

# LEAD AND LINE

## NEWSLETTER OF THE NAVAL ASSOCIATION OF VANCOUVER ISLAND

<i>The Russians get cheeky</i> <b>Page 4</b>	<i>Canada in the Black Sea</i> <b>Page 5</b>	<i>T33 Crash Memorial</i> <b>Page 6</b>	<i>Franklin Expedition</i> <b>Page 10</b>
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REGINA's Sea King helicopter deploys flares during a routine flight operation in the Indian Ocean

Photo: Cpl Michael Bastien, MARPAC Imaging Services



### 27 Oct Luncheon

*Guests - spouses, friends, family are most welcome*

*When making your reservation with Larry Dawe  
[larrydawe2@gmail.com](mailto:larrydawe2@gmail.com) or 778-440-0395 please  
advise of any food allergies or sensitivities.*

Who: Dr Jim Boultier

What: Conflict in Ukraine:  
An update on the current crisis

Where: Fireside Grill, 4509 West Saanich Road,  
Royal Oak, Saanich

When: 1130 for 1215

Cost: \$30.00

# LEAD & LINE-PRESIDENT'S MESSAGE



President's  
Column  
Oct 2014

No doubt the majority of our members, certainly those who receive our NAC-VI General newlist, are aware of recent concerns expressed in some quarters about the perceived lack of Branch representation at the National level. Indeed many of you took the time to respond to my email on the subject – which I really appreciated!

For those not aware, I will briefly summarize: Under the new Canada Not For Profit Corporation Act, which governs our national operations, both Branches and

Individuals are “members” of NAC. In the past, as you know, only Branches could vote at the AGM, and the Board of Directors was made up of “National Directors”, usually the Branch Presidents. Under the new system, however, the Board of Directors is elected by the membership as a whole and therefore there would no longer be a guarantee that each Branch would be adequately represented at the Board table, particularly some of the smaller ones. Following a great deal of discussion and legal opinions, we put forward a couple of motions that we believed would remedy the situation – those on the email list will have seen them – and as a result the President called a Board meeting for Sunday September 14.

There was a lot of very positive discussion, and many ideas were put forward at the meeting, and as a result the sponsors of the resolutions (Derek Greer, Ken

*Continued on page 3*

## NOAVI EXECUTIVE COMMITTEE

President	Mike Morres	<a href="mailto:mfmorres@shaw.ca">mfmorres@shaw.ca</a>	(DL) Director at Large	Derek Greer	<a href="mailto:Derek.Greer@telus.net">Derek.Greer@telus.net</a>
Past President	Ken Summers	<a href="mailto:kensummers@telus.net">kensummers@telus.net</a>			
Vice President			(DL) Director at Large	Rod Hughes	<a href="mailto:rhughes@shaw.ca">rhughes@shaw.ca</a>
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Treasurer	Peter Bey	<a href="mailto:peterbey@yahoo.ca">peterbey@yahoo.ca</a>	Obit Co-ordinator		
Membership	Kathie Csomany	<a href="mailto:Csomany@islandnet.com">Csomany@islandnet.com</a>	DL Webmaster	Eric Griffiths	<a href="mailto:eric.griffiths2012@gmail.com">eric.griffiths2012@gmail.com</a>
Maritime Affairs	Jim Boutilier	<a href="mailto:boutilier.ja@forces.gc.ca">boutilier.ja@forces.gc.ca</a>	Editor	Felicity Hanington	<a href="mailto:felhan@telus.net">felhan@telus.net</a>
Service/Visits	Irvine Hare	<a href="mailto:ihare@telus.net">ihare@telus.net</a>	List Master	Michael Morres	<a href="mailto:mfmorres@shaw.ca">mfmorres@shaw.ca</a>
Programme	Bill Conconi	<a href="mailto:billconconi@me.com">billconconi@me.com</a>	List Master	Jim Dodgson	<a href="mailto:jigolf20002@telus.net">jigolf20002@telus.net</a>
Reserves/Cadets	Gerry Pash	<a href="mailto:gwpash@shaw.ca">gwpash@shaw.ca</a>	Historian	Stan Parker	<a href="mailto:esparker@shaw.ca">esparker@shaw.ca</a>

# LEAD & LINE-PRESIDENT'S MESSAGE

## President's Column

Summers, and I) agreed to withdraw them, and a small committee, made up of Me, Derek, Ken and Eric Deslauriers (Ottawa branch) was tasked to come up with another plan. This we did, and submitted it to the Board to be discussed at another meeting, held on Sunday September 21<sup>st</sup>.

Rather than attempting to change the concept of membership, we found a simpler way of moving ahead. As things stood, there was no method or direction for processing nominations in the NAC By-law, so we proposed the formation of a Nomination Committee, whose Terms of Reference, as set by the By-Laws, includes the requirement for branch representation in the selection of the slate to be voted upon by the membership at the subsequent AGM. This motion was accepted and approved by the Board at our last meeting (Sep 21<sup>st</sup>) and is now part of the By-laws. Of course it

will also be voted upon at the AGM, but I very much doubt that it will fail at that point.

This of course puts the onus upon the Branches to nominate candidates for the Board, because if there is no one nominated then that Branch will be out of luck. (As you can see from your proxy form this year, 5 branches failed to nominate anyone – NAC-VI put forward three candidates). So this year will be very much an anomaly – call it a transition year. The new Board may well decide to appoint a couple of Directors so that more opinions, particularly from our Montreal and Quebec City branches, may be heard at the board table, but that will be up to them.

This brings you up to date for now. By the time you read this the AGM will be over, so I will endeavour to bring you all up to date via the NAC-VI newslist – there will be a summary in this publication in November for those who are without email.

*Nike*



**RIMPAC 2014**

# NOAVI LEAD AND LINE

## *The Russians get cheeky*

There have been two interesting articles in the news lately. The first is news of *HMCS Toronto* being buzzed by two Russian fighter jets and a surveillance aircraft in the Black Sea on 7 Sept. One jet came within several hundred meters of the ship underlining the fact this was no accident. The ships' commander advised the aircraft to stay away, but two SU Fencers circled above *Toronto* for another thirty minutes.

More recently two CF-18s intercepted two bear bombers over the Beaufort Sea. Although the Russians did not enter sovereign airspace, Norad reported that they did come within 75 miles of Canadian land which puts them well within Canada's Air Defence Identification zone. Six hours prior to this encounter, American jets scrambled from a base in



*Tu-95 long-range bombers, or 'Bears' have flown hundreds of missions on the perimeter of our airspace.*

Alaska to intercept two MiG fighters, two bombers and two refueling tankers. The Russians headed back west after contact. This is not ground-breaking news as Norad has intercepted bombers some 50 times in the past five years but the timing (coming the day after the President of the Ukraine spoke in Parliament) is kind of intriguing.

**Ed**



*An SU-24 Fencer circles above HMCS Toronto, during NATO operations in the Black Sea.*

# HMCS TORONTO AND THE BLACK SEA

## Canada's involvement in the Black Sea

By Larry Dawe

This month, 6 – 27<sup>th</sup> to be exact, *HMCS Toronto* is operating in the Black sea with the Standing NATO Maritime Group (SNMG) (daughter of SNFL) in Operation Reassurance.

Not surprisingly, since the Black Sea is informally considered by many to be Russian “internal waters” (Soviet Black Sea Fleet etc), she has been closely overflown by Russian aircraft. Unusual as this deployment is, there are two connections of interest.

This is not the first time a Canadian warship has ventured in there. As part of SNFL in 1992, *Gatineau* also sailed North through the Dardanelles and then the Bosphorus. I do not know what ports were visited but the old fortress harbour of Sebastopol, (just around the corner from the tiny harbor of Balaclava), would have been an excellent choice. This was the start of a period of thawing of the cold war tensions. Now the situation is reversed as Russia again has significantly increased operations in the Crimea.

Furthermore, the first Canadian Victoria Cross was won by Alexander Dunn of the 11<sup>th</sup> Hussars for his heroic actions during the infamous Charge of the Light Brigade against the Russian artillery at the end



*NATO warships just prior to entering the Black Sea Sept. 7: US Navy destroyer USS Ross, HMCS Toronto, Commandant Birot ship of the naval forces of France, and Spanish frigate Almirante Juan de Borbon.*

of a small plain just inland from Balaclava. Here the enemy was the Russians and the Canadian was part of a French, British and Turkish alliance, (a little reminiscent of NATO?).

He must have done some things right because he survived the famous 20 minute charge to go on to be promoted Colonel and eventually to become the first Canadian to command a British regiment. But he might have then done something wrong because he died in mysterious circumstances in a hunting accident during operations in Abyssinia (Ethiopia).

And he was from Toronto.

# OGDEN-CLARKE MEMORIAL



## By Peter Bey

A Memorial Ceremony was recently held (28 Aug) on the slopes of a Cypress Mountain Ski Hill, on the north shore of Vancouver; and a plaque was dedicated honouring two Royal Canadian Navy Pilots killed in the crash of their T-33 aircraft there over fifty years ago.

The T-33 accident on Mount Strachan occurred on the 23<sup>rd</sup> of November, 1963. The crash occurred during bad weather while the two pilots were on a training proficiency flight. It is believed that Lt Norman Ogden and Lt Donald Clark were conducting a cloud penetration procedure at the time during an instrument approach to Vancouver International Airport.

Immediately after Vancouver Radar Control lost contact with the aircraft, dedicated emergency rescue procedures started. It was not until after 3 days of inten-

sive searching by land, sea and air, that the wreckage was located by fellow squadron pilot Ian Powick who was flying a Piasecki HUP 3 from VU-33 Squadron. A close friend in the squadron, Retired Commander Al Horner also flying a Piasecki helicopter, assisted in the recovery operation and gave an emotional address at the ceremony. He had not been at the hill since that gloomy period in November of 1963.

Cdr Horner knew both pilots very well as they had all served together for a number of years on both coasts, including in *HMCS Bonaventure*. He went on to say that Lt Norman Ogden and Lt Donald Clark were given a full military funeral at *HMCS Naden* complete with the Naden Band and an Honour Guard. Cdr Horner was the Honour Guard Commander and he described how everyone stoically marched into God's Acre where both pilots were laid to rest.

*Continued on page 7*

## OGDEN-CLARKE MEMORIAL

Cdr Horner also recalled how all of Esquimalt showed their respect as the sailors marched through the town on their way to the cemetery. He mentioned that the entire CF Pacific Fleet half-masted their colours for the occasion.

The Dedication Ceremony which involved approximately 75 people was supported by the Naval Air community in Canada and also received a generous donation from the Naval Association of Canada- Vancouver Island branch. A Senior member of NAC-VI, Stan Brygadyr Col (Ret'd), kindly donated a White Ensign which draped the cairn, and it was ceremoniously removed by George Plawski and given to Cdr Horner who properly folded and then presented it to the Senior Family member present, Lt Ogden's eldest daughter, Dale Lane.

*Continued on page 8*



*Cdr Horner and Dale Lane*



## OGDEN-CLARKE MEMORIAL

It also provided an opportunity for some of the Ogden family members to experience more closure. Lt Ogden's daughter stated that although she knew as a child that her father had perished somewhere in a plane crash, she did not realize that it was at the Cypress Ski Hill on Mount Stachan.

She commented that it helped her to finally come to grips with the family tragedy and she was extremely appreciative of all the efforts that were shown towards her, her family and especially to her father, fifty years after the accident.



The Memorial Service was organized by retired RCAF officer Richard Dunn. Richard is also a retired Air Canada Captain and is the chairman of the Battle of Britain Memorial Fund. He coordinated the entire Service including the prayer given by the Wes Bowers, Major (Ret'd), of the Vancouver Chapter of the Air Force Officers' Association .

The Naval Aviators participation was coordinated by ex Royal Canadian Navy pilot George Plawski. Richard Dunn also obtained the service of a soloist, Andy Greenwood, who aptly led the assembly in three hymns and our National and Royal anthems.

Master Bombardier Darrell Penner played the last post followed by reveille. A Colour Party was proudly presented by 5 air cadets of 103,111 and 835 Sqns.

The monument is a stylized brass plaque affixed to a large local granite stone. In discussion with the two members of the 192<sup>nd</sup> Construction Engineering Flight, RCAF, located at Aldergrove, BC, Cpl David Low and Pte Erick Kallweit, both said they were honoured and felt privileged to produce the structure.

They mentioned that the staff at Cypress Mountain used their mobile equipment to locate, place and then secure the monument in an obvious yet unobtrusive area of the hill. The staff at Cypress were very generous in donating their ski lift services and ensuring the ski lodge was available for a light lunch and beverages after the ceremony.

Richard Dunn spent considerable effort to ensure the success of this important event. He was assisted most ably by George Plawski who ensured that all Naval Aviators were aware of the ceremony in time to participate. Richard Dunn remarked that as much as he tried, he was unable to locate any members of the Clark family. It was a memorable occasion and it was obvious that Lt Norman Ogden's family were well served by participating in the Memorial Service and later events

The crash site is within walking distance, one piece of wreckage is within three feet of the cairn, and was viewed by most participants after the ceremony. It is located on the top of the Lions Express Quad Chairlift which leads to the T-33 Run.



# NACVI BOOK REVIEW

## *Terror on the Alert*

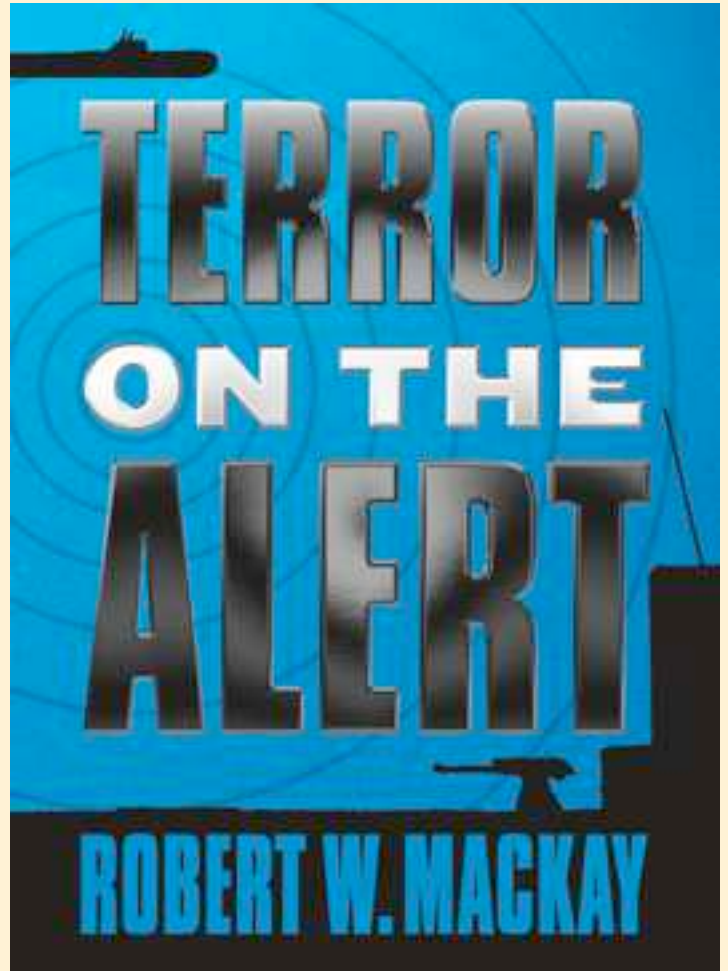
Review by Captain Dr. Wilf Lund, RCN (ret'd)

Robert (Bob) W. Mackay, author of the award winning novel, *Soldier of the Horse*, has penned a second novel, *Terror on the Alert*. Mackay, a retired Canadian naval officer and submariner, draws on his experience in Royal Navy submarines to develop the narrative. The setting of *Terror on the Alert* is the Cuban Missile Crisis and the exploits of HMCS *Alert*, an A Class British submarine acquired from the Royal Navy and manned by Canadians.

*Alert*, newly commissioned into the RCN and worked up, was destined to sail for Halifax but instead received secret orders to remain under Royal Naval control and proceed on a war patrol 200 miles off Gibraltar in support of the USN's quarantine of Cuba. When on station, *Alert* obtains contact on a Russian nuclear attack submarine and shadows her. The situation escalates to a full blown confrontation between the two adversaries.

Lieutenant Ted Hawkins, on the beach after being injured in a car accident, gets a "pier head jump" and joins *Alert* on sailing. Hawkins is hampered by trauma-induced claustrophobia and struggles to perform his duties. He is also part of a love triangle involving his wife and a senior officer on board. Tension mounts between Hawkins and his rival in parallel with the stand-off between the Canadian and Soviet submarines.

Both submarines, controlled by authorities ashore, employ escalating tactics that triggers an exchange of torpedoes and *Alert* is struck and severely damaged. Hawkins finds himself in control of *Alert* after his captain is incapacitated and must fight the ship and ensure the survival of the crew. The thrilling conclusion rivets the reader.



Mackay has woven a gripping yarn with his crisp prose and talent for description. His characters are well developed. He is a master of contextual integrity that sets the plot neatly in time and place. Sailors and naval enthusiasts will appreciate the technical accuracy in every aspect of the narrative.

Mackay relied on advice from several experienced RN and RCN submarine captains to ensure the narrative precisely reflects the professional standards and technical design and capability of the period. *Terror on the Alert* is a rollicking good read in the best traditions of sea stories. The book is available both in book stores (\$16.95), and on line through Amazon.com and Kindle Books.

# FRANKLIN EXPEDITION DISCOVERED

## Mystery of the Franklin Expedition laid to rest

In 1845 Sir John Franklin (age 59) left England on his fourth and last trip of Arctic exploration with the doomed ships *HMS Terror* and *HMS Erebus*. His task was to map the last untraversed section of the Northwest Passage. The entire expedition, including Franklin and 128 men, was lost.

For six years now Parks Canada, in conjunction with navies, universities, coast guards and private philanthropists, has been on a quest to find those missing ships. A mere three weeks ago (7 Sept) the 10 meter survey vessel *Investigator* launched a remotely operated vehicle (a Saab Seaeye Falcon) which got footage of shipwreck with design details consistent with the missing vessels.

The ships were just west of O'Reilly Island in the eastern portion of the Queen Maud Gulf.

**Ed**



*Sonar image of the shipwreck*



*Canons on Franklin ship underwater*

### ***Lead and Line Fun Fact***

The Arctic can still be a formidable foe. On Sept 3rd, the Arctic Research Foundation's vessel *Martin Bergman*, taking part in the search, hit an unknown shoal and was grounded for several hours.

# ARCTIC OFFSHORE PATROL VESSEL

## PM names new Arctic/ Offshore Patrol Ship

*Editor's Note: Prime Minister Harper announced in September that the newest class of naval vessels will be known as the Harry DeWolf class. Subsequent ships in the class will be named to honour other prominent Canadians who served with the highest distinction and conspicuous gallantry in the service of their country.*

*Reactions within the Naval Community have been less than joyous. One of our readers commented*

### HMCS HARRY DEWOLFE?

Ye Gawds! Here we go again. First the two new names from the war of 1812 for the JSS.

Now, with the recent announcement of the name of the lead ship for the AOPS, the government, with what I can only assume is with the concurrence of senior naval officers, is once again tromping all over the RCN's customs and traditions for the naming HMC Ships.

Only a handful of our RCN ships have ever been named for people and most of these were vessels taken over that retained their original names, e.g. *Laurier* and *French*. The others are the Quebec reserve divisions.

In the 104 years of our navy, not one of HMC Ships have ever been named for a former naval officer. We name buildings for them, e.g. Nelles Block and the Nixon Building; and dependant schools, e.g. John Stubbs Memorial.

The only two vessels deliberately named for people that I can recall are the tender *Diana*, named for Kingsmill's daughter, and the frigate *Poundmaker*, the alternative name used to honour North Battleford, SK.

To start naming ships for people, even former naval officers, is to open a extremely large can of worms. The news release says the other ships in this class will be named "for other prominent Canadians..." Champions will arise for and against the names Brodeur, Mainguy, Kingsmill, Pullen, Rayner, Piers, Landymore, Budge, Gray, O'Brien! (and surely Hanington...Ed)

Or select Army and RCAF personnel..... McNaughton, Mynarski, etc. Or others like Pearson, Laurier, Hellyer? The naming door will be jammed wide open.

Let's not forget about prominent Boy Scout leaders!

If you think I am kidding about the Scouts then you have not read my book on "Canadian Warship Names" where I detail some of the groups and people who tried to influence the selection of names for vessels during the Second World War.

Also note that both first and last names of people will be used..... Another innovation. Shades of the USN.

If this is the new trend, will women's names be included such as Isabel Macneil, Margaret Atwood or Christy Clark?

Perhaps people to be so honoured must have already passed away. The USN once employed a similar policy for their carriers, e.g. *FDR*, *Kennedy* and *Eisenhower*, only to have politics eventually intervene and the names of living politicians employed, e.g. Carl Vinson and George W. Bush.

In my opinion neither the minister or his boss seem to understand, or care about, our naval history and traditions. After all the recent rhetoric about honouring the military's heritage, the arrogance of this action is beyond my belief.

I would have hoped, nay expected, that a naval officer of some rank would have stood his ground on this matter and perhaps resigned. I guess its a new RCN; no



Harry DeWolf was decorated for outstanding service throughout his naval career, becoming both a Commander of the Order of the British Empire and an officer of the US Legion of Merit.

His wartime commands included *HMCS St Laurent* and *HMCS Haida*. He went on to become a popular and effective post-war Chief of the Naval Staff from 1956 until 1960. He died in Ottawa in 2000 at the age of 97.

more Admiral Landymores.

Let us hope this ship - and "her" sisters as well as the two JSS - are not ready to be named or launched until after the next election.

**Dave Freeman**  
LCdr, RCN Ret  
Former Advisor to the Ships Names Committee.

# NOAVI LEAD AND LINE

## The Big Pay Off

### *RCN loses four more vessels*

Admiral Norman recently announced the imminent pay off of four Canadian ships, *HMCS Protecteur*, *HMCS Provider*, *HMCS Restigouche* and *HMCS Iroquois*; in most cases years before their scheduled retirements. With half of the fleet now alongside for repairs, or re-fits, resources are stretched pretty thin.

It prompted one Lead and Line reader, Steve Foldesi to comment *I get the impression that by stealth the Navy is being reconfigured as a Coast Guard right under the admirals' noses. We have the MCDVs; Arctic Patrol vessels are coming; the frigates are in their sunset years; no tankers for endurance; no AAW and C4I capability; no firm replacement contracts for any of the capital ships:... you do the math.....* So sad.

CBC news reported that the Navy may purchase a soon to be retired ship from the US to replace *Preserver* and *Provider*. Specifically the possibilities are the *USNS Bridge* and the *USNS Rainer*. CBC also speculated the RCN might buy or lease civilian ships and convert them.

### Look at the size of that puppy!

*USNS Bridge* refuels the carrier *Nimitz*. But which one is the carrier?

Ed



*HMCS Algonquin post-collision*

### Pay Off Dates

*HMCS Iroquois* January 2015 in Halifax

*HMCS Algonquin* - was supposed to be 2019 but instead will be soon. The damage caused by the collision with *HMCS Protecteur* last year hastened the decision

*HMCS Protecteur* suffered serious damage in a fire earlier this year and instead of being kept until 2017 will be paid off soon.

*HMCS Preserver* was scheduled for retirement in 2016 but discoveries of extensive corrosion near the boiler room means a near-term pay off instead



*HMCS Iroquois in happier times, passing through the Thames Barrier*

# NACVI LEAD AND LINE BIOGRAPHY



**Capt. Steve Foldesi,  
RCN Ret'd, RANR**

**A unique career:  
a half-century of  
naval service.**

*Editor's note: This is a continuation of an article started in the September issue of the Lead and Line (available on our website)*

**By Dave Freeman**

Initially, *Provider* was to replace *Protecteur* in the Gulf. The decision was later made to send *Preserver's* crew instead. *Provider* was then tasked to deliver as many 500 lb bombs and CRV 7 rockets for the deployed CF18s as could fitted into the ship. Halfway to Prince Rupert to pick up the ammo, the war ended. Next came a tasking to pick up the Army's gear in Qatar and deliver it either to Gaagetown or Quebec City. Unfortunately, a commercial RoRo proved cheaper.

All was not lost. When *Huron* was tasked to proceed to the Gulf, *Provider* sailed as her private gas station as far as Panama Bay. The night before her last RAS and proceeding into the canal, the CO was dining with Steve in his cabin when someone stuck his head through the curtain to inform them that the first Tomahawks had just landed in Baghdad.

Curiously, at this point *Provider* was closer to Halifax than Esquimalt and therefore he expected something from MARPAC to either reroute the ship or confirm the mission and return to home port. Not a word, so Steve called Margaret on INMARSAT and told her

to pass the word through the Family Support network that the following day *Provider* was turning North and heading for home. "After the last RAS the following morning, with *Huron* guide and *Provider* doing the station keeping, I played Roger Whittaker's 'Last Farewell' on breakaway. I was later told there was not a dry eye in the house next door."

*Provider* got to repeat this trip soon thereafter, this time to escort *Restigouche* enroute east as the first west coaster to join STANAVFORLANT. A shave and a haircut after the ship's return to Esquimalt, *Provider* was off again, this time to Guam to provide AOR support to *Huron* on her way back from the Gulf. "This time I played Rod Steward's 'Sailing' on rendezvous, bedecked with bed sheets displaying family greetings. Once again, tissues were in short supply."

1991 was still far from over. As Task Group Commander (CTG) with *Provider*, YUKON, SASKATCHEWAN and MACKENZIE under his command, the ships were off to Tahiti, New Zealand and Australia. The main element of the deployment was attendance at the Royal New Zealand Navy's 50<sup>th</sup> anniversary celebrations. "My kiwi wife joined me in the Bay of Islands to attend Maori arrival ceremonies at the Waitangi Treaty House. It was the highlight of the deployment, and of my naval career, to steam the next morning into her native city Auckland with Margaret sitting in my chair."

1992 was just as exciting. It started with the Portland Rose Festival. "You just haven't lived until

*continued on page 14*

# NACVI LEAD AND LINE BIOGRAPHY

you have taken a single screw, single bottom tanker with no bow thruster up the Columbia River averaging a foot and a half of water under your keel for the better of the 100 plus nautical mile journey. Moreover, as we left Portland, the last 50 nautical miles to Astoria were completed in zero visibility. *Provider* was not equipped for blind pilotage as commonly practiced in destroyers. This lack of equipment was more than offset by the competence of what constituted my blind pilotage team: the Navigator, Lt Hayden Edmudson, and LSRP Randy Wilson.”

The year ended with RIMPAC 92 and a change of command to Bruce McLean in July. After a brief year as MARPAC COS Readiness, Margaret and Steve arrived in Australia in July 1993. His appointment as Canadian Defence Advisor (CDA) to Aus-

tralia and New Zealand did not happen by accident. While in Portland for the Rose Festival, COMMARPAC joined the festivities. “On the Sunday he invited me to meet him in his hotel’s foyer for debriefing my annual PER. The Navy chose to promote me to the rank of Captain before my 41<sup>st</sup> birthday but now it seemed that I had peaked. We agreed on a plan. When the CDA Canberra position became vacant in 1993, he would try to secure the appointment for me with the understanding that upon its termination I would retire early and thus open up the promotion list for one more Captain’s promotion four years sooner.”

*The last of Capt Foldesi’s experiences will appear in the Nov issue of L&L.*

## World’s Oldest Shipwreck

A 4,000 year old shipwreck has been discovered just off the coast of Turkey (at Urla - home of the world’s oldest olive press at 5,000 years). If the dates is confirmed this wreck will be proved older than the Ulluburun wreck off the coast at Kas (at



3500 years) and the sunken ship of Hatshupset. The fifth pharaoh of Egypt’s 18th dynasty (at 4650 years). The port at Urla dates back to the 7th cen-



tury BC and, as a coastal town, was the site of many sunken ships from different eras.

The sunken ship will be raised to the surface and cleaned, a process which which will take 7 to 8 years. Concurrently the team is mapping the sea floor of that part of the Med with its myriad of wrecks and underwater cities. **Ed**

# NOAVI LEAD AND LINE

## Affordable transport

By Irvine Hare

There is an interesting social phenomenon going on in our midst that we should notice. It is happening all over the province. What is it? It's called the Taxi Saver coupons and it has a companion- the Handy Dart program. Both are under the umbrella of B.C. Hydro Transit Program. Taxi coupon savers require the sanction of the family doctors for access to transportation. Forty dollars changes itself into eighty dollars worth of taxi fares every month. It may not cover all of a family's needs but it is a step in the right direction.



**NACVI Welcomes new members**

PO2 Paul Lang, RCN (ret'd)

Susan Lucas - Transferred from Ottawa branch

The second part of his program is the Handy Dart - regular buses or special vehicles for people who cannot access public transport. These require authorization of medical people such as psychotherapists and other medical workers.

The Handy Dart can be spoken for up to seven days in advance. Waits for return are common and hence are unpopular with those who need them. Of what interest is this to members of our organization.

The money saved by using this service can free up funds for traveling to NACVI and our activities. And coupons can be used for travel anywhere. Further info can be obtained by phoning the transit office which is part of the administration office located at 520 Gorge E ph 250-0385-2551. Open to us during normal hours of the work week

### 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

### In Memoriam

2 Sept Walter Blandy



*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*