

LEAD AND LINE

NEWSLETTER OF THE NAVAL ASSOCIATION OF CANADA - VANCOUVER ISLAND

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HMCS *Nanaimo* leads the way

The San Antonio-class amphibious transport dock ship *USS Anchorage* (LPD 23), the Avenger-class mine countermeasures ships *USS Scout* (MCM 8) and *USS Champion* (MCM 4), and the Canadian Forces Kingston-Class coastal defense vessel *HMCS*

Nanaimo (MM 702) transit in formation off the coast of Southern California as part of (RIMPAC) 2014. Twenty-two nations, 49 ships, six submarines, about 200 aircraft, and 25,000 personnel participated in RIMPAC from June 26 to Aug. 1 in and around the Hawaiian Islands and Southern California.

Photo by Chief Mass Communication Specialist Mark C. Schultz



29 Sep Luncheon

*Lunch at the Fireside Grill at 1130 for 1215
4509 West Saanich Road, Royal Oak, Saanich.*

When making your reservation, please advise Larry at larrydawe2@gmail.com or 778-440-0395 of any food allergies or sensitivities.

Speaker: Roger Girouard RAdm. (ret'd)

Topic: RAdm Girouard is the West Coast Commissioner for the Canadian Coast Guard. He will be speaking of West Coast Operations in general and in particular, the recent project to remove fuel from a sunken freighter on BC's North Coast.

Guests - spouses, friends, family are most welcome

NAC-VI LEAD AND LINE



President's Column Sept 2014

I don't know where the summer has gone, but here we are at the beginning of a new season. We have undergone quite a few changes in the last two years, what with the expansion of our membership and a change of name – hopefully 2014/15 will be a period of stability, during which we can consolidate our gains and move forward. I was pleased to note that RAdm Bill True-love, our Maritime Commander, has recently joined our ranks. Hopefully we will see him out for lunch once in a while, not in his official capacity!

It was a pity that the Pacific Tattoo failed to materialize this year in spite of all the work that went into it by Larry Dawe and his team. It certainly was not for lack of trying – one would think that such an event would be a sellout in a place like Victoria, but who knows. I'm sure that they will be back next year!

I do hope to see many of you out for our first lunch of the season at the Fireside Grill. Details are elsewhere in this issue. You will note that we have managed to hold the line on prices for another year, but unless we get a reasonable turnout your Executive may be forced to re-examine this issue in the months to come.

Yours Aye

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LEAD & LINE: LETTERS TO THE EDITOR

Dear Ed,

I believe *HMCS Terra Nova* was commissioned in 1959 and that husband Bill (Hughes), was her first First Lieutenant. My father owned a Hardware & Furniture store in Alberni (not Port Alberni and in those days, more like what was called a general store).

One day Bill & I spotted a stuffed penguin in the store window, bought it & I made a Naval jacket, out of proper Naval doeskin, complete with Naval buttons & braid. I know for a fact that was absolutely the original Percy!

Bill had many stories about the escapades Percy got up to like Percy being pirated off *Terra Nova* under the skirt of an airlines hostess. Think he was demoted on occasions for some of his antics.

We did not know what happened to the original but somehow thought he was in a Naval Museum in Newfoundland. Yet I can't believe Bill wouldn't have looked that up on the computer. Bill knew and I know, that copies appeared over the years. Of course we thought they were not as good as the original!

Might just add, that I went to the Candlelight Ceremony last Thursday evening and after placing a lighted candle on Bill's grave, I walked along to Chris & Marg Smith & left both a candle & each year I leave a candle at Dan Hanington's grave too (*The editor's dad*) which is just behind the Smiths. (When Bill was XO of *Terra Nova*, Chris Smith was the CO).

I'm thinking the stature of the person in disguise, the size of hands---- that person is female! That's what I think!

Cheers, Miriam (Hughes)



Photos from the June luncheon

Guest speaker RAdm Bill Truelove spoke on the Fleet and was presented with a small gift.



He has since become the newest member of NAC-VI.



LEAD AND LINE

The Refloating of the Costa Concordia



Photograph: Alessandro La Rocca/AP

The *Costa Concordia* after it was refloated off the island of Giglio in Italy.

The raising of the *Costa Concordia*, generally considered an engineering marvel, involved pumping air into 30 tanks (sponsons) attached to both sides of the 290 metre, 114,500 tonne ship to expel the water inside, raising it two metres (6.5 ft) off the artificial platform it has rested on since it was righted in September. The *Concordia*, twice as large as the *Titanic*, crashed off Giglio in January 2012 forcing most of its 4300 passengers and crew to jump into the sea as lifeboat pulleys failed. The area is one of Europe’s largest marine sanctuaries.



Costa Concordia arriving in Genoa where it is to be broken up for scrap



Costa Concordia captain lectures on crisis management

Francesco Schettino, former captain of the *Costa Concordia* has made the headlines again in Europe after lecturing post-graduate students at Sapienza University in Rome on Crisis Management this summer.

Schettino is on trial for multiple manslaughter charges after abandoning the ill-fated liner. (Thirty-two people died.) His trial is currently on a summer break; deliberations will resume in the fall. The Captain has denied abandoning ship and has admitted only to tripping and falling into a lifeboat at the time.

The Telegraph newspaper has reported him as saying, “I was invited because I am an expert. I illustrated how situations of panic should be managed, discussing the human element in these situations.” The lecture was part of a course run by the department of forensic psychiatry.

The university has since distanced itself from the lecture and spoken against it.

LEAD AND LINE - LOOKING BACK

Reunion of 1940 Britannia Royal Naval College Grads

An Amazing Day Out or The adventures of two nonagenarians!

From Crediton Country Courier, UK, via Peter Chance

It all started with an idea that Thelma had in the middle of the night in February this year. Thelma knew that Peter was planning a visit to the UK to stay with friends and, more importantly, to see her again after 62 years. Peter's arrival date in the UK was planned for Easter Saturday and Thelma had booked the guest suite in Dunboyne Court for Peter's stay with her. The idea that hit her in the middle of the night was maybe Peter would like to see Britannia Royal Naval College in Dartmouth again as he had been there for a term in 1940. She ran the idea past us and we thought it would be ideal if it could possibly be arranged.

The result of Thelma's phone calls was contact with Steve Henaghen, Lieutenant Commander Royal Navy at Britannia Royal Naval College. Steve explained that the College would be closed during the Easter break but he would be very happy to travel from his home in Plympton to give them a conducted tour.

And so it was all arranged. David and Jill would collect Peter and Thelma from Torquay and take them to Dartmouth for lunch and the tour. Peter was not to know anything about these arrangements – he only knew he was staying with Thelma and we would take them out for lunch on Wednesday. Keeping the secret was difficult at times and we had to be very guarded about details of his stay.

On the appointed day, we collected them both from Dunboyne Court complete with a walker for Thelma and a stick for Peter. On the way to Dartmouth Peter regaled us with stories of his time at the College and we listened with interest, not letting on the real reason for the trip! At the Higher Ferry Peter got out of the car to take pho-



tos and we were loaded onto the ferry. The ferry started away but a ferryman realised Peter should be with us and backed up again to pick him up! This same ferryman came to talk to us and explained that he had worked at the College for many years and recommended a visit there (if ever we came back that was) – but we would need to book in advance. The three of us smiled and nodded and agreed with him that it would be a lovely idea one day!

We found the Floating Bridge Inn very easily but parking was non-existent. We spoke to the barman and he explained that we would have to try and get into a car park somewhere – it was not really going to plan at this stage. However, two couples sitting in the window seats and having drinks, overheard the conversation and immediately offered their private parking space in the apartments beyond the hotel. Thank you to the Walkers of No. 25 for this invaluable help.

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LEAD AND LINE - LOOKING BACK

Steve Henaghen arrived in his uniform and greeted Thelma. The look on Peter's face was worth all the secretive manoeuvres! Steve joined us for lunch and then escorted us to the main gates of the College. There we were given a pass for the car and Visitors badges and set off for the front of the College. We had a stop here to take in the magnificence of the College façade and the amazing view over the estuary and Dartmouth. Steve explained the reasons for the College being built in Dartmouth and the history of the training of Naval Cadets over the years.

Inside we started the tour with Steve as an excellent guide. His stories and anecdotes were amazing and we understood so much more about the reasons for various aspects of the College. It has the longest uninterrupted corridor in Western Europe and replicates the length of a ship from bow to stern. Prince Charles holds the record for the fastest time between one end and the other – on a scooter! The Chapel was magnificent. The attention to detail was most noticeable as the architect; Sir George Aston Webb was a stickler for accuracy. At the top of the wall facing the altar is a circular window containing a cross and on or about the 21st October every year, (if the sun is shining), the shaft of light moves round the Chapel wall and lights up the raised hand of the figure of Jesus on the altar. The 21st of October was the date that Admiral Lord Nelson was killed.

We saw evidence of the bombing that hit the Quarter Deck in the War and the replacement tiles in the walls that were actually made of wood as a perfect match could not be found then. We saw the damaged cloak on the marble statue of King George VI which happened in the same raid and heard that the King had asked for it to remain damaged as a memorial to the only WREN who died in that bombing. Around the balcony on the Poop Deck (above this great hall) the balustrades had been deliberated designed to accommodate the ladies hooped dresses as they looked down on the proceedings and so that they could get near enough to the balcony to get a good view!

In the great Mess Room is a bronze statue of Lord Nelson and the Cadets believe that with God at one end of the corridor



and Nelson at the other end, nothing untoward could happen to them!

There were so many stories, so many wonderful things to see! Steve explained everything so well and in such detail, there were stories everywhere. We saw Victoria Crosses which were hard won and priceless. One had been escorted to meet the England rugby team when Steve had been invited to give an inspirational talk to the team to boost morale as it had belonged to a Naval Officer and rugby player. We saw the trunks that the cadets used to use for all their uniforms and belongings and which formed seats in the bunk rooms where the hammocks were slung above them. Incidentally, the saying 'Show a Leg' came from when the sailors slept in hammocks and any lady visitors were supposed to have left the ship by nightfall. To check whether any ladies were hidden in the hammocks, the sailors were asked to 'show a leg' to see if it was smooth or hairy!

All in all it was a very special day and one we will all remember. Very special memories were conjured up for Peter and Thelma and two very happy nonagenarians were delivered back to Dunboyne Court later that afternoon.

Thank you Steve for an amazing day.

LEAD & LINE: WRECK OF THE MONTH

Editorial musings

I recently saw a wonderful photo on the Internet of “16 ships wrecked on a sand-bar near the Bermuda Triangle” which I thought would make an interesting item for the Lead and Line.

It was of course, a hoax, but as is so often the case the true story is equally interesting.

The 15(!) ships in question were deliberately sunk on a sandbar on the other side of the world, off a little island the size of Texada Island, called Moreton Australia. (The state of Queensland has identified 1291 shipwrecks off its coast). Moreton Bay is 35 km at its widest point and contains 360 sandbanks and many shifting sandbars.

The 15 ships (known as the Tangalooma wrecks were deliberately sunk on the landward side of Moreton Island to form a breakwater for small boats and a wreck site for divers and snorkellers. The divers can see everything in only 10 metres of depth including an amazing amount of marine life of wobbegongs*, trevally, kingfish, yellowtail and other tropical fish

* Wobbegong is the common name given to 12 species of carpet sharks. See right



Ed



NAC Conference 2014
 Submarines: Past, Present and Future
 at the National Arts Centre 2 October 2014

www.navalassoc.ca

Presented by the Naval Association of Canada
 in recognition of 100 years of Canadian Submarine Service and
 in association with the Royal Canadian Navy



LEAD & LINE - 100 YEARS OF SERVICE

One hundred years of submarines

August 5, 2014, marked 100 years since Canada acquired its first submarines.

In the beginning...

By Starr J. Sinton, Museum volunteer, CFB Esquimalt Museum.

On the same day war was declared – 4 August, 1914 – Sir Richard McBride, Premier of BC, gambled his political future on a daring plan. The scheme was to spirit away two newly constructed submarines, originally intended for the Chilean Navy, in complete secrecy and under cover of darkness from Seattle, Washington.

Not only was this a violation of US neutrality, but the Premier risked over a million dollars of provincial funds



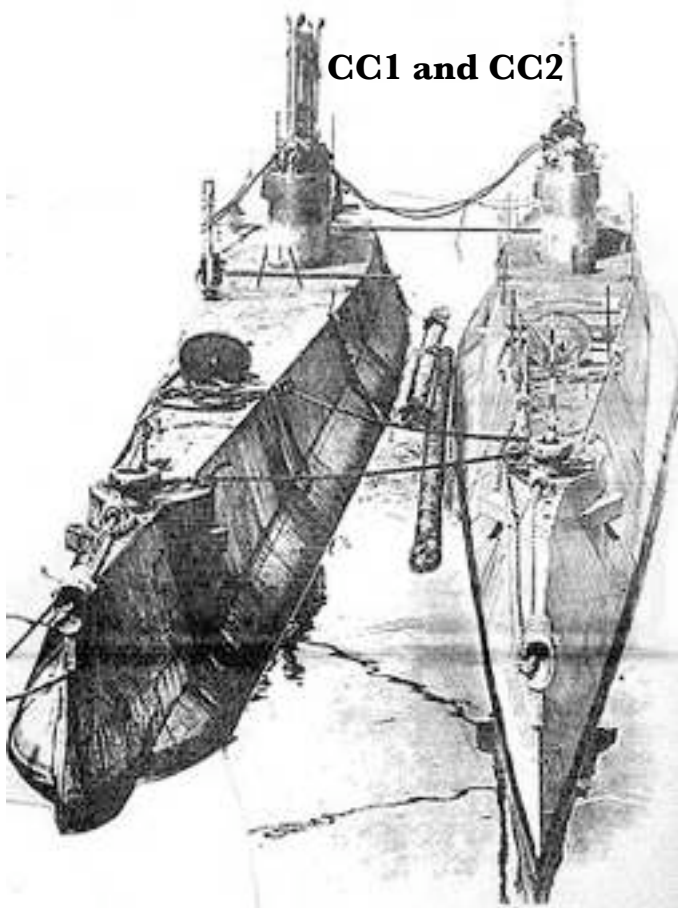
Sir Richard McBride

to obtain the much-needed vessels for defence of the West Coast.

When war broke out, Canada's West Coast found itself nearly defenceless. Great Britain immediately concentrated its great fleet in European waters for the struggle against Germany, leaving the northern Pacific largely to the protection of its ally Japan. Only one Royal Canadian Navy (RCN) ship lay in harbour at the RCN's only West Coast base, Esquimalt, BC: the aging cruiser HMCS *Rainbow*.

At least one, and probably two, modern German cruisers were off the West Coast of Mexico. The cruisers were in a position to threaten British sea lanes in the Pacific, attack Nanaimo's coal mines, shell Vancouver or Victoria with their long-range guns, or even destroy BC's fishing fleet.

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CC1 and CC2

LEAD & LINE - 100 YEARS OF SERVICE

With a declaration of war less than a week away, fate took a hand in the person of Mr. J. V. Paterson, president of the Seattle Construction and Drydock Company, who was in Victoria on business. At Victoria's Union Club, Mr. Paterson mentioned two submarines his company had just finished and the troubles he was having with the Chilean government over payment. Soon he was offering the two submarines to Canada, at an almost 50 per cent increase in price over the previous deal brokered with Chile.

BC's premier Sir Richard McBride was informed. An avalanche of telegrams ensued, involving Victoria, Ottawa, and London, but little could be accomplished in the few days remaining before the imminent outbreak of war and a resulting American embargo on the provision of war materials to combatants. In this crisis, McBride took a courageous decision to use provincial funds to

get possession of the much-needed submarines before it was too late. On his own initiative he decided to advance the purchase price demanded, just over \$1.1 million. This was an enormous sum, twice the annual budget for the entire RCN for 1913-1914.

On the day war was declared, Captain W. H. Logan, a surveyor for the London Salvage Association, was in Seattle to negotiate a deal, but the price remained firm, and an additional obstacle arose: payment must be cash on delivery. With no time left, Premier McBride by telephone promised a BC Treasury cheque would be waiting at the border at dawn the next day.

Accordingly, at 10 pm that night, the two submarines, with both Captain Logan and Mr. Paterson aboard, put off silently through the fog and mist of Seattle harbour for a secret rendezvous off Trial Island at daybreak the next morning. Complete secrecy was essential; both the Chilean and German governments would do all in their power to stop the sale of the submarines to Canada.

BC's representatives, in the steamer *Salvor*, were at the rendezvous point at dawn when the two submarines emerged from the mist. No time was wasted in beginning the agreed hour-long inspection of the boats, but since the Chileans had earlier complained about weight and endurance issues, the investigation lasted four hours. Captain Logan spent these hours combing the horizon for US Navy patrol vessels, while Mr. Paterson paced the deck nervously. If intercepted, the Seattle shipyard executive would have had a great deal of explaining to do, since he had taken the submarines out of port without any clearances and delivered them to a combatant power in violation of American neutrality.

After four suspenseful hours, the cheque was handed over to a greatly relieved Mr. Paterson and the *White Ensign* was raised over British Columbia's new naval vessels, which proceeded at speed towards Esquimalt.

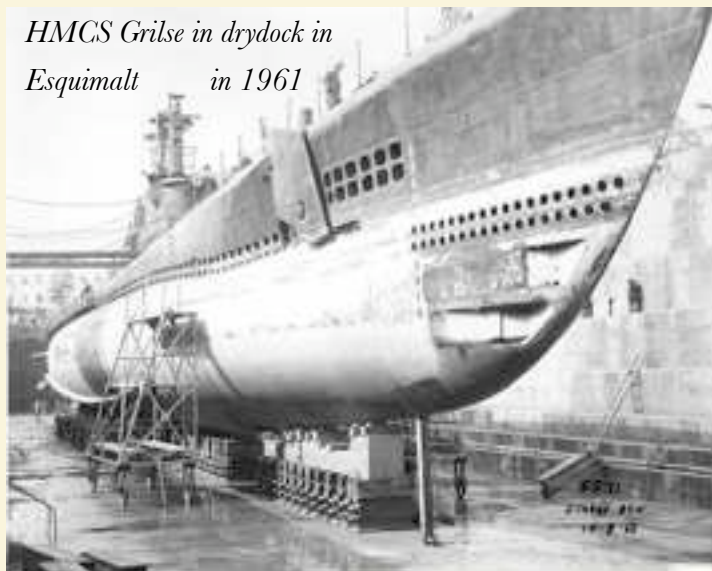
Even safely within Canadian territorial waters, however, the drama of the day was not yet over. Amidst all the

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Sub squadron facts

The RCN has commissioned a total of 15 submarines throughout its history. In addition to the RCN submarines, Canadian submariners also served with distinction on board Royal Navy submarines during both World Wars and during the intervening years following the Second World War until the First Canadian Submarine Squadron was created in 1965.

HMCS Grilse in drydock in Esquimalt in 1961



LEAD & LINE - 100 YEARS OF SERVICE

Synchrolift gets new name

On June 13, the Synchrolift Submarine Shelter (Building D-294) in the Halifax Dockyard was named for Captain Bernard Leitch ("Barney") Johnson, CBE, DSO, RCNVR.

Johnson was the first Canadian appointed to command a submarine, HMS H8 (in the Royal Navy during the First World War), and was decorated for his courageous leadership in saving the submarine and sailing it safely home through enemy waters after it struck an enemy mine.

haste and secrecy, only the Navy's Dockyard was aware that two warships would be arriving in Victoria Harbour. Seeing two submarines approaching Victoria on the second day of war, a picket boat sounded its siren and raced into harbour, under the protective guns of the Army's Coastal Artillery. Fortunately, the shore batteries contacted the dockyard before giving the order to open fire, and the two submarines proceeded safely to their new home at Esquimalt.

The two vessels were informally christened the McBride and the Paterson. They were taken over by the Government of Canada two days later and renamed, rather more anonymously, *CC-1* and *CC-2*. Premier McBride received reimbursement for the provincial funds advanced for the purchase, and Mr. Paterson received a personal commission of \$40,000 on the unorthodox sale of the RCN's first submarines.

In a resulting enquiry into the purchase, Commissioner the Hon. Sir Charles Davidson, in his 1917 report, completely upheld McBride's decision, and concluded:

What Sir Richard McBride did in those days of great anxiety, even distress, and what he accomplished deserves the commendation of his fellow countrymen. For his motives were those of patriotism; and his conduct that of an honourable man.

Royal Canadian Navy service

The ships were assigned to the west coast in the home port of Esquimalt, British Columbia, and conducted training operations and patrols for three years. Together with *HMCS Rainbow*, *CC-1* and *CC-2* were the only Canadian or British ships defending the west coast of Canada between 1914 and 1917.

Britain had tasked the defence of British Columbia to the Imperial Japanese Navy's North American Task Force. In 1917 the submarines were transferred to the east coast. The transfer to the east coast was for both submarines of this class, with their mother ship, the submarine tender *HMCS Shearwater*.

The transit through the Panama Canal was the first time a Canadian warship transited the Canal under the White Ensign. They arrived in Halifax in time for preparations to send the two subs to the Mediterranean and Europe. Deemed unsafe for transatlantic crossing, the submarines were held in Halifax as Training Assistance Boats. Her veteran crew were highly valued but were not able to conduct any other operations than training. Their continued use was too expensive, and unseaworthiness resulted in them being paid off, and disposed of in 1920.



**NAC-VI Welcomes
new members**

**RAdm Bill Truelove
Lt Jay Willis, RCN (Ret'd)**

LEAD AND LINE - NAVAL BIOGRAPHY

Captain Steve Foldesi, RCN Ret'd, RANR A unique career: one half-century of naval service.

By Dave Freeman

Steve was born in 1946 in Hungary, his family emigrating from Budapest during the 1956 revolution and settling in Montreal. *“In early 1964 as I was approaching high school graduation I happened to walk by Donnacona on Drummond Street. A large colour poster depicting a dashing naval officer on the open bridge of a Tribal caught my eye. He was a Commander, sporting silver sideburns scanning the horizon with Pusser binoculars. I had found my vocation, not realising this would lead to an association with two navies over a half century.”*

ROTP McGill accepted him. Thanks to his father’s vision, all his early education was in French schools. Becoming one of relatively few bilingual officers was to have a considerable impact on his future naval career.

Armed with a BSc from McGill, in May 1968, Steve arrived in Halifax for pre-fleet training as a brand new Subie. Upon course completion, he joined *Ottawa* and sailed for Europe shortly thereafter as part of the *Bonaventure* task group for exercises with NATO forces. *“I vividly recall coming to the bridge to take over as 2OOW for the middle watch to find us alongside *Provider*. Little did I know that the chap with the white goatee (Captain Bill Stuart) on the starboard wing would, 22 years later, be me.”*



These were exciting but difficult times for the Navy. Paul Hellier had already put the CF on an integration and unification path that would last until recently when the current government gave the navy back the curl and along with it the name, tradition and self-respect. *“I recall that first trip to Portsmouth with Bonnie. I blew my \$200 green uniform allowance on a 48 in London and didn’t shift to garbage bag green until the last minute in 1971.”*

Steve recalls a critical shortage of manpower marked the next few years. He was halfway through his Sea Requirements vying for a Bridge Watchkeeping Ticket (BWK) when he was abruptly sent off on the Nav O course. He returned as *Ottawa*’s navigator and it was a further six months before he could challenge the board, chaired by Captain Jim Cutts, then commanding the carrier. Pierre Simard, the CO of *Ottawa*, promptly issued Steve his ticket. Shortly thereafter he moved over to weapons and air control. At this time, OTTAWA was a French Language Unit (FLU).

The manpower situation was not improving. *“Chris Haines, Marty Middleton and I were the only watch keepers with Chris and I also pulling ASAC duties while also acting as Navigator and Deputy Weapons respectively. It wasn’t any better below decks. The ship’s company, excluding the zoomies, was fixed at 162 seamen. Later I carried 285 in Skeena. One of the great mysteries was the disappearance of*

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LEAD AND LINE - NAVAL BIOGRAPHY

Bonnie's 1200 or so personnel when she paid off in 1970. They seem to have vaporised almost overnight."

Steve had found his niche in weapons and attended the 14th (and last) Long Weapons Course 1971-72 only to return to *Ottawa* as her Weapons Officer (WO). After the FLU moved from *Ottawa* to *Skeena*, he also transferred to the latter ship and remained her WO until early 1975 when he was posted as MARCOM Staff Officer Sea Operations. This was followed by two years as a squadron commander at CMR St Jean.

In 1977 he finally obtained his first 'get out of jail free' card from FLUs and was appointed Deputy Commandant of the Naval Reserve Training Centre (NRTC) in Esquimalt. This lasted for the summer training period and subsequently he went to DESRON TWO under Captain Stan Riddell's command, as Squadron Ops Officer. The highlight of this appointment was the planning and execution of D2's participation in RIMPAC 78 including a recce visit to Australia and New Zealand, where he met his future wife, Margaret.

A direct outcome of this visit was the chop of *HMNZS Waikato* to D2 for six months. This New Zealand frigate even sported the red maple leaf with the bold number 2 in the centre of her funnel for the time she was in D2.

Staff College followed and upon graduation Steve returned to the west as XO *Qu'Appelle*. Two very rewarding and satisfying years followed. When Jan Drent completed his tour in command, at Captain Frank Hope's insistence (as D4 and Commander Training Group Pacific), Steve was appointed in command until Cdr Bob Luke joined some three months later. His XO appointment was followed by two years as Senior Staff Officer to CDS (General Ramsey Withers). In 1983 he was appointed in command of *Skeena*.

Command turned out to be everything he expected it to be. As it turned out, *Skeena* did everything in 'two's': two tours in STANAVFORLANT, two MARCOTs, two January/February fisheries patrols off the Grand Banks of Newfoundland, two COMBATEX, two DNO course sea phases, and two visits to Quebec City. At times Steve thought that MARCOM's force generator was stuck on 207, *Skeena's*

pendant number but "*I wasn't complaining. After all, this is what I joined for with the added advantage of an enclosed bridge and my sideburns were yet to turn silver. Unfortunately my Pusser binoculars were the same heavy ones I first saw in the recruiting poster.*"

As anyone who has ever experienced the privilege of command knows, one can always count on Murphy to spoil the day: "*I was most fortunate as I always had help when in a tight spot. My early experience as navigator certainly got me out of a few jams but most importantly I owe my success in large part to two of the finest officers I ever had the privilege to serve: Neil Boivin who taught me the importance of knowing and looking after your troops and Bob Luke who taught me the art of seamanship.*"

The fun could not last for ever, so it was off to Staff College as a director for two years. Promoted Captain in 1987, he attended the National Defence College in Kingston and in 1988 was sent to Quebec City as CO Naval Divisions (COND).

As Steve recalls, these were very exciting times for the Naval Reserve. The Mulroney government had recently published a new White Paper announcing nuclear subs and money for the Naval Reserve. For the first time the Naval Reserve was to have its own mission: NCS, coastal defence and route survey. New Naval Reserve Divisions were being commissioned to increase the number to 24. There was money for bricks and mortar to build and replace inadequate quarters. The Kingston class were under construction. Captain J.Y. Plante (Director Maritime Requirements at NDHQ at the time) and he were negotiating to purchase prime waterfront real estate in Quebec City as the future home of Naval Reserve Headquarters and Fleet School Quebec. The submarines did not materialise but all Reserve programs did.

Steve received his second 'get out of jail free' card in 1990 when he went back west once more to take command of *Provider* "*my beard was yet to emulate Bill Stuart's.*" Two more busy years followed. 1991 was the year of Desert Shield and Desert Storm resulting in five taskings of which three were regrettably cancelled.

More on Capt Foldesi's experiences in the Oct issue of L&L

LEAD & LINE -NOTICES



NOAVI now NAC-VI has long been a supporter of this most worthy cause, and we commend it to your attention!

The walk will be held on Sunday, September 14th 2014 at the University of Victoria, Parking Lot 6. Last year with your help, we raised close to \$50,000.

This year our goal is to raise \$55,000, your help will ensure that we reach this goal.

Westjet offers better baggage allowances

Westjet now offers currently serving and retired members of the CAF four pieces of luggage free of charge. They are joining Air Canada, (who offers three pieces of luggage free to 32Kg each for either leisure or duty travel.

After completing check-in members should see an airport agent to have the fee waved.

Acceptable forms of identification include

1. CF member or Veteran CFOne card with photo ID
2. CF ID Card (NDI20)
3. Record of Service Card (NDI75)
4. Certificate of Service (CF54) or ID card (CF54)

On-Line Registration is now open! www.walkforals.ca/bc

The most cost efficient way to register for the Peoples Drug Mart Walk for ALS is to register online. You can create your own webpage where friends, family and colleagues can read your story and make a secure donation to your Walk campaign.

Top seven advantages to registering and raising funds online:

1. Reduced administrative costs for ALS Society of BC – no stamps to purchase, all online donors receive their tax receipt automatically by email, data entry is done and our reporting process is simplified. What a great way to “be part of the solution” to lower administrative costs that so many express concerns about.
2. Shorter lines at registration (no one wants to stand in line...)
3. Statistics show that people who give online with their credit card give more than those who donate cash in person.
4. You can create a personal webpage that tells why you are passionate about helping those with ALS. You can post a few pictures and put links to videos on YouTube.

5. From your webpage you can send an email to friends, family and colleagues with a link that takes them directly back to your page where they can make their secure online donation.
6. Your webpage will track your donations, showing your progress towards your goal.
7. Step-by-step instructions for the website are available at the top of the home page – click on “Website how to tips” for a PDF document that will guide you through.

Download the Mobile App

The free Walk for ALS Mobile App is now available for download to tablets and smart phones. This is a great tool for you to keep track of your individual and team fundraising efforts. It also gives you the ability to have a friend make a secure donation right from your phone. You can download it today from your App Store.

Did you know the cost of a stamp is going up to \$1.00. By registering on-line, you will ensure that \$1.00 goes toward the cause.

Visit www.walkforals.ca/bc to register

Don't be shy – give us a call if you would like some help! 1-800-708-3228 ext 229

LEAD & LINE -NOTICES

CIC Victoria Branch

Politics in the Pub,

5-8pm, Monday, 06 Oct. 2014

Wild Saffron Room, Swan's Hotel,
506 Pandora Ave, Victoria, BC

What's going on in Syria and Iraq, and what does it mean for Canada?

The 2014 series of CIC Victoria's pub nights continues on 06 October, with a discussion of the fast moving situation in Syria and Iraq. Our expert resource speakers will be Prof. **Kenneth Christie**, head of the Human Security and Peace Building Program at Royal Roads University; **Dr. Chris Kilford**, a Fellow with Queen's University's Centre of International and Defence Policy, recently

retired as Canada's military attaché in Turkey; and Dr. **Andrew Wender** of the departments of History and Political Science at University of Victoria.

These experts will open the meeting with brief remarks aimed at provoking discussion amongst those present. An admission charge of \$15.00 will include your first drink and access to an opening round of appetizers (more than at previous meetings, to avoid early depletion). Thereafter, food and drinks will be available to order throughout the evening.

No need for current membership in the CIC.

If you plan to attend, please let Alan Breakspear know by close of business on Thursday, 02 October by e-mail to alan@breakspear.com or by phone 250-208-3246.

In Memoriam

Paul Roggeveen August 17, 2014

Dulcie Snider July 24, 2014



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

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

If you would like to join us, phone Irvine Hare 250-592-2268 or Peter or Elizabeth Campbell at 250-478-7351