



July 2018 • Volume 33, Issue 4



ALOHA RIMPAC!



DND photo

U.S. Navy photo by Intelligence Specialist 1st Class Steven Robles/Released

Above: PhotoEx for RIMPAC 2018.
Left: HMCS Vancouver sailed with Australian and New Zealand Navy ships on the way from Fiji to Hawaii for Rim of the Pacific Exercise.

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CHARITABLE PROJECTS A SPRING PRIORITY

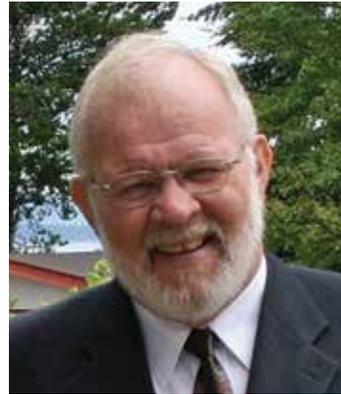
Associations are interesting in that we often have two years working at once: our fiscal year/membership year, which, in our case, is the calendar year; and our operational year, which runs summer to summer. We celebrate our operations year and report on our fiscal year every June.

As we look back on the last operations year, we have a number of successes to recognize and a number of challenges identified that we will need to focus on.

Successes include hosting an excellent Round Table on Defense, a special drive for Broadmead Lodge, a great series of lunches and luncheon speakers, as well as a new look and feel to Lead and Line.

Our successes also define our challenges as our membership numbers slowly decline as demographics take their toll and member interests shift.

Your Executive will be taking a serious look at this over the next year as we build our



Bill Conconi

relevance to potential new members. We will also be exploring how to more effectively serve the needs of the

excellent members we have. In addition to this being a challenge, it is also an opportunity. To this end, we look forward to some consultations in the fall to examine our needs, processes and new ideas as we plot our course forward.

I would like to formally acknowledge the efforts and hard work of your Executive. They have all given excellent service on your behalf over the last year.

*Yours Aye,
Bill*

WRITERS WANTED!

Don't just READ the Lead & Line. Be an active contributor to your publication. Not sure what to write about? No problem. The editor is happy to brainstorm ideas and get you started. Next deadline for submissions is August 10. Email leadandlineeditor@gmail.com.



**Saturday, October 20
1730 – 1000
Royal Victoria Yacht Club
Only 100 tickets available!**

Reception with appetizers and punch. Cash bar.

Dinner: mushroom soup, roasted striploin, white chocolate raspberry desert and wine.

Port will be served for the traditional naval toasts.

GET YOUR TICKETS FOR THE RAINBOW DINNER

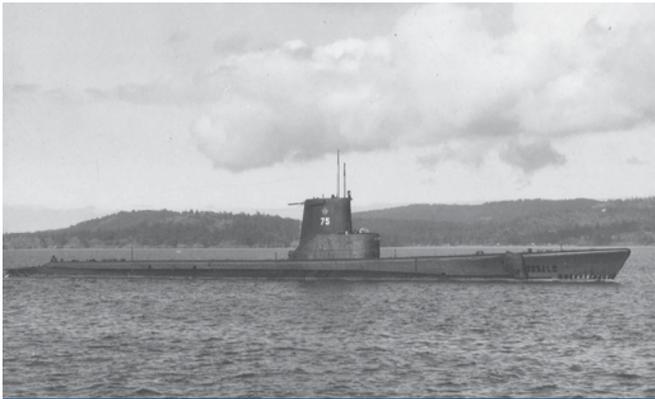
This formal naval dinner will commemorate the arrival of HMCS Rainbow in Esquimalt on Nov. 7, 1910, the first ship in the Royal Canadian Navy to serve on the west coast.

During dinner, a brief history of Rainbow will be given. Following dinner Bob McDonald, presenter and writer of CBC's Quirks & Quarks, will speak.

The talented Tom Vickery, former member of several CAF Bands, will play the piano during the reception and dinner.

Tickets are \$100 each. Reserve your seat via email to treasurervina@gmail.com. Payment can be made during the September NAC-VI luncheon or by cheque made out to "NAC-VI" and mailed to NAC-VI Treasurer, 1621 Barkley Place, North Saanich, BC V8L 5V6. If you wish to sit with specific friends, please indicate their names with your ticket request.

Dress for the occasion for men is mess dress/dinner jacket/lounge suit with medals and decorations.



2018 SUBMARINER'S GATHERING

50th Anniversary of HMCS Okanagan & Rainbow Commissioning



NOV. 4 • VICTORIA, BC

To register,
call 250-812-1840
or visit
www.saocwest.ca



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CARRUTHERS AWARDED THE ADMIRALS' MEDAL

About the Admirals' Medal

Established in 1985, in conjunction with the 75th anniversary of the Naval Service of Canada, the Admirals' Medal is bestowed upon individual Canadians in recognition of their outstanding achievements in the advancement of maritime affairs in Canada.

Named for Vice-Admiral Rollo Mainguy, and Rear-Admirals George Stephens and Victor Brodeur, the silver medal was established by their respective sons who also rose to flag rank: Vice-Admirals Daniel Mainguy, Robert Stephens, and Nigel Brodeur.

It is awarded annually for outstanding achievement in the areas of maritime related science, technology, and academic studies or for the application of practical maritime skills warranting special recognition.

Past recipients of the medal

- 2016 — Dr. Milner
 - 2015 — Dr. James A. ("Jim") Boutilier
 - 2014 — Vice-Admiral Charles M. Thomas & Rear-Admiral Eldon Healey
 - 2013 — Robert P. (Bob) D'Aoust
 - 2012 — Commander (RCN Res, Ret'd.) Fraser McKee, CD
 - 2011 — No award presented
 - 2010 — Ken Macpherson
 - 2009 — Commander (RCN Ret'd) Peter T. Haydon, C.D.
 - 2008 — Captain (N) William H. Wilson, O.M.M., C.D.
 - 2007 — Robert Grenier, O.C.
 - 2006 — Dr. A.E. Collin
 - 2005 — Vice-Admiral (Ret'd) H. MacNeil, CMM, CD
- For a complete list of past recipients, visit www.navy-marine.forces.gc.ca/en/about/in-depth-admirals-medal-recipients.page



Commander RCN, Vice-Admiral Ron Lloyd recently presented Dr. Jim Carruthers, Captain RCN (Ret'd), with the 2018 Admirals' Medal.

Carruthers has been President of the Royal Military College of Canada Foundation, and is the current Past-President and a long-time member of the Naval Association of Canada.

He was awarded the Admirals' Medal in recognition of his lifetime of service to the RCN and to the naval community.

Carruthers entered the RCN in 1961 at Royal Roads Military College. He received his degree in Electric

cal Engineering from RMC in 1965, followed by a PhD in Electrical Engineering in 1974 from Dalhousie.

He served as a general list officer and was the prototype for the Combat Systems Engineer (CSE). He was the originator of the SHINPADS concept of combat system integration.

Carruthers left the Navy in 1982 to become CEO of Norpak Corporation, helping to develop many of the advanced TV-based data capabilities we all use every day.

A BZ is extended to Jim on behalf of all the members of the Naval Association of Canada.



Jim was awarded the Admirals' medal in recognition of his lifetime of service to the RCN and to the naval community.



Cdr (Ret'd) Rod Hughes, the VP of NAC-VI, presents on behalf of LCdr (RCNR) Merritt Chisholm (Ret'd) the original painting of HMCS Warrior to Lt(N) Brendan Carver, CFB Esquimalt Wardroom Treasurer.

WARRIOR PAINTING DONATED TO WARDROOM

LCdr (RCNR) Merritt Chisholm (Ret'd), one of our longtime NAC-VI members, and Past National President of NOAC recently donated a painting of *HMCS Warrior* to the CFB Esquimalt Wardroom.

Cdr (RCN) Rod Hughes (Ret'd), the VP of NAC-VI, presented, on behalf of Merritt, the original painting to Lt(N) Brendan Carver, the Wardroom Treasurer.

The artist, Duncan Crockford (1920-1992) was commissioned in 1985 to paint *HMCS Warrior*, with prints being sold as a fundraising activity. The original painting hung in the Chisholm's home afterwards until its recent presentation to the Wardroom.

The painting was fittingly presented

in the lower bar area of the Wardroom in front of the badge of *HMCS Bonaventure* and below the badges of the many old RCN Fleet Air Arm squadrons (not shown here). *Warrior* (1946-1948) was the first of three aircraft carriers that Canada operated post-Second World War with *HMC Ships Magnificent* (1948-1957) and *Bonaventure* (1957-1970) following.

Canada operated *HMS Puncher* and *HMS Nabob* during the Second World War with the crews being drawn primarily from the RCN, with the air component being provided by the Fleet Air Arm. These two carriers were the genesis of Canada's aspiration for our own carrier.

Interestingly, few of Crockford's

paintings reached the commercial market as he was fully occupied with commissioned works. He was well-respected within the art community and his paintings adorn private collections in Canada and around the world, including those of Her Majesty the Queen, Prince Charles, Princess Margaret, former Prime Minister Pierre Elliot Trudeau, the Honourable Peter Loughheed, and the Rockefeller Foundation.

What you may not know is that Merritt and Bennie are leaving NAC-VI as they are moving to Vancouver. They will be missed, but a special BZ goes to Merritt for helping us remember a proud part of the RCN's history, and for donating such a beautiful painting to the Wardroom.

RIMPAC 2018 KICKS OFF

Military elements from 26 countries have gathered in Hawaii to participate in this year's RIMPAC. But past participant China won't be one of them.

After laying claim to and militarizing the South China Sea, China was uninvited from the 2018 event.

In May, a Pentagon spokesman said, "The United States is committed to a free and open Indo-Pacific. China's continued militarization of disputed features in the South China Sea only serve to raise tensions and destabilize the region. As an initial response to China's continued militarization of the South China Sea we have disinvented the PLA Navy from the 2018 Rim of the Pacific Exercise. China's behavior is inconsistent with the principles and purposes of the RIMPAC exercise."

For those countries that made it, this year's exercise will have a new feature: the live firing of a Long Range Anti-Ship Missile (LRASM) from a U.S. Air Force aircraft, surface-to-ship missiles by the Japan Ground Self-Defense Force, and a Naval Strike Missile (NSM) from a launcher on the back of a Palletized Load System (PLS) by the U.S. Army. This marks the first time a land-based unit will participate in the live fire event during RIMPAC.

More than 1,000 Canadian soldiers, sailors and aviators are at this year's exercise, which will run until Aug. 2.

Canadian naval vessels participating this year are *HMC Ships Vancouver, Ottawa, Yellowknife* and *Whitehorse*, and *MV Asterix*.

Additionally, Canadians will fill key positions, including Rear-Admiral Scott Bishop, who will serve as the Deputy Commander of the Combined Task Force; and Brigadier-General Blaise Frawley, who will serve as the Air Component Commander.

HMCS CALGARY LOOKING UP



HMCS Calgary conducted successful firings of the Evolved Sea Sparrow Missile against Unmanned Aerial Vehicles during a live fire air defence exercise in preparation for her upcoming deployment on Operation Projection.



Did you know?

The RCN has a new Naval Salute! The General Salute for the RCN has been changed to a variation of the RCN March, Heart of Oak, to give our Salute a distinctly naval flavour.



From the left: Rear-Admiral Art McDonald, the outgoing Commander of Maritime Forces Pacific and Joint Task Force (Pacific), Vice-Admiral Ron Lloyd, Commander of the Royal Canadian Navy, and Rear-Admiral Bob Auchterlonie, incoming Commander of Maritime Forces Pacific, sign the Change of Command certificates in HMCS Calgary on June 22. Photo by LS David Gariepy, MARPAC Imaging Services

MARPAC WELCOMES NEW COMMANDER

By Peter Mallett

Rear-Admiral Bob Auchterlonie assumed command of Maritime Forces Pacific (MARPAC) in a Change of Command Ceremony on June 22.

“Admiral Lloyd sir, I stand ready to be relieved,” declared a saluting RAdm McDonald as responsibility for MARPAC and Joint Task Force Pacific was passed to RAdm Bob Auchterlonie.

RAdm McDonald now moves on to Ottawa to become Deputy Commander of the Royal Canadian Navy (RCN).

In his farewell address, RAdm McDonald took time to thank every unit within the formation by name. He made note of the wide-ranging success stories at MARPAC since he took the watch in June 2016. A few of those included the completion of the Halifax-Class Modernization project; the successful 197-day deployment of submarine *HMCS Chicoutimi*; Kingston-Class vessels and

RAdm Auchterlonie has previously served as Base Commander of CFB Esquimalt and as Commander Canadian Fleet Pacific.

their crew’s role in Canada’s anti-drug smuggling mission, Operation Caribe; along with emergency forest fire and flood relief efforts in B.C. over the past year.

“We all have much to celebrate and your success builds a better future. I am certainly proud of all of you and I bid you all a Bravo Zulu,” said RAdm McDonald.

RAdm Auchterlonie returns to Esquimalt after serving two years as Deputy Commander of Canadian Joint Operations Command. He previously served

as Base Commander of CFB Esquimalt in 2012 and 2013, and Commander Canadian Fleet Pacific from 2013 to 2015.

As part of his leadership vision, RAdm Auchterlonie noted several keys for MARPAC’s continued success including continuing its strong presence in the Asia-Pacific region; being always ready to deploy as spelled out in Canada’s Defence Policy entitled “Strong, Secure, Engaged”; and his vision of “People first, mission always,” emphasizing the importance of the people of the RCN and their families.

The Change of Command concluded with the signing of official certificates.

“It is now my job to maintain this level of excellence for the Royal Canadian Navy and it is a job I am proud to do,” said RAdm Auchterlonie. “Vice-Admiral Lloyd, Sir, I have the watch.”

Courtesy of Lookout Newspaper. Edited for length.



HMCS Toronto and Canadian Coast Guard Ship Pierre Radisson sail past an iceberg off the coast of Baffin Island during a past visit to Canada's North.

RCN, CANADIAN COAST GUARD SIGN HISTORIC ARCTIC OPERATIONS AGREEMENT

By Darlene Blakeley

An historic agreement on joint Arctic operations has been signed by the Royal Canadian Navy (RCN) and the Canadian Coast Guard.

Vice-Admiral Ron Lloyd, Commander RCN, and Jeffery Hutchinson, Commissioner of the Canadian Coast Guard, signed the Joint Concept of Arctic Operations (CONOPS), which establishes how the RCN and the Coast Guard will coordinate maritime operations within Canada's Arctic Archipelago and Arctic waters, with the intent of pursuing greater interoperability.

With the Government of Canada's commitment to increasing presence in

the Arctic regions, both the RCN and the Coast Guard remain the most visible maritime presence during the summer navigation season. While the assigned missions and tasks are different and specific to each organization, there is significant synergy and increased operational effect that can be achieved through collaboration.

"Maritime operations in the Canadian Arctic are a complex and continually evolving endeavour," said VAdm Lloyd. "While the Coast Guard and RCN fulfill different roles, their devotion to greater interoperability demonstrates the commitment of both organizations to the achievement of shared

government objectives. Defining our partnership reinforces and strengthens the connection between the Coast Guard and RCN, and ensures that we benefit from each other's experiences, assets and unique but intertwined areas of responsibility."

Historically, the Canadian Coast Guard assigns at least six vessels annually to the Arctic for the navigation season, and the RCN assigns one to two vessels for a few weeks. With the projected arrival of its first Arctic Offshore Patrol Vessel (AOPV) this year, the RCN's ability to conduct extended Arctic operations and missions will increase significantly.

Partnerships like this are integral to ensure we can continue to meet the needs of those who use Canada's Arctic waters.

There are potential areas of mutual collaboration in operational scheduling, logistical support, training, interoperability and the execution of Northern operations, including search and rescue, environmental response and maritime security.

“Emergency situations in Arctic waters are a reality, and the Canadian Coast Guard stands ready to respond when they arise. Partnerships like this are integral to ensure we can continue to meet the needs of those who use Canada's Arctic waters,” said Commissioner Hutchinson. “The Coast Guard and the RCN are seeing important investments to further strengthen our capacity in the Arctic, including the launch of a new Polar Icebreaker and new AOPVs. Further, measures under the Oceans Protection Plan are creating a more robust marine emergency response system, stronger presence and safer navigation.”

The RCN has operated in Northern waters for many years, delivering on its missions and legislated mandate for Canada. Its primary missions are to conduct surveillance, demonstrate and exercise presence and control, support other government departments, respond to emerging crises, and build upon relationships in the region.

Overall, it's the RCN's responsibility to schedule, train and ensure the logistical sustainment of its maritime forces for Arctic maritime operations, coordinate Northern maritime forces through the Maritime Component Command in Halifax, and execute



Vice-Admiral Ron Lloyd, left, Commander Royal Canadian Navy, and Jeffery Hutchinson, Commissioner, Canadian Coast Guard, display the signed Joint Concept of Arctic Operations.

all Northern missions as assigned by Canadian Joint Operations Command and the Government of Canada.

The Canadian Coast Guard has operated its vessels and been the maritime lead and principal presence on-water in the Arctic for over 50 years. It provides critical icebreaking and safe navigation services, support to government science projects, and remote community resupply. It is also a key contributor to maritime domain awareness in the Arctic.

“The Arctic is a complex and dynamic maritime environment, and presents challenge after challenge for the sailors who have braved those waters over centuries,” said VAdm Lloyd. “As we prepare for the arrival of Harry DeWolf, the first of the AOPVs, the RCN is sending some of its sailors to join our partners in the Coast Guard to learn more about this unique environment.”

Harry DeWolf will be in the water this year for trials and will officially

join the fleet in 2019.

The CONOPS has been developed to assist both organizations' planners, schedulers, operators and training groups to discuss joint activities on a regular basis. This planning may not be limited to the signatories of this CONOPS, as the whole of government expresses an active interest in the sustainable development of the Arctic with the engagement, consultation and participation of Indigenous peoples and local communities and governments.

“The RCN and Coast Guard are two sides of the same coin; indivisible in looking after the safety, security and defence of our great nation,” said VAdm Lloyd. “Both of our organizations remain committed to reinforcing our relationship through the joint initiatives outlined in the CONOPS to ensure that northern development, presence and control are maintained throughout Canada's North. Our missions are distinct, but complementary.”

"STRIPEY" THE THREE BADGE AB

By Bonar A (Sandy) Gow, Ph.D,
Professor Emeritus of History,
Concordia University Edmonton

Sailors in the Royal Canadian Navy (RCN), up to the rank of petty officer, were once entitled to earn and wear as many as three good conduct badges on their left sleeves: one for three years, a second for eight years and a third for thirteen years. Although they could be lost for misconduct, they could also be restored by further good conduct. These badges were worn with pride. Chief petty officers earned them as well, but they were not displayed on their uniforms.

Normally, as sailors progressed up the ranks—ordinary seaman to able seaman, leading seaman to petty officer and finally to chief petty officer—they acquired their good conduct badges. This was one of the requirements for promotion. But there was one noteworthy exception: a man who mounted his badges, but was never promoted, and so did not fit this pattern. This man was “Stripey”, the three badge AB.

Who was he? “Stripey” was a man with thirteen or more years of good conduct. As an AB he held the second lowest rank in the lower deck (non-commissioned members) and he was waiting patiently for a 20 or 25-year career to end, at which time he would drift off into retirement.

Despite his rank, Stripey’s three badges and time in the navy commanded a measure of awe and respect amongst the men in his mess. Most often found in the gunnery and boatswain trades, he was a man whose naval knowledge and ability to avoid work of most kinds made him a legend. Stripey was a father figure who could advise young sailors and junior officers on any number of questions from kit musters to bends and hitches and the proper steps to be followed when coming alongside. He told



Instruction in the corvette HMCS Arvida’s main gun: 4-inch Mk.IX BL gun. Professor Sandy Gow notes that the Able Seaman at the centre of the photo, providing instruction, is a Three Badge AB (Stripey), a gunner or possibly torpedoman by trade.

Most often found in the gunnery and boatswain trades, he was a man whose naval knowledge and ability to avoid work of most kinds made him a legend.

the most interesting salty dips and his evaluation of bars in foreign ports could not be matched.

He was wise and respectful to his superiors. His work dress and his kit were flawless. His hair and beard were neat and trimmed, and he was proud of his ship. If you sought advice on sewing, knitting a pair of sea boot socks, working up a piece of fancy rope work or wood carving, or building a miniature sailing ship to slip into a bottle,

Stripey was your man.

The seaman branch chief petty officers at the dockyard drafting office in Esquimalt and Halifax all knew him; therefore, he usually got “soft touch” drafts ashore to places like the manual (work party) office, base cells, or assigned the task of issuing cleaning supplies, linen or working in gunnery stores. Stripey could be relied upon to do the job properly, though without exerting himself. While ashore and at a larger establishment such as HMCS Naden, Stadacona, Cornwallis or Shearwater, and where divisions were held regularly, he often came to the attention of an acute senior officer who remembered the sound advice he had provided him with when he was a cadet or a new sub-lieutenant, and would stop to chat Stripey up.

When the time came to return to sea, most seaman branch chiefs at the draft-

ing office would manage to find him a ship where he could settle back into his relaxed, headache-free, lifestyle. When he eventually walked out of the gates of the release centre at the end of his career, his RCN certificate of service in his hand, it revealed notations confirming his years of exemplary conduct that never dipped below “satisfactory” and might even exhibit the occasional higher assessment in his trade performance. If he had sinned, he had managed to escape detection. Why, then, was Stripey not retiring as a petty officer or a chief?

Although a handful of these men finished their careers as three badge ABs because they had been reduced in rank, the vast majority had been promoted to AB and were content to stay there until they were pensioned off. These men had entered the service in the twenties, thirties and the Second World War. When they joined they were seeking security: clothing, food, a place to stay, medical and dental care, and a daily tot (2½ ounces) of rum when serving at sea. Travel was an added bonus. Furthermore, he was a man without ambition; he had all that he wanted from life. He did not want the responsibility that came with advancement in rank, and showed no interest in upgrading his trade qualifications. He was content.

After 1945, those men who joined the RCN for a career but who displayed no ambition began to decline in the face of a changing Canadian economy. If, by the mid-1960s, they had been awarded their third badge they found themselves in a navy that was undergoing change in the form of a new promotion scheme, which saw advancement to leading seaman become based more on proficiency and less on time within the rank of AB. Furthermore, a former minister of national defence had made the promotion to leading seaman less stringent and any remaining Stripeys were advanced to that rank.

With the unification of the three armed forces in 1968, the mandatory wearing of a green uniform by all ranks, and the abolition of the good conduct badges, the years of the Stripey, a genuine messdeck character, were over.



PO1 Marie-Perle Broadley (project manager), Lt(N) Vincent Roy (Commanding Officer and Director of Music), PO2 Steven Donegan and PO2 Bob Fearnley (project supervisors) with their new CD.

NADEN BAND LAUNCHES FREE CD

A new CD showcasing the musical diversity of the Naden Band was released on June 22.

Titled *Seas of the Moon*, the free promotional CD, “contains a smattering of everything we do, and gives people a true picture of what a professional military band is capable of,” said PO2 Donegan, who plays trumpet.

Renowned Canadian composer Robert Buckley, who has collaborated with the band over the last few years, composed the album's title track. Buckley's masterwork is a four movement piece of music that plays out much like chapters in a novel.

Included on the CD is “The Dolphin March”, a march written by Naden Band bassoonist PO2 Robyn Jutras and presented as a gift to the

Submariners Association of Canada in June 2017.

“Scherzo for X-Wings”, a musical tour de force, composed by John Williams for the Hollywood blockbuster film *Star Wars: The Force Awakens* is also featured on the recording along with naval-themed works, marches and stage band original music composed by PO2 Barrie Sorensen.

PO2 Donegan believes the tracks will be of interest to listeners unaccustomed to their work.

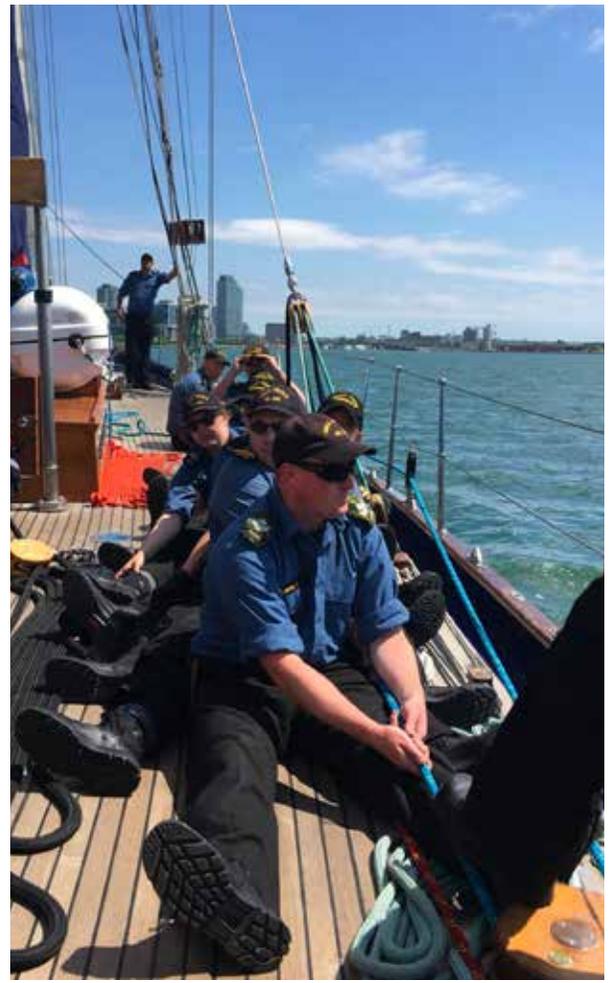
The CD will be distributed free of charge at the band's many concerts and public engagements throughout the year. Copies of the CD are also available at the band's headquarters at CFB Esquimalt or by emailing them at NadenBand@forces.gc.ca.

The Naden Band will play several concerts this summer. Their next show on the island is set for July 17 at Waterwheel Park in Chemainus. If you're in the Okanagan in August, you can catch them at Oliver's Music in the Park on Aug 9, at Osoyoos's Music in the Park on Aug 10, and at Penticton's Peachfest on Aug 11.

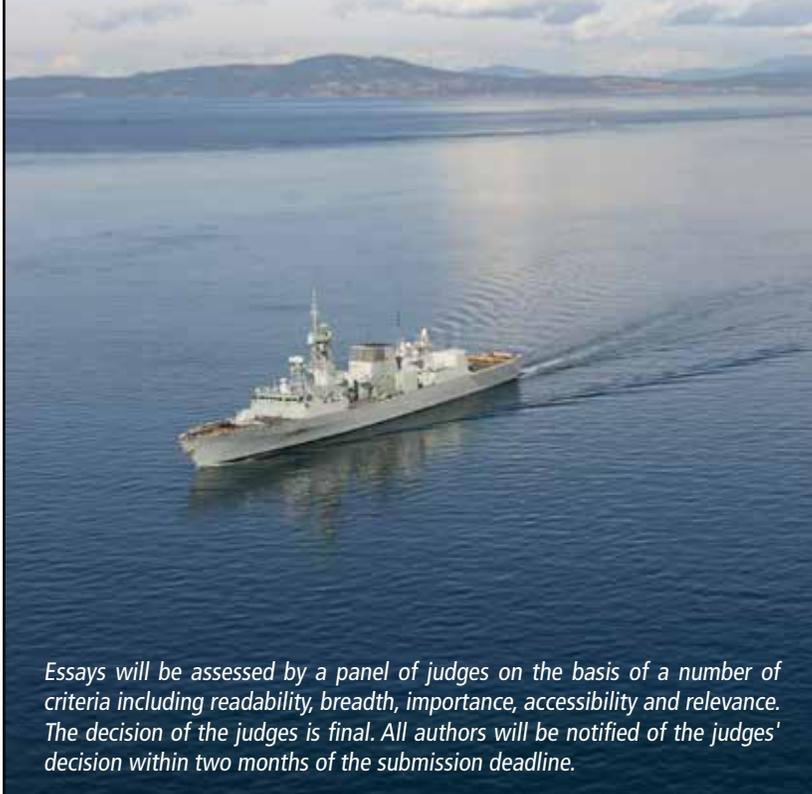
WEST COAST SHIP LIVING AN EAST COAST LIFE NOW



HMCS Oriole was officially accepted into the Atlantic Fleet last month and will spend the summer touring the Great Lakes and visiting several ports along the way. The ship made the long journey to the east coast last year and underwent refit at FMF Cape Scott in Halifax. The change in coast offers a new crowd of sailors the opportunity to learn to sail in a tall ship.



2018 CANADIAN NAVAL MEMORIAL TRUST ESSAY COMPETITION



Essays will be assessed by a panel of judges on the basis of a number of criteria including readability, breadth, importance, accessibility and relevance. The decision of the judges is final. All authors will be notified of the judges' decision within two months of the submission deadline.

Canadian Naval Review's annual essay competition will offer a prize of \$1,000 to the best essay. The prize is provided by the Canadian Naval Memorial Trust. The winning essay will be published in CNR.

Essays should relate to the following topics:

- Canadian maritime security
- Canadian naval policy
- Canadian naval issues
- Canadian naval operations
- History/historical operations of the Canadian Navy
- Global maritime issues (such as piracy, smuggling, fishing, environment)
- Canadian oceans policy and issues
- Arctic maritime issues
- Maritime transport and shipping

If you have any questions about a particular topic, contact naval.review@dal.ca.

Contest Guidelines and Judging

- Submissions must be received at naval.review@dal.ca by Monday, September 20, 2018
- Submissions are not to exceed 3,000 words. Longer submissions will be penalized in the adjudication process.
- Submissions cannot have been published elsewhere
- Submissions must be in electronic format and any accompanying photographs, images or other graphics and tables must also be included as a separate file.