

LEAD AND LINE

NEWSLETTER OF THE NAVAL ASSOCIATION OF CANADA-VANCOUVER ISLAND

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NAC-VI
27 Apr
Luncheon

Guests - spouses, friends, family are most welcome

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

Speaker: Captain Bill Noon

Topic: Update on the Franklin Expedition

Cost will be \$25 per person.

*Please contact Bud Rocheleau bnhrocheleau@shaw.ca or
250-386-3209 prior to noon on Thursday 19 Mar.
Please advise of any allergies or food sensitivities*

NAC-VI LEAD AND LINE

Don't be so wet!

There has been a great kerfuffle on Parliament Hill, and in the press, about the possibility that *HMCS Fredericton* might have been confronted by a Russian warship and buzzed by Russian fighter jets. Not so says NATO, stating that any Russian vessels were on the horizon and the closest any plane got was 69 kilometers. (Our MND says it was within 500 ft!)

And so what if they did? It would hardly be surprising, if in a period of some tension (remember the Ukraine) that a Russian might be interested in scoping out the competition or that we might be interested in doing the same in return. In fact, I would be personally disappointed if we didn't take every advantage or indeed, if they didn't either. The Black Sea is, after all, considered internal waters by the Russians.



An SU-24 Fencer circled HMCS Toronto, during NATO operations in the Black Sea last September.

And you can't tell me that the Americans (who were with us during this NATO exercise) weren't doing the same.

So stop being so wet and start talking about the real challenges, the most serious of which is our lack of timely replacements for ships and equipment which are past their heyday...

Ed

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HMCS VICTORIA update

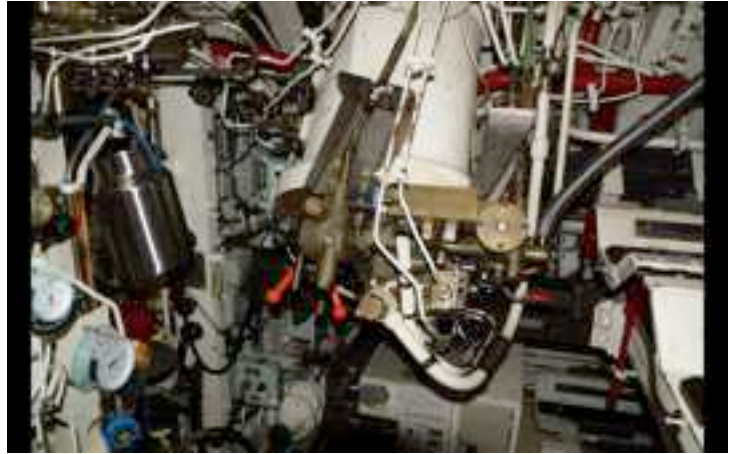
by **John Webber**

Three out of the four VICTORIA class submarines are now in active service.

They were designed in the 1980's and built in the 1990's for the Royal Navy. After their Canadian purchase, they went through an upgrade and refit. They are now better than most diesel-electric submarines built up to 2005. With the planned further improvements, they will maintain a state-of-the-art status for many years. Submarines are an important part of our navy and in the protection of our freedom in a world infected with international crime and terror.

I had the opportunity to go aboard HMCS VICTORIA for a media day sail in the waters south of Victoria, B.C. on February 26th, 2015.

We boarded at sea around 0730 by being transferred from a navy tug to the submarine via a rope ladder. After climbing down the main hatch, we were led into the junior ranks mess for a safety briefing. Everyone immediately got into the "submarine" feel by sitting bum-to-bum with ten others in a space about half the size of an average small bedroom.



I never noticed any "submarine smell", of sweat or diesel, that was always talked about by "old salts" when they entered a diesel electric submarine during their service.

We were split into three small groups and led by an experienced officer on a tour around the submarine. I always had the feeling we were in the way of someone, because we always had to squeeze aside to let a crew member go by to carry on his or her duties. It was obvious that the submarine service is for young, smart and energetic sailors.

Ejector

The complexity of a submarine is always apparent. Pipes, valves, wiring instruments and switches everywhere. The officer sleeping quarters is as small of space you can have to sleep six. Nicknamed "a six-pack". With that micro-design, I could rent out my small bedroom at home to 18 people.

A "day sail" is different than a normal public tour. You see the whole crew in action, rather than touring while most of the crew is ashore and all the equipment is shut down. It gives you a better appreciation of the life aboard a submarine.

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John Webber

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A View from the Bridge

We climbed up to the bridge which is about three stories above the control room. We climbed up a narrow and wet steel vertical ladder which created some difficulty climbing for us “land lubbers”. Especially true when moving from the ladder to the bridge deck because the ladder cannot go through the water-tight hatch at the top. But, it was a great opportunity.

located. Not enough to get anything wet. I had the impression it was more like an “initiation” rather than a show because the crew seemed to enjoy our sudden shock of being hit by the fog. I felt my ears “pop” during the pressure change caused by the release of the fog.

Other “initiations” aboard are bumping your head on a pipe or fitting and squeezing through small hatches. My head was initiated a few times.

We dove, rose and turned under the water to a predetermined safe maximum depth of 57 meters. If you closed your eyes it felt like being in an airplane.



Torpedo Tubes

The CO (Commanding Officer) took us through a series of manoeuvres, that included firing a “water shot”, which is firing a ton of water out of a torpedo tube. The immediate release of a high pressure load of water and the transfer of water back into the torpedo tube releases a huge but very-fine cold water mist into the forward sleeping quarters area where the tube ejector turbine is



Periscope

When under water at sea the submarine crew must check thoroughly to ensure they do not hit anything or



Helm

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any ship in the area. The CO checked many times before diving to ensure they would not interfere with nearby fishing boats or ships. He confirmed his surface check with radar, sonar contacts and taking many 360 degree views around the surface through the periscope.

The control room is the heart and brain of the submarine. It is the nerve centre where all the information (sensors) are analyzed and decisions are made and carried out. A submarine relies more on “sensors” than a normal surface ship. Each crew member in the control room must be ready to inform the Commanding Officer immediately of any changes underwater, on the surface, or inside the submarine that could become a safety concern.

I was greatly impressed by the huge amount of electronics aboard the sub. Sonar, radios, radar, GPS screens, gauges, switches, displays, and periscopes. I often sat in the only empty seat in the control room between the sonar displays on the starboard side in the centre of the control room. The sonar operators were helping me out by explaining what everything meant on the sonar screens. The sonar displays consoles are scheduled to be upgraded with the latest equipment, which are now in operation on *HMCS Windsor* in Halifax. It would be like changing from an old cell phone to



Navigation Desk



Target Consoles

the latest high-tech iPhone 6.

My seat was only two meters from the CO's action station. I could clearly hear the orders being given and the information flowing from the crew to the CO. When we manoeuvred underwater, the helmsman confirmed the direction, speed and the angle of the boat underwater.

If I was young again, I would join the navy just to get the opportunity to use all their high-tech equipment.

We had free time to walk around the boat. The crew who were not involved with the tour found a spot to stay out of the way. Some were already off watch (shift) and in their bunks. Some hid away in their small mess, and others were in far off areas forward and aft out of the way of the main action area in the control room. The aft manoeuvring room was the most noisy, even without the diesel engines running. But it was not that noisy, that you could not hear someone talk. The continuous hum came from fans running to maintain a comfortable temperature throughout the sub. The areas with the most open space were the torpedo room forward and the aft manoeuvring room.

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Being over 70, I was the oldest person on the submarine. It has been over 58 years since I was on my first submarine in 1956. I was on a submarine before anyone else on the *HMCS Victoria* was born.



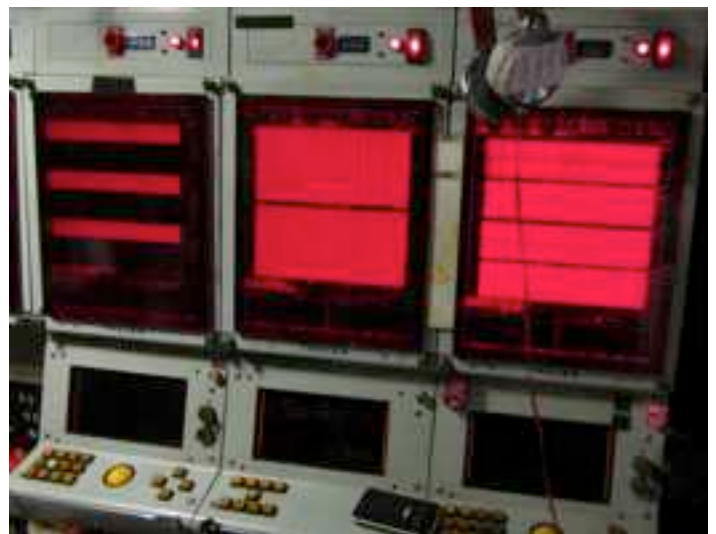
Sonar Readings



Display showing direction of sounds



Radar Console



Sonar Analyzer Consoles

I think many of the youth today are almost trained to be a submariner. They sit on a chair with a laptop computer and a wall mounted TV monitor playing real and simulated games for hours. They get up to eat and sleep, then back to the computer. It would become more sub-like if they moved their computer, TV and chair into a closet with another person.

Every crew member acted in a professional manner. It was apparent that everyone worked as a team. The two female crew members worked smoothly as part of

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the crew. Each crew members has their own bunk and they wear coveralls or work clothing while in their bunks. There are no separate spaces for females. I think that helps prevent any issues which seems to occur more when you separate the genders into their own areas. Of course, aboard a submarine there is no extra space.

Every crew member I talked to was pleasant and answered every question I asked. The only question I asked that was difficult to answer was when I asked the Australian navy exchange officer how this submarine compared to the Collins class Australian submarine. He stated “He liked them both”. He quickly became “qualified” on HMCS VICTORIA in six months. It normally takes a crew member up to 24 months to become “qualified”. Which means he has passed the rigid familiarization requirements to operate and understand all emergency and operational procedures for all areas of the sub. Each crew member must complete this “qualification”. Upon completion, they receive their “dolphins” badge which is a proud tradition of the submarine service.



Engine Room

After our diving manoeuvres, each visitor received a rare high quality official *HMCS Victoria* “deep dive” certificate from the Commanding Officer, Commander Alex Kooiman.

“It’s an adventure” and there is “No life like it” is what they say in the RCN.
I agree.



17,000 Hours!

Members of *HMCS Fredericton's* Air Detachment hold a sign in the cargo door of CH-124A Sea King, s/n 12412, to commemorate reaching 17,000 lifetime flight hours during Operation REASSURANCE on March 2, 2015.

(Photo: Maritime Task Force - OP Reassurance, DND)

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The \$10,000 Sword Contest

Background

As the RMC Club of Canada continues its metamorphosis to becoming more responsive to the needs of its members, it continues to be challenged by funding pressures from drops in income from some of its major sources (e.g. lower interest levels from its investment fund). A funding increase of just \$10,000 annually would go a long way to providing a margin of breathing room to the Club, and allow it to focus on providing greater service to its members.

A Contest!

Because of this, the Club is launching "*The \$10,000 Sword Contest*". We are looking for ideas from you the members to increase our **annual recurring income by a net of \$10,000**, and are offering a Club sword as the prize for the best idea. The winner can choose from one of 5 styles: Infantry Officer, Air Force Officer, Artillery Officer, Naval Officer, or Cavalry Officer.

Details

Submissions in writing should be made to the Executive Director of the Club by **March 31, 2015**, either by email (Bryan.Bailey@rmc.ca) or mail to Bryan Bailey, Executive Director, RMC Club of Canada, PO Box 17000, Stn Forces, Kingston, ON K7K 7B4.

They should include a detailed description of the concept, as well as a rough projection of its net income.

Judging will be done by a 3 person panel, including the the Club President, Executive Director, and the Club Treasurer.

The judging will be based on:

- The likelihood of success
- The simplicity/ease of implementation
- The cost of implementation
- The likelihood of recurring revenue

The winner will be announced by May 31, 2015.

All submissions become the property of the Club, and no financial gain will be attributed to the submitters, regardless of whether or not the idea(s) are implemented.



Royal Navy Warships in Esquimalt Harbour

This colour postcard shows two British cruisers in the harbour at Esquimalt, British Columbia, likely between 1900 and 1905.

The two cruisers, HMS *Grafton* (left) and HMS *Bonaventure* (right), were typical of the ships based at Esquimalt at this time. During the second half of the nineteenth century, Esquimalt was an important Pacific port for Britain's Royal Navy. By the time this photograph was taken, however, it had declined in significance as Britain concentrated its forces in home waters in response to the

emerging German naval threat.



HERE THERE BE MONSTERS....



Mysteries of the Sea

This month's charming and unique sea monster is the Goblin Shark. Now you might think I am cheating as everyone is already afraid of sharks but trust me, this one is special.
Ed

The goblin shark is an intriguing pink creature which lives at depths greater than 300 feet and so is rarely seen by humans. It is rare and it is as old as the ages. Its lineage goes back 125 million years and is often called a living fossil. It is usually between 10 and 13 feet long, although it can grow to 20 feet and longer.

Its long snout is covered with ampullae of Lorenzini which allow it to sense minute electric fields produced by prey on the sea floor or in water columns. Thanks to two highly elastic ligaments in the jaws it can snatch

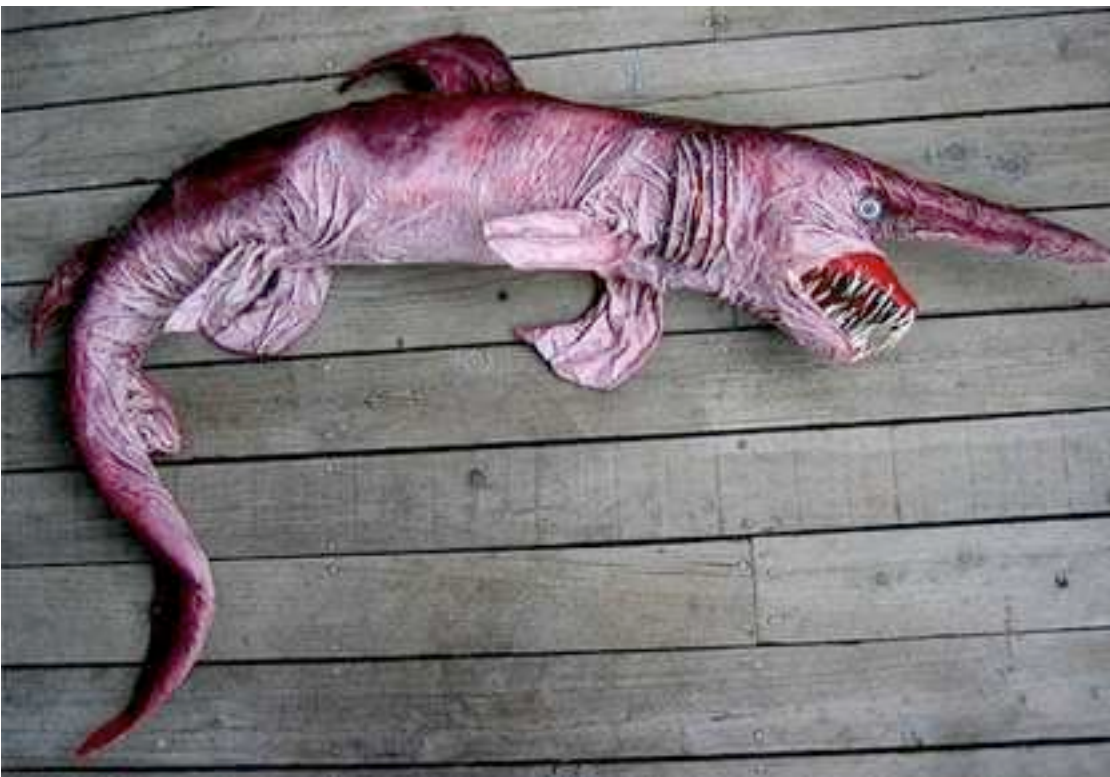


prey by catapulting its jaws forward. At the same time, the well-developed tongue on the floor of the mouth drops, expanding the oral cavity and sucking in water and prey.

It is a sluggish creature with poor musculature and is essentially an ambush predator. Its large, oily liver makes it very buoyant which means it can approach prey with minimal movement. It eats bottom-fish, squid and dragonfish (Remember the dragonfish? See the March Lead and Line.)

It isn't really pink. Young sharks are almost white but the skin is translucent and the blood vessels beneath give it a pinkish hue. This colour darkens over time until a mature specimen ends up looking almost red. The sharks are tremendous divers and a tooth has been found in a transatlantic cable at 4,490 feet.

They are a favoured snack of the great blue whale and have become quite rare (as far as we can tell).



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Ojibway endangered

It's not yet a MAYDAY that the [Elgin Military Museum](#) is broadcasting, but it is a request for help. It seems, for a number of factors, that the Museum—home of the former HMCS *Ojibwa*—is having trouble with finances. A loan is being called, and promised moneys have not materialized. What can we do?

For starters, I urge all to sign the [petition](#) (click on the word “petition” started by a fan of Project Ojibwa. By doing so you'll be lending a helping hand to the crew who have laboured long and hard to preserve this piece of living history.

Meantime, in an article relating to present, not past submarines in Frontline Defence 2015, Vice Admiral Mark Norman, head of the Royal Canadian Navy, was quoted as follows:

“At the moment, Canada has a viable submarine capability and options to keep the Victoria Class going – the current plan is into the mid or late 2020 timeframe. They can be extended beyond that, possibly another eight or so years, but eventually, we have to have that discussion about the future.”



Regarding submarines, the article noted that in 2014 Canada's submarines spent 255 days at sea, including the Op *Caribbe* deployment of HMCS *Victoria* in support of the counter-narcotics mission. “They [submarines] are a viable strategic platform. They can be life-extended, but not indefinitely, and these are conversations we hope to have in the 2015-16 timeframe,” to further quote Admiral Norman.

I'm thinking these conversations should be happening now, not in the rather amorphous 2015-2016 timeframe. We can't wait until the boats are thirty years old and tied up forever, as has happened with our destroyers and replenishment vessels, to have a viable replacement plan under way.

*Reprinted from a blog post by Robert Mackay (author of *Terror on the Alert*) bob.mackay@hotmail.com*

Nominations open for the 2015 Beaver Medal

The Maritime Museum of BC is inviting nominations for the Beaver Medal, an award that recognizes outstanding contributions to the marine sector of BC. The Maritime encourages nominations for anyone who has made noteworthy contributions, including but not limited to: science, technology, business, applications of maritime skills, nautical heritage and culture, and academic contributions. An award is also made to recognize an organization, vessel, or technological project.

“The Lt Gov, the Hon. Judith Guichon, presented two of the 2014 awards to distinguished maritime historian Dr. Barry Gough and to the unique ROPOS (Remotely Operated Platform for Ocean Sciences) system which has been carrying out underwater research for 25 years. The two other 2014 recipients were veteran hydrographer Captain Tim McCulloch and Curator Emeritus of the Vancouver Maritime Museum.”

The gold-plated medal is struck from copper salvaged from the 19th century paddlewheel steamship S.S. *Beaver*, built in England in 1835 for the Hudson's Bay Company. This iconic vessel pioneered commercial navigation on the BC coast as a floating trading post, hydrographic survey ship and towboat. She grounded near Vancouver in 1888 and after foundering, some of her machinery was recovered, providing the metal for the Beaver Medal.

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Happy Birthday Announcement Margaret Brooke M.B.E., PhD

By Larry Dawe

On 10 Apr Dr Margaret Brooke is planning to celebrate her 100th birthday with her family in Victoria. Dr Brooke is a Second World War hero.

An RCN S/Lt Nursing Sister, she survived the sinking of the Port Aux Basques ferry *Caribou*. This passenger and car ferry was on its regular run from North Sydney N.S. to Port aux Basques Nfld with 191 passengers and 46 crew. She was torpedoed from a range of 600 yards by U-69, at 0330 on 14 Oct 1942. The escorting ship *HMCS Grandmere* made two attacks; one attempt at ramming which very nearly succeeded, but U69 turned to hide under the survivors. S/Lt Brooke was awarded the Order of the British Empire (Member) for her efforts to save another nursing sister in the water.

She continued to serve in the RCN retiring as a LCdr in the early 1960's. Subsequently she pursued studies in paleontology at the university of Saskatchewan, qualifying as a PhD in the micro-paleontology of Saskatchewan and taught paleontology for some years.



The ferry Caribou

Photo from Night of the Caribou by Douglas How



Escort ship HMCS Grandmere

Photo courtesy CFB Esquimalt Naval Museum



RCN Nursing Sister Agnes Wilkie, second from right, died after the Caribou was torpedoed. Margaret Brooke, in white uniform on left, was awarded the OBE for her efforts to save her friend.

Photo from Night of the Caribou by Douglas How

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Flag Staff at Veterans' Memorial Park in serious need of attention

Candlelight ceremonies began in the Netherlands in 1995 to show thanks and to honour those who liberated the country and its people from German occupation during the Second World War. Dutch children placed lit candles on the graves of Canadian soldiers and candles remained lit overnight in silent tribute. Residents were drawn to the cemeteries by the soft red glow of the candles burning in the dark. As a result, commemorative candlelight tributes have now become annual ceremonies in the Netherlands and other European countries.



*They were young, as we are young,
They served, giving freely of themselves.
To them, we pledge, amid the winds of time,
To carry their torch and never forget.
We will remember them.*

Similar tributes take place across Canada in both public and private cemeteries, the most immediate being the Candlelight tribute held at Veterans' Memorial Park on Thursday the 9th of April.

But the cemetery is not tidy. The flagstaff is in serious need of (at least) painting. Surely there is someone out there willing to care for the Canadian ensign flagstaff at the God's acre cemetery in Esquimalt?

It occurs to me that the following groups are natural stakeholders:

The Naval Association of Canada - Vancouver Island

Chiefs and POs Association

The PPCLI Association

The Canadian Scottish Regiment

The Fifth Field Regiment

The dozen or so Royal Canadian Legions in this area.

The Fifth Field Regiment

The Commonwealth War Graves Commission

The old Cemeteries Society of Victoria.

And of course the owners, Veterans Affairs Canada.

Surely someone out there is willing to step forward and perform this important public service. **Ed**



**Candlelight
Tribute
April 9th
at 1930**

This year's service at Veterans' Memorial Park will be held in honour of the Battle at Vimy. We would like as many veterans as possible to attend. We plan to muster the veterans and youth in the parking lot of Prince Edward Legion at 7:15 pm and will March off at 7:40, going along Station Road to the park. After the service the parade will return to the Legion by the same route at about 2100. Refreshments will follow the ceremony

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Way ahead cleared for HMCS Annapolis to become an artificial reef

A federal court has cleared the way for the former Canadian Navy destroyer HMCS Annapolis to be sunk off Gambier Island, located northwest of Vancouver possibly in early April.

The Save Halkett Bay Marine Park Society had argued that Environment Canada did not have the authority to grant a permit for the sinking of *HMCS Annapolis* because it allegedly had a toxic chemical in the anti-fouling paint on the hull.

But a judge ruled the permit issued to sink the ship was not "unreasonable" because the anti-fouling paint was in a "non-active state" because of its age, and Canadian guidelines on the clean-up of the ship were consistent with international standards.



The judge also ruled the application had been filed too late to block the sinking, and lifted a federal prohibition on moving the ship, awarding costs to the federal government and the Artificial Reef Society of B.C.

The Artificial Reef Society of B.C. has been working since 2008 to sink the former Canadian warship in [Halkett Bay Marine Park](#) in Howe Sound thereby creating the eighth artificial reef in B.C.

Artificial Reefs organized by the Artificial Reef Society of BC

- Sunk August 11, 1991: MV G.B. Church off Portland Island, near Sidney, BC at 48°43.323' N, 123°21.339' W
- Sunk December 5, 1992: [HMCS Chaudière \(DDE 235\)](#) (II) off Kunechin Point, in Porpoise Bay, near Sechelt, BC at 49° 37.694' N, 123° 48.699' W
- Sunk September 16, 1995: [HMCS Mackenzie \(DDE 261\)](#) off Gooch Island, near Sidney, BC at 48°40.094' N, 123°17.170' W
- Sunk June 22, 1996: [HMCS Columbia \(DDE 260\)](#) (II) off Maude Island, near Campbell River, BC at 50°8.031' N, 125°20.152' W
- Sunk June 14, 1997: [HMCS Saskatchewan \(DDE 262\)](#) (II) off Snake Island, near Nanaimo, BC at 49°12.96' N, 123°53.070' W
- Sunk July 14, 2000: [HMCS Yukon \(DDE 263\)](#) off Mission Beach, near San Diego, California at 32°46.80' N 117°17.12' W
- Sunk October 20, 2001: [HMCS Cape Breton \(ARE 100\)](#) (II) off Snake Island, near Nanaimo, BC at 49°12.88' N, 123°53.067' W
- Sunk January 14, 2006: Xihwu Boeing 737-200 off Chemainus, BC at 48°56.142' N, 123°43.130' W

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Another drug bust

Her Majesty's Canadian Ships *Goose Bay* and *Shawinigan*, in collaboration with the U.S. Navy and in support of the U.S. Coast Guard (USCG), assisted in seizing more than 1000 kg of cocaine while patrolling in the Caribbean Sea, as part of Operation CARIBBE, on March 1, 2015.

Following the initial search of a suspect vessel by a boarding team from United States Ship (USS) *Kauffman*, *HMCS Goose Bay* was tasked to conduct an additional inspection. A subsequent boarding and search of the suspect vessel by the USCG Law Enforcement Detachment (LEDET) embarked with *HMCS Goose Bay*, supported by *HMCS*



Shawinigan, resulted in the seizure of 1,017 kg of cocaine.

Crew members onboard the suspect vessel, along with the seized shipment, were taken into custody onboard *USS Kauffman*. The entire operation lasted more than 36 hours.

This marks the first narcotics interception in 2015 for Royal Canadian Navy assets deployed on Operation CARIBBE.

On February 2, a deployed CP-140 assisted the U.S. Coast Guard in the seizure of approximately 530 kg of cocaine off the west coast of Guatemala

Service Officer's report

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Nursing Sister Catherine Walker
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*NAC-VI Welcomes
new member PO2 Leigh
Shankland RCN (ret'd)*



In Memoriam

Alan Cavenagh

Feb 24

*If you would like to join the Service Officer's Report and Visitation Committee,
phone Irvine Hare 250-853-5493 or Peter or Elizabeth Campbell at 250-478-7351*