

The Bosun's Call

NOVA SCOTIA - NAVAL ASSOCIATION OF CANADA NEWSLETTER



"PASSING THE WORD"



Editor: Doug Thomas 462-4049, doug.thomas@eastlink.ca January/February 2016





**Spatz Theatre at Citadel High School
7 pm, Tuesday, April 26, 2016**

**Advanced Reserved Tickets: \$12.50 (Ticket Halifax)
<http://www.tickethalifax.com/>**

At the door the night of the concert: \$15.00

An evening of wartime and contemporary music
commemorating the 70th anniversary of the end of the Second World War
and the War at Sea

with special guests

**The Halifax Boys Honour Choir
the Halifax Regional School Board Choir - Soundtrax
Liz Rigney and Michelle Durling**

Information

The Canadian Naval Memorial Trust:

Doug Thomas: 902-721-1206/execdir@canadasnavalmemorial.ca

Pat Jessup: 902-462-3089/pr@canadasnavalmemorial.ca

Free parking after 6 p.m. in the local area

THE SILENT DEEP – Book review

£20.40 (Hardback), £12.99 (Kindle)

2015 saw the publication of the latest in a string of fascinating titles dealing with the Cold War history of the Royal Navy Submarine Service. *Secrets of the Conqueror* (2012), *Hunter Killers* (2013) and *Cold War Command* (2014) were essentially based on stories told by RN submariners. *The Silent Deep*, the Royal Navy Submarine Service since 1945, is a lengthy and more encompassing work that tells the political, operational and personal stories of the service from the end of WWII up to the present day.

Peter Hennessy is a historian with a fine pedigree of chronicling the more secret aspects of the British state and is well qualified to write such a broad and in-depth book. Years of research and several trips to sea in operational submarines has produced a ‘doorstep’ of a book running to over 800 pages including maps, index, drawings and references. The narrative begins with the authors (Lord Peter Hennessy and research assistant, James Jinks) witnessing ‘Perisher’ (Submarine Command Course) training off Scotland aboard HMS *Tireless* in 2012, and later in 2013.

After the second world war the RN faced multiple challenges; a surplus of obsolete submarines, limited budgets and was scrambling to learn the lessons from captured German submarine designs. In the 1950s the RN had to overcome pay and manpower challenges and deal with traumatised war-veterans still serving. Gradually the service was reformed and began tentative operations against the Soviet Union. Diesel submarines began the pattern of challenging patrols in the Barents sea, gathering intelligence and experience that would eventually pave the way for an almost continuous presence by RN nuclear submarines in northern waters.

The book details the complex negotiations between Britain and the US that culminated in the construction of the RN’s first nuclear submarine, HMS *Dreadnought*. This was soon followed by the realisation that the UK nuclear deterrent was best carried by submarines and the eventual agreement to buy the US Polaris ballistic missile submarines. The incredible challenge of building the 4 Polaris boats and their supporting infrastructure was successfully met. This is a timely reminder to the UK defence establishment that large projects can be delivered on time and on budget when managed with skill and determination. Hennessy is very much at home discussing the political dimensions of the story but also manages to weave the detailed technical and operational aspects into the narrative. The similarly demanding project to replace Polaris with Trident is also covered in great depth.

Although the Soviet submarine force had ballooned by the 1970s, the smaller NATO submarine force had three major advantages well into the 1980s; better crews, better submarines and seabed listening arrays. RN and US submariners were more highly trained and more professional than their Soviet counterparts. Their submarines were far quieter and had better sensors so could detect their adversaries more easily with little chance of counter-detection. Developments in passive sonar allowed RN submariners to listen for, and tail soviet boats, sometimes for days, without the need to reveal their presence. The US had built a network of undersea hydrophones (SOSUS) which could track many of the soviet submarines in the North Atlantic providing priceless intelligence, allowing submarines and Maritime Patrol aircraft to be ‘cued’ onto their targets.

The book recounts some of the hair-raising patrols conducted by RN nuclear submarines in the 70s and 80s, although not revealing quite the same level of detail in the very personal accounts in ‘*Hunter Killers*’. Also covered is the work of conventional submarines with Special Forces as well as the RN submarine command and control issues that were highlighted by operations in the Falklands War.

<http://www.savetheroyalnavy.org/the-silent-deep-book-review/>

HOW TO COUNTER ARMED ASSAULTS (STRATFOR 03 December 2015)

By Scott Stewart

("How to Counter Armed Assaults is republished with permission of Stratfor.")

In the wake of the Nov. 13 attacks in Paris and the Nov. 20 attack against the Radisson Blu Hotel in Bamako, Mali, I have been fielding a lot of press queries about countering the armed assault tactics used in both attacks. Since there seems to be so much interest in the topic, it seemed worthwhile to discuss both government and personal responses to armed assaults in this week's Security Weekly.

A Long History

First, it is important to realize that armed assaults employing small arms and grenades have long been a staple of modern terrorism. Such assaults have been employed in many famous terrorist attacks conducted by a wide array of groups, such as the Black September operation against Israeli athletes at the 1972 Munich Olympics; the December 1975 seizure of OPEC headquarters in Vienna, Austria, led by Carlos the Jackal; the December 1985 simultaneous attacks against the airports in Rome and Vienna by the Abu Nidal Organization; and even the December 2001 attack against the Indian parliament building in New Delhi led by Kashmiri militants.

In a particularly brutal assault, Chechen militants stormed a school in Beslan, North Ossetia, in September 2004, taking more than 1,000 hostages and booby-trapping the school with mines and improvised explosive devices. The attack, standoff and eventual storming of the school by Russian authorities after a three-day siege resulted in the deaths of more than 320 people, half of them children.

More recently, we saw armed assaults used in the November 2008 Mumbai attacks; the October 2014 attack against the Canadian National War Memorial and Parliament in Ottawa, Canada; the January 2015 Paris attacks against Charlie Hebdo and a kosher deli; and the July 2015 attack against an armed forces recruitment center and a Navy reserve center in Chattanooga, Tennessee.

In some instances, such as the December 1996 seizure of the Japanese ambassador's residence in Lima, Peru, by the Tupac Amaru Revolutionary Movement, the objective of the armed assault is to take and intentionally hold hostages for a long period. In other instances, such as the May 1972 assault on Lod Airport by members of the Japanese Red Army, the armed assault is a suicide attack designed to kill as many victims as possible before the assailants themselves are killed or incapacitated.

Many recent jihadist attacks have been the latter, and as such they more closely resemble domestic active shooter situations than a barricade or traditional hostage situation. Because of this, they must be responded to differently.

Dealing with Armed Assaults

The long history of armed assaults in modern terrorism has compelled many countries to develop specialized and highly trained forces to combat heavily armed terrorists. For example, it was the failed rescue attempt of the Israeli athletes in Munich that motivated the German government to create the elite Grenzschutzgruppe 9 (GSG 9), which would become one of the best counterterrorism forces in the world. The activities of the Provisional Irish Republican Army likewise helped shape the British Special Air Service into its role as an elite counterterrorism force. Beyond national-level assets, the threat of heavily armed criminals and terrorists has also contributed to the development and widespread adoption of highly trained police, SWAT and counterassault teams by many cities, states and other subnational governments across the globe.

In traditional barricade or hostage situations, the most common tactical response is for the first officers responding to the scene to establish a perimeter to contain the incident. They then wait for hostage negotiators and SWAT or other hostage rescue teams to arrive to handle the crisis. This response is effective for a prolonged hostage situation. However, in the second type of armed assault, it permits the attackers free rein to find and kill many more victims inside the established perimeter. Many times, the attackers are also suicidal and are not planning on surviving the incident.

In the United States, the April 1999 attack at Columbine High School in Littleton, Colorado, was a watershed event that changed the way authorities responded to the second type of armed assault. In the aftermath of Columbine, officials learned that while the police established the perimeter and waited, the two attackers continued to kill students inside the school. Clearly while a shooter was actively killing people, the police could not just sit back and wait for specialty forces to respond to the scene. Moreover, since it often takes time for the specialized units to mobilize and respond, such a delay can prove deadly.

Consequently, so-called active shooter protocols, which called for first responding officers to quickly form a team and then engage and neutralize the shooter as quickly as possible to save lives, were developed and adopted. Active shooter protocols have required police officers to undergo additional training and many police departments are now issuing officers rifles or shotguns so that they do not have to face an active shooter situation with a firepower disadvantage.

Stratfor has long said that ordinary police on patrol are an often overlooked but critical facet of national counterterrorism defenses. While spotting unusual behavior and conducting traffic stops are important, nowhere is the role of regular police officers more important than in responding to active shooter situations. Not only are street cops the most likely force to make first contact with attackers, but in many cases they are also the primary force called upon to stop them.

Police Officers employing active shooter protocols stopped attackers in the Chattanooga shootings, and in the October 2015 Umpqua Community College shooting in Roseburg, Oregon. In the Ottawa attack as well as the May 2015 attack against a provocative event in Garland, Texas, security personnel protecting the facility stopped the assailants. The police in Colorado Springs, Colorado, also employed active shooter protocol in the Nov. 27 shooting incident at a Planned Parenthood office. While one police officer was killed and four others were wounded, their rapid response undoubtedly saved lives.

Active shooter protocols rapidly spread to other First World countries through training literature and conferences. However, as evidenced by the 2008 Mumbai attacks and the September 2013 attack against the Westgate Mall in Nairobi, Kenya, in which security forces did not take active shooter counter actions and attackers were permitted to continue killing, it has taken a bit longer to get to security forces elsewhere. That said, the Malian and French special operations forces' actions during the Bamako attack and the Afghan government's response to several armed assaults in Kabul highlight that the concept is being spread to other governments through training programs such as the U.S. State Department's Anti-Terrorism Assistance Program and its Department of Defense equivalent, as well as through training provided by European and Australian forces.

In the United States, armed off-duty cops and civilians can also make a difference in countering armed assaults. In February 2007, for example, a heavily armed gunman who had killed five people in the Trolley Square Mall in Salt Lake City, Utah, was confronted by an off-duty police officer, who cornered the shooter and kept him pinned down until other officers could arrive and kill the shooter. The off-duty officer's actions plainly saved many lives that evening.

Individual Responses

But it is not just the authorities that need to respond to armed assaults. Ordinary citizens also need to learn to quickly respond to danger. Properly responding to danger actually begins well before the first shot is fired when people adopt a mindset that recognizes the world is a dangerous place and that they are ultimately responsible for their own safety.

Once a person understands the possibility of being targeted and decides to adopt an appropriate level of situational awareness, he or she will be mentally prepared to quickly realize that an attack is happening, something security professionals refer to as attack recognition.

The earlier a person recognizes that an attack is developing, the better chance he has to avoid it. But even once the attack has begun, a person can still keep it from being a successful one by quickly recognizing what is happening and getting away from the attack site by running or hiding — or fighting back if they cannot run or hide.

However, once a person has recognized that an attack is taking place, a critical step must be taken before he can decide to run, hide or fight: He must determine where the gunfire or threat is coming from. Without doing so, the victim could run blindly from a position of relative safety into danger. I certainly encourage anyone under attack to leave the attack site and run away from the danger, but one must first ascertain if he is in the attack site before taking action. Many times, the source of the threat will be evident and will not take much time to locate. But sometimes, depending on the location — whether in a building or on the street — the sounds of gunfire can echo, and it may take a few seconds to determine the direction it is coming from. In such a scenario, it is prudent to quickly take cover until the direction of the threat can be located. In some instances, there may even be more than one gunman, which can complicate escape plans.

Fortunately, most active shooters are not well trained. They tend to be poor marksmen who lack experience with their weapons. During the July 2012 shooting in Aurora, Colorado, James Holmes managed to kill only 12 people — despite achieving almost total tactical surprise in a fully packed movie theater — because of a combination of poor marksmanship and his inability to clear a jam in his rifle.

This typical lack of marksmanship implies that most people killed in active shooter situations are shot at close range. Thus, it behooves potential victims to move quickly to put as much distance between themselves and the threat. Even the act of moving, especially if moving away at an angle, makes one a much harder target for a poorly trained marksman to hit.

It is also important to think about and distinguish between concealment and cover. Items that conceal, such as a bush, can hide you from the shooter's line of vision but will not protect you from bullets the way a substantial tree trunk will. Likewise, in an office setting, a typical drywall construction interior wall can provide concealment but not cover, meaning a shooter will still be able to fire through the walls and door. Still, if the shooter cannot see his or her target, they will be firing blindly rather than aiming their weapon, reducing the probability of hitting a target.

In any case, those hiding inside a room should attempt to find some sort of additional cover, such as a filing cabinet or heavy desk. It is always better to find cover than concealment, but even partial cover — something that will only deflect or fragment the projectiles — is preferable to no cover at all.

There are many examples from the recent Paris and Bamako armed assaults of people who ran away from the scene of the attacks and survived. In the Bamako attack there were also many people who barricaded themselves inside their hotel rooms and hid until the authorities could rescue them. The August 2015 incident aboard a Paris-bound train provided a good example of potential victims who were trapped aboard a train car and fought back to end an armed assault.

Some people have mocked the simplicity of run, hide, and fight. But, as these cases demonstrate all three elements of this mantra can and do save lives.

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JUTLAND CENTENARY - UK NAVY MUSEUM TO MARK 'DEFINING NAVAL BATTLE' OF FIRST WORLD WAR

Posted on centenarynews.com on 23 October 2015 Share|

Britain's museum dedicated to the Royal Navy has announced plans for a major exhibition marking the centenary of the Battle of Jutland in 2016.



"36 Hours: Jutland 1916, The Battle that Won the War" is described as a 'once-in-a-lifetime' opportunity to bring together material from across the UK and Germany. The exhibition will open at the National Museum of the Royal Navy (NMRN), Portsmouth, in the run-up to the 100th anniversary of Jutland at the end of May. Together

with the restored HMS *Caroline** in Belfast, also opening next year, the exhibition aims to make a 'massive contribution' to public understanding of the battle.

NMRN's Head of Heritage Development, Nick Hewitt, said: "The Battle of Jutland is the Royal Navy's defining moment in the Great War, and perhaps the largest sea battle in history. "It's the only event in the (UK) national First World War centenary programme which is wholly naval in character, and at the NMRN we've pulled out all the stops to put together a comprehensive and exciting programme of activity to mark it."

More than 100,000 sailors and 250 warships from the British and German navies were involved in the clash in the North Sea on May 31st/June 1st 1916. NMRN says its exhibition will explore the personalities involved, the men who served and the impact it had on a war-torn Britain.

"The story will be told in real-time and draw upon the latest exhibition design to engage and stimulate visitors of all ages," the museum explains. Ensigns flown by Royal Navy warships, some bearing the scars of battle, are among the historic exhibits being prepared for display.

More than 6,000 British sailors and 2,500 German crewmen lost their lives at the Battle of Jutland. Although the Royal Navy suffered greater losses of men and ships, the German High Seas Fleet didn't again mount a major challenge.

'Incredible sacrifice'

NMRN Director General, Professor Dominic Tweddle, said: "One hundred years after the fleets of the Imperial German and Royal Navies fought the defining naval battle of the First World War it is essential that we mark and commemorate the incredible sacrifice made.

"Our Great War at Sea 1914-1918 programme of exhibitions and events is succeeding in demonstrating that the First World War was also fought at sea around the world and that our naval supremacy ensured that the war was won."

'36 Hours: Jutland 1916, The Battle that Won the War' will formally open on May 24th 2016 at the National Museum of the Royal Navy in Portsmouth Historic Dockyard. The exhibition is being produced in partnership with the Imperial War Museum.



*HMS *Caroline*, the last surviving warship of the Battle of Jutland, is in the care of the NMRN. Visitors will see the bridge with its original compasses and telegraphs, the engine rooms with four Parsons steam turbines still in position and many other aspects of the ship's living quarters which have remained unchanged in 100 years. HMS *Caroline* is being restored in Belfast with an £11.5 million grant from the UK heritage Lottery Fund.

TOP GENERAL AND DEFENCE BUREAUCRAT WERE AT ODDS OVER WHETHER TO BUY FRENCH WARSHIPS

**Top bureaucrat warned resources were 'stretched' and purchase would affect shipbuilding plan
By Kristen Everson, CBC News Posted: Feb 08, 2016**

Canada's defence department advised the former minister of defence not to buy two French Mistral-class amphibious vessels because of how their cost might affect the multibillion-dollar national shipbuilding strategy — even though the ships would have provided a new and needed capability for the Canadian Navy.

Despite this advice from the top defence bureaucrat, the defence minister was told the exact opposite six weeks later by Canada's top general, documents obtained through the Access to Information Act reveal.

In a 2015 briefing note, deputy defence minister John Forster advised then Conservative defence minister Jason Kenney and then chief of defence staff Gen. Tom Lawson to avoid buying the ships because of "stretched resources."

Ottawa's backroom bid for French helicopter ships sidelined by election; Canada's \$39B shipbuilding strategy in need of repair, ministers told.

"While this opportunity purchase seems to represent a means to quickly acquire a substantial augmentation to the CAF capabilities, the impact on our already stretched resources would have direct and deleterious consequences on our capital investment program," the briefing note said. "It is therefore recommended that Canada not pursue the option to purchase the Mistral-class hulls at this time."

But just six weeks later the new chief of defence staff, Gen. Jonathan Vance, urged Kenney to reconsider the earlier advice given to him and to buy the two vessels from France. Chief of Defence Staff Gen. Jonathan Vance encouraged the defence minister to purchase the Mistral-class ships from France. (Fred Chartrand/Canadian Press)

In a letter obtained by CBC News, Vance pointed out that a military report concluded that the versatility and flexibility of the vessels could "directly contribute to the desire for rapid, deployable and far-reaching projection of state interests, which could result in positive influences both domestically and internationally," the document said. Vance went on to write that the addition of the French vessels "would contribute directly to satisfying current gaps in the area of sea-based force projection across a range of operations." And he said that additional funding will be needed to acquire this capability, otherwise the existing defence procurement plan would be at risk.

Editor's note: In my opinion, this was a great opportunity lost. DND, and specifically the Navy, have been studying the utility of such a capability for over twenty years, and a very successful tactical experiment employing a borrowed USN vessel and Canadian troops was conducted at Camp Lejeune, North Carolina. These Amphibious Assault Ships are able to project power from the sea without having to use war- or disaster-ravaged port facilities. Their well-decks act as a secure harbour to land troops, vehicles, relief supplies and other resources employing their own landing craft. Their large flight decks and capacious hangars can house and deploy a number of different types of helicopters depending on the mission. In addition, they can carry large numbers of refugees and injured people and provide medical aid in humanitarian assistance and disaster relief situations – and refuel and resupply escorting frigates and destroyers if no underway replenishment ships are available (the RCN's current lamentable situation).

In other words, there was an excellent and cost-effective opportunity to acquire the kind of capability that Canada has been considering for years, and was it allowed to slip away.



The two Mistral-class amphibious assault vessels *Sevastopol* (bottom) and *Vladivostok* are seen at the shipyard in Saint-Nazaire, western France, in May 2015. After France withdrew the vessels from sale to Russia, Canada was a potential customer. (Stephane Mahe/Reuters)



Chief of Defence Staff Gen. Jonathan Vance encouraged the defence minister to purchase the Mistral-class ships from France. (Fred Chartrand/Canadian Press)

And he said that additional funding will be needed to acquire this capability, otherwise the existing defence procurement plan would be at risk.

New customers needed

The French vessels were originally built for Russia, but France pulled out of the deal in 2014 because of Russia's support for rebels in Ukraine and the annexation of Crimea. France was forced to look for another buyer.

The Mistral-class ships are helicopter carriers that can conduct a wide variety of tasks, from launching raids onshore to providing aid and relief in disaster zones. They have landing pads for six helicopters, can house up to 60 armoured vehicles, accommodate 450 troops and contain a medical facility with a surgery centre and 69 beds.

According to the briefing note, the ships could meet the three roles and six missions outlined in the Canada First Defence Strategy — the military's road map for roles, missions and where it should be

investing. The ships would enhance the military's capabilities and increase international training opportunities for the Forces.

But the major problem, Forster argued, was the cost of acquiring the ships and how the two new vessels would fit into the navy's overall procurement strategy.

"Significant efforts are underway across DND/CAF to prioritize capability needs and reduce demands on the budget," the documents read. "In this light, it must be understood that with no identified source of funds to support such a purchase, and with our already stretched funding allocation, DND/CAF would be unable to absorb this pressure without significant impact to the already stressed capital equipment portfolio," it said in the briefing.

The top defence bureaucrat also warned that because the Mistral-class ships were not included in the National Shipbuilding Procurement Strategy "consideration should be given to how its purchase would impact other ships Canada is currently and forecasted to construct," including the cost of training associated with introducing a new ship, the document said.

In the end, the federal election was called, and in September France announced it would be selling the ships to Egypt.

Canadian Global Affairs Institute defence analyst David Perry sees this as a missed opportunity. "I thought acquiring that ship would have given the government a great deal of flexibility. I think, unfortunately, there won't be another opportunity as good as this."

The procurement strategy is worth \$39 billion and is seen as the future of the navy. The multibillion-dollar project is supposed to supply the navy with combatant and non-combatant ships, as well as to revitalize Canada's shipbuilding industry. But reports of cost overruns and delayed projects are already plaguing the program.

Perry said he can understand why the procurement strategy is such a sensitive issue, but it shouldn't preclude the navy from acquiring good equipment not included in the program that would be a useful asset to the Forces.

HMS AJAX and AJAX, Ontario



HMS Ajax was a Leander-class light cruiser which served with the Royal Navy during World War II. She became famous for her part in the Battle of the River Plate, the Battle of Crete, the Battle of Malta, in the Siege of Tobruk. This ship was the eighth in the Royal Navy to bear the name.

The connection between HMS *Ajax*, the River Plate Veterans Association, and the Town of Ajax continues today:

When you look at a street sign in Ajax, Ontario you are looking at history: most of our streets have been named after the officers and men that served on the Cruiser HMS *Ajax* before, during and after the war and at the Battle of the River Plate. The street names include Exeter Road named after HMS *Exeter* and Achilles Road named after HMS *Achilles*. Harwood Avenue is named for Commodore (later Admiral Henry Harwood) in command of a small squadron of cruisers whose task was to find and sink the German pocket battleship Graf Spee during the early months of World War II. Cmdre Harwood flew his command flag from the cruiser *Ajax* during the famous battle.

Occasionally members of the crew of HMS Ajax or their families visit the city of Ajax to see the streets named after them. On such occasions a tree planting is done, and a plaque is placed at the foot of the tree. The visitor is presented with a street sign bearing his name. We have had several significant events to mark our link with the HMS Ajax and World War II: Ship's Visit. A tradition dating from 1963 has each incoming Mayor extend an invitation for the HMS Ajax to visit. The tradition started when then-mayor William Parish visited Birkenhead, England to attend the commissioning of the eighth Royal Navy vessel to carry the name Ajax. (The seventh vessel was the one involved in the Battle of River Plate). The invitation could not be accepted until a few years later when it was extended by Mayor Clark Mason. The frigate HMS Ajax docked at Oshawa on August 25, 1976. The crew was given "Freedom of the Town," the highest honour that can be bestowed on a visiting military unit. The crew paraded down Harwood Ave with swords raised, bayonets fixed, and colours flying.

CF1 Card

The CF1 card is a discount rewards card available to ex-military people. It offers discounts on accommodations, travel and events amongst other things. Information about getting the card can be found on <https://www.cfmws.com/en/OurServices/CFOne/Pages/default.aspx>

Once you get your card you can log on to <http://www.cfappreciation.ca/> which is the site where you can find discounts.

The card also allows you to link into similar rewards programs for the US and UK Armed Services. Depending on where you live or shop, you can get discounts at local hardware stores, restaurants, ticket agents and other businesses by just presenting your card. You can get Air Canada and West Jet to waive the baggage fees by showing your card also. Most discounts are small, 10 to 15%, but some are significant.

Baggage Benefit: West Jet does allow generous baggage concessions for veterans but only on presentation of a valid Retired ID Card (CF 75) or this CF1Card - Record of Service won't do. As mentioned, the baggage allowance is very generous but there are complications. When you do your preregistration, there is no reference to veterans' benefits. Therefore you have pay the \$28 or so for each piece of baggage. When you arrive at the airport and deposit your luggage, presumably you can then go to the ticket counter and claim a refund. Not so. It seems ticket agents can only refund deposits paid through the ticket agent system. After about a half hour I convinced them to override this system. The very polite and helpful young man suggested that in future, when preregistering for West Jet, declare no baggage. Then on arrival go to a West Jet ticket agent and declare the baggage, and instantly receive the benefit. (By Doug Thomas – the latter is what I do – no problems to date.)

ADMINISTRATION OF CANADIAN FORCES PENSION PLANS

It is recommended that the link in para 5 of the CANFORGEN be bookmarked for ready access when and if the need arises.

Respectfully, Bob Lancashire, VP, NSNAC

UNCLAS CANFORGEN 007/16 CMP 006/16

SIC WAH

SUBJ: ADMINISTRATION OF CANADIAN ARMED FORCES PENSION PLANS

1. THE PURPOSE OF THIS CANFORGEN IS TO INFORM CAF MEMBERS OF THE UPCOMING TRANSFER OF THE ADMINISTRATION OF THE CANADIAN ARMEDFORCES (CAF) PENSION PLANS FROM THE DEPARTMENT OF NATIONAL DEFENCE (DND) TO PUBLIC SERVICES PROCUREMENT CANADA (PSPC). THE DND MILITARY PENSION RENEWAL (MPR) PROJECT IS PART OF THE GOVERNMENT OF CANADA PENSION MODERNIZATION PROJECT

2. DND WILL TRANSFER THE ADMINISTRATION OF CAF PENSION PLANS TO PSPC IN TWO PHASES. IN THE SUMMER OF 2016, THE RESPONSIBILITY FOR THE ADMINISTRATION OF THE CAF PENSION PLANS WILL BE FULLY TRANSFERRED TO THE PWGSC GOVERNMENT OF CANADA PENSION CENTRE IN OTTAWA (PHASE ONE)

3. PENSION PAYMENTS FOR RETIRED CAF MEMBERS AND THEIR SURVIVORS/CHILD(REN) WILL CONTINUE TO BE SUPPORTED BY THE SPECIALIZEDSERVICES DIVISION (SSD) AT PWGSC UNTIL THE WINTER OF 2016. AT THAT TIME, THE ADMINISTRATION OF PENSION PAYMENTS WILL BE TRANSFERRED TO THE GOVERNMENT OF CANADA PENSION CENTRE IN OTTAWA (PHASE TWO)

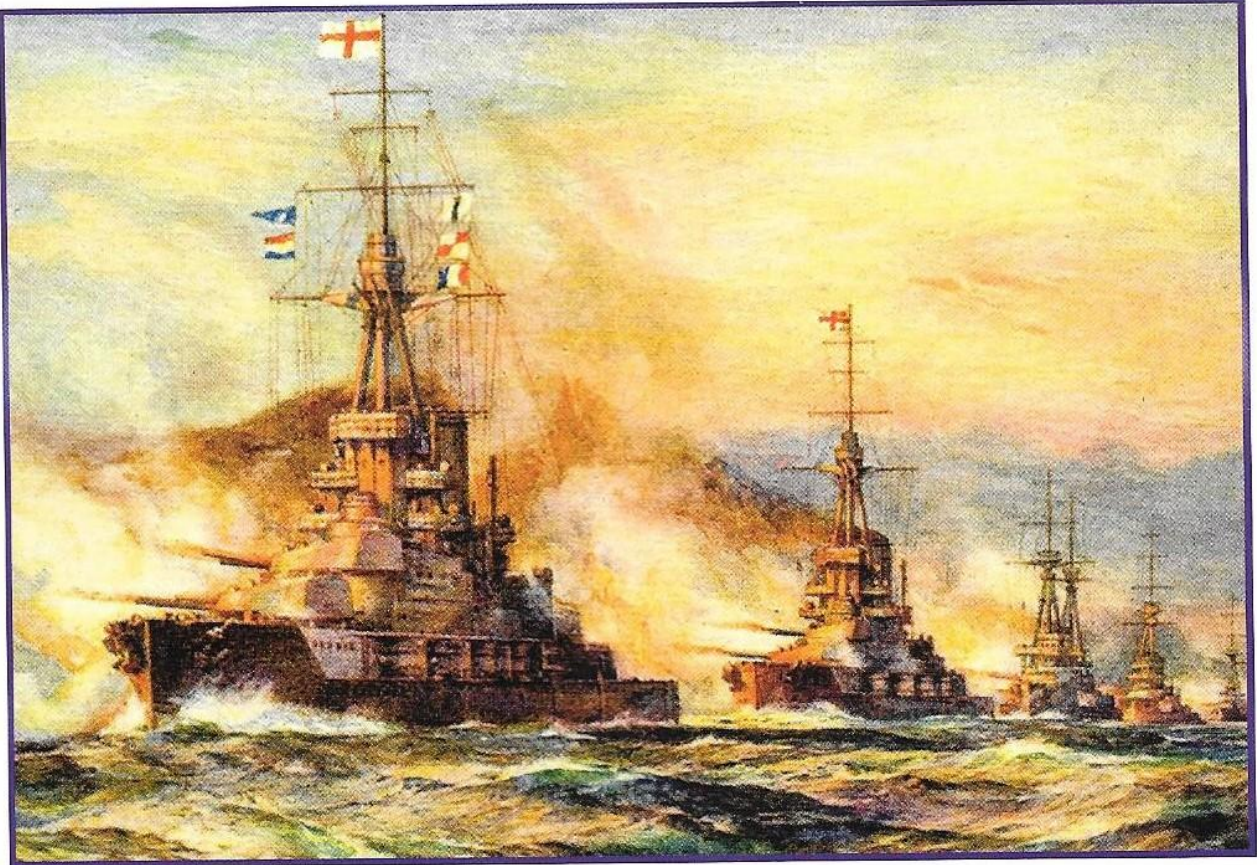
4. NOTE: DURING THE WEEKS IMMEDIATELY PRIOR TO BOTH TRANSITIONS, MEMBERS MAY EXPERIENCE DELAYS IN SOME PENSION SERVICES. FURTHER DETAILS WILL BE AVAILABLE CLOSER TO THE TRANSITIONDATES

5. FOR MORE INFORMATION ABOUT THIS TRANSITION AND FREQUENTLY ASKED QUESTIONS (FAQ), VISIT THE CAF PENSION WEBSITE AT <http://www.forces.gc.ca/en/caf-community-pension/military-pension-renewal.page>

PICTURE QUIZ

By Doug Maginley: This spirited picture shows HMS *Iron Duke* wearing Jellicoe's flag opening fire at the Battle of Jutland. My question to readers is: what in this picture is incorrect?

Answers to the Editor please.



NSNAC MEMBERSHIP RENEWAL FORM

Members are reminded that it is time to renew your NSNAC membership for 2016 if you have not already done so. Please complete the form below, include a cheque or money order for \$65.00 payable to Nova Scotia Naval Association of Canada, and mail it to:

Treasurer NSNAC
P.O. Box 801
Halifax N.S.
B3J 2V2

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PRINTS ARE AVAILABLE FOR PURCHASE VIA AMY KENNEDY
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