

LEAD AND LINE

NEWSLETTER OF THE VANCOUVER ISLAND
BRANCH OF THE NAVAL ASSOCIATION CANADA

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*The Pacific Tattoo
returns July 12th and
13th to Save on Foods
Memorial Arena*



*Featuring: The 100th anniversary of
the mobilization for WW 1;
the 90th Anniversary of the RCAF;
and 100th Anniversary of the Canadian
Submarine Service*



24 Feb Luncheon

*Guests - spouses, friends, family are most welcome at
our luncheons
Lunch at the Fireside Grill at 1130 for 1215
4509 West Saanich Road, Royal Oak, Saanich.*

Featured speaker: LCdr Jeff Kibble, HMCS Oriole on Oriole's role in our Navy. From "Community Outreach" to "International Ambassador", Oriole continues to serve the interests of our Navy. This talk will feature the various programs she is involved in as well as her recent trip to San Francisco which coincided with the America's Cup.

Please contact Bud Rocheleau bnhrocheleau@shaw.ca or 250-386-3209 prior to noon on Thursday 20 Feb

When making your reservation, please advise Bud of any food allergies or sensitivities.

NAC-VI LEAD AND LINE



President's Column February 2014

First let me begin by wishing all of you a belated Happy New Year and all the best for 2014! As you read this I am on the road to Mandalay (haven't seen any of Kipling's flying fishes yet but am ever hopeful) working my way through Myanmar and Nepal setting up a tour planned for next Fall to these countries and India. I am sorry that I missed our lunch last month, and I do hope that numbers attending were better than what I was hearing before my departure in mid-January.

As our membership year draws to a close (31 March) you will shortly receive your dues invoice for 2014/15. The great majority of these will be delivered by email, as will your receipt for Tax purposes once you have paid, which you do by post or simply bring your cheque to the next lunch! Of course we will continue to use Canada Post for those of you who do not have an email address.

As I'm sure you are all aware, Canada Post has announced rate increases for next year (old letter rate remains in effect till 31 March) and we are really trying to keep our costs down for Lead and Line and other mail-outs. Thus we will be maximizing our use of email. Most of our membership now receive their Lead and Line electronically however we still have some who have requested paper copies even though they have email. Beginning with this issue all those with email

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NOAVI EXECUTIVE COMMITTEE

President	Mike Morres	mfmorres@shaw.ca	(DL) Director at Large	Derek Greer	Derek.Greer@telus.net
Past President	Ken Summers	kensummers@telus.net	(DL) Director at Large	Stan Brygadyr	250-727-2243
Vice President			(DL) Director at Large	Rod Hughes	rhughes@shaw.ca
Secretary	Bud Rocheleau	bnhrocheleau@shaw.ca	DL Associates	Geri Hinton	pege398@shaw.ca
Treasurer	Peter Bey	peterbey@yahoo.ca	Obit Co-ordinator	Rick Town	
Membership	Kathie Csomany	Csomany@islandnet.com	DL Webmaster	Eric Griffiths	eric.griffiths2012@gmail.com
Maritime Affairs	Jim Boutilier	boutilier.ja@forces.gc.ca	Editor	Felicity Hanington	felhan@telus.net
Service/Visits	Irvine Hare	ihare@telus.net	List Master	Michael Morres	mfmorres@shaw.ca
Programme	Bill Conconi	bconconi@shaw.ca	List Master	Jim Dodgson	jjgolf20002@telus.net
Reserves/Cadets	Gerry Pash	gwpash@shaw.ca	Historian	Stan Parker	esparker@shaw.ca

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President's Column

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will now receive the paper by this means. As those who already receive the email version can testify, there are many improvements and advantages not available in the paper version.

First: COLOUR - All the photos are in full colour (unless of course they were B&W to begin with) – and second: SIZE – you can easily adjust the font to be larger or smaller as you need. It is economies such as this that permit your Executive to hold the line on membership rates even in the face of increasing costs.

Do you have friends or business acquaintances that have an interest in Maritime Affairs? Why not consider asking them to join! Kathie would be very happy to provide you with membership forms ...

Still looking for a new editor, though we are working on a couple of lines of enquiry. All inputs welcome!

Please note that the deadline for nominations for NAC Awards (Gold, Silver, Bronze medallions and others) is 3 March to our Executive Committee – please send to Kathie Csomany. You can find all details of the awards


and how to make a nomination on the NAC National website <http://www.navalassoc.ca> - then click on “National Home” and “Awards Process”. It was most noticeable that last year there were none from NOAVI ...

Looking forward to seeing you all at the February Lunch!


Yours Aye



Contributions to The Lead & Line costs gratefully received from Associate Member David Nicholson



David has been providing trusted investment advice for over a quarter of a century!



David S.H. Nicholson 250-380-7505
 Vice President www.queensbury.com
 Investment Advisor theconservativeinvestor@shaw.ca

How would you feel about a naval gun with a 100 mile range?



The Americans are currently in phase two testing of an electromagnetic rail gun which can fire accurately at ranges of 100 miles or more. The gun uses electricity stored in the ship to generate a pulse sufficient to propel a kinetic warhead. The weapon is inexpensive, long-range and high impact - in short, a gunner's dream. The 23 lb hyper-velocity projectile can be fired from a gun rail, from a five inch naval gun or from a 155 mm artillery weapon

In phase one tests the weapon scored 8 hits out of 8. The US Navy hopes to incorporate the guns into ships arriving in 2016.

NAC-VI LEAD AND LINE

HMCS *Regina* leaves Victoria heading to the Arabian Sea

Regina is making its second mission to the area in less than a year, following hard on the heels of *HMCS Toronto*'s stunning success at drug interdiction. (*Toronto* intercepted and destroyed seven drug shipments weighing a total of



7.8 tonnes during her deployment.) The 250 member crew are heading out for an 8 mo. deployment to Operation Artemis, a counter-terrorism project in an area famous for its pirates and smugglers. About ten percent of the sailors have Prairie roots and the ship often flies the flag of the Saskatchewan Roughriders while refueling.

HMCS Regina pictured at Christmas (2012) in the Arabian Sea

How often do you get to see three aircraft carriers from three different nations steaming in formation?

Pictured to the right are the Italian Navy aircraft carrier *Cavour* in the front. The American flattop *USS Harry S Truman* and the French Navy carrier *Charles de Gaulle*. The photo was taken in the Gulf of Oman where the vessels are conducting Maritime Security Operations.



NAC-VI LEAD AND LINE

Unlikely Origin? Or natural progression?

By **Larry Dawe**

Why would many well-known BC coastal place names commemorate 18th century Royal Navy personalities?

Names such as: **Jervis Inlet** (at fully a third as long as the Bay of Fundy, separates the so-called Sunshine Coast from the “Rain-fall Coast”? further North), **Howe Sound**, (which separates West Vancouver from Gibsons), **Mt Elphinstone** (the main physical feature behind Gibsons), **Mt Troubridge** which marks the north entrance to Jervis Inlet), **Nelson Isl** (which is a kind of stopper at the mouth of Jervis Inlet), and **Mt Hallowell** (which dominates the coast south of Powell River) all have RN 18th century born Admirals in common.

Bryan Elson’s recent book “*Nelson’s Yankee Captain*” (Formac Publishing, hardback 416 pp, Halifax 2008) tells the fascinating history of the entire life of Nelson’s close friend Admiral Sir Benjamin Hallowell, (1761 - 1834).

This book is easy reading yet is filled with the facts and period

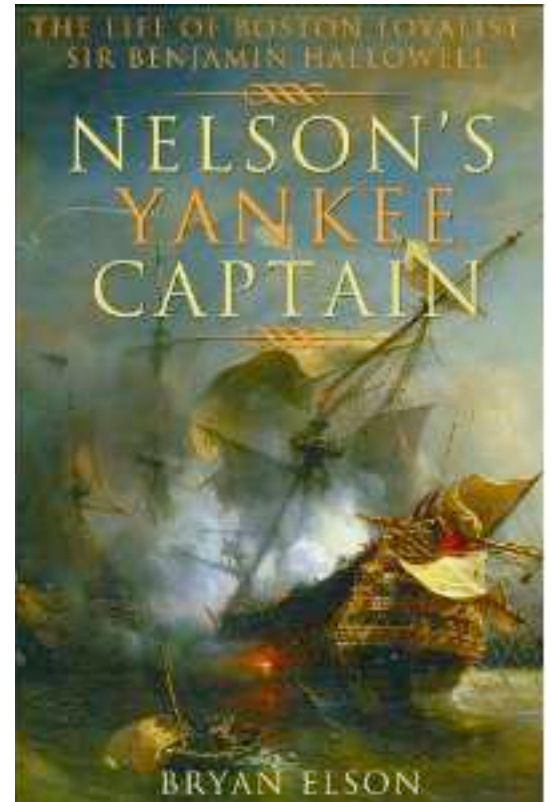
colour that only deep and thorough scholarly research can provide.

Hallowell grew up, qualified at sea, fought and won, fought and lost, was defeated by weather, triumphed in the famous battles on both land (he earned great respect from the Army and Marines for his leadership on land) and at sea, and was thoroughly respected everywhere he went as all of: a very effective fighter, a fair and inspiring leader and as a decent and ethical man.

This is the same period in which the Patrick O’Brian series is set and in a way, Hallowell seems to me to be close to Aubrey, except with real life detail and to have that edge of veracity which only thoroughly-researched and reliably-presented factual history can provide.

Hallowell had a close family pioneer settling connection with Western Nova Scotia. Nelson confided in him, until of course, that unfortunate October day in 1805.

Nelson’s coffin was built out of a mast from the defeated *L’Orient* as many people know; but why did Hallowell



build this coffin for a friend, and how did Nelson take to receiving a custom-made coffin from an active member of the famous *Band Of Brothers* well before his death?

The answers are clear in Elson’s book. This book is full of fascinating facts, which explain so much and yet it is also full of personal details which make the individual personalities seem sensible and real.

To find out that answer to why Hallowell was Nelson’s Yankee Captain you will have to read the book. I unreservedly recommend this as extremely worthwhile and entertaining.

NAC-VI LEAD AND LINE



HMCS Chicoutimi returns to active duty

A newly rebuilt *HMCS Chicoutimi* is set to return to the fleet nearly 10 years after a deadly fire crippled the submarine program and caused the death of one of our young submariners.

The incident sparked a fierce debate over the value of the purchase of this group of second-hand vessels, as well as the handover inspection process.

A subsequent military board of inquiry found that an open hatch allowed sea water from a rogue wave to wash down the conning tower and inundate poorly insulated high-voltage wires, triggering the fire.



HMCS Chicoutimi, shown here in 2009 onboard the *Tern*, prior to being hauled to the west coast via the Panama Canal

The 700-page report blamed no one for the tragedy, which occurred off Ireland during the ship's voyage to Halifax.

The submarine returned to sea in November after three years in refit and is in sea trials in waters off Esquimalt, B.C. *Chicoutimi* will be restricted to shallow-water diving for the foreseeable future.



NAC-VI LEAD AND LINE

Super Canyon, larger than Grand Canyon lies under Antarctic Ice

The Antarctic was once a place of magnificent mountains and valleys teeming with life. It is also site of possibly the world's largest canyon; one so large that it can be seen on NASA satellite photos.

The canyon runs two miles deep and is being studied by the British who have a team of scientists drilling through two miles of ice sheet into underground lakes and looking for signs of life.

The scientists have bases on Bird Island, South Georgia and Signey Islands using a hot water drilling system. Hot water drilling is the cleanest and quickest way to create a hole the size needed to accommodate sampling equipment.



The Antarctic was once part of Pangea but spun off 80 million years ago along with India and Africa spinning south at a pace of 16cm per year. The rift created fascinating long rifts and valleys, ripe for further exploration

Russia's first new ships since the fall of the Soviet Union

Info from RIA Novosti

For the first time since the collapse of the Soviet Union in 1991, Russia is looking at getting 40 new ships in 2014.

In addition to surface ships of various classes, the navy will also commission the third *Borey* class nuclear powered ballistic missile submarine, the *Vladimir Monomakh*, and a *Varshavyanka* class diesel electric submarine, Rear Admiral Viktor Bursuk, a deputy commander of the Russian navy, said.

Bursuk, who oversees weapons procurement for the navy, said that Russia will continue the repair and overhaul of the *Admiral Nakhimov* nuclear-powered missile cruiser and three nuclear-powered attack submarines this year.

The *Kirov* class cruiser, known as the *Kalinin* until 1992, was commissioned in 1989 and mothballed in 1999. It has since been docked for upgrades at the Sevmash shipyard in the

northern Russian city of Severodvinsk, on the White Sea.

The *Admiral Nakhimov* is expected to rejoin the Russian navy in 2018 with the most advanced weapons systems for its vessel type, the Sevmash shipyard said in June last year.

Auxiliary ships to be commissioned by the end of 2014 include the *Igor Belousov*, an advanced search-and-rescue ship designed to boost the navy's ability to rescue submarines and ships in distress.



Launch of nuclear powered ballistic missile submarine *Vladimir Monomakh* in Severodvinsk, December 30, 2012

NAC-VI LEAD AND LINE

The World's Largest Destroyers



The Zumwalt

October was an exciting month with the launching of DDG 1000, the first of a class of three gigantic destroyers.

The massive *Zumwalt* – which is 100 feet longer than the US Navy's current class of destroyers – features unique angles that deflect radar, advanced sonar and guided missiles, and has a new type of gun that shoots rocket-powered warheads up to 100 miles.

Elmo Zumwalt was the youngest man to serve as Chief of Naval Operations in the US (Fifty years old).

The world's biggest destroyer ever built has a full load displacement of 15,656t.

Each *Zumwalt* class destroyer has a length of 186m and width of 24.5m, and can complement a crew of 158. The advanced surface combatants are equipped with stealth features and can conduct littoral operations as well as anti-air, anti-submarine and anti-surface warfare missions sailing at a speed of 30kt.

The vessels are armed with 80-cell vertical launch system (VLS), two

155mm advanced guns, and two 30mm Close-In Gun Systems (CIGS). Critical technologies such as all-electric integrated power system and damage control system are also incorporated into the vessel. Aviation facilities aboard the vessels include a large flight deck and a hangar.

The next contender for world's largest is the Japanese *Atago* class destroyers

Full load displacement of over 10,000t and crew carrying capacity of 300 marines makes the Japan Maritime Self-Defence Force (JMSDF)-operated *Atago* class guided missile destroyers one of the world's biggest destroyers.

The *Atago* class is an advanced version of *Kongo* class and measures 165m in length.

The first destroyer in the class, *Atago* (DDG-177), was commissioned in March 2007 and the second warship, *Ashigara* (DDG-178), entered into service in March 2008.

Weapon systems aboard the *Atago* class constitute Aegis combat system, Mk-41 VLS, two 20mm cannons, Mark 45 Mod 4 127mm gun, anti-ship missiles, and Type 68 triple torpedo tubes.

The destroyer features a landing spot and hangar for one helicopter. Its gas turbine propulsion system provides a maximum speed of 30kt.



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In Memoriam

Editor's Note:

Many of our readership remember Phil Webster (Capt(N)) a Canadian submariner who showed great good sense, mixed with superior intelligence and an ever-present, quiet sense of humour. It is with great sadness that we heard of the death of his son Andrew while on shore leave in the Seychelles. Andrew was the Combat Officer in HMCS Toronto at the time. The following words are from a speech by Rear-Adm Newton (Marlant) remembering him.



As a mariner, Andrew spent considerable time on the bridge of a warship steaming toward the horizon that continually fell away in front of him. This experience is as beautiful as it is ominous. Indeed, most people are rightfully afraid of the ocean. Its frequent anger makes it one of the most dangerous work environments known. If storms and the abandonment of the coast are not worrisome enough, most will soon give up to the exhaustion of the roller coaster you just cannot escape. If that does not leave you wondering what motivates a sailor, claustrophobic living and the exhausting schedule of work that brings a warship to life will only deepen your doubt.

Despite all this, Andrew delighted at the challenge and adventure of discovering what lay beyond that horizon. He quickly demonstrated his natural leadership abilities. He had grit, and reveled in the unre-

lenting tempo of shipboard life and its physical regimen, defusing tension and fatigue with good humour and an infectious smile. He excelled as a navigator, Operations Room Officer, and instructor. His sense of duty shone through in the way he took on the very tough job as Combat Officer aboard *HMCS Toronto*, where he was at the centre of the ship's many successes while deployed on Operation Artemis in the Arabian Sea. In the early winter, with an engine fire only days behind them, and with Andrew leading the ship's combat team, *Toronto* executed a significant drug seizure, chalking up yet another success on this long and complex mission far from home.

The sad reality of that deployment far over the horizon, in that quest for challenge, exploration of increasingly complex leadership, and exhausting commitment to his career, was the hard separation from his beloved wife and family. I acknowledge how unbearably difficult this long separation must have been. We are all grief-struck by Andrew's death; his unexpected passing precluded any last words of love and the accomplishment of things left undone. But the outpouring of sentiment from the naval family tells us something about Andrew's contribution to the navy at such a young age.

By design and evolution, the Navy is a family that bonds tightly to overcome the adversity of conflict, the danger of operating complex machines, and the violence of nature on the oceans. In all families there are leaders, and it was no different aboard *Toronto* where Andrew was a key leader. He knew intuitively how to lead yet love, support and encourage, and as is often required, push the more timid toward fuller potential. In return, the people with whom Andrew worked loved him back. He was the type of officer you wanted on your team: his presence cut the tension. He possessed a wonderful combination of self-confidence, learned skill, sharp intellect, and engaging nature. The fullness of time was giving us a keen leader increasingly being exposed to the complex affairs of commanding a warship.

NAC-VI LEAD AND LINE

Three sailors among those chosen as Canada's 100 most powerful women



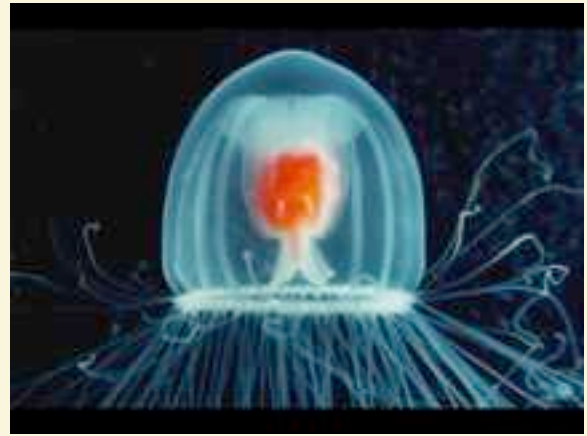
*Deputy
Comander
of the Naval
Reserve,
Captain
(Navy) Jill
Marrack*

The awards were presented at a Leadership Summit and Awards Gala in Toronto Dec. 4 recognizing high achieving female leaders in the private, public and not-for-profit sectors. The women were selected for recognition by an independent advisory board.

Capt(N) Marrack, a logistics officer from Thunder Bay, Ont., received an award under the Public Sector Leaders category. She was nominated “in recognition of her leadership, vision and strategic guidance of the Naval Reserve Formation, and as an example for all women who aspire to executive leadership roles.”

Other CAF members recognized were Lieutenant-Colonel Krista Brodie, a logistics officer from Winnipeg, currently employed as the Chief of Staff of the Canadian Materiel Support Group in Ottawa (Public Sector Leaders category), and Major Eleanor Taylor, an infantry officer from Antigonish, N.S., currently employed as a military planner in the Canadian Army (Trailblazers and Trendsetters category).

Now Jellyfish are immortal



According to the National Geographic, scientists know that the *Turritopsis dohrnii* (discovered in the Med in 1883) can transform all of its cells to a younger state if threatened by crisis. Starvation, physical damage or other crises trigger the jellyfish to turn itself into a blob-like cyst, which then develops into a polyp colony, the first stage in a jellyfish life. Cells can be completely transformed: muscle cells can turn into nerve cells or even sperm cells.

The resulting colony can reproduce asexually, spawning hundreds of identical baby jellyfish; perfect copies of the original jellyfish.

In other news...

Master Seaman Peter Reed, an Imagery Technician working with the Fleet Diving Unit (Atlantic) in Halifax, has developed the Canadian Armed Forces' (CAF) first ever in-service underwater photography course for Image Techs.

NAC-VI LEAD AND LINE

Losing one's balance and falling over: Be Careful!!

by Migs Turner

As we get older many of us are inclined to be less steady on our feet. Take care!

...and it is not only older people. When I was in hospital last year I shared a room with three women recovering from broken bones from falls. Two were about my age but one very pleasant "young" woman was in her early 50's and was into her third month in the hospital. She had been working in her garden, had tripped on a rock, fallen over a 3 foot high stone wall and had broken arm, rib, hip and leg bones. So take care! It can happen to anyone.

A couple of years ago one of our healthy residents living here who used to be a NOAVI member was walking with his Walker back from Oak Bay Village, a less than 5 minute walk. He tripped on some uneven concrete sidewalk pavement, fell, struck his head on the curb and died.

Last September my wife Diana and I were out at a local hotel with family & friends celebrating our 65th wedding anniversary. After a delightful dinner, the ladies went to the washroom where Diana who normally has no need to use a handicapped toilet, slipped off a regular toilet seat, one lower than she was accustomed to and without any grab rail.

Diana fell to the floor dislocating an ankle & breaking it in two places. She ended up in Emergency where two screws & a plate were installed in her ankle and then spent 7 weeks in hospital recovering. Previously Diana had not been in hospital since giving birth to our children 60 years ago. Diana then came home only to find when being checked out by the VIHA nurse on a home visit that the bone in her ankle was infected and she had to go on two daily 1 hour antibiotic intravenous's, morning & evening for 5 weeks. It has been a long grind for Diana since her fall.

A few days ago a retired Navy friend mentioned that a good friend of his living in a Condo on her own had recently tripped on a scatter rug in her home and fallen, banging her head on a coffee table on her way down. 30 hours later a neighbour came checking on her, found her unconscious on the floor and called the Ambulance.

To repeat myself, - falling can happen so easily to anyone. Just take care!

Whose North Pole is it anyway?



The Arctic is heating up. And I am not referring to the temperature. Well, in a way I am. I am really thinking about the political temperature. Last month Canada submitted its claim to the Continental Shelf which includes areas overlapping with Russia, including the North Pole. Meanwhile the Russians plan to expand bases in the Northern Regions and create Arctic combat divisions. To our South, the Americans are beefing up their Coast Guard presence with newly refitted ice capable ships, and plans to build more. As they noted, the Arctic has 13% of the world's undiscovered oil, 30% of its natural gas and \$2 trillion in minerals. More than a million tons of cargo passed through the Arctic last year.

NAC-VI LEAD AND LINE



NOAC Endowment Fund Grant to Broadmead Lodge.

NOAC's largest grant this year (\$6,000) went to NOAVI's pet charity and will be used to buy a Medication Cart to help nurses monitor patient meds efficiently, and two geomattresses which provide greater comfort and prevent skin breakdown

Attached is a photo of the recent presentation: L to R: Dave Cheperdak, CEO Broadmead Care Society, Derek Greer, National Treasurer NAC, Paul Morgan Vice Chair Broadmead Society Board, Michael Morres, President VI Branch NAC.

Service Officer's report

Mrs. Margaret Bartlett,
Mount St Mary's Hospital,
861 Fairfield Rd.

LCdr. Ted Clayards
Palm South Broadmead Lodge

Lt. Sheila Davis
Oak Bay Lodge, 2251 Cadboro Bay
Rd. V8R 5H3 Ph: 250-595-4844
tinda@shaw.ca

Cdr. Rusty MacKay also Liz
4619 Elk Lake Dr.
Ph 250-727-7460

LCdr Bill Creighton
Daffodil Lodge, Sunridge Lodge,
361 Bundock Pl. Duncan B.C,
Behind Dairy Queen

Lt Tom Arkell
602 Ross Place Retirement Home
2638 Ross Lane. Ph 250-385-2638

LCdr. Ward Palmer 3101 Dolphin
Dr. Nanoose Bay B.C. V9B 9J2
Ph 250-468-7101

Cdr. W. Walker and
Nursing Sister Catherine Walker
3225 Exeter Victoria
Ph 250-592-0769

Captain (N) Robert Peers
Broadmead Lodge

Please phone prior to visiting

In Memoriam

Isabel Hare, wife of our NOAVI
Service Officer Irvine

An overhaul of the Service Officer's Report and Visitation Committee is underway. We would like to welcome Stan Brygadyr to our committee. If you would like to join us, phone Irvine Hare 250-592-2268 or Peter or Elizabeth Campbell at 250-478-7351