s most important trading partner, the Canadian economy nonetheless relies on goods being shipped by sea across the

world. This means Canada has a stake in protecting shipping from potential threats. This can be done by a surface fleet, but sub-surface capability is also an important part of the mix. The best way to give other submarine-possessing states pause is, without question, another submarine.

As former head of the Canadian Navy, Admiral Paul Maddison, said in his 2012 statement before the Standing Senate Committee on National Security and Defence, “The best counter to a submarine is a submarine. In terms of our surveillance of our ocean approaches and the protection of our own sovereignty, I consider submarine capability to be critical.” If Canada wants to know who and what is in its waters, Admiral Maddison said, “a modern submarine capability is crucial.”

More than 40 countries have submarine capabilities, and the number of submarines being built and operated increases every year. While Canada



probably does not need to worry about submarines possessed by, say, Singapore, there are countries about which Canada should be concerned. Russia and China are the most likely states to be of concern.

Take the case of the recent buildup of Russia's Arctic naval presence. Russia has been updating its navy and has been increasingly active in the north. A February 2017 article in the National Post called it the biggest military push since the fall of the Soviet Union.

A small Russian push here, a slightly larger one there, and suddenly the RCN will sail into ostensibly Canadian waters at its own peril. Canada doesn't have the military forces to defend every square centimetre of its sovereign claims on any of its three oceans, including the Arctic. But, as a state, Canada must make an effort to deter action against it.

Both Russia and China have enormous submarine resources.

Russia's nuclear/conventional submarine fleet includes 70 attack submarines including the new Akula class Attack SSNs, Yasen class guided missile SSGNs and the Typhoon and Barei class ballistic missile SSBNs, making Russia second only to the U.S. in submarine strength in the world.

China has at least 63 nuclear/conventional submarines, including their modern Jin class SSBNs, Shang I, II and III class Attack SSNs and up to 48 Air-Independent Propulsion (AIP) SSK conventional submarines.

To say that both countries are escalating their numbers of submarine forces on an unprecedented scale is an understatement.

The fact that other states are rapidly building up their submarine capabilities means that Canada should have its own subs as well.

#### **Meeting our international obligations**

As discussed in the government's new defence policy document, "Strong, Secure, Engaged" on pages 60 and 61, the roles of the Canadian Armed Forces, including submarine interests, are divided into three categories:

- defence of Canada and North America

- support of Canadian expeditionary deployments to joint action ashore
- support of Canada's interests in global maritime stability

The North Atlantic and the Arctic Oceans, in particular, are concerns for Canada. Recent Russian submarine fleet excursions into these areas, plus increased activities in the air and at sea, have caused concern among NATO nations about the security of the Atlantic Areas Of Responsibility. NATO is establishing a new Joint Force Command and sees Canada as a major player.

Canada must be able to carry its share of the defence burden and that will require submarines.

#### **Use it or lose it**

A third reason to have submarines is to train Canadian, NATO and other allied naval personnel in the art of Anti-Submarine Warfare (ASW) and Special Forces Operations. One of the Canadian Navy's main roles during the Cold War was ASW, and this capability may be needed more than ever in the future as more countries acquire more submarines.

This operational expertise is not built overnight. It needs to be developed via

sustained training and practice. In the past, Canada's diesel-electric submarines have provided excellent platforms for ASW training with allied navies.

#### **Ninjas of the sea**

The final reason Canada needs submarines is to add stealth to naval operations. Submarines are the ultimate stealth platforms, able to operate in areas where sea and air control are not assured, and to gain access to areas denied by other forces.

Submarines, with their superior combat power and freedom of action, are fundamental components possessing a level of strategic power that confers an influence out of proportion to initial investment beyond their size.

The mere possibility that one might be loitering near strategic bases can confine a fleet or restrict its movements, interrupting seaborne commerce.

With the largest coastline in the world, Canada needs an adequate and modern submarine fleet to assure its seagoing commerce and to address maritime challenges such as the Russian build up of Atlantic, Pacific and Arctic naval forces.

*Continued on page 34*



**Having our own  
submarines increases  
our anti-submarine  
warfare capabilities.**

In his 2012 statement before the Standing Senate Committee on National Security and Defence, Admiral Madison said, “For a G8 [now G7] nation, a NATO country like Canada, a country that continues to lead internationally and aspires to lead even more, I would consider that [loss of submarine capability] to be a critical loss of a fundamental capability and a very difficult one to regenerate at a future date.”

### **Does Canada need new submarines?**

Canada currently has four Victoria-class (SSK) diesel-electric submarines: *HMC Ships Victoria, Windsor, Corner Brook* and *Chicoutimi*. These were purchased from Britain in the 1990s and after a slow start, I would argue they are now useful assets.

One of the four submarines is always in a three-year extended deep maintenance period while the remaining three submarines are conducting operations or are in maintenance periods in accordance with the fleet operating plan.

Since becoming operational, the Victoria-class submarines have not only been involved in publicly reported exercises in both the Atlantic and Pacific, but also in other classified surveillance operations we are not, and will not be privy to.

These submarines are now over 28 years old. *HMCS Victoria* was originally scheduled for retirement five years from now with the other three following soon after. They have been regularly updated and maintained, but they cannot last forever. Eventually, it will cost too much to maintain them and there will be increasing safety issues.

The procurement process is a long one. Submarines can take up to 20 years from design to entry into service. Physical construction time depends on man-hours available, and capability of the yards building them.

America’s Virginia class SSN, for example, took two ship yards almost two years to build the first ship, but the follow on ships are being built in about a year. Once christened, U.S. subma-

rines have to run through an extensive acceptance program, which can take a year or longer, before they can be commissioned.

Germany, on the other hand, has built boats in 10 years from concept.

China bought ‘new’ Kilo class submarines from Russia and got them in a year.

Construction time depends on the country, the propulsion system, and how much redundant safety is built in.

“Strong, Secure, Engaged”—in its second chapter “Long-Term Investments to Enhance the Canadian Armed Forces’ Capabilities and Capacity to Support Peace and Security”—reiterates the need for Canada’s navy to be comprised of a balanced fleet of platforms. In this policy, the government has clearly acknowledged the unique qualities and options a modern submarine capability brings to the table, and the pressing need to maintain this capability.

### **What submarine capabilities would Canada need?**

#### **Nuclear propulsion**

Canada requires submarines with an ocean-going capability that can patrol far off the coasts of Canada with prolonged forays into the Arctic, withstand repeated surfacing through several feet of ice, and deploy worldwide either independently, or as part of a Canadian or coalition task force. It must also be able to accommodate future equipment changes and meet habitability requirements.

The Victoria-class submarines do not possess a significant under-ice capability, making them ineffective at best in Canada’s Arctic. New Canadian submarines should be able to operate in the Arctic without restriction, have a vigorous under-ice capability and have long endurance.

Only nuclear submarines (SSNs) can stay under ice and generate their own oxygen without the need to surface. As well, they have the power to surface through several feet of ice.

The British Astute-class, the American Virginia-class, and the new French

Barracuda Suffern-class (which replaces the French Rubis class) SSNs, are all world-class boats that Canada may want to consider for its new submarine fleet, although they would need to be adapted to Canadian operational requirements.

#### **Conventional propulsion**

Canada’s requirements may also be met by a modern ocean-going conventionally-powered AIP submarine. It will require a displacement of at least 5,000+ tons (submerged) with re-enforced hulls and conning towers for breaking through the heavy ice fields of the Arctic. Size is tied directly to power generation and submerged endurance. The bigger and more capable the submarine, the more power generation it requires to operate efficiently.

Different forms of non-nuclear AIP, all of which need additional types of fuel, have been developed by and for European states with very different submarine operating areas than Canada. These systems are usually hybrid systems with diesel engines as the primary power generation source for endurance and an AIP system for limited periods of stealth operation. With the exception of both the Japanese Soryu-class and the Shortfin Barracuda Block 1A—a class being built for Australia—European-built AIP SSKs are too small (about 2,500 tons). Moreover, these systems are not powerful enough to generate and clear the atmosphere of the submarine, should there be emergencies on board such as fire, which would require immediate surfacing to clear smoke. Therefore, at their current level of technology, these submarines are unsuitable for prolonged high Arctic under-ice operations.

Other, non-allied countries are either buying German Type 212/216 modern AIP SSKs, with Russian aligned countries acquiring older Russian Kilo Class SSKs or considering the new Russian Saint Petersburg or Lada class AIP SSKs. These aren’t up to the Canadian task either, all being approximately 2,500 tons or less and not suitable for open ocean or Arctic operations.

Continued on page 36





*Photo by David Malysheff, Combat Camera*

Weapons Technicians prepare the exercise version of the MK48 Heavyweight Torpedo to be fired on board HMCS Victoria.



A modern Canadian conventional submarine would need a continued refinement of diesel generation technology, greater power and fuel efficiency, accompanied by better battery technology, such as lithium. This would allow increased energy storage capacity, and the potential for augmentation of an AIP source for unlimited submerged power generation. For a discussion of this, see Canadian Forces College-LCdr Simon Summers, JCSP 44-“Air Independent Propulsion: An Enabler For Canadian Submarine Under-Ice Operations”, 2017-2018. For a good look at the different types of non-nuclear AIP systems, see Norman Jolin’s article, “Future Canadian Submarine Capability: Some Considerations,” in the Canadian Naval Review, Vol. 11, No. 1 (2015).

### Does the submarine Canada needs exist?

Not yet, but it could in the near future. A modern Canadian conventional AIP submarine fleet is a viable option. However, an AIP propulsion system that can provide power endurance comparable to a nuclear one has yet to be developed. It will take more research and developmental technology with commensurate investments in infrastructure and training before larger ocean-going modern AIP SSKs can compare to the prolonged under-ice operations of SSNs that have been developed by the U.S.A., United Kingdom, Russia or China. These larger nuclear powered submarines (8,000 to 20,000+ tons) all have the endurance and size to operate in the high arctic with no restrictions when surfacing through heavy ice. In short, Canada needs to develop technology that will mirror nuclear propulsion, but not be nuclear.

If Canada is serious about new submarines that are capable of operating in all three oceans, it must look to Canadian industry for a solution, and push for acceptable alternatives to fossil fuels that will cause a technological revolution in power and battery technology. Operations in the high Arctic have significant challenges to overcome so that Canadian submarines can achieve more than seasonal ice edge forays. Canadian industry will be a necessary catalyst to push the types of AIP technologies that must be considered in future Canadian submarine replacements.

The USN, United Kingdom, Russia and Chinese Nuclear submarines all have the capability to not only go under the high arctic ice fields, but to surface wherever and whenever they desire. Current non-nuclear AIP battery technology is not yet sophisticated enough to allow for this nuclear alternative capability. Other non-nuclear countries have not developed this technology because they don’t have to operate in Canada’s harsh environments. Canada needs nuclear-like modern AIP capabilities for operations under the ice.

The good news is that non-nuclear technology doesn’t have to be developed from scratch. Canada can learn from countries that are in the process of developing/building new submarines—France, Australia and Japan, in particular.

Australia is pushing extant technology to produce a modern conventional submarine, supported by a unique AIP system. Only time will tell if this unconventional approach could be the solution for Canada. It’s important for us to pay close attention



British Astute Class submarine HMS Ambush.



American Virginia Class submarine, PCU Virginia.



Japan Maritime Self Defense Force Soryu Class submarine Hakuryu.

to the Australian experience, as many of its submarine requirements mirror those of Canada.

Naval Group, based in France, is producing 12 large 5,000+ ton (submerged) non-nuclear AIP-powered versions of its new Suffern-class SSNs called the Short-Fin Barracuda Block 1A for Australia. They will replace Australia’s nine Collins-class SSKs. Japan has also designed and produced a 4,200+ ton modern AIP Soryu-class submarine that would also be an option to consider for Canada.

The question then becomes: can Canada build a large non-nuclear modern AIP submarine? The market for submarines has grown exponentially, but there are only a handful of countries capable of building them. Shipbuilders capable of designing and building Canadian submarines are almost all European and most





A Chinese Jin Class Ballistic Missile Submarine.



By Alex Omen - Own work, CC BY 3.0, <https://commons.wikimedia.org/wiki/index.php?curid=38079818>

A Russian Akula class submarine.

have little expertise with larger ocean-going AIP designs.

Canada is capable of building them, but the last time Canada built submarines was during the First World War. That said, there's a compelling argument that, with the assistance of an experienced submarine shipbuilder, Canada could produce a fleet of modern AIP equipped SSK submarines with extensive under-ice capabilities.

Once Canada decides on a design, a built-in-Canada solution, supported by a foreign shipbuilder with submarine-building expertise, would be advantageous. Optimally, replacement submarines would be Canadian built with Canadian steel and Canadian jobs, but with foreign expertise.

Whatever submarine is chosen, it's critical that Canadian support, infrastructure and crew training are included, a vital and expensive component in itself. In addition to building these submarines, the necessary infrastructure—particularly the supply chain, submariners and training—must be in place to support these submarines throughout their service life.

A built-in-Canada submarine replacement project would reap rewards in Canadian technology as well as leverage domestic capabilities arising from the National Shipbuilding Strategy. If Canada were to instead procure an "off the shelf" solution and fail to address unique Canadian environmental requirements, many of these benefits would be lost and the RCN would struggle to maximize their return on any significant investment. The experience with the current submarines is instructive in this regard.

### How many submarines does Canada need?

The current fleet of four Victoria-class submarines is inadequate to provide an effective presence in the three oceans on Canada's

borders. A much larger fleet is required. Canada can look towards Australia's experience when deciding on submarine fleet size.

A 2017 Canadian Senate Defence Committee report recommended 12 modern AIP-equipped SSK submarines, with extensive under-ice capabilities. That number is ideal given the need for a balance between a 2 per cent increase of Gross Domestic Product (GDP) in defence budget, the many increases in recent covert and overt mission requirements by the government, Canada's ability to adequately counter the fast-growing threats from non-allied states around the world, and to take on a much stronger role within NATO, which has recently been a concern of our allies.

Twelve submarines would enable the stationing of six submarines on both the East and West Coasts and provide the option to effectively deploy to the high Arctic. Three boats would be high readiness/deployed worldwide on the Atlantic and Pacific coasts, one to two would be in deep maintenance (every five years) and one to two would be in build up/build down/training mode.

### Conclusions

There is no doubt that Canada's submarine capability is in great peril. The current fleet of submarines is near the end of its safe and useful life. There is also no denying current fiscal constraints on defence spending.

A credible submarine capability brings with it enhanced flexibility to conduct military operations and the ability to collaborate with other states. The most cursory of glances at a globe illustrates the vastness of Canada's ocean areas. A future Canadian submarine capability must be able to operate fully in these areas. It must provide future Canadian governments with options for responding to international crises. Having a strategic submarine fleet, no matter what propulsion plant is used, will be essential to Canada's future defence requirements.

Canada doesn't need a large navy, but it does need the navy to be adequate to defend Canadian maritime approaches and to deter challenges to security and sovereignty.

A defence budget increase to at least 2 per cent of GDP, as proposed by the Standing Senate Committee on National Security, would give Canada the resources to fund a future submarine acquisition program. A replacement of the Victoria-class, with a commensurate increase in infrastructure and submariner strength, would not only be possible, but a built-in-Canada design—adopted from AIP subs either under construction or development—could be acquired and would be a transformative change for the country.

The ability to deploy submarine forces at home or abroad from bases in Halifax or Esquimalt, has considerable appeal to a country that wishes to renew its NATO presence. Technologically, there is no reason why a country like Canada could not field a force of 12 AIP-propelled SSK modern submarines. Canada should seriously re-examine the need to acquire a bolstered fleet of new AIP submarines.

*David K. Dunlop is a retired RCN Petty Officer 1st Class with over 41 years experience as a Tactical Data Coordinator.*

# Canadian Naval Heritage

The serialized naval memoirs of the late RAdm Robert Philip 'Bob' Welland DSC & Bar, MiD, psc, Officer of the Legion of Merit (USA), RCN



## "We can't have that, by God!"

*We pick up the Admiral's story back home in Canada, with a new kind of adventure and a decidedly Canadian cast of characters.*

During *Athabaskan's* voyage across the North Pacific the canteen committee planned a final meeting of all hands; they knew the ship would enter 'Dockyard refit' and we'd be dispersed.

There was enough money in the canteen funds to rent the Crystal Gardens for an evening, hire a band, and provide an orchid at the door for each lady.

It was a memorable affair. We men knew each other, having lived inside the same steel box for a year. The wives had banded into a loosely knit group that helped each other with babysitting and being lonely.

The only interruption of the dancing was when Mrs. Stoud, wife of our coxswain, who the canteen had flown home, thanked us for sending him back so quickly. "I am sure that saved our daughter's life." She got a huge cheer for her thoughtful effort.

For me, Korea was an unusual adventure. It seems my shipmates felt the same way about it. We have remained comrades for over 50 years—bonded, perhaps like survivors of a mine disaster or the winners of a Stanley Cup.

I was given a month's leave by Admiral Creery. I loafed about the house with Stephanie, getting in the way in the kitchen, not knowing where the laundry soap was kept. I suspected my little boys wondered why I was taking up their time and space. Gillie, now four months

old, seemed to like me making funny faces. Mike was seven; he was properly organized, leaving dutifully each morning to attend Glen Lyon school a couple hundred yards away. Even at this early age, Mike had a sense of order and neatness as compared to the rest of the family, including me. I think he got this attribute from Stephanie's father, who was always perfectly turned out; maybe Mike would become a banker.

Tony, age five, found things to do in the back yard, throwing and kicking things. This built-in attribute forecast skill at sports and that has happened. Last year, at age 54, he was playing on three hockey teams, coaching soccer, refereeing anything, and organizing his community to get off their rears and onto the fields of play.

**The four senior officers sat at a table covered with scarlet felt that matched the rank tabs on the General's khaki uniform and blended with the colouring of his gopher-like cheeks.**

Chris, who was three, had a good friend a few houses away; a beautiful lady with black wavy hair and a sense of fun, Mary Henning. Chris was allowed to walk over to visit her. Mary always returned him; they walked to our house along the middle of the road, chatting and holding hands. Chris was usually stark naked. As he got older, he continued to demonstrate a disregard for convention, as will be recounted later and most of which I could have done without.

When my month's holiday was over, I was appointed to the admiral's staff for temporary duty as his Chief of Staff. My first task was to accompany the admiral to the annual gathering of the senior commanders of western Canada. These four great men were: my admiral, Wallace Creery; the head of the Air Force, John Plante; the senior army officer, General Chris Vokes, and the head of the RCMP, Inspector Harvison. It was the army's turn to host the meeting and their commander was located in Calgary. By odd coincidence the meeting dates matched those of the Calgary Stampede.

We gathered in General Vokes' conference room. The four senior officers sat at a table covered with scarlet felt that matched the rank tabs on the General's khaki uniform and blended with the colouring of his gopher-like cheeks. Vokes had a large voice and there was no doubt who was the bull-frog in charge.

"Now, lets get this over with," he announced, having waved us to be seated.





Gen Chris Vokes, Library and Archives Canada



Jericho Beach

"You first, Inspector," he said to Harveson. "What, if any, problems do the police have of interest?"

The inspector was a tall man, six foot four at least, lean and stiff; his manner was unsmiling and earnest, as though he would like to be told the truth. He was slow to answer, and the general said, "Well?"

"Sir," said Harveson, "I have a problem with the Army-compound at Jericho Beach in Vancouver, which I am responsible for guarding." He explained that the Army didn't use the beach and the public were ignoring the many notices posted on the steel-mesh fences saying "DND Property, Keep Out". Harveson then asked, "Does the Army need to retain the beach?"

"Who are these people trespassing on

our land?" replied Vokes, completely ignoring the question and sounding like Churchill forecasting a Nazi invasion.

"Mainly younger couples," replied Harveson, "They dig under the wire a night."

"We can't have that, by God!" said Vokes, turning a deeper shade of puce. He then paused for what I thought might result in a sensible solution, but he announced, "Change the signs Inspector. Over each burrow place a large sign saying, "NO F#@ING."

Some years later Harveson, who had become the Commissioner of the RCMP, wrote an amusing book. He recounted stupidities encountered during his 35 years of being a cop.

Amongst them was a tale of the Justice Department in Ottawa cracking

down on the growing of marijuana near St. Jovite, Quebec. A contract was let to destroy the bushes in the spring of the year, but owing to delays created in Ottawa the work didn't begin until October when the plants were in-seed. The end result was the creation of 50 times the original number of bushes, "adding considerably to the economy of St. Jovite."

General Vokes solution to Jericho Beach was the next item in Harveson's book, "I found him quite confrontational," noted the Commissioner dryly. Some years later the newspapers ran a story about a company that traded in arms and was being prosecuted by the RCMP. The company was owned by retired General Vokes!

MAINTIENS LE DROIT indeed.

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# Combat at Close Quarters

An Illustrated History of the U.S. Navy in the Vietnam War

By Edward J. Marolda, Naval Institute Press (2017)

Reviewed by Mike Young

The United States was involved in armed conflict in Southeast Asia for over 25 years. Beginning in the early 1950s, with direct and indirect assistance to the French—who were fighting to retain control of their colonies—the conflict escalated steadily, culminating in the full-scale war of the mid-to-late 1960s in Vietnam. Ultimately, of course, the U.S. suffered a humiliating defeat and withdrew its forces from the region in April 1975.

Today, that war—from far away and long ago—barely registers on the scale of interest in naval warfare among modern naval officers. Yet many later operations in conflict situations have echoes in tactics and procedures that evolved in the Vietnam War, only improved by technology.

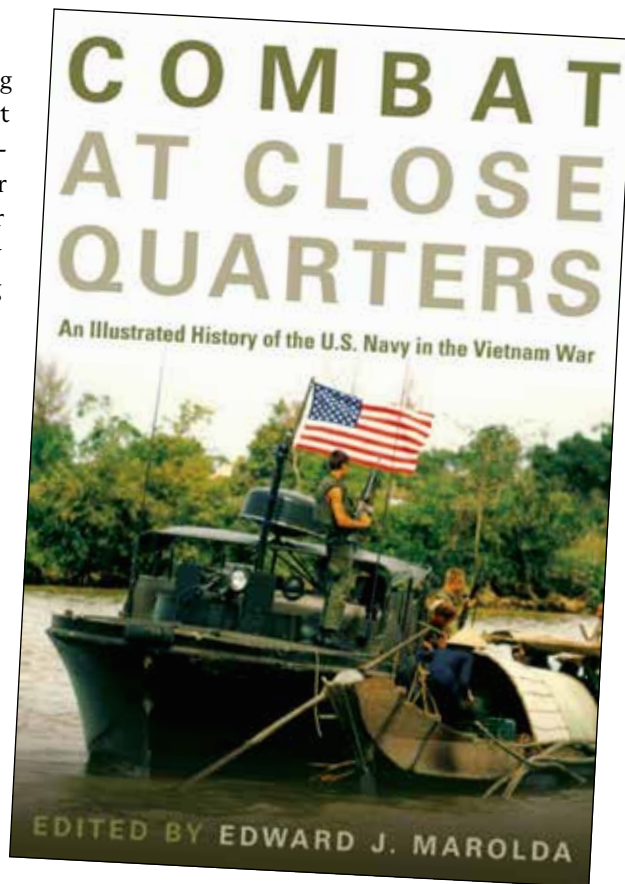
This book is not a chronological history of what the U.S. Navy (USN) did in that war. It's a series of four monographs describing key naval aspects of the war, written by five distinguished naval historians including the editor himself. It's also intended to highlight the contributions of the naval personnel who fought in the war and honour the service of those 2,555 mostly young men who gave their lives in that war. The result is a fascinating insight into certain aspects of USN operations and the difficulties faced by those who conducted the operations.

The air war conducted by the USN in Vietnam was arguably the most contentious of its operations during the conflict. Beset by constant political oversight and direction, the operational commanders

executed a series of bombing campaigns intended to limit the ability of the North Vietnamese to support their war effort. The chapter on the Air War describes both primary major operations: Rolling Thunder, which was a three-year campaign undertaken between 1965 and 1968; and Linebacker in 1972, which was instrumental in restarting the Paris peace talks—resulting in a peace accord in January 1973—and the eventual withdrawal of American combat forces from Vietnam. The campaigns are described in detail and illustrate the difficulties involved as well as their successes.

Riverine warfare came into its own in the Mekong Delta of South Vietnam. It's examined extensively in the aptly titled chapter "Green Hell". The chapter's author explains how tactics and equipment evolved from the initial basic river patrol force of 1965 into a sophisticated small boat navy capable of establishing overall control of the Mekong Delta waterways—and thus control of the surrounding countryside—as well as areas of Cambodia. The part played by Admiral Elmo Zumwalt—later to become the youngest Chief of Naval Operations (CNO)—is highlighted.

The final two chapters discuss the USN actions in response to the efforts of President Richard Nixon to bring



the war to a conclusion—a “peace with honor” withdrawal of U.S. combat forces—and the extent of the naval intelligence activities during the entire conflict. Both provide detailed insight into relatively lesser known aspects of the war.

Inevitably, there is overlap in the chronology of the war and the operations discussed. This does not detract from the overall readability of the book. Given the eminence of the contributors, it's not surprising that the book has an easy-to-read and digest quality. The chapter on the Air War covers an immense amount of information, but



it never becomes confusing or mired in detail. Interesting side notes on key personalities and certain significant events are presented in highlighted, set-out style and illuminate other aspects of the overall war. It is, at times, astonishing to learn of the extent to which there was political involvement and of how the navy commanders dealt with it.

As to be expected for a book that includes “illustrated” in its subtitle, this book is profusely illustrated throughout with more than 200 photographs and reproductions of paintings from both the U.S. Naval archives and private collections. In addition, there is a large number of maps of varying detail, which help explain the context of the descriptions of certain operations. A minor complaint

**This book is... intended to highlight the contributions of the naval personnel who fought in the war and honour the service of those 2,555 mostly young men who gave their lives in that war.**

I have is that it becomes difficult to keep track of places with names in an unfamiliar language such as those in the locales described in the Riverine Warfare chapter. Here, more detailed maps than the ones presented would have been helpful. For example, there is discussion of activities, including mining, on the upper Mekong River leading to the port of Phnom Penh in Cambodia, but there’s no indication on any map of the relative locations of either the port or the Cambodian-South Vietnamese border.

Nevertheless, this is an excellent book and well worth acquiring in order to better understand the nature of the naval war in Vietnam—a subject not too well-known in Canada. Highly recommended.

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# Admiral John S. McCain and the Triumph of Naval Air Power

By William F. Trimble,  
Naval Institute Press, (2019)

Reviewed by Gord Forbes

John S. McCain, father of an Admiral, grandfather of a Senator. This is his story.

The full title to the book gives a better idea of the intent of the book: "Admiral John S. McCain and Triumph of Naval Air Power". This book more than adequately describes that triumph and McCain's role in making it happen.

The author, William Trimble, a professor at Auburn University, has written several books on U.S. naval aviation.

The early part of the book describes his early life and his road to entry in the U.S. Naval Academy where he graduated in 1906. His classmates included many men who would later play a significant role in the Second World War, particularly in naval aviation.

His early career was fairly normal for a young officer in that era. From 1906 to 1918 he served in a variety of ships, including battleships, armoured cruisers, destroyers and gunboats (he served on the USS Panay under Ensign Chester Nimitz). In 1918 he was assigned to the U.S. Navy Bureau of Navigation, the most powerful bureau among the Navy's bureau system. He went back to sea until he attended the Navy War College in 1928. Further duties at sea, including command of an ammunition supply ship and shore assignments took him to 1935. At that point, he came to realize that naval aviation was going to be the way of the future and applied for flight training.

McCain got his wings in 1936 and en-

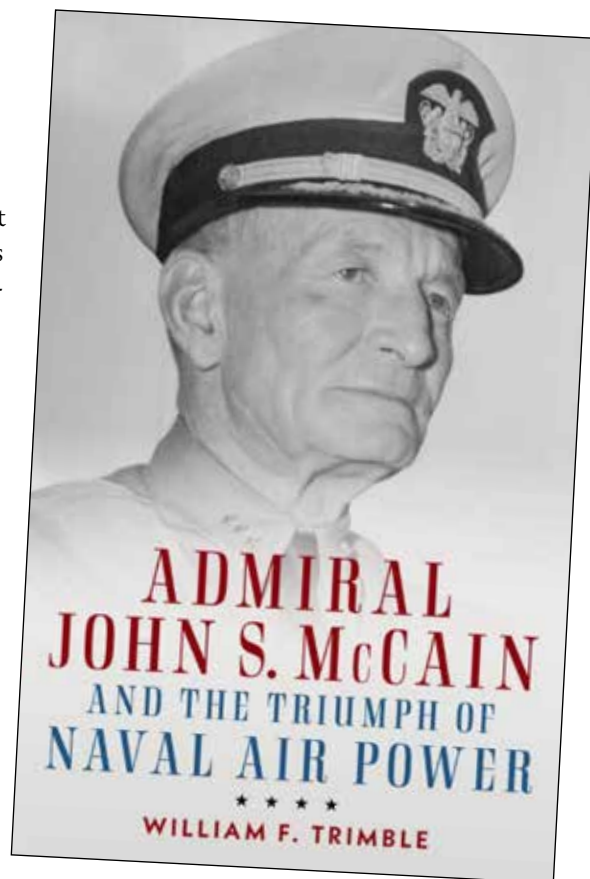
tered the aviation community at 52 years old. To many officers who had entered the naval aviation community in the early days of the 1920s and early 1930s McCain was considered a newcomer who had come to usurp their commands and seniority. Nonetheless, McCain spent the remainder of his career involved in aviation. He hoped to get command of an aircraft carrier, but that was denied, and he was sent to the Coco Solo base in Panama as the base commander and commander of the aircraft squadrons on the base. There, he became familiar with patrol squadrons and surveillance operations, which would come in handy in the early years of the upcoming war. Leading up to the war, McCain held different commands, including Captain of USS Ranger (CV4).

On Dec. 7, 1941, now Rear-Admiral McCain was Commander Aircraft, Scouting Force, based on the U.S. West Coast. He was responsible for all patrol and scouting aircraft in the western U.S., Alaska and Hawaii. This suddenly became important when there were fears that the Japanese would next attack California.

Further commands during the war cemented McCain's place in the progress of airpower. During the Solomon

Islands Campaign he was Commander Air South Pacific, where he commanded both Navy and Army Air Force units. His two responsibilities during that campaign were to maintain air surveillance over the waters surrounding the Solomon Islands and to provide aircraft to the so-called Cactus Air Force on Guadalcanal in 1942.

After that battle had been won, McCain moved back to Washington as Chief of the Navy Bureau of Air. There, he was responsible for providing aircraft of the right type and trained aviators for the navy's war effort. The rapid build up of the carrier force and the need to de-





termine the right mix of aircraft squadrons provided the greatest challenge in this job, but the desire to get back into the fighting remained strong. In the summer of 1943, McCain became the first Deputy Chief of Naval Operation for Air (DCNO (Air)) as part of a major reorganization of the navy hierarchy. As part of this elevation, McCain was promoted to Vice-Admiral.

McCain finally got his chance at command of the Fast Carrier Task Force in the summer of 1944, over the objections of Admiral Nimitz, Commander in Chief of the Central Pacific Forces, which were driving their way across that ocean towards the Japanese homeland.

McCain first had to observe carrier operations during the Marianas campaign

**...he came to realize that naval aviation was going to be the way of the future and applied for flight training.**

(Operation Forager) where the carriers were commanded by Vice-Admiral Marc Mitcher. But the decision to run the war in a two team platooning meant that McCain finally got to be the commander of Task Force 38, the Fast Carrier Group under Admiral Bill Halsey's Third Fleet. He served in this position until the end of the war against Japan.

He returned to the U.S. right after the Japanese surrender ceremony, and died two days after he arrived home. For a

man who had fought so hard during the war, perhaps that was a good way to go.

This book goes into considerable detail about each campaign. It gives a day-by-day account of each operation conducted under McCain's command, but the author avoids getting bogged down into a lot of side issues. It's well-written and easy to read.

I highly recommend it for anyone who has an interest in U.S. Navy aviation operations during World War II.

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# Leading the emerging millennial sailors

By Paul Krismer

What will it take to create the committed, disciplined and professional navy that Canada needs in its future? You might be tempted to say that it will take the same qualities of leadership that created the naval force we have had in the past and we proudly maintain today. Yet there is a fundamental shift at play in the Canadian workforce. And the armed forces will need to seize the opportunities that present themselves or lose a generation of great sailors.

Millennials are sometimes thought of as a generation of overly-entitled, uncommitted workers. From the perspective of an employer who doesn't understand the cultural shifts that are happening, millennials are probably exactly the workers you don't want. And yet other employers are happily tapping into this incredibly talented new generation.

Millennials are generally categorized as all those born in the 1980s and 90s, and starting next year they will become the largest demographic segment in the Canadian workforce. De facto they are the navy's present and its foreseeable future.

There are fundamental shifts in the perspectives of millennials relative to previous generations of workers. For the first time, millennials did NOT grow up believing that they would necessarily earn a higher standard of living than their parents did. Therefore, the simple exchange of money for labour is a lot less motivating for these young men and women. Yes, they will expect fair remuneration, but for the navy to create high commitment from this generation it will take more than money.

Millennials went to school in an era where teamwork and inclusivity was emphasized. They expect to have their voice heard. They are accustomed to having choices about how to tackle a task. And they want the activities they engage in to be meaningful. This requires that current leadership be more evolved and flexible in its style of command. Emotional intelligence, consultative decision-making and deep integrity have become essential.



Combat Camera image

What must today's leaders do to effectively lead the next generation of sailors?

Moreover, millennials need role models who mentor them in a way that speaks to their own values.

Long ago militaries invented organizational structure and leadership practices that served the institution well for the time. Unfortunately, the command and control tradition isn't as effective as it once was, yet it still runs rampant in corporate and naval operations and this will need to change.

In less complex times, with less technological reliance, traditional command and control worked well. And it still works perfectly in circumstances of crises and emergency. At these times, we want a single decisive leader, issuing clear directions with concrete objectives.

However, this style of leadership, when used continuously in non-emergency situations, erodes trust, quashes innovation, and diminishes the strength of a team. Millennials will not tolerate this kind of leadership for long. In fact, in the corporate world, a full 30 per cent of millennials leave a new job within 30 days. What's worse than them abandoning leaders they

don't like, is staying as a disengaged, uncommitted worker.

The navy needs to continue to invest in 21st century leadership characteristics. These are found in:

- Multifactorial consideration—the ability to see circumstances from multiple perspectives
- Emotional Intelligence—the appreciation and recognition of the underlying emotional context the drives human behaviour
- Mentoring—millennials have the internet! They don't need information and instruction; they need wisdom and integrity-driven guidance

Is naval leadership up to this challenge to lead the young men and women in our armed forces? They must seriously invest in modern leadership practices within existing senior ranks in order for millennials to emerge as the next generation of leaders that Canada's navy needs.

*Paul Krismer is an employee engagement expert. He uses the tools of positive psychology to teach 21st century leadership skills. [www.PaulKrismer.com](http://www.PaulKrismer.com).*





# Last Post

Compiled by Pat D. C. Barnhouse  
'Starshell' Obituaries Editor

Kindly forward all obituaries to Pat at 535 Kenwood Avenue, Ottawa, ON K2A 0L7  
or by email to [pat.barnhouse@sympatico.ca](mailto:pat.barnhouse@sympatico.ca)

## NAC MEMBERS

### Cdr John Gordon CARRUTHERS, CD\*\*, RCN (Ret'd)

NACVI, 82 in Victoria 11/03/19. Jn'd RCN as Cdt at *Venture* 12/09/54. Prom Mid 09/56 thence *Stadacona* 09/56 and *Saguenay* 05/57. Prom A/S/Lt 09/57 and S/Lt 09/58 fl'd by *Haida* 10/58. Prom Lt 03/60 thence *Stadacona* 04/61 and *Kootenay* 10/63. Prom LCdr 02/67 fl'd by CDEE HQ 07/71, NDHQ 06/72, CDLS(L) 07/75, NDHQ 07/78, CFB Esquimalt 07/88 and NDHQ 08/88. Ret'd 18/04/92. (RNDM)

### RAdm William Borden CHRISTIE, CD\*, RCN (Ret'd)

NAC-O, 99 in Ottawa 10/04/19. Merchant Marine Radio Officer 1936-41. Jn'd RCNVR as S/Lt(SB) 07/41 thence *Stadacona* in '42. Prom El Lt 07/42 thence *Cornwallis* in '43. Tsf'd to RCN in '45 fl'd by *Scotian* (Dalhousie and NSTC) in '45. Lt(L) 08/46 thence *Nootka* 1947, *Swansea* 1948, *Stadacona* 1949 and *Nootka* (Korea) in '50. Prom LCdr(L) 07/50 fl'd by *Stadacona* (FOAC Staff) 1951, *Niobe* (standby *Bonaventure*) 1952 and *Bonaventure* (Deputy "L") 1957. Prom Cdr(L) 07/57 thence NSHQ (Nuclear S/M Team and later D S/M Production) 1957, 5<sup>th</sup> Cdn Escort Sqn. 1960 and NSHQ (DMEE) 1961. Prom Capt 01/62 fl'd by *Niobe* (CANAVSUB-REP) 1962, IDC 1966 and NDHQ 1967. Prom Cmdre 11/66 thence CANSUPLANT 1968, Base Commander CFB Halifax 1969 and NDHQ (DGMS) 1970. Prom RAdm 06/72 fl'd by NDHQ (D/CTS-Engineering) 1972 and NDHQ (Assc. ADM-Materiel) 1973. Ret'd 20/09/74. Civ Career at executive level in shipbuilding industry. Ottawa Br. President 1980-82. (*Citizen*, Canada's Admirals and Commodores)

### Cdr Joseph Edward CUNNINGHAM, CD\*, RCN (Ret'd)

NACVI, 82 in Victoria 08/03/19. Jn'd RCN as Cdt at *Venture* 12/09/54. Prom Mid(E) 01/09/56 thence *Ontario* 09/56 and RN (RNEC for trg.) 01/57. Prom A/S/Lt(E) 07/57 and S/Lt(E) 07/58, fl'd by *St. Laurent* 09/59 and *Niobe* (RNEC) 05/60. Prom Lt 11/60 thence MARPAC (Cdr Cdt Trg. Org.) 01/62, *Beacon Hill* 05/63, *Stettler* (EO) 10/63, *Yukon* (EO) 02/65 and *Star* (RNO Staff-Westinghouse) in '66. Prom LCdr 10/68 fl'd

by *Algonquin* 08/71 and 1<sup>st</sup> Cdn Destroyer Sqn 06/74. Prom Cdr 07/74 thence *Iroquois* 09/74, CDLS(W) 07/76, FMG(P) 06/79, 404 TSD 04/81 and NDHQ 07/84. Ret'd 29/11/86. (RNDM)

### LCdr(S) William Evans DAVIS, CD\*, RCN (Ret'd)

NAC-O, 91 in Ottawa 22/04/19. Jn'd RCN as Cdt at *Royal Roads* 08/45. Prom Mid(S) 07/47 fl'd by *Warrior* 08/47 and *Magnificent* 03/48. Prom A/S/Lt(S) 03/49 thence NSHQ (att. for USN Trg.). Prom Lt(S) 05/50 fl'd by *Cayuga* (Korea) 05/50, NSHQ 08/52, *Niagara* (Sec. to CANAVUS) 05/53, *Donnacona* (NSD Mtl.) 08/55, *Hochelaga* (on date commissioned) 10/55 and NSHQ 07/57. Prom LCdr(S) 05/58 thence CANCOM-FLT 12/60, *Prevost* 09/62 and *Hochelaga* 06/63. Ret'd in '68. Civ career with Federal Public Service. (WD, Citizen)

### S/Lt John Montgomery DUGAN, RCN(R) (Ret'd)

Edmonton Br., 88 in Red Deer, AB 12/03/19. Jn'd as UNTD Cdt at *Star* 13/01/50, prom S/Lt 09/53 and to Ret'd List (att. *Nonsuch*) same year. Alberta Veterinarian of the Year 2014. Bronze ('97), Silver ('97) and Gold ('06) Medallions. Edmonton Br. President 1992-95. (WC)

### S/Lt Alexander Gordon Douglas HAIN, RCNVR (Ret'd)

NAC-TO, 67 in Etobicoke, ON 21/03/19. Jn'd as UNTD Cdt at *Star* in 1960 and prom S/Lt 09/63. To Ret'd List same year. 50 year career as high school teacher. (WC)

### Capt Ray Charles HUNT, CD\*, RCN (Ret'd)

NSNAC, 86 in Halifax 01/03/19. Prior service in Merchant Marine and RNR. Jn'd RCN as A/Lt 03/61 thence *Cornwallis* 08/61 and *Crescent* 09/61. Confirmed Lt 02/63 fl'd by *Stadacona* 07/63, *Niagara* (S/M Trg.) 06/64, *Grilse* 03/65 and *Rainbow* (i/c) 04/70. Prom LCdr 01/71 thence CFSC (Course 7) 08/72, SUBRON ONE 08/73, *Okanagan* (i/c) 08/74 and MARCOM HQ 07/76. Prom Cdr 01/77 fl'd by SUBRON ONE (i/c). Prom Capt 08/81 thence *Preserver* (i/c) 09/81 and CFA Oslo 07/83. Ret'd 04/87. (SR, *Chronicle Herald*)

Note: \* indicates bar to the medal

Continued on page 46

**Capt(L) James Gordon Rogers HUTCHESON, CD\*, RCN (Ret'd)**  
NAC-O, 91 in Wakefield, QC 17/04/19. Jn'd RCN as Cdt at *Royal Roads* 29/08/45. Prom Mid(L) 07/47 fl'd by *Discovery* (UBC) 09/47. Prom A/S/Lt(L) 11/48, summer '49 in *Athabaskan* and at *Star*. Prom S/Lt(L) 06/50 fl'd by *Ontario* 05/50, *Cornwallis* and *Stadacona* (Long "L" Cse.) 12/50. Prom Lt(L) (sen. 08/49) thence *Niagara* (Air "L" Trg.) 06/51, *Shearwater* 03/52 and *Niagara* (MIT) 06/56. Prom LCdr(L) 08/57 fl'd by *Naden* 07/58, *Terra Nova* 06/59 and NSHQ (EEC) 01/60. Prom Cdr(L) 01/63 thence *Niobe* 08/64, *Naden* (OIC Eng Div Fleet School) in '66 and CFHQ 07/68. Prom Capt(L) 08/72 fl'd by NDC 08/72, NDHQ 01/73 and SECLIST TPT CDA 09/76. Ret'd 30/12/78. Civ career as Exec Level Public Servant. (SEH)

**S/Lt Roderick George JACK, RCN (Ret'd)**  
NAC-TO, 77 in Toronto 22/12/18. Jn'd RCN as ROTP Cdt at *Donnacona* 01/09/59 and. srv'd *Stettler* 05/60 and 06/61 for summer training. Prom S/Lt 06/62 thence *Stadacona* (Pre Fleet Cse.) 01/63, fl'd by *Assiniboine* 7/63 and *Stadacona* (SUPPLANT) 01/65. To Ret'd List 08/65. Bumph Editor '95-'99. Bronze ('91) and Silver ('08) Medallions. (GP)

**Cdr Roy Allan MacKAY, CD\*\*, RCN (Ret'd)**  
NACVI, 89 in Ottawa 28/03/19. Jn'd RCN/RCAF College (*Royal Roads*) 09/47 and desig RCN(R) Cdt 04/49. Prom RCN Mid(E) 08/49 thence RNEC Manadon and *HM Ships Theseus, Triumph, Rocket, Redpole* and *Loch Tralaig* for "E" trg. Prom S/Lt(E) 11/50 and Lt(E) 11/53 fl'd by *Ontario* 07/54, *Naden* 05/56, *Jonquiere* '58, *Niagara* (S/M Trg. US S/M's *Irex* and *Burrfish*) 01/59 and *Grilse* (ex *Burrfish*) (EO fl'd by XO) 05/61, Prom LCdr 11/61 thence CFHQ/CTS ("O" Class S/M Project). Prom Cdr 01/67 fl'd by *Cape Scott*, CFSRU(P) 01/70, CDLS(W) 07/73 and NDHQ 08/76. Ret'd 11/80. Civ Career as contractor in West Coast ship repair. Bronze Medalion 1993. (*Citizen*)

**S/Lt Donald Douglas McKAY, RCNVR (Ret'd)**  
NAC-TO, 99 in Toronto 18/03/19. Jn'd as OS in 1940, prom Prob S/Lt in '44, thence *Cornwallis* 08/44. Prom S/Lt 01/45 fl'd by *Cape Breton* 02/45. Rls'd in '45. General Manager with several insurance companies. (*Toronto Star*)

**VAdm Robert Saint George STEPHENS, CD\*\*, RCN (Ret'd)**  
NAC-O, 95 in Cambridgeshire, UK 09/04/19. RCN Cdt 09/41 thence RN College Dartmouth (Special Entry #55). Prom Mid(E) 05/42 fl'd by *HMS Drake* and *Iroquois*. Prom S/L(E) 05/44 thence RNEC in '44 and *HMS Swiftsure* in '45. Prom Lt(E) (sen. 04/44) fl'd by RN College Greenwich (Advanced

Eng. Cse.) in '46, *Magnificent* in '48, *Huron* in '50 and NSHQ in '51. Prom LCdr(E) 04/52 thence *Niobe* in '54. Prom Cdr(E) 07/55 thence *Niobe* (YARD Team – Nuclear Study Group) in '58, NSHQ in '58, *Stadacona* (COMSUPLANT Staff) in '60 and *Gatineau* (5<sup>th</sup> Sqn. Tech O) in '60. Prom Capt 01/61 fl'd by NSHQ (DMEE) in '62, IDC in '54, Dkyd Hfx (Mgr. Ship Repair) in '66 and COMSUPLANT in '66. Prom Cmdre 08/66 thence MARCOM (COS) in '67 and NDHQ (DG Logs fl'd by DG Maintenance) in '69. Prom RAdm 07/70 thence A/CDS (Information Handling Agency) in '70 and Commander Training Command in '72. Prom VAdm 06/77 fl'd by CANMIL-REP NATO in '77. Ret'd 1979. (BMCC, Canada's Admirals and Commodores)

## Kenneth N WATKINS

NAC-O, 95 in Somerset, UK 02/19. Lifetime member of Ottawa Branch. (GLP)

## Capt Keith Murray YOUNG, OMM, CD\*\*, RCN (Ret'd)

NACVI, 89 in Victoria 08/02/19. Jn'd RCN/RCAF College (*Royal Roads*) 09/47 and desig RCN(R) Cdt 04/49. Prom RCN Mid 08/49 thence RN for training, prom A/S/Lt 12/50 and S/Lt same date. Prom Lt 09/52 fl'd by *Athabaskan* (Korea) 10/52, *Naden* 02/54, *Cornwallis* (Comm. Cse.) 04/54 and qual "C", FOAC 08/55, *St. Laurent* 04/57 and *Cornwallis* 07/58. Prom LCdr 09/60 thence NSHQ (ACNS/AW and later Flag LCdr), *Beacon Hill* (i/c) 09/63, *Ste. Therese* (i/c) 10/64 and CDLS(W) 10/65. Prom Cdr 04/66 fl'd by *Saguenay* (i/c) 11/70, MARCOM HQ 06/72, MARPAC HQ 07/75 and *Qu'Appelle* (i/c) 09/75. Prom Capt 07/76 fl'd by *Provider* (i/c) 08/76, Commander CFB Halifax 08/78 and MARPAC HQ 07/81. Ret'd 02/85. Civ career with Coast Guard and H&R Block. (RNDM)

## OTHERS

### Lt Kenneth Frederick BROWN, CD\*, RCN (Ret'd)

85 in Halifax 28/01/19. Jn'd RCN as OSNAS 11/51 and prom ABAO1 04/52. Prom Mid(O) 06/53, A/S/Lt 07/54, S/Lt same date and Lt 02/57. Srv'd *Shearwater*, *Cornwallis*, *Ontario*, *Niobe* (*HMS Gannet* – ASW Trg.), *Magnificent*, *Sioux*, *Victoriaville*, *Shelburne* (XO), *Bonaventure*, VS-881, HS-50 and VT-406. Ret'd 11/01/73. (SR, *Chronicle Herald*, Canada's Naval Aviators)

### Capt(PLT) (Ret'd) Robert Ernest FERGUSON, CD\*

81 in Ottawa 06/03/19. Jn'd RCN as Cdt at *Venture* 09/54. Prom Mid 09/56, A/S/Lt 03/58, S/Lt same date and Lt(P) 08/60 Redesig Capt(PLT) on unification. Srv'd RCAF Stn. Penhold, *Shearwater*, *York*, CFB Trenton and NDHQ ( Ptl Frig-



ate Man), VF-871, VF-870, VU-32, VS-880, MR-880, 436(T) Sqn, and 424-ETS. Ret'd 12/81. (*Citizen*, Canada's Naval Aviators)

## **LCdr(E) Michael Edwin GOBLE, RN (Ret'd)**

90 in New Glasgow, NS 20/02/19. Srv'd RN submarines including 6<sup>th</sup> Submarine Squadron. (SR, *Chronicle Herald*)

## **LCdr Mary Alice GREENWOOD, CD, RCN(R) (Ret'd)**

92 in Barrie, ON 08/03/19. WWII service (1944-45) as WRCNS SBA. Jn'd RCN(R) at YORK 14/11/51 as A/S/Lt(MN), prom S/Lt(MN) same date, Lt(MN) 11/53 and LCdr 09/62. Srv'd *Star* and *Stadacona*. (*Hamilton Spectator*)

## **CPO1 David Caverhill IRVING, CD, RCN (Ret'd)**

91 in Falmouth, NS 04/01/19. Jn'd RCN as OS 10/46 and prom CPO1 06/61. Srv'd, inter alia, *Shearwater*, *Magnificent* and *Bonaventure*. Ret'd 1970's. (SR, *Chronicle Herald*)

## **LCdr Douglas Arthur McKAY, CD\*\*, RCN (Ret'd)**

87 in Dartmouth, NS 02/19. Jn'd RCN as OS 08/52, CFR'd as CMD O 04/66, prom Lt 05/68 and LCdr 08/74. Srv'd, inter alia, CFFS Hfx., CFSRU(A) and NEU(A), Ret'd 07/86. (SR, *Chronicle Herald*)

## **CPO1 Gordon Ian McMILLAN, CD\*, RCN (Ret'd)**

86 in Halifax 05/04/19. Jn'd RCN as OS in '53. Srv'd *Magnificent*, *Bonaventure*, *Skeena*, *Provider*, CFB Greenwood, VT-40, VU-32, VS-881, HU-21, HS-1, HS-50, VP-449 and VP-405. Ret'd in 1986. (SR, *Chronicle Herald*)

## **Lt Donald Robert MUNNINGS, RCNVR (Ret'd)**

Former Toronto Br., 95 in Toronto 19/04/19. Jn'd late 1943 as Prob S/Lt, prom S/Lt 03/44 and Lt 03/45. Srv'd *Kings* and *Nene*. Tsf'd to Ret'd List in '45. (FMcK)

## **LCdr(L) Russell Kenneth O'DELL, CD\*, RCN (Ret'd)**

92 in Ottawa 08/03/19. Jn'd RCN as a Cdt at *Royal Roads* 30/08/44, prom Mid(L) 01/46, A/S/Lt(L) 03/48, S/Lt(L) 08/48, Lt(L) same date and LCdr(L) 08/56. Srv'd *York* (U of T), *Star* (Westinghouse industrial trg.), *Stadacona* (Long "L" Cse.), NSHQ, *Labrador*, SUPPLANT and NDHQ. Ret'd 1973. (JGRH, *Citizen*)

## **Lt Walter Francis PRENDERGAST, RCNVR (Ret'd)**

Former Toronto Br., 97 in Toronto 09/02/19 Jn'd RCNVR at *York* as Prob S/Lt early 1942, prom S/Lt 04/42 and Lt 04/43. Qual "g". Srv'd *Algoma*, *Stadacona*, *Cornwallis* and *St. Therese*. Rls'd in '45. (FMcK)

## **A/Lt (MED) Donald Eric Rowland ROY, RCN(R)(Ret'd)**

85 in Ottawa 18/04/19. Jn'd UNTD at *Cataraqui* as Surg Cdt 02/01/53 and prom RCN(R) A/Lt 09/55. To Ret'd List in '58 as A/Lt(MED) . (*Citizen*)

## **LCol(PLT) (Ret'd) George Francklin STEVENSON, CD\***

80 in Halifax 25/03/19. Jn'd RCN as Cdt at *Venture* 09/55, prom Mid 09/57, A/S/Lt 05/59, S/Lt same date, Lt 06/61, Maj(PLT) 1971 and LCol(PLT) 01/76. Srv'd *Niagara* (USS *Antietam* CARQUALS), *Shearwater*, *Bonaventure*, *Annapolis*, *Niagara* (USN Exchange), *Protecteur*, *Iroquois*, CFCSC, CDLS(W) and NDHQ. Srv'd VU-32, VS-881, VS-880, VX-10, HU-31, HS-50, HS-423 (XO) and VT-405 (i/c). Ret'd 08/85. (JC, PB, Canada's Naval Aviators)

## **Cdr David James Balkwill STOCK, QC, CStJ, CD\*, RCN(R) (Ret'd)**

Former Toronto Br., 82 in Woodstock, ON 29/03/19. Jn'd UNTD at *Star* as a Cdt(S) 10/01/56, prom RCN(R) S/Lt(S) 05/58, Lt 05/60, LCdr 01/67 and Cdr 01/75. Srv'd *Patriot* (XO 1961), *Star* (XO 1971-72), *Stadacona*, NDHQ and MARCOM HQ. Sea time in *Fort Erie*, *Buckingham*, *Inch Arran*, *La Hullose*, *Stettler*, *Haida*, *Ottawa*, *Columbia*, *St Croix* and *Huron*. Qual NCS. Ret'd 1984. (FMcK, WC, TM, *Globe & Mail*)

## **A/S/Lt Jean Francois Antoine VANIER, RCN**

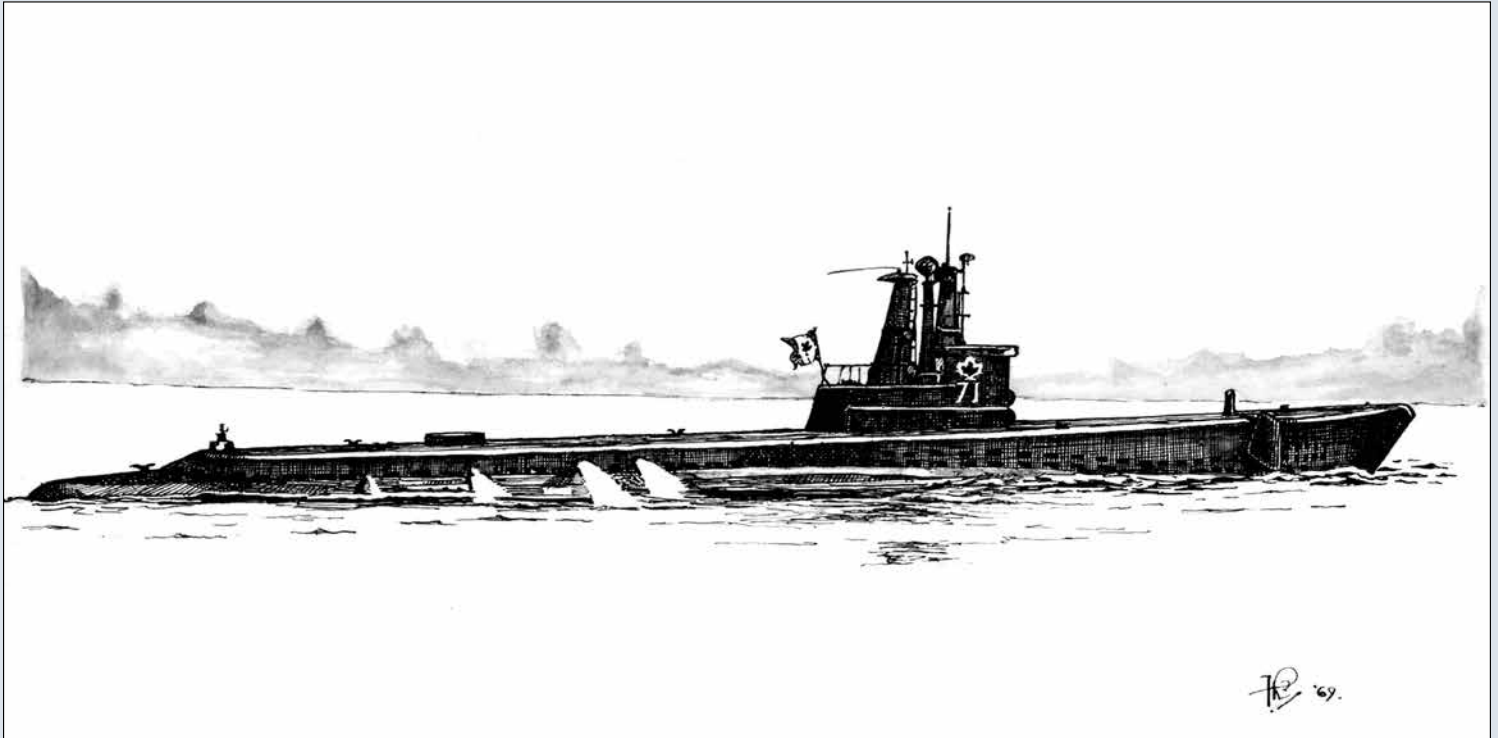
90 in Trosly-Breuil, France 07/05/19. Jn'd Dartmouth Naval College as Cdt in 1942, prom RCN Mid 01/01/46 and A/S/Lt 01/01/48. Srv'd *HMS Vanguard* and *Magnificent*. Resigned 1950. Son of Georges Vanier; founder L'Arche. (RG)

## **LCdr William Price WILDER, RCNVR (Ret'd)**

Former Toronto Br., 96 in Toronto 23/03/19. Jn'd late 1941 as Prob S/Lt, thence *Royal Roads* for training. Prom S/Lt 12/41 and Lt 12/42. Srv'd RN (*HMS Whitshed*), *Stadacona* and *York*. In 1945 tsf'd to Ret'd List as LCdr. (FMcK. WC, TM, *Globe & Mail*)

## **Correction to Summer 2018 Edition:**

William Webb was incorrectly shown as a retired RCN(R) Lieutenant Commander. His correct rank on retirement was Commander.



## END OF THE ROAD

### **Sketch made on the return of H.M.C.S. GRILSE to the United States**

H.M.C.S. GRILSE, ex-u.s.s. BURRFISH, was commissioned at New London in May, 1961 under the command of Lieutenant Commander E.G. Gigg, R.C.N. On 2nd October, 1969 H.M.C.S. GRILSE was formally handed back to the U.S. Navy at Mare Island, San Francisco; Lieutenant Commander(NR) F.R. Berchem the Officer-in-Charge for the return voyage from Esquimalt, B.C.

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