

# STARSHELL

FALL 2019 | ISSUE 87

NAVAL ASSOCIATION OF CANADA

## New Challenges in Arctic Waters

Canada Lays its Claim to the Arctic Ocean

A US FONOP in the Northwest Passage?

China Prepares for an Arctic Future

50 Years on from the *Manhattan*



USCGC Healy in the Arctic with CCGS  
Terry Fox (Photo: Nate Littlejohn)



# Starshell

ISSN-1191-1166



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STARHELL magazine is published three times per year (with occasional special editions) by the Naval Association of Canada (NAC).

The editor is solely responsible for the selection of material.

Contributions are encouraged and should be sent direct to the editor at [starshellNAC@outlook.com](mailto:starshellNAC@outlook.com).

NOTE: All material must reach the editor no later than the 15th day of the month prior to the month of publication. All photographs submitted for publication must be accompanied by suitable captions and accreditation. Photos should also be high-resolution (at least 200dpi). Changes of address are to be sent to the executive director, David Soule, [ExecutiveDirector-NAC@outlook.com](mailto:ExecutiveDirector-NAC@outlook.com).

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## **From the Editor**

Adam Lajeunesse



To shine a little light on things. An apt motto for a publication looking to inform and spark debate. *Starshell* is an important link within Canada's maritime security community and I am very pleased to follow Carmel Ecker as editor of the magazine.

This edition has an Arctic theme, both to introduce my area of expertise and in recognition of the significant events that have taken place in – or in relation to – Canada's sometimes overlooked third ocean in recent months.

The Arctic is opening to economic activity and shipping, presenting Canada with both threats and opportunities. The United States spent the year threatening a freedom of navigation voyage through the Northwest Passage while the Chinese government announced plans to build a powerful new nuclear icebreaker. Large cruise ships are now transiting the Arctic and shipyards are humming as the Navy and Coast Guard refurbish and build new icebreakers and patrol ships. Canada has also recently laid claim to 1.2 million square kilometres of Arctic seafloor, moving forward the complex process of defining our extended continental shelf in the North.

This edition also represents an experiment in *Starshell*'s focus and direction. Over the coming months and years we will endeavour to shine more light on contemporary and global maritime security issues. Dedicated sections called 'Red Team' and 'Blue Team' now provide quick overviews and analysis on some of the most interesting developments impacting Canada's allies and adversaries. Regular briefs will also track critical shipbuilding programs and RCN deployments.

Finally, we look to a future *Starshell*, linked to a strong and growing Naval Association, supported by the next generation with an eye towards the future of the sea services in Canada.

I welcome any comments or suggestions and hope to receive more and more material from our readership. Most importantly, I look forward to taking this journey with the NAC and Canada's maritime community. ■

# Starshell Number 87 (Fall 2019)

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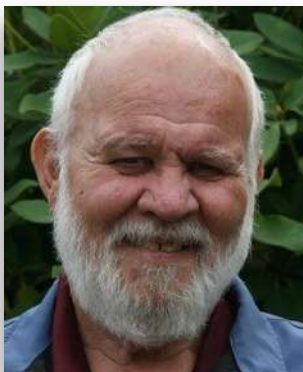
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# From the Bridge

Bill Conconi, National President

We have had a busy summer as we work to better position ourselves to carry out our mandate of supporting our navy and in educating the Canadian public about its role in maintaining our security and well-being.

David outlined very well the administrative changes we are immersed in and the many outreach activities we have scheduled. Our goals are to become relevant to our members and to those we seek to join us. We are undertaking a number of initiatives to build this relevance.

From the beginning we have had a strong ally and unofficial partner in the Navy League of Canada, especially their Maritime Affairs activities. I am pleased to announce we have now established an alliance between NAC Naval Affairs and NLoC Maritime Affairs. We will be sharing resources and supporting each other in our common endeavors. We look forward to the synergies this can bring.

As we position ourselves for the future, and all that it can challenge us with, we need to consider our governance and as well our administrative structure. As capable as our Executive Director (he is very capable), he is only human and only has so many hours in a day. Couple this with his role as a caring grandfather, a supportive husband, and active NAC member and you can see that some additional help is required. We are currently doing an administrative review as all tasks taken on come with an increased load on staff and resources.

This speaks to our need for an effective fundraising model. As mentioned by David in his report, we have engaged ourselves with a professional group to help in this area. If you

have experience in this area, or know of other members who have and are willing to help, please contact David or myself and we will engage you with the project.

One way to increase revenues is to increase membership numbers. We are looking to substantially increase our membership numbers while moving the demographics to port and in the process broadening our interest base to include serving navy personal, industry, universities and anyone else who shares our goals and interests. Many branches are working on this and I look forward to progress reports when we meet in October.

This brings us back to relevance. As you engage yourself in discussions with others that share our interests, take the opportunity to ask the question, "What would make NAC relevant to you?" Capture these thoughts and share them with us. With good information, we can put the right program and activities in place to get them to engage and commit.

We will be looking at this in much more detail when we meet in North Vancouver in October. Remember, help is available to branches from National to ensure that all branches are represented. Contact David for details.

Seems we are moving forward from a busy summer to an even busier fall. May the force be with us.

Yours Aye,  
Bill

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

**Same address, new design and experience**

# 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.







# The Front Desk

David Soule, Executive Director

Welcome back – No, not those going back to school (although perhaps some of you are considering programs related to naval affairs!) – but to all NAC members as this is the start of a new branch year.

## **AGM 2019 (19 June)**

This year's AGM was conducted electronically – as it was for 2018. I want to extend a special thanks to those who took the time to vote and appoint a proxy, and to those who participated in the electronic meeting. Hopefully the vote and proxy nomination process was straightforward.

The focus of the NAC Board of Directors meeting which followed the AGM was to appoint NAC's officers of the corporation, committee chairs, and honorary and national appointments. These are listed at the end of Front Desk. I will also be posting the associated reports and meeting material as this has not been uploaded yet to our revised website.

## **NAC Member Special Meeting (5 October Vancouver)**

You should also be aware that as part of the NOABC 100th anniversary celebration and NAC's upcoming conference this October, there will be a Special Members meeting on Saturday 5 October. Over the next couple of weeks, we will be putting together a program. Some topics likely to be discussed are membership and the trial of a national registration system for members. This registration system trial will be conducted by NAC-VI and NAC-Ottawa for the 2020 NAC membership campaign. We are pretty excited about this opportunity and strongly believe it will relieve some of the burden on branch administrative efforts, as well as provide

some new ways to keep members informed.

## ***The Years Ahead: 2020 and 2021***

Over the next several months, National will be working with NAC-O and the RCN on a major event for Spring 2020. While much needs to be worked through, the intent is to hold a gala type event to honour those who have served and continue to serve in the RCN. There will also be a small conference and the 2020 AGM. As some may be aware, we were also planning a major conference activity to take place in 2020, but this will now be deferred to 2021. The rationale for this is that we have engaged some professional sponsorship assistance to provide NAC with a more predictable funding model so we can support our major national focus on naval affairs over the long-term. This is a major undertaking for those involved. In addition, we want to ensure we are able to attract the very best speakers and experts to participate and this takes a great deal of advanced planning.

## ***Starshell***

In June, we bid a fond farewell to Carmel Ecker who has been our editor for the past 18 months. She is off to start a new career and we wish her well. This edition will be the first for Dr. Adam Lajeunesse, who some of you know is also the naval affairs program research coordinator. Do check out this link: ([adamlajeunesse.com](http://adamlajeunesse.com)). Adam is a very talented individual who is passionate about the Arctic and naval affairs. He is also one of a very small pool of folks interested in maritime affairs, so we are fortunate to have him as our editor. He has some ideas as to where Starshell needs to grow and evolve so you can expect some changes ahead. Our plan, based on a small

budget and Adam's busy schedule, is to publish Starshell electronically in an expanded format three times a year as well as a special edition from time to time. And, yes, for those who like a print version, we are exploring options for this as well but this will take time and money.

### ***NAC News***

This continues to be widely-read and this could not happen without the effort that Rod Hughes puts forward. While we have received very positive feedback, there is always room for improvement so let us know if there is something missing or too much of something. We do try and focus on the "News" and less on other information. That said comments and suggestions are always welcome.

### ***NAC Board of Directors***

Directors are Needed - Do not stand back, Join the Fun. Yes, I will repeat the message that the National BOD has some challenging work ahead, in particular a need for those with expertise with sponsorship, fundraising, and growing our numbers. And those of you who do not want to be on the Board can get involved. All-to-say many hands make light work and to meet the challenges of putting together a well-financed and professional naval affairs program for the long term, we need talented folks to consider putting their name forward to get involved.

### ***Refreshed NAC Website***

Most of you know that we have refreshed the website. I think the presentation is better but there are bits and pieces that need work. This will be ongoing throughout the Fall. By the way, if you have not had the chance, look at the Naval Affairs section. A lot of effort has gone into developing and populating these pages and they are chock-full of well-researched and informative articles. Thanks to Ann Griffiths, Adam Lajeunesse, our Niobe Papers contributors, and Ian Parker for this effort.

Finally, I want to personally thank Canon William (Bill) Thomas for his support of NAC and the board of directors over the years. Bill will remain engaged with the NAC but in the background and enjoy his retirement years. Although in his profession, most

never get to retire and continue to serve their community and those in need. I also want to thank the NAC National Board of Directors for their support, our President Bill Conconi, Branch Presidents who have assisted me on many occasions and those of you who have contacted me for a variety of reasons. Hopefully I have responded to your queries promptly and with respect. Let's be ready for an exciting Fall and I hope to see some of you in Vancouver in October.

### **The following officers of the corporation are approved**

President: Bill Conconi

Vice President: Barry Walker

Treasurer: King Wan

Secretary (Ex. Director): David Soule (ex-officio)

Immediate Past President: Jim Carruthers (ex-officio)

### **The following committee chairs are approved**

Nominating Committee: Mike Hoare

NAC Endowment Fund Committee: Michael Morres

National Awards Selection Committee: Barry Walker

Naval Affairs Committee: Ian Parker

Membership Committee: vacant

Finance and Investment Committee: vacant

### **The following national appointments are confirmed**

National Archivist: Richard Gimblett

Chair, History and Heritage: Alec Douglas

Editor, STARSHELL: Adam Lajeunesse





## NATIONAL SHIPBUILDING STRATEGY

### Big Investments Planned in the Coast Guard

It was a banner day for the Canadian Coast Guard. Last May the government of Canada announced its new Coast Guard building program, which included sizable investments to upgrade and replace the nation's aging fleet.

The most notable investments came in the form of two new Harry DeWolf-class Arctic offshore and patrol ships (AOPS), naval vessels whose design will be repurposed for the Coast Guard. The two new AOPS are to be built in Halifax at the Irving Shipyard, with an expected cost of \$1.5 billion – part of a \$15.7 billion total package for 18 new ships. Apart from the new AOPS, the newly announced

Coast Guard vessels will all be built in Vancouver at Seaspan Shipyards, a boon for the shipyard, which now has enough work to keep it humming well into the mid-2030s. While little has been released on most of the CCG's new ships they are intended to be “multi-purpose vessels” of varying sizes.

The Coast Guard is also set to see many of its ageing ships refitted. Much of this work is being done at the Davie Shipyard, which was recently awarded a contract worth more than \$7.2 million to refit the 53-year-old heavy icebreaker CCGS *Louis S. St-Laurent*. Davie received the contract in large part because it

was the only shipyard with a large enough dry-dock to fit the 53 year old ship.

The Coast Guard is also taking possession of the first of Canada's new (used) icebreakers. The recently refitted CCGS *Captain Molly Kool* is the first of three vessels refitted at Davie in a contract now worth \$827-million; the other two ships are expected to be complete in 2019 and 2020. There has been no announcement on how many jobs these projects will create at Davie, which has faced hundreds of layoffs in the past several years.

Finally, St. John's Dockyard Ltd. was awarded a contract to refit the aging CCGS *Hudson* — now in its venerable 66th year of service.

With a bit of follow-through and attention to scheduling, the Canadian Coast Guard may soon see its fleet renewed. ■



Renhai-class destroyer rendering (Wikimedia Commons)

# RED TEAM

## GLOBAL DEVELOPMENTS FROM COMPETITORS & ADVERSARIES

### China Moves into Blue Water

The People's Liberation Army Navy (PLAN) has spent most of its existence as a brown water, coastal defence force, established after the Chinese revolution to execute a 'Corbettian' style of asymmetrical raiding warfare against what Chinese leaders understood would be an Western opponent with command of the seas. This strategy, and the fundamental assumptions underpinning it, have changed. No longer content to serve as a glorified coast guard, the PLAN is now harnessing China's rapid economic growth to build a powerful blue water fleet.

Representative of these new

aspirations and capabilities is the new Nanchang Type 055 guided-missile destroyer class (NATO ship class designation: Renhai-class). Launched in 2017 and recently commissioned, *Nanchang* represents a leap into the blue water. At 12,000 tons with a length of 180 metres and a width of 20 metres, the first Type 055 was large enough to be classed as a cruiser by the US Department of Defense and may have a displacement a third greater than an American Arleigh Burke-class destroyer.

Abandoning the hit-and-run style weapons orientation of the Cold War PLAN, the new destroyer surpasses most of its peers, boasting 112 vertical launch

cells packed with surface to air, anti-ship, and land-attack missiles. For comparison, the USS Arleigh Burke and the Japanese Atago-class destroyers come with 96 cells. With such a heavy weapons load-out the Type 055 would be able to sustain and defend itself in high-intensity combat, interdict shipping, or project power well beyond China's shores. Plans to build up to 24 of them indicate that these may also be essential components of future carrier battle groups, which would require vessels with these capabilities for area air defence and local sea-control.

It is easy to see how these ships could be put to work in both war and conflicts short of war. China's military expansion in the South China Sea has been backstopped by its naval capabilities and the presence – or threatened presence – of advanced warships has enabled China's weaker maritime militias and Coast Guard to



effectively assert control over these contested waters. The Type 055's capabilities would also lend themselves to high-end conflict in a contested area like the Taiwanese Strait, where area air defence and anti-shipping strikes would be essential to guarding a cross-channel invasion.

It's been nearly 600 years since China abandoned the blue-water exploits of Admiral Zheng He and, while Beijing's maritime ambitions still seem confined within the first island chain stretching south from Japan to Singapore, ships like the Nanchang and the new carriers it may soon escort appear to point the PLAN in a far more global direction. ■

## Russia Announces a New 'Doomsday' Submarine

This year, the Russian navy launched its first 'doomsday' submarine, designed to carry the

Status-6 Poseidon, an 80-foot long thermonuclear robot torpedo capable of creating a city destroying tsunami. Allegedly able to travel 115 miles per hour and operate at a depth of one kilometre, these weapons could operate independently for weeks before reaching their target.

The exact nature of the Poseidon warhead remains a secret, however it is reputed to be an astonishing 100 megaton thermonuclear depth charge. For context, the largest weapon ever detonated was the Soviet "Czar Bomba" – a 50 megaton weapon dropped on the Arctic island of Novaya Zemlya in 1961. Even that weapon was deemed to be too unwieldy and destructive and was never put into production.

The Poseidon is also a new take on radioactivity. Rather than minimizing fallout, it is intended to send up a radioactive tsunami that could spread fallout over hundreds of thousands of miles of

land and sea, rendering that space uninhabitable for decades. If Russian media and the government can be believed, this is a weapon designed to destroy entire continents.

These new torpedoes are intended to be carried by the Project 09852 sub Belgorod, a converted nuclear-powered cruise missile carrying boat which is set to join the fleet in its new role in 2020. Interestingly, the vessel will not be operated by the Russian Navy. Instead, it will be the responsibility of the Directorate of Deep-Sea Research – another branch of the Department of Defence.

This talk of new doomsday capabilities plays well with Vladimir Putin's drive to demonstrate strength in the face of Western sanctions and pressure. How much is legitimate and how much is Dr. Strangelove fiction remains to be seen. ■

*An Oscar II class submarine (Photo from: Russian Ministry of Defence)*



# BLUE TEAM

GLOBAL DEVELOPMENTS FROM ALLIES & PARTNERS

## Electromagnetic Cannons: The Future is Nigh

The United States Navy's electromagnetic railgun is set for shakedown tests at sea this year. The culmination of a decade of research and work at the U.S. Navy facility in Dahlgren, Virginia, these weapon may portend the future of naval warfare.

A railgun represents a fundamental break with traditional weapons, abandoning gunpower or explosive charge in favour of

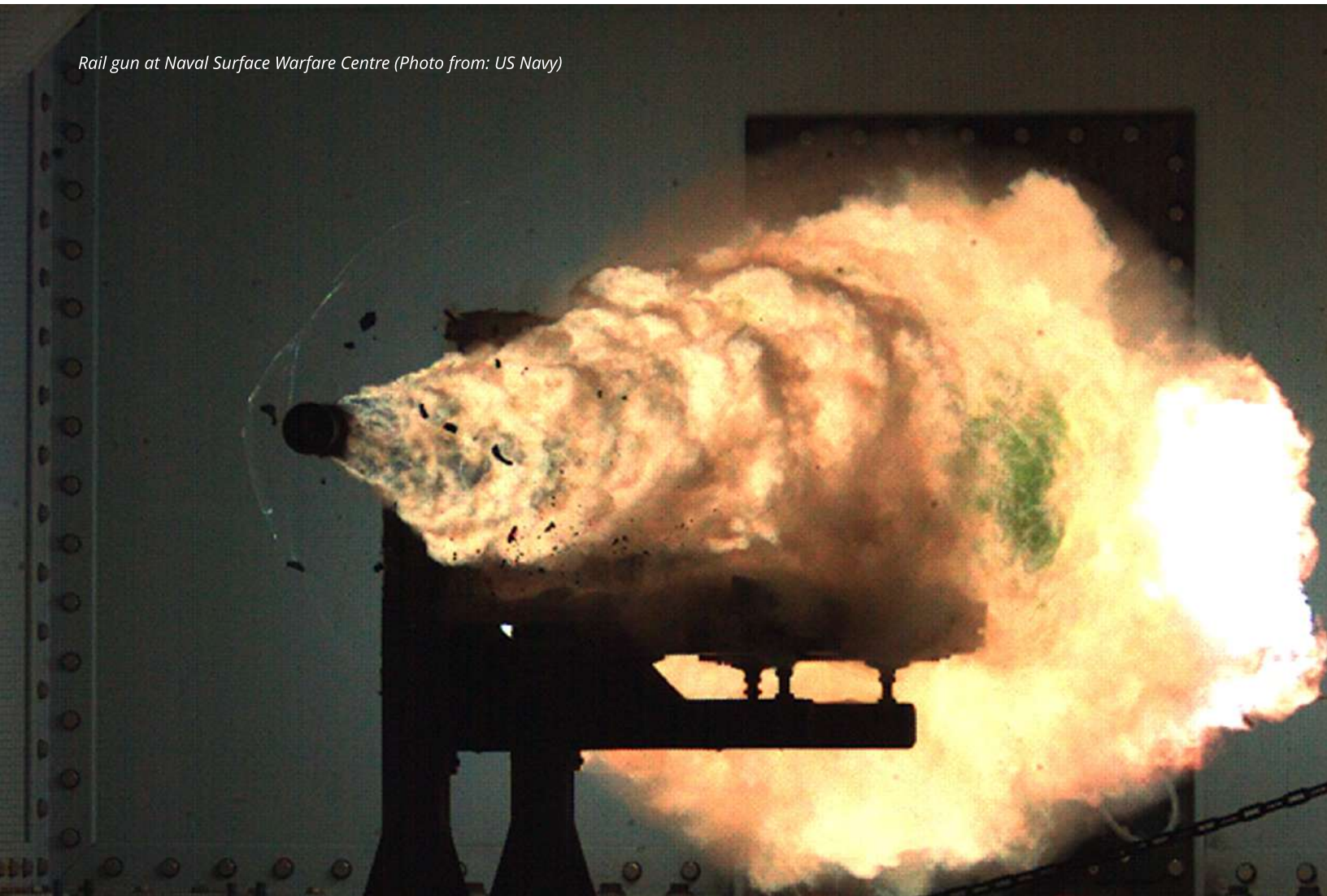
electromagnetic energy to fire rounds at high velocity, normally surpassing the speed of sound by seven to eight times. The rounds can also be non-explosive, meaning that their damage is a result of their mass and speed. While seemingly a step back to the age of solid shot cannon fire, these new systems could offer a cheaper and even more destructive alternative to conventional missiles - most of which have long reload times and high sticker

prices for each shot.

Development of the system has been a long process. It has taken the USN more than a decade and at least \$500 million dollars to bring the program to serious testing. Initial tests aboard the USS *Trenton* were put off in the summer of 2016 and to this point, everything has been trialed on land.

In a sense the race is on as the Chinese military has already announced that the PLAN has armed the Type 072III Yuting-class tank-landing ship *Haiyang Shan* with a railgun of its own design. Full implementation of that system is scheduled for 2025 according to Chinese state media. ■

Rail gun at Naval Surface Warfare Centre (Photo from: US Navy)







*USS Ronald Reagan and JS Izumo in the South China Sea (Photo: US Navy)*

## Japan's New Aircraft Carriers (that aren't carriers)

Constitutionally, the Japanese military has no offensive role. And, as a purely defensive force, Japan's Maritime Self-Defence Force has no aircraft carriers. With the delivery of American F-35B vertical take-off and landing fighters, however, Japan's 27,000 ton Izumo-class helicopter destroyer will look increasingly like a fully fledged light carrier, capable of operating up to a dozen fifth generation fighters.

Growing tensions with China over Beijing's expansionist policy and claims to Japanese islands in the East China Sea, has allowed Japanese Prime Minister Shinzō Abe to steadily increase Japan's military capabilities. The purchase of 10-5 F-35s and the refitting of the helicopter destroyers *Izumo* and *Kaga* to carry the warplanes is a clear indication of how seriously Tokyo takes the growing threats in its

neighbourhood. Despite this, Abe has been unable to remove the pacifist elements of the Japanese constitution that limits the country's ability to develop overtly offensive weapons systems.

Despite its appearances and increased capabilities, these "multi-purpose" destroyers will not have the same power projection capabilities as a traditional carrier. "The *Izumo* was originally designed as a multipurpose escort ship, so it wouldn't pose any threat to other countries if fighter jets are deployed on it," Defense Minister Takeshi Iwaya was quoted as saying by *The Japan Times*. Iwaya also reiterated that the warship would not be an "attack aircraft carrier" capable of offensive military operations.[1] Lacking a ski-jump or catapults, the carrying capacity of the F-35s would be limited and, without in-air refueling, the range of fighters would suffer as well.

In any future conflict, these hybrid vessels will likely continue in their intended role as sub-hunters and escort vessels. However, the addition of cutting-edge fighters to a flight deck might be a sign

of things to come as Japan reasserts itself in its own backyard. ■

[1] George Allison, “American F35-B Jets could soon be Flying from Jaanese helicopter destroyer.” *UKDJ* (Aug. 30, 2019).

## Does Australia need a Surface Fleet

An Australian defence department official has started a vigorous debate this summer by fundamentally re-imagining what that country’s fleet should look, what it is meant to accomplish, and how it may have to fight in the 21st century. In his new book, *How to Defend Australia*, Hugh White suggests that the island nation will likely have to look to its own defence against an increasingly aggressive China, without being able to rely on an increasingly isolationist United States.

In such a world, would a surface fleet anchored by the Royal Australian Navy’s Type 26 destroyers be an effective counter to an expansionist China? White makes the point that a medium sized navy would have a hard time protecting its large combat ships from a concerted Chinese strike and recommends the scrapping of Canberra’s planned surface acquisitions, to be replaced with a massive investment in dozens of new submarines.

Sea-denial is what a large fleet of submarines would offer Australia, threatening any invasion force and offering Australia a deterrent effect disproportionate to its investment. Still, the trade-off is clear, without a surface fleet there would be fewer opportunities to integrate into allied task-groups; submarines work best alone whereas a large frigate would fit nicely into a carrier battle group. Critics have also pointed out that Australia would surrender the ability to project power or move large bodies of soldiers to its near-abroad.

Sea denial or power projection? The question rests on alliance politics and America’s future in Asia. The Royal Australian Navy has a delicate balancing act to manage and the fact that such a debate is even taking place is a worrying sign of how many perceive the balance of power in Asia to be shifting. ■





# 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 Boutilier; 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.

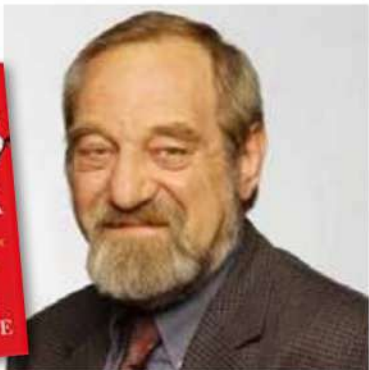
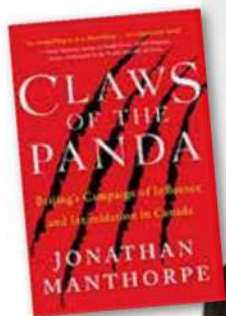
Vancouver is Canada's gateway city to the Pacific and the western United States. Conference attendees can combine their attendance in Vancouver with an Alaskan cruise or a visit to the exciting cities and attractions of Washington, Oregon and California.

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

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NAVAL ASSOCIATION OF CANADA  
ASSOCIATION NAVALE DU CANADA

## 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)**



# THE NIOBE PAPERS: UPDATES

Have a Look at the NAC's New Research Paper Series  
Open Access and Online with the Naval Affairs Program

This year the NAC launched the Niobe occasional paper series, a collection of in-depth analyses spanning a wide array of Canadian maritime security issues. These papers, drawn from serving and retired members, academics, and expert commentators, provide detailed research and commentary as a means of sparking debate, informing, and generating new ideas. We encourage everyone to visit the series on the NAC's redesigned website.

## **Niobe Paper #1**

### **An Array of Blunders: The Northern Watch Technology Demonstration Project**

**By: William Carruthers**

How do we know what lurks beneath the icy waters of Canada's North? For years DRDC with the support of the Canadian Armed Forces and other government agencies has worked to build a prototype surveillance system in the Northwest Passage. Called Northern Watch, the system was intended to track surface ships and submarines but after years of cost over-runs and delays its full potential has yet to be reached. Explore the history of the system's development with William Carruthers' paper based on his graduate research at the University of Calgary.

## **Niobe Paper #2**

### **The Royal Canadian Navy in the Arctic, A Short History**

**By: Adam Lajeunesse**

Canada is a nation with three coasts, though the third is far too often forgotten. For seventy years the Canadian Navy has maintained a sporadic presence in the Far North, deploying ships when questions of sovereignty or security demand a presence and then receding as those perceived threats diminished. Historian Adam Lajeunesse offers a short history of the RCN's highs and lows in the Arctic and why the Navy may now be back to stay.

## **Niobe Paper #3**

### **Transparency in Military Procurement: It's not Rocket Science**

**By: Ian Mack**

As Canada embarks on some of the largest defence procurement programs in its history transparency is more important than ever. With so much money at stake, the legitimacy of the procurement process depends on

*HMCS Glace Bay in Frontier Sentinel (Photo:Rafael Martie)*



accurate and comprehensive engagement with the media, academics, and other Canadian stakeholders – whose opinion and commentary on these projects is often critical to their political salability. Secrecy has its costs and, in this paper, Ian Mack makes it clear that openness is the best course forward for the Navy and its contractors.

#### **Niobe Paper #4**

##### **Towards a Renewed Canadian Submarine Capability**

**By: Jeffrey F. Collins**

As Canada replaces its ageing frigates and retired destroyers the fleet's *Victoria* class submarines stand out as the next capability to be renewed. In this paper Jeffery Collins makes the case for why Canada needs submarines. Collins describes submarines as a unique strategic asset, able to shape the behaviour of an adversary, gather critical intelligence, and exercise sea denial at a strategic level. Broken down by capabilities, Collins offers a level-headed analysis of what Canada needs and how to go about it.

#### **Niobe Paper #5**

##### **The 'Deal of the Century' or 'A Most Improbable Project' Acquiring the Upholder Submarines**

**By: Paul T. Mitchell**

Canada's fleet of Victoria-class submarines was acquired in a most unusual manner. Purchased from Great Britain in 1995, the four diesel-electric submarines have had a long and difficult integration into the Royal Canadian Navy. In this paper, Paul T. Mitchell offers an in-depth examination of the process by which Canada acquired these submarines which remain an essential component of the Canadian fleet.

#### **Niobe Paper #6**

##### **On Maritime Threats to Canada - Commodore (Ret'd) Daniel Sing**

**By: Jeffrey F. Collins**

Canada is a maritime nation with local and global maritime economic and security interests. In this paper, Daniel Sing examines the nature of the threats facing Canada at sea. Covering the spectrum from conventional military dangers to terrorists and human security, Sing offers an excellent primer on maritime security from a Canadian perspective and a concise analysis of the role the Navy plays in assuring Canadian safety and economic prosperity.





Royal Canadian Navy Monument, Ottawa (Photo: Wikicommons)

# THE ROYAL CANADIAN NAVY MONUMENT JOURNEY TO COMPLETION

**Dr. Richard Gimblett, MSC, CD**

Just over a decade has passed since the moment in 2008 when Captain(N) John Pickford, as Director of the Canadian Naval Centennial Project (CNC), approached the National Capital Commission (NCC) with an intriguing proposal – that a monument should be constructed in the nation’s capital to mark the 100th anniversary of Canada’s Navy. In the NCC’s words, it would be “a physical emblem reflecting the maritime character of the country and the contributions and sacrifices made by men and women over the years in protecting and safe-guarding

our national identity and freedom.”

Such a monument would meet a number of overlapping objectives: to raise public awareness of the importance of the navy while augmenting the beauty and significance of Canada’s capital core, and not least, providing a location where naval events and people could be commemorated. And so the deal was struck, with the NCC acting effectively as the project manager, overseeing the monument’s design and implementation for the navy.

Many readers will be aware

that the monument was “opened” in 2012 – indeed, quite a few of the current readers were present at the ceremony on May 3 of that year – but the site has never attracted the anticipated attention. And very few will be aware of the several finishing touches that were made to the site for last year’s Canada 150 celebrations. With that construction work now finished, it’s appropriate to review, in some detail, the decade-long journey to complete the monument.

The concept agreed between the navy and the NCC was for “an imposing installation located in a prestigious, water-based site within sight of national symbols including Parliament Hill.” The NCC had identified several parcels of land that were available for development, out of which Richmond Landing was deemed the most suitable. It is a quiet enclave surrounded on three sides

by water where it juts into the Ottawa River just below the Supreme Court and the National Archives, midway between the Canadian War Museum and the Centre Block. The site is described as embodying “a powerful visceral feeling of flow and movement ... like a ship at sea and contained within the wild river and expansive sky setting, the tranquil sloped lawn area of the monument site provides for a moment of reflective pause.”

The NCC put out the call for design proposals in May 2009. Five design teams from across the country responded and were evaluated by an internationally renowned jury. The selection was announced at an open house “vernissage” on October 1, 2009.

The winning design was by a Vancouver-based group that included artist Al McWilliams and architects Joost Bakker and Bruce Haden. In their words, their submission “reflects many facets of the Canadian Navy in its use of the naval black, white, and gold colours to create a distinctively sculpted open space charged with meaning.”

Detailed design work started immediately upon selection, but with the onset of the Navy’s centennial year looming within a few weeks, it was never envisioned that the erection of a structure of this size could be accomplished in 2010. However, the plans did come together sufficiently over the winter months for a ground-breaking ceremony to be incorporated into the busy schedule of events for the actual anniversary on May 4th.

Under a blazing sun and beautiful blue sky, Chief of the Maritime Staff Vice-Admiral Dean McFadden joined with NCC Chairman Russell Mills and CEO Marie Lemay to turn the sod before an excited group of spectators. Construction work continued through that year and the next, and the one after that. It was a full two years after the sod-turning before the official unveiling.

By then all of the principal actors and much else had changed. For one, with the close of the centennial year, the navy’s project office was stood down, John Pickford retired and I had become Acting Director of Navy History & Heritage, assuming responsibility for any orphaned centennial activities. Also, in the summer of 2011 Vice-Admiral Paul Maddison assumed the watch from VAdm Dean McFadden, about the same time that the Conservative government of Prime Minister Stephen Harper announced what I term “the royal restoration” – that Maritime Command would return to its old service name of Royal Canadian Navy, and the admiral in charge as “Commander RCN”. A similar action came to pass for the RCAF, although the army, never having been “royal”, remained simply “CA”.

This rare political interest in naval heritage was appreciated immediately as something worth following up on, and the occasion to mark the anticipated completion of the monument quickly was re-cast as a “naming” ceremony, modelled upon a ship’s commissioning. The guest of

honour was to be the prime minister. To help manage the degree of activity this would entail, I was seconded a promising young Lieutenant-Commander by the name of Ramona Burke. Fortunately for us all, she undertook the role most competently and professionally (in a clear example of “what goes around comes around”, two years later, after her subsequent promotion and my reversion to “just the historian”, I found myself reporting to her), and the ceremony on May 3, 2012, went off without a hitch.

Following remarks by the McWilliams Bakker Haden design team and a dramatic speech by Prime Minister Stephen Harper recognizing the continuing importance of sea power to Canada, he was joined at the podium by former-WRCNS (“Wren”) Elsa Lessard to break a bottle of champagne on the now-styled Royal Canadian Navy Monument. The MARLANT Band broke into a stirring rendition of “Heart of Oak” and acclaimed Nova Scotia artist Terry Kelly performed a song he composed specifically for the event, “Wherever there is Water” (assisted in the lyrics by Rear-Admiral John Newton).[1]

Alas, in the times after that flurry of activity, the monument slipped into obscurity. While it most admittedly is an imposing structure in an idyllic location, the site is not well marked and parking is limited. So, beyond the very dedicated, it attracts little traffic other than by walkers, passing bicyclists, and hardy kayakers.



Fortune intervened. Largely at the instigation of the Outaouais Branch of the Navy League of Canada, which operates the historic ship *Pogo*, the NCC was petitioned to build a dock for vessels to approach the site from the river. In fact, this had been an element of the original design proposal, along with footbridges from the main river bank to the south and across to Victoria Island to the north, envisioned to entice foot traffic through the site (instead of sticking to the Portage Bridge), but these were never constructed due to a shortage of funds. Now the NCC was authorized to cover the cost of these accessibility features through Canada 150 funding in 2017-18.

The other remaining feature from the original plan – more central to the monument itself – that was possible through Canada 150 funds was what the artists styled as “The Navy Wake”, a low wall listing “all Canadian Navy HMC Ships”. I put that phrase in quotes because, though the simplicity of it rolls off the tongue, in coming up with such a list we were confronted with a quandary. In their design concept, the artists estimated that, what with the couple dozen ships presently in the RCN, the list couldn’t be more than double or at best triple that length. Well, a simple review of David Freeman’s *Canadian Warship Names* reveals a staggering 1,300-odd names, and a few others uncovered in the course of research), clearly many more than could be made to fit conveniently upon a modest wall of defined proportions.

So, we got into a long discussion as to “just what constitutes an HMC Ship?” Not so simple a question either, for, as it turns out, the notion has evolved over the century of the RCN’s existence. A whole separate article could be written on that topic, but for

# Monument Details

## Monument Design

The design for the Royal Canadian Navy Monument dramatically seeks to reflect the many facets of the navy by deploying a minimal language of bold colour (naval black, white and gold) and noble material to create a form and space charged with meaning. Rather than a focal object, the naval monument is a distinctively sculpted open space at the heart of Richmond Landing. Offering multiple orientations, the open space is symbolically accessed by both land and water.

## Naval Signature

The heart of the monument is the “naval signature”. This robust curved white marble signature celebrates the navy’s past and future. This dramatic vertical form is suggestive of a multitude of naval associations ranging from sails of days gone by to naval attire and even modern stealth design for signature minimization. Set into an inclined and shifting granite base, it “unsettles the sense of horizontality” as the body seeks to align on a shifting surface – a sense and movement inherent in the naval experience. Cut into this inclined granite base are two bronze strips aligned with the North/South and East/West cardinal axes, referencing navigation and acknowledging our tri-coastal reality. A curved level deck on the east side of this sloped granite plinth provides repose beside the dramatic marble expanse providing a comfortable opportunity to read the Naval Battle Honours inscribed in the surface of the marble, and an overlook of the fast moving Ottawa River. Also on the east side is a fouled anchor, a naval symbol, made of black granite.

## Mast

Contrasting the solidity of the stone “naval signature”, the delicate steel navy mast provides a second spatial counterpoint within the monument space. A recognized symbol on all ships, naval bases and reserves, the mast and its flags link past, present and future.

**Gold Spheres** Mounted on both the naval signature and mast are gold spheres. These orbs speak of sun, moon and the global reach of the navy. They speak simultaneously to the critical dimension of communications and navigation.

the purposes of this piece, we settled upon a somewhat malleable matrix of factors comprising sea-going vessels actually being taken into commission, and generally excluding tugs and yard craft. In the end, we whittled the number down by a quarter to slightly over 900, still architecturally overwhelming, but by identifying all ships of the same name only once and consolidating the “numbered” vessels into respective groupings (such as the First World War “TR-” trawlers and “CD-” drifters, and the Second World War “MTB-” motor torpedo boats and “LCI-” landing craft infantry), we settled upon a manageable 518 individual line items. I can imagine folks will challenge our methodology, but with them now literally being “cast in stone”, any errata will have to be reserved for late-night wardroom/mess deck discussion.

And that brings us to the present. The site truly has come together magnificently, and warrants a personal inspection. Unfortunately, it remains a challenge to access by vehicle, the nearest parking lot being reserved for the Mill Street Brew Pub, but go in the morning before the lunch crowd arrives, or better yet, make your visit an occasion to be followed with a pint of their best – parking is free for customers. If and when you do, reflect back kindly on the “maritime character of [our] country and the contributions and sacrifices made by men and women over the years in protecting and safe-guarding our national identity and freedom.” ■

The slight offset of the gilded orb on the white marble signature contributes to the unsettled sense of horizontality.

### Lighting

At night the character of the monument site will shift dramatically through evocative lighting. The curved marble of the “naval signature” will be illuminated from a slot at its base, creating a shimmer and making the marble seemingly “float” – evoking the hull of a ship. This subtle up-lighting will also pick up the navy motto “Ready Aye Ready / Prêt oui Prêt” inscribed on the west side of the marble surface.

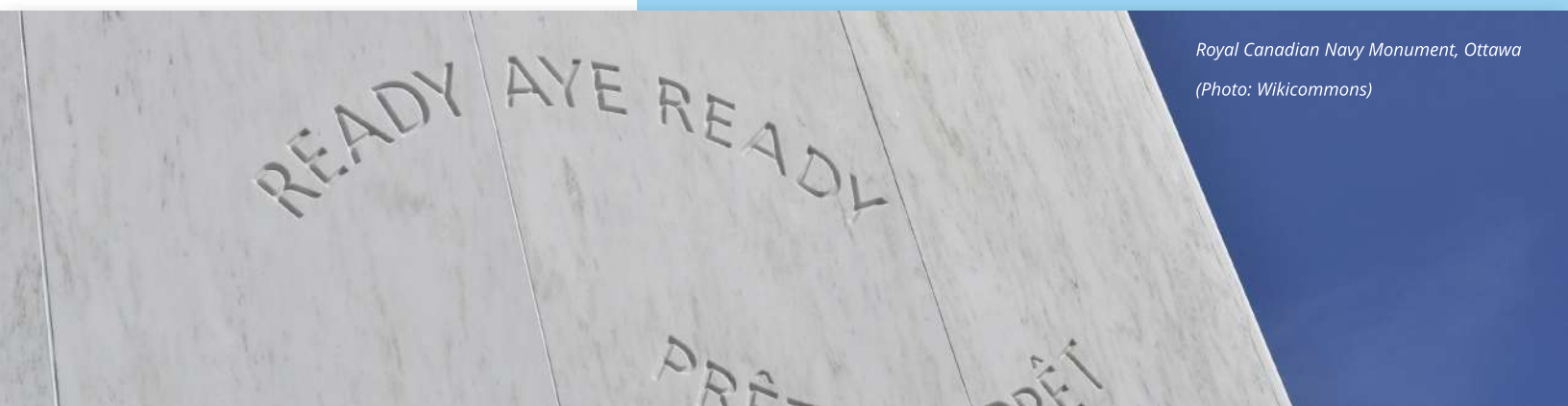
### Entry Threshold and Heart of Oak

A shallow grass berm, surrounded with symbolic oak trees (the “heart of oak”) generously defines this space of reflection. A ceremonial entry threshold is cut into the berm toward the west, creating a strong processional alignment to Parliament Hill.

### The Monument Materials

The monument has been made of materials specifically chosen for their links to the navy and its colours: black, white and gold:

- Marble is a noble white stone, used worldwide in honorific structures.
- Granite is an enduring black and white stone, which will provide contrast to the white marble.
- Gold is a material that has been used for centuries, which draws in and reflects light. It is used throughout navy uniforms and structures.
- Oak is an historical shipbuilding material and a symbol used in navy badges, songs and emblems.



Royal Canadian Navy Monument, Ottawa  
(Photo: Wikicommons)



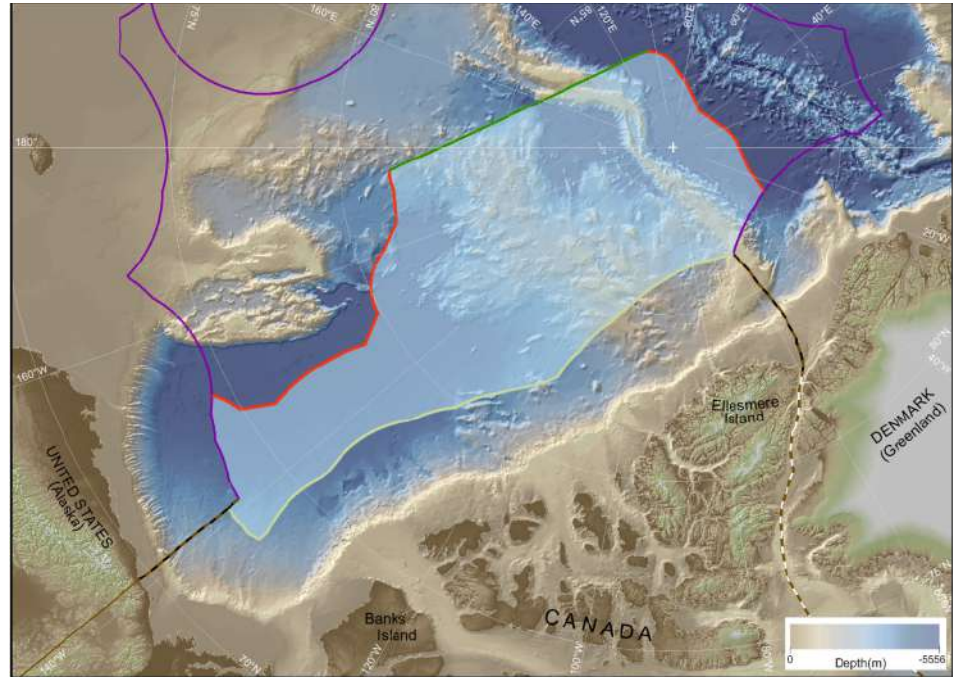
# CANADA FILES ITS ARCTIC OCEAN CLAIM

*Map from the Government of Canada*

Since 2003 Canada has been working to map its outer continental shelves in the Arctic Ocean. At stake is approximately 1.2 million square kilometres of seabed beneath the polar icecap. This May, after years of surveying and scientific work, Canada formally submitted its claim to the United Nations for review.

Gaining control over the extended continental shelf is a long and arduous process. The United Nations Convention on the Law of the Sea (UNCLOS) gives coastal states the right to claim a 200 nautical mile continental shelf, on which it has exclusive access to the resources of the seabed. This includes anything from mining and offshore oil and gas to fishing in the water column above. Crucially, international law allows these continental shelves to be extended if a state can demonstrate that that “extended” shelf is actually a continuation of the 200 nm shelf.

For Canada, Russia, and Denmark (Greenland), this extension relies on showing that the Lomonosov ridge – an underwater mountain chain stretching from Ellesmere Island to Siberia – is geologically connected to their respective countries. Russia was first to claim the area, stopping just short of the North Pole, in 2001 (though that



claim was sent back and resubmitted in 2015). Denmark submitted its claim to the ridge and a good portion of the Arctic Ocean in 2014.

With these submissions in, the Commission on the Limits of the Continental Shelf will weigh the evidence and assess the validity of the state claims. The areas of overlap between the three claims will not be ruled on by the UN – which lacks that authority to resolve international boundary disputes. Instead, Canada and its Arctic neighbours will

eventually have to negotiate an understanding to determine who owns what and how much of Canada's third ocean is really Canadian. ■



# ICY WATERS AHEAD?

US Secretary of State Mike Pompeo Challenges Canada's Arctic Sovereignty at the Arctic Council. Are Freedom of Navigation Voyages Next?

**Adam Lajeunesse**

On Monday May 6 American Secretary of State Mike Pompeo delivered a jaw-droppingly aggressive speech to the Arctic Council. In his remarks he focused on Russian and Chinese activity in the region, but more surprisingly made time to call out the Canadian position in the Northwest Passage, deriding its “illegitimate” sovereignty and reminding the

audience that the US has a long standing “feud” with Canada over the issue dating back decades.

This casual challenge to America’s closest ally tweaked Canadian sensibilities but the underlying disagreement is nothing new. American administrations have noted their objections to Canadian sovereignty for years. Obama did it, Bush Jr. did it, Reagan did it, Nixon did it. What is important, however, is that no American president has ever sought to actively challenge that sovereignty. With Donald Trump, that looks set to change and the ramifications may cause a break in Canadian-American relations the likes of which we haven’t seen in decades.

What’s more important than Mike Pompeo’s speech are the conversations clearly taking place behind the scenes in Washington. Beginning in late 2018 the US Navy’s senior leadership started to hint that it wanted to actively challenge Canadian sovereignty. On several occasions, Secretary of the Navy Richard Spencer told audiences that he and his staff were contemplating a voyage through the “Arctic” – without clarifying what part of the Arctic he was considering.

Only a week before Secretary Pompeo’s speech Spencer made it clear that he wants to go through the Canadian Arctic in what the Americans call a “freedom of navigation” voyage. The US Navy has been conducting these voyages since the 1980s to challenge what Washington considers excessive maritime claims. Such operations have made news in recent years as the US regularly sends warships

## Arctic Maritime Sovereignty

A Timeline of the Canadian-American Dispute

2019

**Pompeo Reiterates Challenge in Finland**

Secretary of State Pompeo calls Canadian sovereignty “illegitimate” at a meeting of the Arctic Council

2018

**US Navy Calls for Freedom of Navigation Voyages**

US Secretary of the Navy, Richard Spencer makes several speeches calling for US freedom of navigation voyages in the Northwest Passage

1988

**Arctic Cooperation Agreement**

Following nearly three years of talks, Canada and the United States sign an agreement which sets aside the question of sovereignty. The United States agrees to request Canadian permission before entering the Arctic. Canada agrees to say yes. Neither side surrenders its legal position.







1985

### The Polar Sea and Straight Baselines

The US icebreaker Polar Sea transits the Northwest Passage without Canadian Permission. In response the Mulroney government draws straight baselines.

1970

### Northern Deployments (1970-89)

1980

In response to the voyage of the Manhattan and increased Soviet Arctic capability, the RCN begins 20 years of northern deployments (NORPLOYS).

1982

### UNCLOS III

Canada signs the UN Convention on the Law of the Sea. The legal status of the Arctic waters remains unsettled but Canada gains regulatory powers.

### Pearson Negotiations

From 1963-1964 the Pearson gov tries to convince the US to recognize Canadian sovereignty over the Arctic waters. A strong US reaction leads the Ottawa to back off

1969

### Manhattan Crisis

The US ice-breaking supertanker SS Manhattan traverses the Northwest Passage along with a US Coast Guard escort. The American refusal to request permission, coupled with fears of pollution lead to a crisis. The Trudeau government avoid the question of sovereignty so as to sidestep a legal battle with the US. Instead, Canada passes the Arctic Waters Pollution Prevention Act.

1963

### US Submarine Voyages Begin

The US nuclear attack submarine Seadragon traverses the Northwest Passage with Canadian support. The Seadragon is followed over the next thirty years by at least 10 submarines in Canadian waters. These voyages are made without reference to Canadian sovereignty and, apparently, coordinated by the PJBD.

1960

### DEW Line

From 1955-1958 the US builds the Distant Early Warning Line in the Arctic. The large number of American ships worries Canadian leaders but the US agrees to be governed by Canadian regulations while in the North

1955

1958

through the South China Sea to protest the Chinese government's claim to all those waters (claimed in clear contravention of a ruling by the Permanent Court of Arbitration).

A freedom of navigation voyage through the Northwest Passage would be a shocking and aggressive challenge, and a radical departure from the 'agree-to-disagree' diplomatic framework that has successfully governed Arctic cooperation since the 1950s. It would see a US Navy warship or a Coast Guard icebreaker transit without seeking permission. The voyage would effectively scrap the 1988 Arctic Cooperation Agreement, which has long managed US transits of the Canadian Arctic in a cooperative manner and force the Canadian government to respond.

The rationale for such a challenge is hard to pinpoint. The United States needs Canadian cooperation in the North to maintain continental security through its participation in NORAD. If the Russian and Chinese states are militarizing the Arctic Ocean, as Secretary Pompeo suggests, Washington will also need Canadian facilities and support to counter that threat – just as it did during the Cold War. Cutting off America's nose to spite its face in the Arctic never made sense to past presidents. Apparently that's changed.

Unfortunately for Canada, our responses are limited. The Canadian Navy is not going to stop a trespassing American vessel and US National Security Advisor John Bolton has made it clear that the US isn't interested in taking a dispute like this to international court. Canada will likely deploy an icebreaker, or even its new Arctic Offshore Patrol Vessel, to shadow the voyage. An American warship may even meet a hostile reception from communities along the way. Still, any effective response will have to be negotiated – as Brian Mulroney and Ronald Reagan managed to do in 1988. That, however, was a different era and this challenge might have graver and more long-lasting consequences. ■



# CHINA PREPARES FOR AN ARCTIC FUTURE

Beijing plans a major push into the Arctic with a new nuclear icebreaker

In its recently released Arctic Policy, China ambitiously describes itself as a “Near Arctic State.” More than simple rhetoric, Beijing is looking to put some muscle behind the title with the planned procurement of a nuclear-powered icebreaker. Bids for construction just closed and China General

Nuclear Power Group is moving ahead with a design expected to result in a massive 152-metre, 33,000 ton vessel.

Labelled an ‘experimental ship’, it will be China’s first nuclear-powered surface vessel and give the country access to polar regions inaccessible to even the heaviest Canadian icebreakers. While its final specifications remain to be seen, it will likely rival, or even surpass, the Russian *Arktika* class behemoths.

China currently operates two conventionally powered icebreakers, the *Xue Long* and the recently launched *Xue Long 2*. With this capability the Polar Research Institute of China has transited the Canadian Arctic Archipelago and made the trans-polar route over the North Pole. The primary stated purpose of these ships is polar research, however commentators like the University of Calgary’s Rob Huebert have pointed to their utility in hydrographic mapping and support for future Chinese military operations.

In the near term, a heavy Chinese icebreaker would likely be geared towards economic development and the establishment of what Beijing has dubbed the ‘Polar Silk Road.’ Chinese companies and banks currently have tens of billions of dollars invested in Russian Arctic resource projects and long-term plans to develop Russia’s Northern Sea Route into a viable transportation network that can feed China’s growing demand for oil and gas. This tie-up was made more formal only last June as Russia’s Novatek and Sovcomflot officially partnered with China’s COSCO Shipping and the Silk Road Fund Co., to form Maritime Arctic Transport LLC, whose purpose is to manage an icebreaking tanker fleet.

What these new capabilities mean for Canada remain to be seen. While Canada’s icebreaker fleet is considerably larger than China’s, it is ageing and made up mostly of light and medium icebreakers. The *John Diefenbaker*, Canada’s replacement for the heavy *Louis St. Laurent* is years from completion and the country’s Coast Guard may soon find itself with less polar capacity than their Chinese “Near Arctic” colleagues. ■

*Xue Long in the Arctic Ocean (Photo: Wikicommons)*





# NAC BRIEFING NOTES

## ARCTIC SOVEREIGNTY

Canadian Arctic policy has long held that the waters of the Canadian Arctic Archipelago are historic, internal waters of Canada. As such, Canada enjoys the same sovereignty over these waters as over any other lake or internal body of water within the country. While national policy has been to support foreign shipping through the channels of the Arctic Archipelago – commonly referred to as the Northwest Passage(s) – Canada reserves the right to regulate unilaterally any such activity.

The extent of Canadian sovereignty is defined by maritime closing lines called straight baselines. Straight baselines – illustrated below – mean that instead of the lines following the coast in and out of bays/inlets, they are drawn straight across the coastline. The Canadian lines were drawn on 1 January 1986 by the government of Brian Mulroney after the voyage of the US Coast Guard icebreaker *Polar Sea* through Canadian Arctic waters. The voyage of *Polar Sea* caused consternation in Canada because it raised the specter of an American challenge of Canadian sovereignty and led Canada to clarify its position in the North.

The establishment of straight

baselines represented the first official delineation and definition of the extent of Canada's Arctic maritime sovereignty. However, this was not a claim to sovereignty *per se*. Since the Arctic waters have long been considered historic Canadian waters, the baselines only define the waters over which Canada has long exercised sovereignty. This sovereignty dates to the late nineteenth century, supported by a history of government activity exercising authority over the region through the issuance of fishing licenses and the application of Canadian laws. It is buttressed as well by the presence and activity of the Inuit over thousands of years.[1] This position is succinctly summed up in the "Statement on Canada's Arctic Policy" in 2010, which notes that: Canadian "sovereignty is long-standing, well-established and based on historic title, founded in part on the presence of Inuit and other indigenous peoples since time immemorial." [2]

Canada's claim that the waters of the Arctic Archipelago are historic internal waters, over which it enjoys complete control, has never been accepted by the United States. This disagreement has persisted since the early 1950s and turned into a political

confrontation in 1969, with the voyage of the US tanker *Manhattan* through the Northwest Passage, and again in 1985, with the voyage of the USCGC *Polar Sea* through those same waters.

Historically, the United States has actually shown little interest in maintaining its access specifically to the Arctic waters. Rather, American interest has revolved around global freedom of navigation and the fear that acquiescence to Canada's claim might weaken the US position elsewhere. David Colson, a US State Department official negotiating with Canada in 1986 put it very simply: "we couldn't be seen doing something for our good friend and neighbor that we would not be prepared to do elsewhere in the world." [3] This fear of setting a precedent has dominated the American approach to the Arctic since the 1950s and continues to be represented in that country's Arctic policy statements. [4]

From a strictly legal perspective the possibility of the Canadian Arctic setting a broader precedent has declined since the signing of the UN Convention on the Law of the Sea (UNCLOS) in 1982. This treaty codified rules for free transit through international straits and created a new legal

category for 'archipelagic' states, such as Indonesia and the Philippines. In so doing the convention removed the possibility that Canada's position might be held up by other states to close vital trade routes through their own archipelagos (which was a pressing US concern from the 1950s to 1980s).[5] Today there are few straits around the world that might be considered comparable to the Northwest Passage, and therefore affected by any precedent set there.

However, one area that does closely compare are the straits of the Russian Arctic. This has long been an important American consideration. Accepting Canadian control over the Northwest Passage would indirectly buttress Russia's claim to the Kara, Sannikov, Laptev and Long Straits. During the Cold War, the USSR claimed many of these areas as internal, prompting an American Department of Defense official to state that, even if Canada's Arctic sovereignty claims could be substantiated in

law, the risk of this precedent strengthening the Soviet claim required the United States to oppose the Canadian position. These strategic concerns remain to this day.

While the Americans recognize the validity of straight baselines in international law, Washington has asserted that these lines must be drawn in conformity with a more rigid interpretation of the relevant international law. When Canada drew straight baselines in 1985 the US government conveyed its belief that any such lines exceeding 24 miles (twice the territorial sea) could not be considered acceptable under international law. Canada's total baseline length in the Arctic is nearly 3,000 miles, with the largest enclosed section being McClure Strait at roughly 130 miles across. Washington also feels that the Arctic Archipelago fails the geographic test laid down in UNCLOS III, namely that an archipelago must consist of a "fringe of islands along the coast in its immediate vicinity." [6]

Essentially, Canada and the United States base their positions on Arctic sovereignty on the same precedents and conventions in law – however they interpret that law differently. Because those relevant sections in the law of the sea leave much to interpretation, both sides can marshal evidence in support of their positions.

Rather than sovereign Canadian waters, the United States asserts that the Northwest Passage is an international strait – a body of water passing through a state's territorial sea which is commonly used for international navigation and which connects two parts of the high seas, or the high sea and a state's territorial sea. Under existing conventional law, a right of innocent passage exists through such straits and, should the Northwest Passage be defined as such, Canada's ability to regulate shipping, enforce its laws, and institute certain pollution prevention measures would be restricted. Prior to the 1970s, the United States avoided using this term, in large part, because





Canada's three-mile territorial sea left a section of high seas in the centre of the passage. After Canada's adoption of a 12-mile limit (legislated in 1970) the entrances and exits to the passage were covered by territorial sea and rights of transit came to rest on the Northwest Passage as a strait.

In an increasingly ice-free Arctic, Canada will have to manage more shipping and economic activity in the region. Effective control is therefore important. Exercising this control, while providing Canadian support for maritime activity in the region, not only demonstrates Canadian sovereignty but allows Canada to leverage its assets to encourage compliance. While the Canadian Coast Guard is the lead agency in the North, Canada is preparing naval enforcement capacity with six Arctic Offshore and Patrol Vessels. It was recently announced that the Coast Guard will receive two somewhat modified versions of these vessels as well, so capability in the North will increase. The Department of National Defence's White Paper, *Strong, Secure, Engaged*, also offers promising commitments in situational

awareness, while Defence Research and Development Canada is spending millions of dollars on new monitoring technology for the Arctic waters. Canada is responding to the potential for more maritime activity in the Arctic by both increased political attention and increased capability. ■

[1] Statement by M. Gaillard, Legal Affairs Bureau, Department of Foreign Affairs and International Trade, "Canada's Sovereignty in Changing Arctic Waters," 19 March 2001.

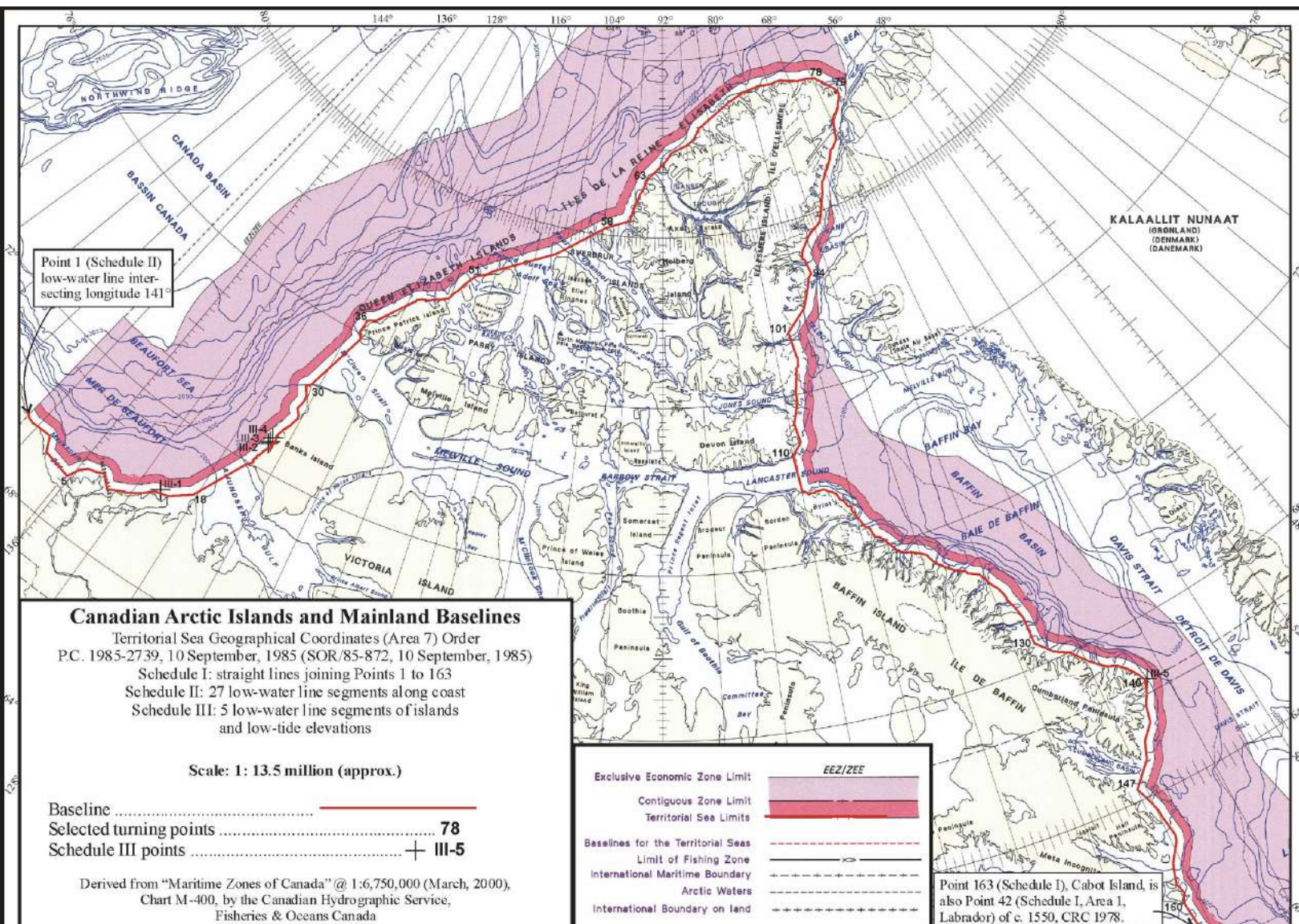
[2] Canada, "Statement on Canada's Arctic Policy," 2010.

[3] David Colson quoted in Christopher Kirkey, "Smoothing Troubled Waters: The 1988 Canada-United States Arctic Co-operation Agreement," *International Journal*, Vol. 50, No. 2 (Spring 1995), pp. 409-10.

[4] See: United States, The White House, "National Strategy for the Arctic Region," 10 May 2013 and Presidential Directive NSPD-66/HSPD-25. "Subject: The Arctic Region," 9 January 2009.

[5] On the Northwest Passage and precedent setting see: Suzanne Lalonde and Frédéric Lasserre, "The Northwest Passage: A Potentially Weighty Precedent?" *Ocean Development and International Law*, Vol. 43, No. 3 (2013).

[6] United Nations, Convention on the Law of the Sea, Part II, Section 2, Article 7.





# 50 YEARS ON

## CANADA MARKS THE ANNIVERSARY OF THE SS MANHATTAN'S EPIC TRANSIT

**Adam Lajeunesse**

Fifty years ago the massive icebreaking oil tanker Manhattan made its groundbreaking voyage through the Northwest Passage.

This summer will mark the 50th anniversary of the most dramatic transit every undertaken in the Northwest Passage.

In 1969 the SS Manhattan, an American registered icebreaking supertanker of 115,000 tons, broke ice from East to West through some of the most hazardous conditions in the Canadian North. Its mission was to prove the viability of shipping crude oil through the Canadian Arctic from Northern Alaska to the US eastern seaboard after the massive oil discoveries at Prudhoe Bay the

year before. Accompanying the tanker was the Canadian Coast Guard icebreaker *John A. MacDonald* and, at various points along the way, the CCGS *Louis St. Laurent* and the American icebreakers USCGS *Glacier*, *Northwind*, and *Staten Island*.

The voyage was a success, with *Manhattan* making the round-trip in just two months. From it the American oil companies – and the Canadian government as a partner – gained valuable information on ice dynamics, engine and hull design, and icebreaking. Initially,

it was assumed that these data would be put to good use designing a future. If *Manhattan* could show it was worthwhile, the American oil companies planned an armada of 26 to 30 massive 1,200 feet long icebreaking Very Large Crude Carriers of over 200,000 tons, each capable of carrying one million barrels of Alaskan oil.

While *Manhattan*'s voyage was conceived as a purely scientific and commercial endeavor, the tanker took on a political significance before ever reaching the Arctic. Canada and the United States disagreed on the status of the Northwest Passage, with Ottawa viewing the waters as internal Canadian waters – over which it had complete control. Washington, on the other hand, saw the route as an international strait through which it enjoyed the right of innocent passage.

Early assumptions that the voyage could be undertaken as a purely commercial experiment soon foundered on environmental and political concerns, as well as the ever-present Canadian suspicion of American intentions. The unique and dramatic nature of the transit infused it with a degree of notoriety in the Canadian press, sparking public demands for a more direct and forceful approach to defending national sovereignty.



SS Manhattan (photo from : AINA)



For Canada, the concern stemmed from the American unwillingness to request transit permission for both *Manhattan* and the accompanying US Coast Guard icebreakers. The refusal exacerbated the Canadian public's concern over the voyage, with historian Ken Eyre describing these sovereignty fears as having "bordered on near hysteria."

Unable to force the issue and unwilling to block the passage – which was also meant to open the Canadian North to development – Ottawa demonstrated sovereignty through presence and control.

While the voyage was a success, it flirted with disaster at times. On several occasions *Manhattan* bogged down in heavy ice, having to be saved by her Canadian escorts. *Manhattan* was larger, with more powerful engines than either Canadian icebreaker (and considerably stronger than the smaller American vessels) but less capable when stuck in ice. Though her weight gave her power when moving, she was far less maneuverable, had little reverse power, and was a sitting duck once she lost momentum. "She is almost impossible to turn in ice and has difficulty in backing up" recounted Erling Stolee, the Department of National Defence

observer aboard *John A. MacDonald*.

That *Manhattan* needed the assistance of the Canadian icebreakers was a gratifying experience for the Coast Guard sailors aboard, as well as a relief for Canadian politicians, who were naturally concerned with demonstrating Canadian sovereignty and control in the region.

The most dangerous situation occurred in McClure Strait in September 1969 where *Manhattan* ground to a halt in a solid block of old ice stretching six kilometres across. After 12 hours of backing up and ramming without success Captain Paul Fournier of *Louis St. Laurent* remarked "it's as though she were sailing through a granite quarry." Eventually the huge tanker was freed by the Canadian Coast Guard. In a sentiment that likely applied to both sailors and government officials alike, one junior officer onboard *John A. MacDonald* commented: "it's not that we don't want the mission to succeed. We most certainly do. But the fact is that every one of us has been on his knees praying that [the] big bastard would get stuck just once."

More than just helping *Manhattan*, the Canadian

icebreakers found themselves assisting the underpowered American escorts. In the thick ice of Viscount Melville Sound, *John A. MacDonald* was twice forced to assist USCGS *Westwind*. Rather than demonstrating an independent ability to support the tanker, the US icebreakers often forced the convoy to slow, becoming what Stolee called "a hinderance in this ice."

*Manhattan's* voyage was a success but it was never followed by the fleet of icebreaking supertankers that the oil companies had dreamed of. Instead, Alaskan oil was moved south by pipeline – then considered the cheaper option. For Canada, *Manhattan* represented both a challenge and an opportunity. While Ottawa was anxious to see it succeed and usher in a new era of northern development, concerns over Canada's ability to control the sea route were ever-present. The operations of the Coast Guard icebreakers ensured that the mission was not a unilateral American undertaking and that when real capability was needed, it was a Canadian icebreaker digging the mighty *Manhattan* out of the ice. ■

To mark the anniversary of the voyage and celebrate the role of the Canadian Coast Guard in this historic undertaking, the Brian Mulroney Institute of Government will be publishing a new volume in the Arctic Operational History series. Entitled *In the Wake of the Manhattan*, this book will reproduce Erling Stolee's reports to the Department of National Defence. In these accounts, Stolee narrates his time aboard *John A. MacDonald* and *Louis St. Laurent* during *Manhattan's* 1969 transit of the Northwest Passage and its return to the Eastern Arctic in 1970. Edited and introduced by P. Whitney Lackenbauer and Adam Lajeunesse, the volume puts these valuable sources into context and brings home the importance of not only the voyage but Canada's role in it. The Arctic Operational Histories are meant to provide better access to important official documents and narratives and this new volume will mark a landmark voyage that has never been equaled in North American Arctic navigation.



# DEFENCE UPDATE

Arctic Offshore and Patrol Vessels  
and the Nanisivik Naval Facility

## Adam Lajeunesse

The first major naval vessels built in Canada since the mid-1990s are now beginning to emerge from the Halifax Shipyards. The Arctic and Offshore Patrol Vessels (AOPV), announced by Prime Minister Stephen Harper in 2007, are versatile ice-strengthened patrol ships that will be used for a variety of missions including coastal surveillance, SAR, drug interdiction, support to international partners, humanitarian aid, and disaster relief.

Construction of this class began at Irving Shipyards in Halifax in 2015; the lead ship, HMCS *Harry DeWolf*, was launched in September 2018 and is on

schedule for delivery to the Navy this summer, with operations to begin in 2020.

The second APOV, the future HMCS *Margaret Brooke*, is now structurally assembled in Halifax, with its bow section having been attached in early May. Over the Spring and Summer, workers will connect the internal components of the new bow to the other two “mega-block” ship elements, which were assembled in September 2018.

Steel cutting for the third AOPV, the future HMCS *Max Bernays*, started in December 2018. Assembly of the centre and stern mega-blocks is now well underway, with delivery expected

in late 2019. Finally, steel cutting for the fourth AOPV, HMCS *William Hall*, began in May 2019, with delivery planned for 2022.

In November 2018 the number of AOPV planned under the National Shipbuilding Strategy was increased by the Government of Canada from five to six. This move was made to stretch out construction to avoid significant production gaps between the AOPV and future Canadian Surface Combatants. The need to stretch that production schedule has, however, increased the price of the sixth AOPV to roughly double that of the preceding five.[1]

To compensate for this higher cost and the need to stretch production, an addition two AOPS will be built for Canada’s overtaxed and under-resourced Coast Guard. It will be a welcome addition. Documents obtained by The Canadian Press warn that more than a third of the force’s six large



vessels have exceeded their expected lifespans and many won't survive until replacements arrive. Ottawa recently bought three second-hand icebreakers from Viking Supply Ships to temporary plug the capability gap, however these ships are also nearing the end of their planned lives. Only five new coast-guard ships are currently included in the national shipbuilding plan.[2]

This new plan will also bridge Irving Shipyards until the CSC program got underway, while keeping the unit price for each AOPV down.

## Nanisivik

To be effective in Arctic operations, the AOPV require refueling facilities in the North to extend their range and keep them operating over the summer shipping season. The Nanisivik Naval facility was designed to serve this purpose and has been under construction since Summer 2014. Over five seasons, the old zinc-lead mine at Nanisivik has been renovated, with new fuel storage tanks, small buildings, and a jetty installed.

Contractors returned to the site in June 2019. This year work will be wrapped up, with minor

construction, testing, and commissioning work planned for the new infrastructure throughout the summer. Construction is expected to be complete by summer of 2019 with the first fuel delivery completed by Spring 2020, roughly the same time that the Navy plans on deploying HMCS *Harry DeWolf* for its first operational voyage into the Arctic.[3] ■

[1] David Pugliese, "Twice the price and just as nice: Irving's Arctic patrol ship double the cost of previous five," *National Post* (November 8, 2018).

[2] Lee Berthiaume, "Canadian Coast Guard's aging fleet compromises search and rescue missions, Arctic supply runs," *The Star* (April 8, 2019).

HMCS Goose Bay at Nanisivik (Wikimedia Commons)



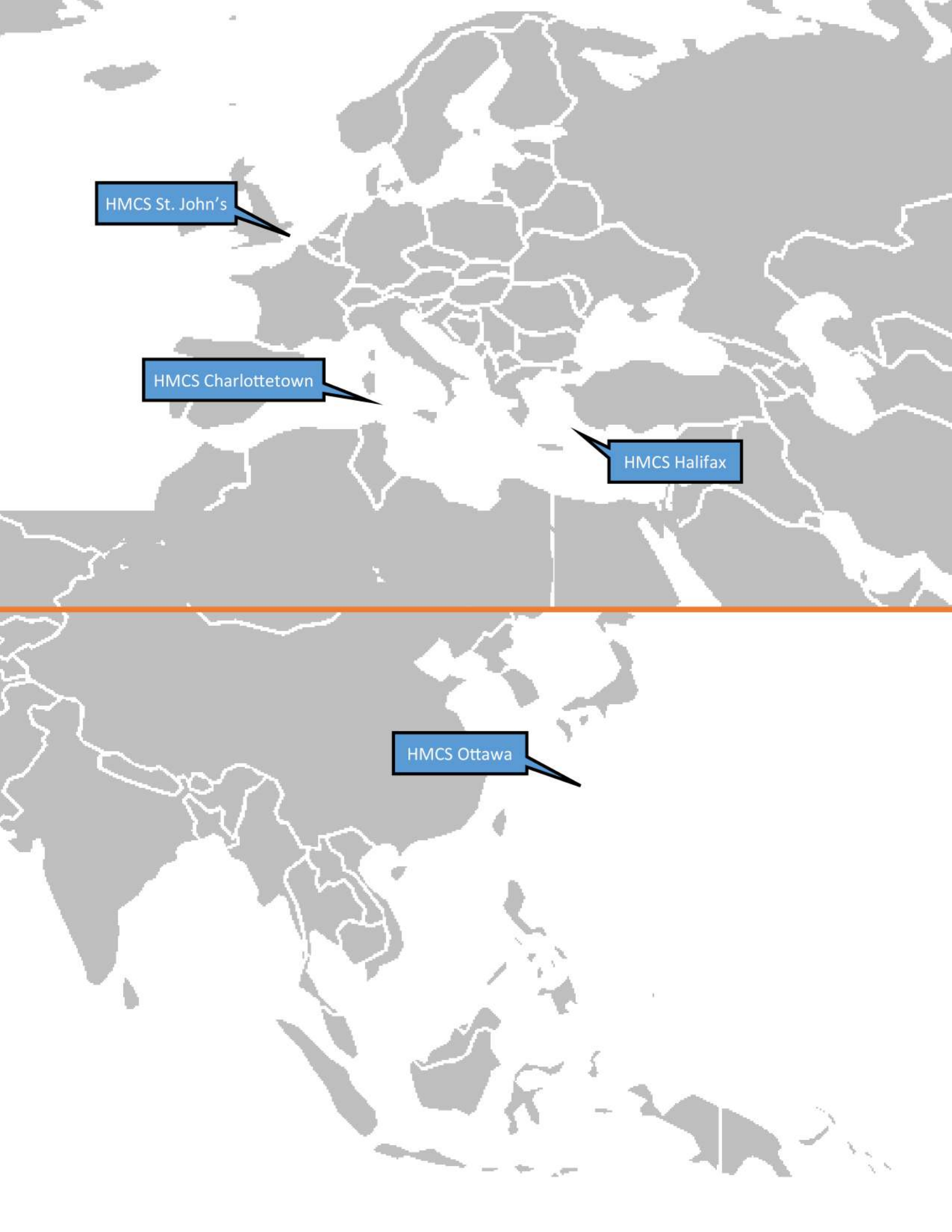
# RCN FLEET DEPLOYMENTS

(SEPTEMBER 2019)

An active and globally deployed fleet, the RCN operates across the world. From sovereignty and counter-narcotics missions to deterrence and training operations with partners and allies, Canadian ships are constantly on the move. This section offers a snapshot of fleet deployments as *Starshell* goes to print.







HMCS St. John's

HMCS Charlottetown

HMCS Halifax

HMCS Ottawa

# OPS UPDATE

Every month the RCN produces a handy “Ops Update” to keep the public informed of the Navy’s major deployments and other significant events. This section is a quick summary of the most important ship news. Stay up to date with *Your Navy Today* by subscribing to receive these updates directly.

To subscribe email [navypublicaffairs.affairespubliquesdelamarine@forces.gc.ca](mailto:navypublicaffairs.affairespubliquesdelamarine@forces.gc.ca)

## **HMCS *Halifax* Deploys on Op Reassurance**

HMCS *Halifax* has replaced HMCS *Toronto* as the flagship of Standing NATO Maritime Group 2 (SNMG2) during a recent ceremony in Rota, Spain. This is the first time *Halifax* has deployed on Op REASSURANCE and the 12th time a Royal Canadian Navy (RCN) ship has taken part since 2014.

## **HMCS *Toronto* Returns from Europe**

HMCS *Toronto* returned to Halifax on August 4, concluding its six-month deployment which began in January. While deployed, the ship actively supported NATO assurance and deterrence measures in Central and Eastern Europe. The ship and crew also participated in a number of cooperative deployments including DYNAMIC MANTA 19, SEA SHIELD 19 and SEA BREEZE 19, which were focused on maintaining and improving interoperability and combined capability and capacity building with friends and allies.

## **HMCS *Ottawa* takes over from HMCS *Regina* in the Asia-Pacific**

On August 6, HMCS *Ottawa* departed its homeport of Esquimalt, B.C., for a four-and-a-half-month deployment to the Asia-Pacific region to support Op PROJECTION, taking over from HMCS *Regina*, which returned to Canada on August 19.

After making a quick stop in Dutch Harbour, Alaska, *Ottawa* departed for the second leg of its trip on August 14. While in port, nearly 100 sailors participated in the tradition of hiking up Mount Ballyhoo, which took them nearly 500 metres up to panoramic views. *Ottawa* and crew are now transiting the Pacific to Japan.

During its seven-month deployment, *Regina* first supported Combined Task Force 150 on Op ARTEMIS,

Canada’s contribution to counter-terrorism and maritime security operations in Middle Eastern and East African waters. The ship and crew successfully seized and destroyed 9,155 kg of illegal narcotics worth just over \$4.7 million (USD) during four interdictions. *Regina* then left the Middle East to conduct patrols in the Asia-Pacific region in support of Op PROJECTION and Op NEON.

## **HMCS *Goose Bay* returns from anti-trafficking role on Op CARIBBE**

HMCS *Goose Bay* returned to CFB Esquimalt on August 15 after being deployed for three months on Op CARIBBE. While deployed, the ship and crew supported efforts to reduce illegal trafficking in the Caribbean Sea by assisting the United States Coast Guard.

*HMCS Halifax on Op Reassurance in the Mediterranean (Photo by: Braden Trudeau, Combat Camera)*



# SUBMARINERS SAY THE DARNDDEST THINGS

## David Soule

A few weeks ago my 2 and a half year old granddaughter reminded me that submariners do say the darndest things. She has two very dear stuffed penguins who are her constant companions. One evening not long ago she suddenly shouted out above the family post-dinner din “Everybody knows that penguins can’t fly!” and then burst into nearly uncontrollable laughter. Needless to say we joined her and laughed even though we had no idea where that pearl of wisdom had come from. The event invoked memories of my service in submarines and a very curious dit one fellow NAC member, Norm Jolin told me.

Years ago Norm was serving in OJIBWA as operations officer and worked very closely with the weapons officer Jim Wright, who was a real character (now a very respectable lawyer living on Vancouver Island). The submarine was deployed on a large NATO exercise North of Norway and had been at sea dived for over 40 days. While conducting a routine and very monotonous periscope watch Jim noticed some puffins fly by at low level. In fact the sight of them caused him to do a

double-take during his all-round look. Then, in a quiet voice he called Norm, his dived watch partner, over to the periscope and whispered in an inquisitive manner, “Norm, do penguins fly?” Norm’s response was as immediate. He grabbed the main broadcast microphone and announced to the crew, “D’ye hear there, the weapons officer has just seen a flying penguin!”. Needless to say the laughter that erupted from every space in the boat almost caused the OJIBWA to be counter-detected!

Yes, submariners say the darndest things! ■

### In Hot Water or the Shade

One of the most uncomfortable times for me in submarines was snorting (snorkelling in American submariner parlance) in rough and cold weather. Keeping depth and the boat’s trim was a difficult task. In addition, the evolution itself resulted in a virtual gale of cold air to swirl throughout the boat. The rule was simply to keep warm and bundle up. Even turning into your bunk was done fully clothed, perhaps wearing a “wooly-pully” sweater for added warmth.

For those unfamiliar with life at sea in a submarine here is some

background for the story that follows; (Oberon-class) draught approximately 19 feet; average depth kept at periscope depth - in the order of 50 feet (keel depth, give or take a foot or two); average sea temperature off Nova Scotia in winter, 2-4 degrees centigrade; ship’s ventilation heaters and “spot” heaters provided most spaces with some limited heat (they were perceived to cause an unwanted drain on the battery, so depending on the operation may not be used); and, when not snorting, most of the submarine was reasonably comfortable if you were well dressed, except in the forward and after torpedo spaces where those living there were subject to a mostly damp and cool environment. Residual heat from equipment, especially in the engine room, kept the temperature reasonable.

One submarine had a rather junior RN submarine exchange officer, a veteran of the Falklands War, who was, after some time in Canadian submarines deemed to be by all “a rather pleasant fellow”. Early on during his exchange, he displayed a very traditional Brit arrogance and had a tendency to spout rather annoying and silly comments from time-to-time.

Frequently, whenever someone was spinning a salty dit (dip for you surface sailors) he would

interrupt with a statement that began with “Well of course in the Falklands...” to which one would respond with “Yes, I guess my own experience rather pales in comparison, it must have been a terrible experience...”.

At one point his constant reference to “In the Falklands...” caused a real stir. The submarine was “on the roof” (on the surface) in a very rough sea state when the wardroom generated a conversation with comments such as; “I wonder if it was this rough in the Falklands”, to which someone replied, “of course it had to be much worse as we all well know”, and “I am sure those submariners really suffered like no one before or since”. This caused the young officer to leap out of his bunk and dash off to see the commanding officer to complain he was being harassed.

I found another story related to him most amusing. One cold morning, at sunrise in January while the submarine was operating dived in the training areas off Halifax Harbour, the young officer turned over the periscope watch and ordered “Sunrise, switch off ventilation heaters!” A rather senior submarine stoker, the panel watchkeeper, replied in a rather amused and somewhat confused tone “Sir, switch off ventilation heaters?” The young officer sharply rebuked him and said “I said switch off the ventilation heaters. It’s sunrise and the sun will heat up the boat!”

Word of this order traveled fast. Several minutes later a parade of petty officers strolled through the control room in various states of undress, with one loudly complaining, “Sir, sunrise, the boat’s heating up so much you need order the air conditioning system switched on!” Another petty officer asked “Sir, can you alter course please, the Goat Shed is in the shade” (a small enclosure where petty officers were berthed in Ojibwa). The officer, now rather stern-faced and clearly embarrassed, quickly turned over his watch and stomped off to the wardroom, which by now had erupted into nearly uncontrollable laughter. ■







# From the Branches

## NSNAC Annual Garden Party

### Len Canfield

Members of the NS Naval Association of Canada and guests gathered at the historic Royal Artillery Park Officers Mess (1816), Halifax in August for the annual summer garden party to enjoy the fine weather and social camaraderie. Vice President Bob Lancashire noted that the garden party is one of the Branch's main social events during the year as well as an opportunity to promote military support projects and provide an update on the NSNOA Bursary Trust awards.

This year NSNAC is raising funds to provide the National Museum of Bermuda with a plaque and display board to recognize the lengthy association between the Royal Canadian Navy and Bermuda in war and peace. Other charitable projects in recent years have included supporting the Royal Canadian Legion in purchasing a trained service dog for a deserving veteran and raising funds for the Halifax and Region Military Family Support Centre. ■



*Charles Westropp and Wendell Brown discuss HMCS Sackville*

*Bryan Elson and wife Maxine with Pat Uhrich, right*



## Unveiling of special painting of MV Asterix

Mary Horton

Internationally renowned marine artist John Horton travelled from his home in Tsawwassen last week to unveil his latest painting at the annual Maritime Gala Ball in Ottawa.

The event, hosted by the Royal Canadian Navy and the Canadian Coast Guard, was attended by more than 600 people including many of the senior admirals and commissioners. The Governor General attended as the special guest of honour.

At the Maritime Gala Ball VIP reception, a painting commissioned by Federal Fleet Services (FFS) was unveiled and presented to the Royal Canadian Navy (RCN). The work, produced by Horton, illustrates the supply ship, *MV Asterix* conducting a replenishment at sea where she is providing fuel and supplies to Canadian Patrol Frigates, something she excels at.

Both Horton and FFS' CEO, Mr. Spencer Fraser were invited to assist Vice Admiral Art MacDonald, Commander of the RCN, to unveil the painting aptly named "Replenishment at Sea". Davie Shipyard, a sister company of FFS, converted a container ship to produce the *MV Asterix*. It was done on schedule and on budget. Her personnel include a mixed navy and civilian crew and she is proving to be well up to supporting the needs of a task



force on any ocean of the world." *MV Asterix* fills the gap left when HMCS *Protecteur* and HMCS *Preserver* were decommissioned and is a clear representation of innovative partnerships. Canadian adaptability has once again come to the fore at a real time of need. ■

## NSNAC Bursary Awarded

Len Canfield

Brianna Marie Allard of Mount Uniacke, NS, a graduate of Avon

View High School, Windsor, NS is the recipient of the 2019 bursary of the Nova Scotia Naval Officers' Association Bursary Trust. Dr Guy Chauvin, Chair of the Association's Selection Committee was on hand to present a cheque when Brianna registered in the BA program at Dalhousie University in July. The bursary is awarded to a deserving student with a naval connection. Brianna's grandfather is Lieutenant Commander Bernard Allard (ret'd), formerly of Halifax and she has been active in cadets and assisting with the Royal Canadian Legion. ■



Bill Gard Photo



## NAC Essay Competition 2019 Awards Ceremony

For a third straight year, the Montreal Branch of the Naval Association of Canada, through the Endowment Fund, was able to award \$500 bursaries to Sea Cadets who authored papers explaining why Canada is a maritime country and the justification for having a strong and involved Canadian Navy.

This year, three Navy Cadet Corps submitted essays: RCSCC 06 Victory, 188 Trafalgar and 300 Boisbriand. Before the awards were

handed out, Bruno met with the cadets looking to participate in the contest to explain why Canada is a maritime country and the role of the Canadian Navy. The Cadets then had a few weeks to submit their essays. Six bursaries were awarded to the most deserving cadets. In the 12-14 year-old category, Cadet Baranovsky of the RCSCC 188 Trafalgar finished first. In the 15-18 age group, Cadet Gauthier of the RCSCC 300 Boisbriand finished first. Bruno Champeval was invited to the annual parades of the RCSCC 188 and RCSCC 300 to hand out these awards. ■



1st place prize for 15-18 years old went to Cadet Gauthier, RCSCC 300

## NAC Regalia Sales

<b>Blazer Badge (NAC or RCN)</b>	\$25 each
<b>Blazer Buttons (NAC), large for blazer front</b>	\$14.50 each
<i>Note: small sleeve buttons are no longer in stock but can be special ordered.</i>	
<b>Cuff Links (NOAC or NAC)</b>	\$35/ pair
<b>Medallion Lapel Pins – Gold, Silver, Bronze</b>	\$5 each
<b>Medallion Neck Decorations</b>	\$95 each
<b>Necktie – NOAC/NAC/RCN</b>	\$35 each

Prices include all taxes and shipping.

Email Executive Director, David Soule, [executivedirector-nac@outlook.com](mailto:executivedirector-nac@outlook.com) to confirm availability. Payment: Cheque payable to "NAC

National" and mail your order to Executive Director-NAC, 1138 Sauterne Pk., Orleans, ON K1C 2N8

E-transfer to The Naval Association of Canada - email address: [executive-director-nac@outlook.com](mailto:executive-director-nac@outlook.com)





# Book Reviews

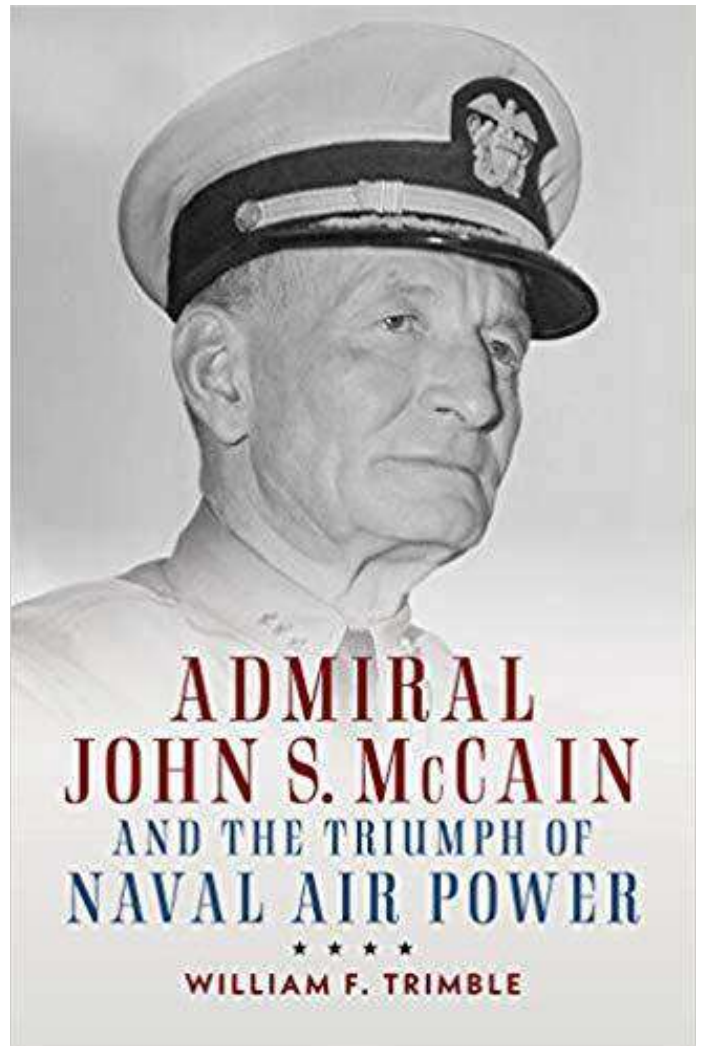
**Admiral John S. McCain, William F. Trimble, Naval Institute Press, 2019.**

**Reviewed by Gord Forbes**

John S. McCain, father of an Admiral, grandfather of a Senator. But this is his story. The full title to the book gives a better idea of the intent of its intent, “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 early part of the book describes McCain’s early life and his road to the US Naval Academy, where he graduated in 1906. His classmates included many men who were to play a significant role in World War II, 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 – from battleships, armoured cruisers, destroyers, to gunboats (he served on the USS Panay under Ensign Chester Nimitz). In 1918 he was assigned to the US Navy Bureau of Navigation, the most powerful bureau among the Navy’s 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 entered 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 7 December 1941, now Rear-Admiral McCain was Commander Aircraft, Scouting Force based on the US West Coast. He was responsible for all patrol and scouting aircraft in the western US, Alaska, and Hawaii. This suddenly became important with new fears that the Japanese would next attack California. Further commands during the war cemented McCain's place in the progress of airpower. During the Solomons campaign he was Commander Air South Pacific where he led 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. After that battle was won, McCain moved back to Washington as Chief of the Navy Bureau of Air. Here 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 determine 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 but over the objections for Admiral Nimitz, Commander in Chief of the Central Pacific forces that were driving their way across that ocean towards the Japanese homeland. He first had to observe carrier operations during the Marianas campaign where the carriers were commanded by Vice-Admiral Marc Mitscher. 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 when he returned to the US, dying only two days after he arrived. For a man who had fought so hard during the war, perhaps that was a good way to go.

The book goes into quite a bit of detail about each campaign. It gives a day by day account of each

operation conducted under McCain's command. But it does not bog down in side issues. It is well written and easy to read.

The author, William Trimble, is a professor at Auburn University. He has written several books on US naval aviation. I highly recommend this book for anyone who has an interest in US Navy aviation operations during World War II. ■

**Fremantle's Submarines: How Allied Submariners and Western Australians Helped to Win the War in the Pacific, Michael Sturma (Naval Institute Press, 2015)**

**Reviewed by Cdr Fraser McKee**

Canadians familiar with submarine activity of the Second World War are likely well-versed in the Battle of the Atlantic and the German U-Boat threat there. But few have likely spent much time learning about the submarine war waged out of Fremantle, Western Australia.

Little has been written about the submarine presence of the USN, the Dutch and the Brits in Australia from 1942 to 1945. In this slim volume, Australian author Michael Sturma has given those interested in the wider submarine war a very readable book on the subject—only 161 pages. The book is not a careful academic assessment of this operational area, but rather a description of how it was managed, and the local relationships between the various forces and the civil population. It also offers brief but well crafted descriptions of many of the submarine actions, difficulties and results. More of a social study of the considerable submarine forces that operated mostly successfully out of this base for three years.

With the loss of the Philippines in early 1942 and thus the USN's advanced submarine base in the Cavite Naval Yard, their operational headquarters became Hawaii, some 3,700 miles from Japan. By March that year, the 20 USN boats surviving had retreated to Java in the Dutch East Indies for two months, and when that was attacked, to a minor naval facility with an excellent harbour at Fremantle on the south-western coast of Australia, at Perth. At least it

was beyond reach of Japanese land-based bombers.

They were joined by three Dutch submarines also surviving. The RN joined them in 1944—a flotilla having operated out of Trincomalee in Ceylon until then, but it took the extended range T-Class RN boats to be satisfactory in the wider Pacific). It became a very satisfactory working arrangement. Eventually, 127 USN, 10 Dutch, and 31 RN boats operated out of that base by August 1945.

It was a vastly different operation than the one with which we are more familiar. There were vast distances to reach a useful operating area, a jumble of islands and reefs to avoid, extremes of heat instead of the freezing cold and ice in the Atlantic struggle. One RN submarine reporting engine room temperatures received an annoyed reply from the Admiralty: “The temperatures reported will not support life.”

Although periodically depth charged, targets were, on the whole, not as well protected as Atlantic convoys, yet duties were similar to elsewhere: Coast-watcher and Commando landings—some disastrous; rescue of downed airmen and of stranded

submarine crews.

There are myriad books about individual submarine operations, individual heroics and losses—Sturma includes 17 pages of book and article bibliographies—but a reading of this story gives a good general impression of how the Australian and British (depot ship) backing of USN operational control (on General MacArthur and Admiral King’s insistence) soon produced a satisfactory overwhelming of the widely scattered Japanese defence. The thousand cases of success and hundreds of losses of small local landing operations and changing war conditions that Sturma gives are enough to illustrate what was happening.

There are personal touches too:

- submariners marrying local Australian girls (225 wives left on one U.S.-bound ship alone from Fremantle in April 1946);
- the RN’s irascible Cdr ‘Crap’ Meirs’ surprisingly harmonious relations and reports on the RN’s cooperation with their USN controllers.

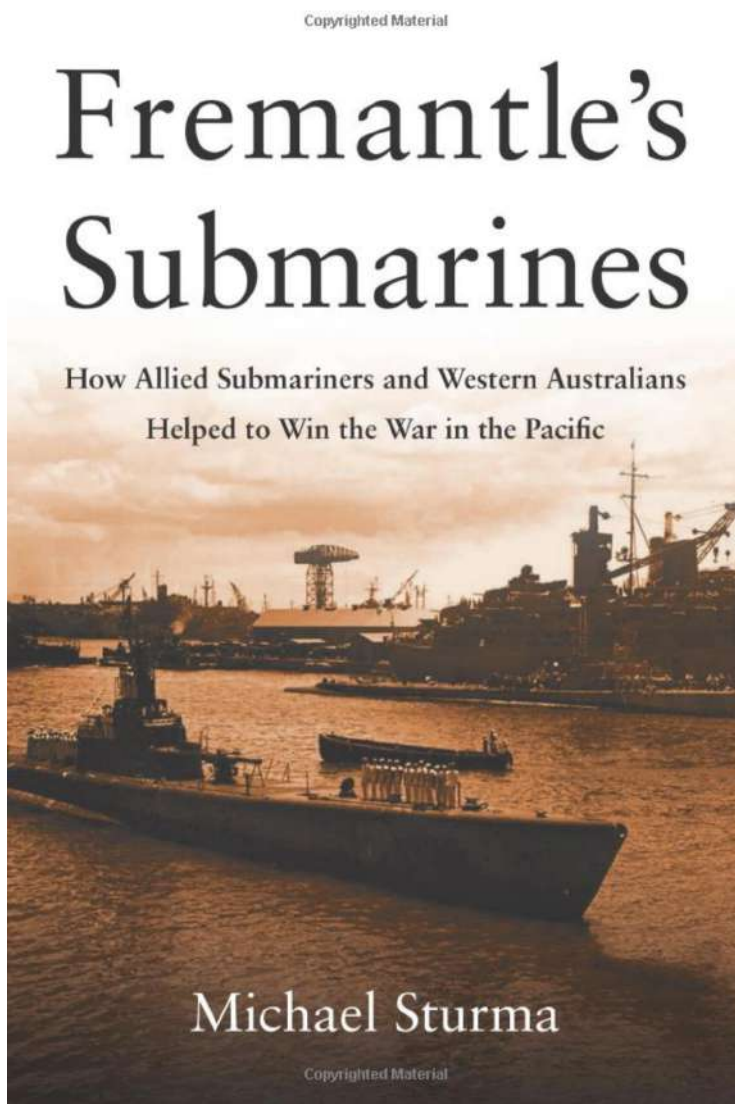
Eventually, the USN—despite doubts about the British and Dutch intents for their lost colonies—with much local Australian willing and effective shore support, ran most of the local show. There are brief references, even a few details of some major disasters and problems: the sinking of Japanese Marus carrying Allied POW’s; the U.S.’s major problem with too-deep-running torpedoes, solved eventually locally; long separation of married Australian girls whose husbands, USN and RN, were sent home instead of back to Fremantle.

Written by an Australian, it tends to have frequent reference to local involvement of administration and people. But it is a valuable addition to the corpus of history of the Allied submarine war not covered much in other even massive histories. Recommended. ■

**Indianapolis, Vincent, Lynn and Sara Vlado (Simon and Shuster, 2019)**

**Reviewed by Gord Forbes**

This book’s title refers to the heavy cruiser USS Indianapolis (CA 35). This ship was sunk on July 31, 1945 half way between Guam and Leyte Gulf with





the greatest loss of life of any U.S. Navy sinking in its history.

USS Indianapolis had a rich history after commissioning in 1932. She carried Franklin D. Roosevelt on his historic trip to Argentina, Newfoundland in 1940 to meet with Winston Churchill. When war came, she was transferred to the Pacific, and after the Fifth Fleet was formed in 1943, she became the flagship of Admiral Raymond Spruance. At the time of her sinking, she had 11 battle stars from war service.

This book is quite unlike another book I've read on the sinking of the Indianapolis. "Abandon Ship", concentrated of the actual sinking and the ordeal of the survivors who were not found and rescued until four days after the tragic event. This book, however, covers a much broader scope.

The narrative starts in the spring of 1945 when Indianapolis was carrying out bombardment at Okinawa. The Japanese kamikaze assault was at its heaviest and Indianapolis was hit by one of these planes. As a result, the crew sailed back to Mare Island in San Francisco for repairs. With repairs completed, she was selected to carry atomic material from San Francisco to Tinian in the Mariana Islands for the assembly of the first atomic bomb that was dropped on Japan. After the material was put ashore, Indianapolis was routed to Guam where her future operations would be ordered. From Guam the crew was directed to sail to Leyte Gulf for refresher training. It was on this trip that she was torpedoed and sunk. The story of her quick demise (she sank in less than 20 minutes) and the subsequent ordeal of her survivors is told. Four days after the sinking survivors were spotted by a patrolling navy aircraft purely by accident. Only then did a full-scale rescue effort take place. Just 316 men were recovered out of a crew of almost 1,200.

The book goes on describe the investigations into the cause of the disaster. During those investigations, which took place in Guam, the Board of Inquiry, and Washington, several factors were discovered that showed there was culpability by several of the shore authorities in Guam and the Philippines. However, the

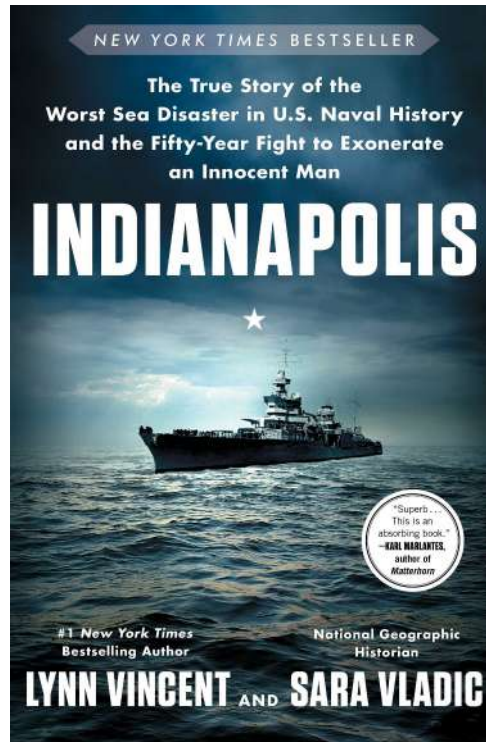
only person charged and sent to court martial was the ship's Captain, Charles McVay III. That court martial took place in Washington in December 1945. The defence attorney had just three days to prepare his case. The inevitable result was that Captain McVay was found guilty. It was after this that the survivors started their attempts to have their Captain exonerated. McVay served in the navy for a few more years, but any future career prospects were out of the question.

The guilt he felt and the treatment he got from several families of the deceased finally led to his suicide in 1968.

The latter part of this book introduces some of the people who tried to clear McVay's name, including the last Captain of the next USS Indianapolis (SSN 697) and a 13-year-old boy.

One of the authors, Sara Vladic, became interested in the story of the USS Indianapolis when she was still a schoolgirl. After finishing college, she set out to make a movie of the ship's tragedy. During that project, she met writer Lynn Vincent and they started on a long journey of researching—interviewing survivors and other involved people—and writing this book. It's no wonder this is a New York Times Best Seller. The book is

well-written and keeps the reader interested throughout. I highly recommend it. ■



**Redefining the Modern Military: The Intersections of Profession and Ethics, Nathan Finney and Tyrell O. Mayfield Eds. (US Naval Institute Press, 2018)**

**Reviewed by Colonel (Ret'd) P.J. Williams**

Consider, if you will, the assertion, that, "The US Navy...can no longer claim professional status..."

Them's fightin' words, you might say, be you a bluejacket or no.

Yet this is one of the claims boldly made by one of the contributors to this highly engaging volume of essays which speaks to the very core of what it means

to be a member of a nation's military.

In compiling this book, the Editors, both serving US officers, sought to examine concepts of leadership, professionalism and ethics in the current context, through the lens of what they refer to as three seminal texts written almost half a century ago, and which will be familiar to most students of this subject under consideration in this book:

- Samuel P. Huntington's, *The Soldier and the State* (1957);
- Morris Janowitz's, *The Professional Soldier* (1960); and
- General Sir John W. Hackett's, *The Profession of Arms* (1963).

The views presented in this book are as broad and as wide-ranging as the backgrounds of the contributors themselves. Among them are several military officers, both serving and retired from a number of nations, an attorney, several academics and a senior advisor and trainer with experiences in crisis response, humanitarian action and civil-military coordination. Many are members of the Military Writers Guild (<https://www.militarywritersguild.org/>), an organization I'd not previously heard of and whose mission is to, "... gather writers committed to the development of the profession of arms through the exchange of ideas in the written medium."

The book consists of 12 essays, which include a mix of writings from both a theoretical and an historical perspective. Certainly, the reader should be prepared to have their long-held views challenged.

One particularly provocative essay, titled, "Born of Insubordination: Culture, Professionalism and Identity in the Air Arm", makes the case convincingly (in this reviewer's opinion) that the parochialism inherent in the US Air Force, in which one's "community" loyalty (ie., air crew, support staff, etc) is more important than loyalty to the service as a whole is one of the reasons for its success. One wonder if we could draw the same conclusions about the Regimental system in the Canadian Army, where "cap badge" considerations are sometimes accused of doing more harm than good.

Then there's the assertion made at the outset of this review. It comes from the essay titled, "The Rise, Fall and Early Reawakening of US Naval Professionalism" is written by an attorney. He bases

his claim by stating that *inter alia*, strategic thinking is no longer a major arrow in the naval officer's quiver ("technism" having largely supplanted it) and that sailors are but tools of the overly powerful bureaucracy. To those who would think that all is lost, particularly at a time when China's Peoples Liberation Army Navy (PLAN) is challenging US naval supremacy in Asia, the author does states that there are indications of an "intellectual renaissance."

This reviewer was very pleased to see a Canadian reference in the book, something I look for all woks I review. It concerns the actions of Major-General Tousignant, the Canadian Commander of the United Nations Assistance Mission in Rwanda in 1995. His decision to not follow an order from UN Headquarters in New York and which averted further civilian casualties in that conflict, are held up as an example of professionalism in the discharge of his command duties by essentially doing what was right, and by not doing what he was told.

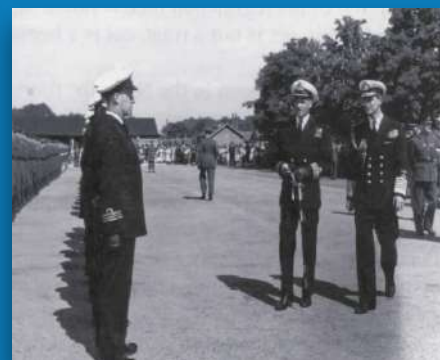
When writing book reviews, regardless of the subject, this reviewer always seeks to determine what is the relevance of this book for the modern reader. Plenty, I'd say. The Editors make the case that a period of deep military introspection often takes place after great changes in the international environment, such as occurred at the end of the Cold War, for example. Lesser examples have occurred following the Vietnam War, the conflicts in the Balkans and at the end of the First Gulf War, where the potential for "smart weapons" and near bloodless victories (for the victors at least) heralded, in the minds of some, a revolution in military affairs.

Fast forward to today, where we talk of Cyber and Hybrid Warfare, "Fake News", unmanned technologies, and the impact of social media, to name but a few, and it becomes apparent that a rethink might be required as to what it means to be a military professional leader in such an environment. Books such as this give much food for thought and it is highly recommended for reading in all military institutions charged with the training of leaders, regardless of rank or grade. And indeed, for those who would strive to be a modern-day Huntington, Janowitz or Hackett. ■



# 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



## "A Tall Ship of Note"

*We pick up the Admiral's story as he takes on new training responsibilities and looks to put Oriel to good use.*

I had been asked to accept an appointment to Halifax to be in charge of an officer training course. I was still not used to being asked about my next job, I assumed my masters were just being polite and that I would be dumb to assume anything else. Stephanie was a bit reluctant to move; we had been in our house only 18 months. I would have been happier to remain on the West coast and let our equity increase a bit. We gained \$2,000 when we sold it; we were rich.

We boarded the CPR and again rode across the country in style. Michael was now capable of caring for both his brothers in the glass observation car. Stephanie, Jill and I spent the trip in our compartment watching four thousand miles of Canada go by; it was October 1951. A Navy-owned house had been promised, so we didn't have to

fret about finding a place to live.

My new job was called 'Officer in charge of the Junior Officers Technical and Leadership Course', nicknamed 'JOLT'. The classes consisted of permanent force officers who had transferred from being wartime reservists. The purpose was to get them to the approximate level of training of the regular force officers who had the benefit of cadet, midshipman and sub lieutenant training, like me for instance. These officers were close to my age, they were Lt. Cdr's or Lieuts. and all had wartime experience. Many were flyers, some were divers, some bomb-disposers. A few had been torpedo-boat captains, corvette 'Jimmys' and landing-craft skippers. They were a mixed bag with expertise that was foreign to the others and to me. My predecessor, Ralph Hennessy, my term mate, had struck on the idea of having each of them give a talk to their class-mates on their wartime speciality, and I kept the practice going.

I learned a lot about our wartime navy. One of the class, a Lieut. Cdr., was a noted bomb-disposal expert; he had the George Medal from the King for rendering safe unexploded German bombs from the basement of St. Paul's cathedral and also from water near the bridges of London. He was a quiet man who didn't want to talk about his experiences and asked me to excuse him from addressing the class, "Most of my partners got killed." This officer didn't need a course in leadership. He soon left the Navy and became the leader of 'Bomb Disposal' for the Montreal Police; he had a profound effect on the troublesome bomb-makers of the FLQ. a few years later. He rendered them useless.

A Lieut.Cdr. Naval Air-Arm pilot didn't need a leadership course either; he had led a squadron of naval bombers against the German battleship Tirpitz and done that great vessel fatal damage. None of these officers needed a course in

'Leadership' and the name was a misnomer. Sure, the airmen needed to learn about destroyer gunnery and propulsion systems and most of us needed to learn more about flying. Much of the instruction was done by class members: who better to teach about motor-torpedo-boats than Lieut. Cdr. Tony Law; he had a DSC for sinking two German E-boats in furious inshore fighting. They were interesting characters and I benefited from knowing them for the rest of my time in the Navy.

I was able to indulge in flying from the Naval Air Station, Shearwater, as the pilots on the course needed air-time to remain current. There was often room for a passenger in the back seat, so I got to know the flyers particularly well, a circumstance that was to catch up with me a few years later.

My 'Admin' assistant was Lieut. Cdr., Tubby Coggins; a Nova Scotian, age 38, and a successful wartime corvette captain. He had grown up at sea; at eighteen he was captain of a five-masted schooner plying to the West Indies with salt cod and returning with rum. He had become the captain when the first-mate threw the captain overboard then followed him, leaving Tubby as the skipper. "The masts were named 'Monday' through Friday, said Tubby, "But 'Hoist-the-main on Tuesday,' meant right now." When Tubby Coggins retired from the Navy he became the skipper of the 'Bounty', the Lunenburg-built replica of Captain Bligh's HMS Bounty, the centre piece of the movie.

Tubby and I had our eye on the yacht 'Oriole'; she was a wartime gift to the navy, she lay unused in the Halifax dockyard. We thought it would be a good thing to teach our 'Jolters' a bit about sailing, so over a few months we had her refitted with new sails and made

ready for sea. We then took her to the French islands of St. Pierre & Michelon on two separate occasions. We had a full crew of twelve Jolt's on each trip, most of whom knew nothing of sailing. They knew a lot when we glided back into Halifax harbour.

And they were able to appease their ladies with the best French perfume, and duty-free Napoleon cognac!

The 'Oriole' was to have a long career because of the initiative we took in getting her seaworthy in 1952. Two years later I was instrumental in having her moved to the West Coast. It am pleased she is still (2002) fully employed in the Navy and has become a 'Tall Ship' of note. I doubt if anyone else would wish to take credit or blame for resurrecting Oriole, so I will. ■



Stadacona's officer squash team, Photo from RAdm Welland's Memoirs



The Oriole, Photo from RAdm Welland's Memoirs





# 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: pat.barnhouse@sympatico.ca

## NAC Members

### **S/Lt Michael Anthony BERNARD, RCN(R)(Ret'd)**

NAC-O, 75 in Ottawa 22/11/18. Jn'd UNTD as Cdt at *Star* 01/62, prom S/Lt in '63 and tsf'd to Ret'd List. Respected civilian career as a veterinarian. (GLP, WC, Citizen)

### **Cdr Michael Owen McENTEE, MSM(US), CD\*, RCN(Ret'd)**

NAC-O, 56 in Ottawa 27/05/19. Jn'd as NCdt 03/90 thence CF OCS 04/90 and CFLS 06/90. Prom A/S/Lt 07/90 fl'd by NTDC Esquimalt 03/91. Prom S/Lt 04/91 thence CFFS Hfx. 09/92 and *Fraser* 01/93. Prom Lt 01/94 fl'd by NDHQ 11/94, *Athabaskan* 10/95, 21 Aerospace Control & Warning Sqn, 03/98, NTDC(Atl.) 08/00 and *Athabaskan* 12/01. Prom LCdr 07/03 thence NDHQ 03/04, *Donnacona* 07/05, CDLS(W) (Exchange USN Norfolk) 07/08 and NDHQ (CNS Staff) 07/12. Prom Cdr 01/15. Ret'd 05/16. (Citizen)

### **LCdr William Arnold FAIRE, CD\*, RCN(Ret'd)**

NAC-O, 90 in Ottawa 26/07/19. Jn'd RCN 18/10/45 Upper Yardman and prom A/S/Lt(S) 05/51 fl'd by *Cornwallis* 06/51. Prom S/Lt(S) (sen. 05/51) thence *Naden* 08/51, *Stadacona* 03/53 and *Prestonian* 08/53. Prom Lt(S) 12/53 fl'd by *Cornwallis* 06/54, *Shearwater* 07/56, *Stadacona* (Dkyd) 05/57, *Nootka* (Sup O) -9/59 and *Unicorn* 07/61. Prom LCdr 12/61 thence NSD HFX 08/64. *Saguenay* (Sup O) 05/65, EX DUTY UK 08/70 and CFHQ 08/72. Ret'd 12/75. (Citizen)

### **Capt Thomas Stanley MURPHY, CD\*, RCN(Ret'd)**

NAC-VI, 90 in Victoria 21/08/19. Jn'd *Malahat* as RCN(R) A/S/Lt 26/01/53. Tsf'd to RCN as A/S/Lt (sen. 19/09/52) thence *Stadacona* (Long L Cse.) 03/53. Prom S/Lt(L) (sen. 09/52) fl'd by *Cornwallis* 02/54 and *Magnificent* 09/54. Prom Lt(L) 09/54 thence *Bytown* 07/56, *Niagara* 08/58, *Stadacona* (Wpns Cse) 09/60 and *Margaree* 11/61. Prom LCdr 09/62 fl'd by *Naden* (Dkyd) 11/64. Prom Cdr 10/66 thence *Gatineau* (i/c) 01/71, *St Croix* (i/c) 07/73 and NDHQ (CMP/DPCCol) 07/74. Prom Capt 06/76 fl'd by MARCOM HQ 07/76, *Preserver* (i/c) 07/77, SACLANT HQ DET Brussels 07/78 and Base Commander CFB Esquimalt 08/80. Ret'd 11/83. On retirement, docent at Royal BC Museum and driver for disabled. (RNDM)

### **Cdr Charles Robert (Buzz) NIXON, CD, RCN(Ret'd)**

NAC-O, 92 in Ottawa 08/06/19. Jn'd RCN as Cdt at *Royal Roads* 30/08/44. Prom Mid(L) 07/46 fl'd by *York* (UofT) 09/46 and *Chippawa* (U of M) 09/47. Prom A/S/Lt(L) 03/48, graduated U of M 05/49, thence *Stadacona* 05/49. Prom S/Lt(L) and Lt(L) (sen 06/48) thence *Cayuga* (Korea) 04/51 and *Bytown* 09/52. Prom LCdr(L) 06/56 fl'd by *Niagara* (MIT), *Bytown* (Nuclear Submarine Team) 09/58, Atomic Energy Commission 07/59 and *Bytown* (DSEng) 02/60.. Prom Cdr 01/61. Ret'd in '64. Civ career as senior public servant (DM DND) and in business (founding member CFN Associates). (BW, EJH)

**LCdr Frederick Charles SHERWOOD, CD, RCN(Ret'd)**

NAC-VI, 89 in Maple Bay, BC 17/06/19. Jn'd *Malahat* as UNTD Cdt 01/51. Prom RCN Mid 01/52 thence *Cornwallis* 02/52 and *Ontario* 09/52. Prom A/S/Lt 03/53 fl'd by *Shearwater* (Observer Cse.) 05/53. Prom S/Lt(O) 03/54 thence VS-880 and *Magnificent* 04/55. Prom Lt(O) 12/55 fl'd by *Shearwater* (VS-880 12/55 and VX-10 05/58), *St. Laurent* 05/60, *Fraser* 04/61, *Stadacona* 08/63, *Assiniboine* 09/63 and *Stadacona* 09/65. Prom LCdr 07/66 fl'd by CFB St. John's (i/c). Ret'd in '75. Civ career in higher education, as a Harbour Master and in municipal public service. (RNDM, Canada's Naval Aviators)

**Capt(N)(Ret'd) Richard R. TOWN, MSM, CD\*\*.**

NAC-VI, 66 in Victoria 09/06/19. Jn'd *Chippawa* as NCdt (UofM) 20/09/71. Prom S/Lt 5/73 thence NFS(Pacific) 05/73, *Athabaskan* 09/74 and *Huron* 12/76. Prom Lt 05/77 fl'd by NTDC(Pacific) 12/77, CFFS Hfx, 06/79, *Margaree* 07/80 and *Athabaskan* 01/81. Prom LCdr 05/81 thence USN Exchange (Norfolk) 06/82, CFCSC 08/84, NFS(Pacific) 07/85, *Terra Nova* 12/85 and MARPAC HQ 07/87. Prom Cdr 06/89 fl'd by NDHQ(DGMD) 07/89, *Annapolis* (i/c) 07/91, RMC 08/93, CDN Contingent NATO Standing Group 1 (Northwood), 06/95, MARCOM HQ 08/96, CNS Staff 05/97 and *Preserver* (i/c) 03/98. Prom Capt 07/99 thence Maritime Forces Atlantic HQ 07/99, Maritime Forces Pacific HQ 07/01 and CF Attache Office Australia 08/03. Ret'd 04/08. Civ career as Bridge W/K trainer, with Fisheries Canada and as a diving instructor. (RNDM, *Times Colonist*)

## Others

**Lt Cecil Gordon BALE, RCN(R)(Ret'd)**

85 in Kingston, ON 26/06/19. Jn'd *Royal Roads* 12/09/52 as RCN(R) Cdt, thence RMC 09/54. Prom S/Lt (sen 05/55) on graduation 06/56 and Lt 05/57. Srv'd *Cataraqui* and *Donnacona*. To Ret'd List in '58. (RGC)

**PO1 Eugene Alexander BARTLETT, CD\*, RCN(ret'd)**

86 in Kentville, NS 15/06/19. Jn'd RCN 08/50, prom LS 10/53, PO2 10/55 and PO1 01/59. Srv'd, inter alia, *Fraser*, *Saskatchewan*, FMG(A), FDU(A) and CFB Halifax. Ret'd 08/75. (SR, *Chronicle Herald*)

**CPO1 Robert Burnett CHALMERS, MMM. CD\*, RCN(Ret'd)**

87 in Tatamagouche, NS 06/19. Jn'd RCN 02/49, prom LS 05/52, PO2 05/54, PO1 05/57, CPO2 12/63 and CPO1 07/71. Srv'd, inter alia, 104 CFTSD, CFFS Hfx., *Restigouche*, *Yukon* and *St Croix*, Ret'd 02/79. (SR, *Chronicle Herald*)

**LCol(Ret'd) Larry Frederick CADE, CD\***

71 in Victoria 12/07/19. Jn'd RMC as naval Cdt 09/66 and prom S/Lt 05/70. Tsf'd to MILE, prom Capt 05/72, Maj 03/80 and LCol 06/86. Srv'd CFSME, CFB Hfx., RMC, NDHQ, CFCSC, Air Command HQ and CFB Esquimalt. Ret'd 04/94. (RNDM, *Times Colonist*)

**LCdr Frank FENN, CD\*, RCN(Ret'd)**

Former NAC-VI, 88 in Victoria 26/06/29. Jn'd RCN as Boy Seaman in 1938, CFR'd as a CMD COMM OFF 04/54, Lt\* 04/57, Lt (sen 10/55 after star removed) and LCdr 10/63. Srv'd, inter alia, *Cornwallis*, *Naden*, *Stadacona*, *Victoriaville*, *Lanark* (XO), *Crescent*, CCC1 and CDLS(W). Ret'd in '69. (RNDM)

**Lt Lyle Wayne DREWRY, QC, RCN(R)(Ret'd)**

80 in Toronto 20/07/19. Jn'd *Unicorn* as UNTD Cdt(S) 01/59 and prom S/Lt 07/61. Tsf'd *Tecumseh* 06/62 and prom Lt 07/63. Ret'd in '64. (WC)

**LCdr(L) Ernest Marwood GUMMER, CD, RCN(Ret'd)**

96 in Ottawa 09/11/18. Srv'd as OS (Officer Candidate) in UNTD 1943-45. Jn'd RCN as S/Lt(L) 01/04/49, prom Lt(L) same day and LCdr(L) 04/57. Srv'd *Stadacona*, *Magnificent*, *Naden*, *Star*, *Haida*, *Ottawa*, *Bonaventure* and NSHQ. Ret'd in '66. (*Citizen*)



**Lt Morrison William HEWITT, RCN(R)(Ret'd)**

90 in Toronto 27/07/19. Jn'd RMC as RCN R) Cdt 09/51. Prom S/Lt (sen. 05/54) on graduation 06/55 and Lt 05/56. Srv'd *Cataraqui* and *Star*. Ret'd in '60. (e-Veritas)

**CPO2 Fredrick Charles HUTCHINSON, CD\***

89 in Bedford, NS 15/07/19. Jn'd RCN 11/54, prom LS 10/57, PO2 09/62, PO1 11/66 and CPO2 06/78. Srv'd, inter alia, *Bonaventure*, *Assiniboine*, *Nipigon*, FMG(A), OP GAMESCAN (Summer '76), *Saguenay*, CFFS Hfx and *Annapolis*. Ret'd 05/84. (SR, *Chronicle Herald*)

**Capt Kinsman MERRIAM, MM.**

88 in Crapaud, PEI 10/07/19. Sr'd Merchant Marine WWII and beyond. (SR, *Chronicle Herald*)

**LCdr(Ret'd) James Patrick REDDY, CD\*\***

71 in Dartmouth, NS 25/08/19. Jn'd as NCdt 20/09/65, prom S/Lt 05/69, Lt 05/72 and LCdr 04/88. Srv'd *Fraser*, CFFS Hfx., *Kootenay*, *Qu'Appelle*, *Yukon*, MARCOM HQ, *Saguenay*, *Cabot* (RSS), 1st Cdn Destroyer Sqn HQ, *Cormorant*, Naval Fleet School (Pacific), NDHQ(DMFD), NTDC(Atlantic) and QHM Hfx. Ret'd 07/03. CO HMCS Sackville. (WD, SR, *Chronicle Herald*)

**Lt Jack RUMSUM, CD\*\*, RCN(Ret'd)**

85 in Trenton, ON 27/17/19, Jn'd RCN as OS 06/51, prom LS 05/56, PO2 93/64, PO1 01/69, CPO2 01/77 and CPO1 05/80. CFR'd as Lt 06/81. Srv'd, inter alia, *Shearwater*, *Bonaventure*, *Skeena*, CFB Trenton and CFB Borden (School of Aerospace and Ord Eng.). Ret'd 08/86. (PB)

**Cdt(E) James Gordon SALT**

Former NAC-O, 80 in Kingston, ON 04/06/19. Jn'd *Cabot* as UNTD Cdt 01/56, redesign Cdt(E) and released 05/58. Distinguished career in the marine engineering profession. (WD, *Citizen*)

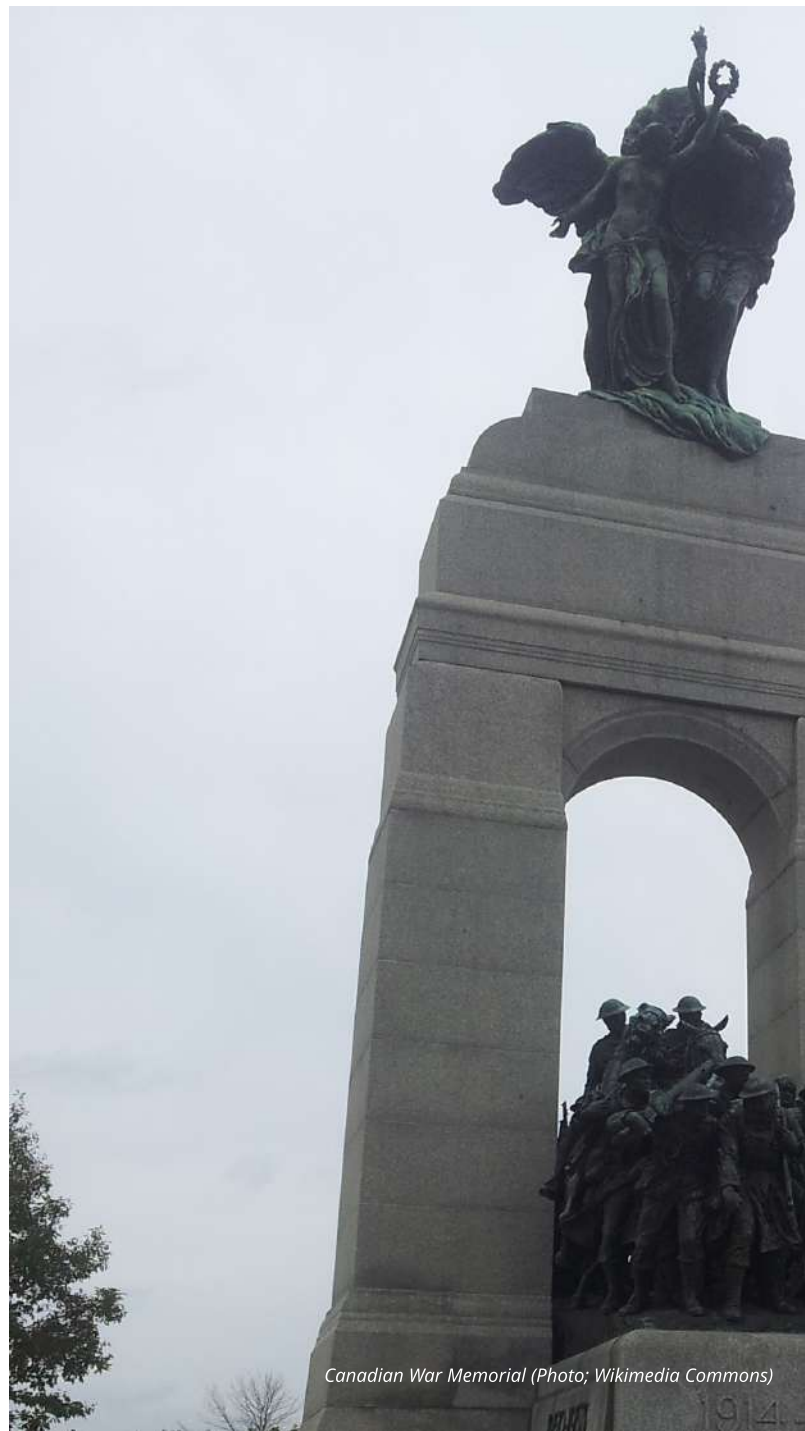
**LCdr John Victor SEARLE, CD, RCN(Ret'd)**

Former NAC-O, 90 in Perth, ON 24/07/19. Jn'd RCN as Mid 06/52, prom A/S/Lt 07/53, S/Lt(P) 07/54, Lt(P) 01/56 and LCdr 01/66. Srv'd *Prevost*,

*Cornwallis*, *Quebec*, RCAF Centralia, RCAF Gimli, *Shearwater*, RNAS Lossiemouth, *Niagara* (various USNAS for trg.), RCAF Clinton, CJATC Rivers, RCAF Rockcliffe, *Fort Erie*, *Yukon*, CFB Moose Jaw, CFB St. Hubert, VT-40, VX-10, VF-870, VF-871, HS-50 and HU-21. Ret'd in '75. (*Citizen*, Canada's Naval Aviators)

**Lt Harold S. SUTO, CD\*\*, RCN(Ret'd)**

86 in Halifax 02/06/19. Jn'd RCN 12/56, prom LS 05/58, PO2 03/66 and PO1 07/70. CFR'd as S/Lt 12/73 and prom Lt 12/76. Srv'd, inter alia, CFFS Hfx., *Saguenay*, CFB Esquimalt, CFB Halifax and NEU(A). Ret'd 12/87. (*Chronicle Herald*)





## ***Don au Fonds de dotation de l'ANC***

### ***Oui, je veux aider!***

Oui, je veux supporter notre patrimoine naval et notre Fonds de dotation. Mon don est de :

100\$ \_\_\_\_ 150\$ \_\_\_\_ 250\$ \_\_\_\_ 500\$ \_\_\_\_ 1 000\$ \_\_\_\_ or autre montant \_\_\_\_\$

Veuillez faire votre chèque payable à **Association navale du Canada-Fonds de dotation** et le poster à :

**Association navale du Canada-Fonds de dotation**  
**B.P. 42025 Oak Bay**  
**2200 Oak Bay Avenue**  
**Victoria BC V8R 6T4**

Des reçus seront émis aux fins de l'impôt sur le revenu (dans le cas d'un don fait par l'intermédiaire de CanaDon ou CanadaHelps en anglais, cette organisation émettra les reçus). Notre numéro d'enregistrement comme organisme de bienfaisance auprès de l'Agence du revenu du Canada est 11924 6551 RR0001.

**Nom** \_\_\_\_\_

Chapitre de l'ANC (si applicable) \_\_\_\_\_

UNTD \_\_\_\_ Venture \_\_\_\_ Autre \_\_\_\_ (Cocher tout ce qui s'applique)

**Adresse** \_\_\_\_\_

**Ville** \_\_\_\_\_ **Province** \_\_\_\_\_

**Code postal** \_\_\_\_\_ **Téléphone ( )** \_\_\_\_\_

**Adresse courriel** \_\_\_\_\_

Il y a des avantages fiscaux importants pour ceux qui donnent des valeurs mobilières au Fonds. Si vous voulez faire cela, veuillez cocher ici \_\_\_\_ et les renseignements nécessaires vous seront envoyés.

Si vous voulez laisser un legs au Fonds, veuillez cocher ici \_\_\_\_ et les renseignements sur l'inclusion du Fonds de dotation dans votre testament vous seront fournis.

Vous pouvez également faire un don en ligne par l'intermédiaire de CanaDon ou CanadaHelps en anglais. Allez à son site web ([www.canadahelps.org/fr/](http://www.canadahelps.org/fr/)), inscrivez *Association navale du Canada* dans la case «Recherche» et suivez les instructions.

***Merci de votre soutien!***





## ***NAC Endowment Fund Donation***

***Yes, I want to help!***

Yes, I want to support our Naval Heritage and Endowment Fund! My donation is my gift of:

\$100 \_\_\_\_ \$150 \_\_\_\_ \$250 \_\_\_\_ \$500 \_\_\_\_ \$1,000 \_\_\_\_ or other amount \$ \_\_\_\_

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

**Name** \_\_\_\_\_

NAC Branch (If applicable) \_\_\_\_\_

UNTD \_\_\_\_ Venture \_\_\_\_ Other \_\_\_\_ (Check all applicable)

**Address** \_\_\_\_\_

**City** \_\_\_\_\_ **Province** \_\_\_\_\_

**Postal Code** \_\_\_\_\_ **Telephone ( )** \_\_\_\_\_

**Email address** \_\_\_\_\_

There are significant income tax advantages available to those who donate securities to the Fund. If you would like to do this, please check here \_\_\_\_\_ and the necessary information will be sent to you.

If you wish to leave a legacy to the Fund, please check here \_\_\_\_\_ and information on including the Endowment Fund in your will be provided to you.

You may, alternatively, donate on-line through Canada Helps. Go to their website (CanadaHelps.org), enter Naval Association of Canada in the search field, and follow their instructions.

***Thank you for your support!***

## NAC Endowment Fund - Distribution of 2019 Grants

<b>Branch</b>	<b>Request</b>	<b>Description</b>	<b>Category</b>	<b>Grant Approved</b>
NAC -NS	HMCS Sackville	Flatscreen video (public education)	Present	\$5,000.00
NAC- MTL	RCSCC seamanship competition	Follows last years success – build and sail whaler-like models	Future	\$1,750.00
NAC- MTL	Sea cadet unit support	Project support for four sea cadet units	Future	\$1,000.00
NAC -O	RCSCEF Grant	Post Secondary Scholarships	Future	\$5,000.00
Cobourg Museum (NAC-TO) See note 1	Statue – Fern Sunde	First woman wireless operator on a BOA merchant ship in the North Atlantic	Past	\$2,000.00
NAC Calgary	Wilson scholarship	Post grad military/strategic studies	Future	\$2,500.00
NAC Edmonton	Quadra Foundation Scholarship	Post-secondary scholarships for former QUADRAs	Future	\$2,000.00
NOABC	Shipbuilder Memorial	Completion est May 2020	Past	\$5,000.00
NAC-VI	Vet's Memorial Lodge	Replacement electric beds (3)	Past	\$6,081.00
NAC-VI	CFB Esquimalt Museum	Scanning/digitizing historic records	Present	\$2,000.00
<b>Directed Contribution</b>				
			Sub-Total	\$32,331.00
NAC London	BOA Memorial Upkeep	Maintenance & Flood repairs	Past	\$5,000
			Total	\$37,331.00
			Past	\$18,081.00
			Present	\$7,000.00
			Future	\$12,250.00

### Notes:

- Grant to be held by NAC-EF until project progress confirmed and then paid through NAC Toronto, who will liaise. NAC-TO President to liaise with NAC Executive Director





## NAC Endowment Fund - Donors in 2018

*The trustees of the NAC Endowment Fund would like to acknowledge the generosity of the following who donated to the fund in 2018.*

### **\$1,000 or Greater**

Campbell, Peter A.G.  
Cooper, Mike  
Graham, Hon William C.  
Harrison, Ronald E.  
McIlwaine, Robert

### **\$500 to \$999**

Critoph, David  
Drent, Jan  
Driega, A. W.  
Morres, Michael  
Pagé, Simon  
Reid, Ian  
Zuliani, Ray and Anne

### **\$250 to \$499**

Bruneau, Laura  
Addison, Tim H.  
Anderson, John  
Barr, David F.  
Bate, Derek  
Berchem, Nicholas  
Boutilier, James  
Davis, William E.  
Edwards, Davis C.  
Fletcher, David (Mark)  
Fournier, Larry J.  
Glassford, Roger  
Gooch, Prof Bryan N.S.  
Grant, John A.  
Greer, Derek  
MacAlpine, James  
Meadows, Alan H.  
Plumsteel, Doug  
Smith, Howie  
Sparkes  
White, Robert

### **\$101 to \$249**

Bowen, Mike P.  
Cowie, Jeffrey  
Field, Joan  
Green, Douglas J.  
Gruber, John  
Heath, T.C.

### **\$101 to \$249**

Herrndorf, Fred  
Hoare, Dr Michael J.  
Kennedy, Al  
Marshall, Rowland  
Michaud, Jean Claude  
Milne, Terry  
Nicholson, Charles M.  
O'Reilly, Eileen  
Page, Michael  
Schober, George  
Shead, Bill  
Smith, Calvin A.H.  
Telus Communications  
Thomas, William C.  
Traves, Peter  
Wan, King  
Wedge, Richard H.  
Williams, Edgar  
Wishart, Ian S.

### **\$100 or less**

Abbott, Arthur H.  
Abbott, Harry D.  
Archer, Richard  
Ashley, David  
Austin, James  
Bain, George  
Baird, A. Melvin  
Baker, Richard H.  
Barnhouse, Pat D. C.  
Beaudet, Pierre  
Bey, Peter  
Bialek, Murray  
Brantford Piston Pushers  
Brossard, Michel  
Broughton, William J.  
Brown, Daniel  
Brown, Edward J.  
Butler, Russel A.  
Butterfield, Sybil  
Carpenter, Dr David  
Chance, Peter  
Collins, David  
Conconi, Bill  
Crofton, Mark

### **\$100 or less**

Darlington, Robert  
Del Col, Roy Louis  
Dodgson, James  
Doell, Jack  
Douglas, Peter  
Dudemaine, Pierre  
Duffield, Richard  
East, Les  
Edwards, Robert S.  
Elliott, John  
Ellis, Michael B.  
Ernst, Victor Garry  
Evans, Rogers A.  
Fenn, Frank  
Field, David M.  
Fleck, John  
Forbes, Thomas  
Freeman, Dave  
Gard, William  
Garnett, Gary  
Glass, Saul  
Hallett, Thomas  
Hare, Irvine  
Healey, E. J.  
Hinton, Geri  
Hodgson, Michael  
Hopkins, Stan E.  
Hughes, Miriam  
Hyde, Peter B. M.  
Irwin, F. Elaine  
Jessup, Pat  
Khaner, Tim  
Knight, Charles J.  
Ko, Russell A.  
Kraft, James  
Krupka, Ivo  
Lait, Ken  
Lamont, George  
Lapointe, Jocelyne  
Lindsay, Ron  
Little, James H.  
Ludlow, Wayne  
Macintosh, Macgregor  
MacKay, R.A & J.E.  
MacKeen, Jim

### **\$100 or less**

MacTaggart, Sandy  
Magainley, Charles D.  
Matchett, J. Boyd  
Melville, Bruce  
Mitchell, David H.  
Mitchell, R. J.  
Moore, Russell D.  
Moriah, Christopher  
Murphy, Thomas  
Naval Assn of Edmonton  
Nelson, Meredith  
Nicholson, Elizabeth  
O'Connor, John F.  
Oland, Richard H.  
Paddock, Lin  
Parker, E. Stanley  
Patterson, Gordon  
Paypal Charitable Giving Fund  
Pirrie, John  
Plumsteel, Ronald  
Porter, H. Timothy  
Powell, Gerard  
Prentice, Ralph  
Rackham, John  
Reader, Peter V.  
Reddy, Jim  
Reid, Ernest  
Richards, P. C. G.  
Richardson, Sherry  
Robbins, Carl  
Roots, Fred F.  
Rushton, David  
Rutherford, Robert A.  
Scott, Graham W. S.  
Shankland, Leigh  
Shaw, L.  
Shenstone, Peter W.  
Soule, David  
Stephens, Thomas V.  
Stephens, VAdm Robert St. G  
Stock, David J.B.  
Taillon, Pierre  
Taylor, William J.  
Turner, M. A.  
Tysowski, David



## NAC Endowment Fund - Donors in 2018 (continued)

*The trustees of the NAC Endowment Fund would like to acknowledge the generosity of the following who donated to the fund in 2018.*

### **\$100 or less**

Urquhart, Lorraine M.  
Wagner, Paul  
Walker, R. Barry

Watkins, Robert A.  
White, Alex M.  
Williamson, Jim

Woznow, Harry  
Wright, Nick & Lesley  
Wyatt, Rachel

Wynnyk, Jerry  
Yee, Hugh L.  
Young, Keith

*If you made a donation through your branch in 2018 and your name does not appear here, please contact your branch treasurer.*



