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### Mystery Photo – April/May Issue of BC

**Where and roughly when was this this picture taken? What is in the foreground and what is beyond it?**

**Answer: This is one of the first two Canadian-built Tribals under construction in Halifax Shipyards in the last year or so of WW II, probably *Nootka*. In the background underway to Bedford Basin is a River-class destroyer modified for escort duties in the Battle of the Atlantic, perhaps *HMCS Chaudière*.**

**Results: There were several very good answers: from Doug Maginley, Don Uhrich and Mike Hodgson.**

## **2014 Naval Heritage Calendar Available**

The Canadian Naval Memorial Trust has produced a 2014 Commemorative Calendar, “Canadian Naval Heritage Battle of the Atlantic 1939-1945,” to increase public awareness of CNMT/HMCS Sackville and support for the Battle of Atlantic Place project.

This 18 by 12 inch calendar, printed in colour on quality stock, “is an informative and timely product that should appeal to cross section of Canadians and in particular to those with an interest in our rich naval heritage.”

The 2014 calendar highlights the significance of the Battle of the Atlantic, the longest battle of the Second World War and the role of the Royal Canadian Navy. Photos and paintings depict the different classes of ships that served in the RCN, including destroyers, frigates, corvettes, minesweepers and Motor Torpedo Boats and the sailors who crewed the ships and shore establishments.

The text includes a description and brief history of each ship featured, along with significant historical events in the months they occurred and an update on the Battle of Atlantic Place project on the Halifax waterfront (in the area of the summer berth of HMCS Sackville).

Trustee Dan Sargeant proposed and managed the calendar project and graphic artist Karen Foster of VividWorks Design was engaged to design the calendar with the editorial support of several Trustees.

Trustees and other supporters are encouraged to purchase copies of the calendar for themselves as well as for friends and business associates – it would make a great Christmas gift. The calendar is available for \$20 (including HST) plus postage, through Sackville’s Gift shop: email: [www.canadasnavalmemorial.ca](http://www.canadasnavalmemorial.ca); tel: 902-429-2132 (summer berth)/427-2837(winter berth), or mail: HMCS Sackville, PO Box 99000 Stn Forces, Halifax, NS B3K 5X5. Beat the postage costs – buy direct from the gift shop if you can!

## **NSNOA Bursary Winners**

As you know, we grant two Bursaries per year to deserving young Nova Scotians going on to post-secondary education. We stipulate that these should be some naval connection, and in recent years many of the recipients have been sea cadets.

**Cassandra Kelly Zink** is a graduate of Parkview Education Centre in Bridgewater N.S. Both of her parents are or have been naval officers. Her father lost a leg in an accident, and is no longer in the navy. Her mother is a sea cadet training officer and RCMP detachment assistant. Cassandra herself is a CPO1 in the RCSCC Neptune in Lunenburg; she is a top marksman and a band member and percussion instructor both in Lunenburg and at HMCS *Acadia* in the summer. She holds a number of awards, trophies and medals. She intends to study at Mount Allison University.

**Brandon Ensor** is a graduate of Shelburne Regional High. His father is an oil truck driver and his mother a continuing care provider. He is a CPO1 in RCSCC 327 Unicorn in Shelburne. He is an active Red Cross volunteer, cleans up his church cemetery and is a keen sportsman. He intends to study welding at the College of the North Atlantic in Port aux Basque NL.

Well done to these young people and thank you to our Bursary Director, Dr. Guy Chauvin, who takes a great of interest in the competition for these very helpful bursaries. Thanks especially to those who contribute to our Bursary Fund and give us the means to make this happen.

## **Warship Developments – Summer 2013 Canadian Naval Review**

**(The following article is in the Summer 2013 Issue of CNR. If you are interested in this type of commentary and other information about our Navy and Maritime Security Issues, I recommend you consider subscribing to the magazine. Back issues are available online in an archive at:**

**<http://www.navalreview.ca/>**

## AFLOAT LOGISTICS SUPPORT or JOINT SUPPORT SHIP?

By Doug Thomas

The saga of the Joint Support Ship continues, but there is now some light at the end of the tunnel. It was announced on the 2nd of June that the design of the German Berlin Class replenishment vessels has been selected as the basis for the replacements for HMC Ships Protecteur and Preserver.



In the period 1993-1995 I served on the staff of the Director-General Maritime Force Development in Ottawa. One of our tasks at that time was to develop the characteristics and operating model for an “Afloat Logistics Support Concept” as a replacement for the then-existing three naval Auxiliary Oiler Replenishment vessels (AORs), which were 23-30 years old in 1993. As the decade moved on, the term Joint Support Ship came into use: it was intended that these new multi-purpose vessels would be designed for much more than support of Naval Task Group operations.

The flavour of the 1990s was active involvement in peace-support operations, a broader term than peacekeeping, including the Navy in such deployments as that of HMCS Preserver (AOR 510) to Somalia in 1992, in order to support a Canadian Army battle group. From a naval perspective, that deployment was very successful, but the experience highlighted a number of capability deficiencies that should be addressed in the

next generation of new construction. Improvements were needed to the ship's ability to support joint operations where port facilities were non-existent or unavailable due to conflict or disaster – a common experience in failed or failing states, or in the case of major natural disasters. As an example, Preserver had to remain at an unprotected anchorage off Mogadishu for an extended period with a continuous 20-foot sea and swell. This meant that boat-handling alongside with the ship's 36' LCVP (Landing Craft Vehicle Personnel) was hazardous. One solution to that problem would be a dock in the stern, such as that found in amphibious vessels like HMS Bulwark or the USS New Orleans. Could a dock be fitted in a future multi-purpose vessel which could be used for humanitarian assistance/disaster relief (HA/DR) in addition to replenishing and supporting more typical naval task group operations? Or would it make more sense to build or buy a specialist Landing Ship, which would also be a highly suitable vessel to conduct such operations. The RCN would like such a vessel.

Further experience with AORs performing non-traditional roles in the '90s included HA/DR after hurricanes in the Caribbean and Florida, and replenishment and Joint Headquarters operations supporting UN activity in East Timor. It soon became obvious to the non-naval members of the Department of National Defence and the Government of the day that an AOR – with characteristics such as embarked landing craft and helicopters, the capacity to carry large quantities of food, relief supplies, and various types of fuel; and a skilled work-force which could help re-establish essential services ashore – could make an impressive and very useful contribution abroad as well as respond to emergencies in Canada. (An AOR would have been deployed to other disaster relief operations in more recent years – such as Nicaragua, New Orleans, Haiti, and post-Hurricane Igor relief ops in Newfoundland – if one had been available.)

It made sense to the Navy in the '90s to improve the replacement AOR's design so that it could do a better job in the future of supporting Joint Operations and HA/DR. The concept was discussed with Army and Air Force Development staffs, and there was broad agreement that these were desirable capabilities for the Department. It was appreciated that there would be an increase in cost to achieve these capabilities – an estimated delta of about 15% to build an "Afloat Logistic Support Ship" over the cost of a naval AOR. It was thought that up to four of these vessels would be built so that two could be based on each coast and at least one would be readily available to respond to disaster relief / humanitarian Assistance missions. Indeed, the ALSC was renamed the Joint Support Ship (JSS), to better-describe this ship's role and capabilities.





## **Admiral Sir Sandy Woodward**

Admiral Sir John Woodward, known as "Sandy", who has died aged 81, led the naval expeditionary force which, against all the military odds, recaptured the Falkland Islands from the Argentinian invaders in 1982.

Woodward, then a rear admiral, was in the right place – at sea in the north Atlantic exercising his First Flotilla of destroyers and frigates – at the right time, when the Royal Navy was hurriedly assembling a taskforce to sail for the south Atlantic. And although he candidly admitted in his memoirs that "no one would ever have heard of me but for the events of 1982", he proved also to be the right man.

The Argentinian military junta invaded the Falklands on 2 April 1982. In London Margaret Thatcher's government, caught unawares, wrung its collective hands. Even the defence secretary, John Nott, regarded the occupation as irreversible. Enter, in the most dramatic fashion, the first sea lord and chief of naval staff, Admiral Sir Henry Leach. He left a ceremony in Portsmouth and ordered a helicopter to fly him to London. On arrival he marched in full uniform into parliament and assured Thatcher and her officials that the navy could mobilise a suitable task force "by the weekend". It was already Friday. The prime minister announced in an electrifying broadcast on Saturday 3 April that an amphibious operation would be mounted.

In overall command was Admiral Sir John Fieldhouse, commander-in-chief (C-in-C) of the fleet. Three nuclear-powered attack submarines under his direct control were secretly sent out at once. Woodward had tactical, frontline command of the taskforce, TF 317, at sea as it assembled and sailed southward via Ascension Island. His flagship was the old carrier HMS Hermes, supported by another carrier, Invincible (which were both up for sale at the time), destroyers and frigates – a total of 27 warships plus transports.

Once it was near the Falklands, the taskforce, TF 317, was divided into task groups (TG), including an amphibious group led by Commodore Mike Clapp, TG 317.0. The carriers and their escorts, TG 317.8, remained under Woodward's direct, tactical command. His role now was to provide air, surface and anti-submarine support for the landing of a counter-invasion force of 6,000 soldiers and marines, under half the total of the occupation forces.

John Forster "Sandy" Woodward, sailor, born 1 May 1932; died 4 August 2013

<http://www.theguardian.com/uk-news/2013/aug/05/admiral-sandy-woodward>

## **Navy could shift to Pacific**

August 2, 2013 – CP, BY PAUL MCLEOD OTTAWA BUREAU

The growth of China could push the Royal Canadian Navy's focus to the Pacific and away from Halifax, according to some defence analysts.

Military resources are jealously guarded by politicians and local governments, but some recent papers by defence analysts wonder how long the navy's status quo can last.

The American navy is already "rebalancing" its fleet away from the Atlantic in what's been dubbed the "Pacific pivot."

Canada's fleet still tilts toward the Atlantic. There are currently seven Halifax-class frigates and two Iroquois-class destroyers on the East Coast, versus five frigates and one destroyer on the West Coast.

Theoretically there will be two submarines for each coast when they are fully repaired.

This is at a time when Canada's trade policy is focused on Asia and former defence minister Peter MacKay lobbied for Canada's entry into a conference of defence ministers for the Association of Southeast Asian Nations.

In a 2012 paper for the Canadian Defence and Foreign Affairs Institute, retired rear admiral Roger Girouard argued the only way to make headway on these goals is for Canada to "be a Pacific player, not an afterthought." That comes down to having a consistent navy presence in the region, said Girouard, former commander of Maritime Forces Pacific.

"Canada should not expect to make windfall profits from the positive outcomes of Asian markets if it is completely unwilling to invest in the security and stability that creates the positive environment for these very markets to flourish," he wrote.

About four years ago there were discussions around moving one frigate from Halifax to British Columbia. The idea was fiercely opposed in Halifax and eventually abandoned.

"Right away it blew up into a minor tempest in a teapot at the municipal level. The mayor and the premier right away got involved," said Ken Hansen of Dalhousie University's Centre for Foreign Policy Studies.

Halifax is likely secure in keeping the forthcoming Arctic/Offshore Patrol Ships that will be built by Irving Shipbuilding. Halifax is much closer to the Canadian Arctic because Pacific-based ships have to loop around Alaska.

The East Coast is also much closer to the refueling base that is being built at Nanisivik on Baffin Island for the Arctic patrol fleet.

But when it comes to submarines and larger combat ships, Canada could eventually undergo its own rebalancing.

Retired commodore Eric Lerhe, also with the Centre for Foreign Policy Studies, wrote in a recent study that Canada's Pacific coast "calls out for more naval forces."

But rather than just shifting around ships, Lerhe said Canada needs to first decide on a real plan for what Canada's role in the Pacific will be. If Canada wants to be a player on the Pacific stage and become more relevant to Asian trading partners, it will take resources.

"The Asian-Pacific crowd know we provide token responses in the Pacific.

We've been doing it for the last 30 years. So we need something to demonstrate this is real, that this is a credible, long-term, and, I argue, forward-presence contribution," said Lerhe in an interview Friday.

Lerhe only presents this as one option. He notes the distances are immense and the costs could be considerable. Before the Department of Defence tackles any kind of shift, he said, it needs to get its financial house in order. With the federal budget in perpetual deficit and operations in Afghanistan being scaled down, the national defence budget is shrinking.

New Defence Minister Rob Nicholson is expected to wield the axe hard and often.

But Lerhe warns the most obvious place to cut is being overlooked - Canadian Forces bases.

Staffing to keep bases going makes up 40 per cent of the Defence Department's workforce, according to a 2008 report by the department.

Lerhe says slashing this amount significantly - by closing as many as 18 of Canada's 26 bases - would save money and also make the Forces more efficient.

This is not a new idea, but according to Lerhe, the Defence Department bureaucracy is stubbornly resistant to slashing personnel.

"Much of this is an internal smokescreen for a department that just has great difficulty reforming," he said.

## MYSTERY PHOTO # 2

What ship, when, where and why? So you have any memories of the occasion, or of the ship?



## Four old retired guys

Four old retired guys are walking down a street in Yuma, Arizona . They turn a corner and see a sign that says, "Old Timers Bar - ALL drinks 10 cents." They look at each other and then go in, thinking, "This is too good to be true."

The old bartender says in a voice that carries across the room, "Come on in and let me pour one for you! What'll it be, gentlemen?"

There's a fully stocked bar, so each of the men orders a martini. In no time the bartender serves up four iced martinis - shaken, not stirred - and says, "That'll be 10 cents each, please."

The four guys stare at the bartender for a moment, then at each other. They can't believe their good luck. They pay the 40 cents, finish their martinis, and order another round.

Again, four excellent martinis are produced, with the bartender again saying, "That's 40 cents, please." They pay the 40 cents, but their curiosity gets the better of them. They've each had two martinis and haven't even spent a dollar yet.

Finally one of them says, "How can you afford to serve martinis as good as these for a dime apiece?"

"I'm a retired tailor from Phoenix," the bartender says, "and I always wanted to own a bar. Last year I hit the Lottery jackpot for \$125 million and decided to open this place. Every drink costs a dime. Wine, liquor, beer - it's all the same."

"Wow! That's some story!" one of the men says.

As the four of them sip at their martinis, they can't help noticing seven other people at the end of the bar who don't have any drinks in front of them and haven't ordered anything the whole time they've been there.

Nodding at the seven at the end of the bar, one of the men asks the bartender, "What's with them?"

The bartender says, "They're retired school teachers from Canada, They're waiting for Happy Hour when drinks are half-price."