



[www.navres.dnd.ca](http://www.navres.dnd.ca)

Vol. 13, No. 2, September 2004

## What a Crew of 45 Can Do in Only 40 Days !

**A Summer Deployment Story**

by MS Kim Outhouse, HMCS *Glace Bay*

**E**ach summer, while many people in MARLANT are taking leave, the KINGSTON Class ships are entering their busiest period and sailing for such things as MARS IV training, Coastal Patrol, and Remotely Operated Vehicle (ROV) operations.

*Continued on page 8*

*HMCS Kingston transiting through the Canso Lock.*



National  
Defence

Défense  
nationale

Canada

3 ..... **From the Commander**

4 ..... **From the Formation Chief**

5 ..... **From the Director/Editor**

## **Operations**

6 ..... **NCAGS Officers Attend EXERCISE BELL BUOY in Australia**

7 ..... **HMCS Glace Bay Explores the Unknown**

8 ..... **What a Crew of 45 can do in only 40 Days!  
A Summer Deployment Story (continued)**

## **Training**

9 ..... **The Evolution of Basic Training:  
Basic Officer Training Centre Comes of Age**

10 ..... **A Naval Reserve First –  
Graduation Day for R82B Maritime Intelligence Course**

12 ..... **Naval Leadership Training Takes a New Course**

## **In the NRDs**

13 ..... **Defending the Wigwam**

14 ..... **RAAdm Davidson Returns Home to HMCS Scotian**

15 ..... **Naval Reserve Participation in Exercise Charging Bison 04**

## **General Interest**

16 ..... **New Compulsory Retirement Age for the CF**

18 ..... **Quebec Declaration Closes Loop on Federal and Provincial  
Employer Support for Reserve Force**

19 ..... **Student-reservists' opinion sought  
CFLC survey asks: "Does your school support your Reserve Force career?"**

20 ..... **Commanding Officer at 12: A Dream Come True**

## **Profiles**

21 ..... **Sailor Bitten by Life-Enhancing Bug**

## **History**

22 ..... **A Tribute to Those Who Fought on D-day**

23 ..... **An Award Recognizes the Quality of the Naval Museum of Quebec**

24 ..... **Canucks in the Mare Nostrum**

26 ..... **"Hidden" History: The Time to Unveil it is Now !**

## **The Naval Reserve LINK**

Vol.13, No.2, September 04

### **Director**

Lt(N) Peggy Thériault

### **Editor**

Lt(N) Peggy Thériault

### **Contributors**

Cmdre R. Blakely, Cdr H. Létourneau,  
Maj R.E. Gower, LCdr P. Henault,  
Lt(N) F. Ferland, Lt(N) P. Girard,  
Lt(N) I.D. Livermore, Lt(N) D. Podolchuck,  
Lt(N) L. Wilkins, SLt A. Walsh,  
A/SLt J.E. Blatherwick, CPO1 G.M. Woolfrey,  
CPO1 T.F. Eustace, CPO2 J. Cunningham,  
CPO2 D. Oliphant, CPO2 M. Syzek,  
PO2 T. Graves, MS K. Outhouse,  
LS F. Mosseray, Ms. N. Belleau,  
Mr. R. Harrison, Ms. C. Lantagne.

### **Translation**

Lt(N) François Ferland

### **Graphic Design**

Évolution Graphique,  
Boischatel (Québec)

### **Printer**

Impresse (Québec)

### **The Naval Reserve LINK**

is published by authority of  
the Commander Naval Reserve.

Views expressed are the authors' own and  
are not to be construed as official policy.

Permission to reproduce certain articles  
will be granted, provided original  
source is clearly indicated.

Contributions are invited. Texts are to be  
unclassified, submitted in English or  
French (preferably both) and can be on  
any topic relating to the Naval Reserve,  
especially its members. Identification  
must include full name and rank.

Articles should be typed, double spaced,  
and provided on disk or via email.

Bear in mind that color or black  
and white photographs, sketches, maps,  
cartoons or other artwork enhance the  
appeal of an article. Include the source  
of photos or artwork and a brief  
description or caption. Photos should  
be 4 x 6 at 300 dpi. Finally, please  
include the author's address  
and phone number.

The editorial committee reserves  
the right to reject or edit all submissions.  
Texts longer than 1000 words will be rejected.

If requested, we will return artwork  
and photos; however, we cannot  
assume responsibility for lost  
or damaged materials.

All submissions, letters to the editor  
or other correspondence should  
be addressed to:

### **The Naval Reserve Link**

Naval Reserve Headquarters  
P.O. Box 1000, Station Forces  
Courcelette (Québec) G0A 4Z0

Tel: (418) 694-5560, ext. 5303

Fax: (418) 694-5571

Email: theriault.p4@forces.gc.ca

Internet: www.navres.dnd.ca





## From the Commander

**Y**ou will receive a communications from me; orders, policy statements or 'philosophy.' This is an introduction — it does not presume to 'inspire' or instil fear. Our organization has transformed itself over the recent past under my predecessors' leadership. Measuring up will be difficult.

Leaders expect the loyalty and service of their followers — they demand accountability. Good leaders know that accountability, to be effective, **must** be a two-way street. I intend to be accountable to you, and will hold you accountable.

Regardless of rank we all have 'Leadership' jobs in our Naval Reserve roles. I am prepared to tolerate some 'failure;' we are a learning organization and, sometimes, failure contains the seeds of success. Doing nothing is a far greater sin in my eyes. What is intolerable is leadership failure! There is only one standard in that regard, that of a competent member of the Profession of Arms, the only standard that I will accept.

A new and curious phenomenon has crept into society: the tendency to never admit mistakes. If called to account, some deploy deflection strategies followed by grasping for any appeal. The best leaders are those who will 'act' (assuming some conscious thought before engaging) and make adjustments to maintain course. It is not a sin to be wrong; if you make a mistake, admit it, learn from it and move on. I'd rather have someone who makes 95 right decisions in 100 chances, as opposed to the person who won't make a decision for fear of being wrong.

I am implacably intolerant of leadership failure, such as allowing racist, sexist or other bigoted conduct to occur; not correcting a poisoned work environment; failing to report appropriately on the performance of subordinates, e.g. not getting PERs done; having 16 out of 16 PERs rated as 'immediate;' accepting or perpetuating rumours that you could put to rest or, worse, starting rumours. This conduct is not providing the leadership expected of a competent professional. This standard is neither a Reserve nor a Regular Force one; it is a universal professional standard.

You are the Naval Reserve; as a Formation member you should expect it to work for you and have the obligation to do your part to realize that. When a situation arises you always have the right to gripe. However, pass it along the Chain of Command, outlining the issue and any solution that you think will work. Remember, 'they'

aren't always aware of the situation, 'they' want to advance the agenda of our Formation and 'they' have the same goals as you do; help 'them' to help you.

Through 'Commodore's Policy Statements' I hope to share with you my thoughts on a number of our challenges. Your thoughts on these are not just welcome; they are solicited.

No Commander of the Naval Reserve can succeed on his or her own; they need the willing support of the Formation's personnel. Command Teams need the information, analysis, experience and inspiration of those people. That provides the tools to effect positive change and realize common goals.



### 2004 NAVAL RESERVE PHOTOGRAPHY CONTEST

This contest is being held for the sixth time and entries may be submitted by both members of the Naval Reserve and members of the CF Regular Force or CF Reserve Force who are attached to a Naval Reserve Unit.

The contest has only one category: military life.  
Both black and white and colour prints may be submitted.  
Deadline for entries is 15 November, 2004.

Master rules and entry forms have been shipped to NRDs. Prizes will be awarded and the first, second, third and fourth place entries. These will be published in the March 2005 issue of the *LINK* magazine.

## Message from the Formation Chief...



his is the first of many LINKs that I will be involved in, and the first opportunity I have had to address everyone and to say thanks.

On July 1<sup>st</sup>, 2004, onboard HMCS *Kingston*, in Kingston, Ontario, we had the very first Change of Formation Chief ceremony for the Naval Reserve. This event was a very special ceremony and gave me the indication that this was going to be a very important role that I will be fulfilling over the next three years. The ceremony was officiated by the new Commander of the Naval Reserve, Commodore Robert Blakely. The passing of the cutlass and the words of wisdom that came with it made me finally realize the journey I was about to embark upon and the responsibility and accountability that I will have to the Naval Reserve over the next three years.

On behalf of myself and Chief Petty Officer 1<sup>st</sup> Class John Redican, the former FCPO, I would like to take this opportunity to thank Maritime Forces Atlantic, and specifically CPO1 Joe Arseneau, Fleet Chief Canadian Fleet Atlantic, Lieutenant-Commander Marta Mulkins, Commanding Officer of HMCS *Kingston*, Petty Officer 1<sup>st</sup> Class Cliff Kruck, Coxswain of Kingston and the ship's company for their involvement in making this ceremony such a memorable occasion. I would also like to extend my sincere thanks to the Naval Reserve Headquarters staff and HMCS *Cataraqui* for their administrative support to mark this very special occasion. Without everyone's concerted effort and teamwork this would not have been possible. We are now attempting to get a video and pictures to post to the Formation Chief web-site for everyone to see.

To CPO1 Redican, I say a very special thank you. I am pleased to tell you that the turn-over I have received from Chief Redican was superb. He has told me about the energized sailors who are dedicated and ready to do whatever they can to advance the Naval Reserve. The network that he has built with our other two formations, the Command Chief and other commands has no doubt taken the Naval Reserve to new levels and has brought us even closer to fulfilling our role in the Total Force concept in Maritime Command. Chief Redican has set the bar high, but I believe he has left me with a good starting point to carry on our increased involvement within the Naval family. So, I would like to thank Chief Redican very much for the steady state in which he has left this appointment, and I will look forward to working with him as the Coxswain of HMCS *Carleton*.

Since taking this appointment on July 1<sup>st</sup> I have had the opportunity to sail aboard HMCS *Glace Bay* for one week, visit Fleet School Quebec, Naval Reserve Headquarters, the Port Operations and Emergency Services Branch, the Leadership School Esquimalt (staff and students of PLQ 0418), Fleet Diving Unit (Pacific) and I've also seen the Graduation of the latest Basic Military Qualification Class in Borden on August 25<sup>th</sup>. In the fall I look forward to attending nine Change of Command ceremonies between September 11<sup>th</sup> and the end of October.

In closing, I seek from you the same support that you provided my predecessor and your understanding that the Navy, and in particular the Naval Reserve, is changing. With the change of Formation Chief can sometimes come even more changes. I want to assure you that the fundamental principles are still there, those of professionalism, dedication, commitment and strong leadership, that I will strive to achieve throughout my tenure.

Good luck to everyone in new appointments; and to those who have just completed courses, I look forward to meeting with each and every one during my official visits.

Glenn M. Woolfrey, MMM, CD  
Chief Petty Officer 1<sup>st</sup> Class  
Naval Reserve Formation Chief.



**SOMETHING  
NEW!**

Over the next few months, articles that have not yet been published in the *Link* will be made available to you through the NAVRES web site.

Come visit us at  
[www.navres.dnd.ca](http://www.navres.dnd.ca)  
to see what's there.



## A New Commander for the Naval Reserve

by Lt(N) Peggy Thériault,  
Naval Reserve Public Affairs Officer

A new chapter of Canadian naval history was started last July 2<sup>nd</sup> as the Naval Reserve greeted its new Commander.

After four years as Commander for the Naval Reserve, Commodore William O'Connell relinquished the helm to Commodore Robert R. Blakely.

"I would like to express my sincere gratitude to Cmdre O'Connell for his numerous achievements during his term as Commander of the Naval Reserve," said Vice-Admiral Ron Buck, Chief of the Maritime Staff. "Through his leadership, as a result of his continuous efforts to find better ways to do business and improve the morale of his people, the Naval Reserve has grown steadily and is more than ever ready to face the challenges of the future."

Now it is Cmdre Blakely's task to take up the challenge and the responsibility of 24 Naval Reserve Divisions across Canada and for the coastal defence of the country.

During a Naval Reserve career going back to 1969 when he joined through HMCS *Nonsuch*, Cmdre Blakely has filled numerous positions, including those of Regional Coordinator for the Naval Reserve Central Region and Commanding Officer for several of Her Majesty's Canadian Ships and other naval establishments.

In civilian life, Cmdre Blakely is a graduate of the University of Alberta; he has been practicing Law since 1977, and his major area of concentration is Labour Relations, practicing on the employee side since he was admitted to the bar. He remains a member of the Law Firm of Blakely & Dushenski, in Edmonton.

An official change of command ceremony will take place during the fall.



I'm very happy to take over as *The Link's* new editor. This is a significant challenge for me, as I am new both to the Naval Reserve and to the role of editor. Despite all this, I do wish to learn, as quickly as possible, so that I can provide you with a journal that will live up to your expectations.

Even with all the superhuman efforts I plan on put forth, however, I will need your help. You readers definitely have a say in how *The Link* takes shape: without you, there can be no news, no highlights, especially not much of interest. So please send in your articles; if you don't feel you can write, your ideas at least will be welcome.

Furthermore, as you can well imagine, with a new administration comes change. I would like to create specific sections that will be part of each issue. A section for new Defence policies and items that can affect your military life as well as your family. Maybe a whole page of "In Brief" items, to show what each unit has done since last time. These changes will of course not be immediate, but you should see something new during the coming year.

Do you have a news item you'd like to broadcast to the world? Send it in. Do you have a question on the Naval Reserve, or on certain policies that could affect you? Let me know, and I'll do all I can so you can read the information in a forthcoming issue.

It's up to us! ↓

Lt(N) Peggy Thériault,  
Publisher and Editor,  
*The Naval Reserve Link*



## NCAGS Officers Attend EXERCISE BELL BUOY in Australia

by Lt(N) Lyla Wilkins, NCAGS O, MAROPSGRU 4 HQ

**E**XERCISE BELL BUOY 2004 (BB04) was a multinational Naval Cooperation and Guidance for Shipping (NCAGS) exercise conducted in Australia, host nation and lead planner, and Singapore from 26 April to 7 May 2004.

In Canada, the NCAGS occupation is unique to the Naval Reserve. Seven Canadian NCAGS officers participated in BB04 along with representatives from Australia, Chile, the Republic of Korea, the United Kingdom and the United States. Singapore and South Africa attended as observers.

BB04 was based upon a crisis involving the disruption to the Australia-Japan liquefied natural gas (LNG) trade; LNG is a highly valuable Australian export trade that is particularly intolerant to disruption due to the critical timings of voyages. The scenario began with an attempted boarding by a small terrorist group known as "Black October" of an underway LNG tanker, in international waters between Dampier, Western Australia, and Tokyo Bay.

"One of the key tasks for the Canadian team at NCAGS Unit Port Botany was to contact shipping agents and arrange briefings to merchant masters on board merchant vessels arriving and departing Port Botany," said LCdr Sheyla Lawrie-Munro, Operations Officer at NCAGSU 2 and the Officer in Charge of the Canadian team. Port Botany is the second largest port in Australia and New South Wales' premier container port. The port is serviced by a deep water channel, good road links and a dedicated freight rail line.



NCAGS Unit Port Botany remained busy throughout the two-week exercise by managing two briefing teams, each made up of two Canadian NCAGS officers and a shared Australian liaison officer. Visits were paid to ten container vessels and two tankers for the purpose of gathering and confirming ship particulars such as name and type of vessel, last and next ports of call, and ETD and route to be taken. These on-site face-to-face briefings also helped to promote the Navy and NCAGS within the maritime community. Upon return to the NCAGS Unit, the briefing team transferred ship information gathered during the boardings into the Naval Merchant Shipping and Information System (NAMESIS) database. This system supported and facilitated NCAGS operations by enabling the rapid collation and dissemination of shipping data.

"Every situation within the exercise presented an opportunity to learn, improve on skills and understand how important flexibility is in setting up and running a multi-level organization in a multinational environment," said LCdr Lawrie-Munro. The Canadian team at NCAGS Unit Port Botany capitalized on these opportunities and, as a result, its members were able to establish, operate and maintain an efficient and productive unit. "The Canadian NCAGS community looks forward to participating in future BELL BUOY exercises," she added.

LCdr Dan Manu-Popa from MARPACHQ was the Canadian designate to Exercise Control (EXCON). LCdr Marjorie Locke, Commander NCAGS Unit 2 participated as a Duty Shipping Officer at the NCAGS Coordination Centre, HMAS *Kuttabul*, Sydney. The remaining five personnel were assigned to lead and man NCAGS Unit Port Botany, Sydney. In addition to LCdr Lawrie-Munro, the team consisted of Lt(N) Serena Brown, HMCS *Unicorn*, Lt(N) David Lycon, HMCS *Discovery*, Lt(N) Janet McDougall, HMCS *Tecumseh*, and Lt(N) Lyla Wilkins, MAROPSGRU 4 HQ, as the briefing officers.



Briefing Officers Lt(N) L. Wilkins, Lt(N) Rowan Partridge (seen in foreground) and Lt(N) D. Lycon, board the container ship P&O Nedlloyd Palliser at Port Botany, Australia, outbound for North America via Brisbane and Auckland.  
(Photographer — Lt(N) D. Lycon, HMCS *Discovery*)

## HMCS *Glace Bay* Explores the Unknown

by PO2 Tari Graves, Senior NCIOP, HMCS *Glace Bay*

**H**MCS *Glace Bay*, led by Commanding Officer LCdr Scott Healey, embarked the Deep Seabed Intervention System (DSIS) on short notice on a rainy day of April at the Fleet Diving Unit in Shearwater.

The ship and her company prepared for a three-week mission involving a one-week assisted Work Ups and two weeks on her own with the highly capable remotely operated vehicle (ROV) and its team.

*Glace Bay* embarked Sea Training Atlantic staff from the 17<sup>th</sup> through the 21<sup>st</sup> of May in order to prepare the Ship's Company for emergencies at sea while operating the DSIS. This ROV is capable of investigating objects at depths down to 2000 m and possesses two sophisticated manipulator arms capable of a multitude of tasks. The DSIS is also equipped with a variety of cameras whose uses vary from navigation to data collection (similar to the technology used to investigate the *Titanic*). Operating this equipment from the Sweep deck involves disciplined station keeping and cooperation between the bridge team and the DSIS pilot.

After Sea Training was safely tucked away in HMCS *Moncton* for her Work Ups, *Glace Bay* got down to the business of having a closer look at what lies on the ocean floor. Led by Dive Officer PO1 Rob MacKay, the ROV team showed the crew rocks, anchors, and finally the long awaited wrecks that had been promised them. The first wreck encountered was the *Halfish*. This wreck was a fishing boat that was sunk on November 15, 1966, due to a fire on board and until now its identity was not known. Recovery of an item from the vessel allowed the team to positively confirm the identity of the *Halfish* using a wreck database.

On May 31, we explored HMCS *Clayoquot*, a Minesweeper that was sunk by the German submarine U-806's torpedo on December 24, 1944. The DSIS crew was able to get some incredible footage of the wreck depicting the bridge and her intact main armament. One eerie still showed what appeared to be the form of a sailor crouched on the forecastle with a machine gun. Needless to say this excited the Ship's Company quite a bit. Ghosts of the Abyss?

On May 31, the mission switched gears, and the team from FDU started using DSIS to take water and soil samples for Formation Environment who is interested in gathering water and soil samples from the UXO ammunition dump sites used in WWI and WWII. These sites are monitored on an ongoing basis as part of the CF Due Diligence Policy. Obtaining these samples by using the manipulator arms on the ROV is not an easy task. It takes patience and a certain amount of luck to pull the sample containers out of the basket, get the samples, and then return them to the basket. These days are a lot like having the Discovery Channel on board.

HMCS *Glace Bay* is a ship that prides itself on giving back to our community. At the suggestion of the DSIS team, the ship's charity representative sold tickets for the opportunity to pilot the ROV. On June 2<sup>nd</sup>, LS Lesage, a Naval Communicator from the ship, won the honour, and under FDU supervision safely piloted the ROV to the bottom.

On the final day of DSIS Operations, a crew from the CBC television show "Land and Sea" visited *Glace Bay* en route for a UXO ammunition dump site where the crew from FDU showed what DSIS was capable of. The episode is scheduled to air this fall on CBC.



One of DSIS manipulator arms retrieving an object from the ocean floor. (Photo: DSIS camera)

DSIS being recovered in her cage. (Photo: LS Chris Doiron)



LS Lesage flies the Deep Seabed Intervention System (DSIS) (Photo: PO2 Tari Graves)

A CBC crew standing by as PO1 Rob Mackay launches the DSIS. (Photo: LS Chris Doiron)





## What a Crew of 45 can do in only 40 Days!

### A Summer Deployment Story (continued)

by MS Kim Outhouse, HMCS *Glace Bay*

On June 14, 2004, HMCS *Glace Bay*, in company with HMCS *Kingston*, sailed for the Great Lakes in support of a MARS IV deployment. While in Lake Ontario, both ships were tasked with searching for AVRO ARROW models launched more than 50 years ago and never found. HMCS *Kingston* had embarked *Trinity's* Route Survey Team and HMCS *Glace Bay* had embarked FDU(A)'s Electronic Diving System (EDS) team and their ROV, the PHANTOM S4. Both packages are state-of-the-art survey tools utilized for inspection and survey of seabed.

As it was an historic mission, HMC Ships *Kingston* and *Glace Bay* transited to the search areas with the Commander Canadian Fleet Atlantic, the Commander Fifth Maritime Operations Group, the Naval Reserve Formation Chief, the Canadian Fleet Atlantic Fleet Chief, members of the Aeronautical Historic Foundation of Canada and several media personalities on board. *Kingston* made a preliminary sonar search and plotted several potential finds. *Glace Bay* followed in her tracks with the PHANTOM S4 allowing a live camera feed of the previous finds. Though the models were not found, the professionalism and diligence of the search uncovered several booster rockets of different types, including a "Velvet Glove" missile, and a previously undiscovered schooner shipwreck. The mission was a great success for proving the interoperability of KINGSTON Class ships and teams from *Trinity* and FDU(A) and has opened a brand new door for searches such as the ARROW.

Along with officer training and the ARROW search, KINGSTON Class vessels provide a venue for public relations through very successful civilian tours ranging from 300–600 people daily and day sails with approximately 20–25 people embarked. *Glace Bay* and *Kingston* have always had a positive involvement with charities and fundraising. During a port visit to Quebec City, HMCS *Kingston* embarked a young boy from the Children's Wish Foundation and made him Captain for a day. During the last fiscal year, the ship's company raised the highest amount of charity funds in MAROPSGRU 5.

This year *Glace Bay* has created a committee for public relations and charity. The committee is responsible for organizing events to raise public knowledge of the Naval Reserve and funds for charity. The committee ideas include taking part in local celebrity luncheons and sports challenges. HMCS *Glace Bay* has used several "all the time" fundraisers such as morning wakey, wakey music, crazy hat days and pizza nights. We have also created quarterly charity fundraising drives, our most recent being "Summer Fest 2004," during which *Kingston* and *Glace Bay* successfully raised over \$4000. This amount now takes the charity fund of *Glace Bay* for fiscal year 2004–05 to an amazing balance of more than \$6500 and allows *Glace Bay* the opportunity for a fleet charity challenge. If you can't beat us join us for a great cause. This is what 45 people can do in 40 days — just think about what we can do in 365!



The KLEIN 5500 SONAR being launched into Lake Ontario.



The crew of HMCS *Glace Bay* launching the PHANTOM S4, a remotely operated vehicle.



The crew of HMCS *Glace Bay* making ready to launch the PHANTOM S4, a remotely operated vehicle.



## The Evolution of Basic Training: Basic Officer Training Centre Comes of Age

by CPO2 Dennis Oliphant, Company CPO, BOTC Esquimalt

When CFB Cornwallis opened its doors to naval reservist NCM recruits in 1991, the federal government demonstrated the furtherance of its commitment towards 'Total Force' (a concept of Regular and Reserve Force integration and modernization forwarded by National Defence Minister Perrin Beatty in the 1987 White Paper) by taking the first step toward revitalizing the Naval Reserve training structures.

However, basic training for NR officers — conducted in the past at Albert Head (ceased in 1992), the CF Officer Candidate School (CFOCS) Chilliwack (closed in 1996) and at the CF Leadership and Recruit School (CFLRS) St-Jean in the past (ceased in 1998), and at Naval Officer's Training Centre (NOTC) Venture since 1999 — was technically not equivalent to similar training received by Regular Force officer candidates. That is, until March 2004.

When the Canadian Defence Academy certified the Basic Officer Training Centre (BOTC) as an equal partner in entry-level officer training with CFLRS, they effectively stated that because BOTC trains officer candidates to the same high standard as the Regular Force, they should therefore be given the same ability to grant the basic officer Military Individual Training and Education (MITE) qualification codes.

With that 'first' foremost in mind, LCdr Lyn Zandvliet, the Officer in Charge (OIC), has now embarked on pushing the training envelope even further than it has gone in the recent past. To this end, there will be a Qualification Standard and Training Plan writing board convened at BOTC in the fall of 2004, where all the stakeholders in basic officer training in the CF will sit down and discuss the way ahead. LCdr Zandvliet envisions a beefed-up BOTC that trains Navy,

Air Force and Army students, both Regular and Reserve, all year round — this would be dependent upon several key elements combining to produce an environment conducive to such an end state. Whether there will be the need, the funding, the will or the cooperation necessary to make such a vision a reality is yet to be determined, but is exciting to consider nonetheless.

In the meantime, one can focus on the continuing achievements of the Basic Officer Training Section of NOTC by concentrating on the quality of instructors and graduates alike that grace the historic grounds at Work Point. While relatively new to the world of basic officer production in the Naval Reserve, the OIC brings a lifetime and career of varied experiences — NCS, MARS, Admin, NRD and MCDVs — to the table of change. The future does indeed look bright!

### BRAVO ZULU goes out to all of BOTC's award winners in 2004:

- 1 **Professional-Like Attributes**  
(Top Student):  
NCdt A. Stark HMCS *Malahat*
- 2 **Academic Achievement**  
KINGSTON Division:  
NCdt M. Malenfant HMCS *Carleton*  
NANAIMO Division:  
NCdt Q. Locke HMCS *Scotian*
- 3 **Personal Achievement**  
KINGSTON Division:  
NCdt C. Marcoux HMCS *Montcalm*  
NANAIMO Division:  
NCdt J. Carmichael HMCS *Star*



Mock Inspection Pyjama Party.  
(Photo by PO2 Jequier)



Mock Inspection Hall Party.  
(Photo by PO2 Jequier)



"Gas Clear, PO!"  
(Photo by PO2 Noble)



NCdt Malenfant receives award.  
(Photo by A/SLt Alix)

## A Naval Reserve First – Graduation Day for R82B Maritime Intelligence Course

by LCdr Paul Henault — Executive Officer, HMCS *Tecumseh*

**A**n important milestone was reached on 16 July, 2004, when 15 graduates of the first R82B Maritime Intelligence course at Fleet School Quebec received their course completion certificates and were presented their Intelligence Branch badge to wear proudly on their uniform — the first Naval Reserve course entitled to do so.

The new R82B officers are at the forefront of the migration of the Naval Cooperation and Guidance for Shipping (R86 NCAGS) occupation to that of Maritime Intelligence (R82B PRES INT SEA, or R82B for short). Uniquely trained to support both N2 and N3 civil maritime shipping requirements, R82B officers are qualified to support Maritime Intelligence, Surveillance and Reconnaissance (Maritime ISR), as well as to provide NCAGS and merchant shipping expertise in support of maritime operations. Thus, R82B officers will be employed in two complementary roles to take advantage of their unique expertise as merchant shipping experts.

Capt(N) Craig Walkington, NCAGS Advisor to CMS and Presiding Officer of the course graduation ceremony stated, “The NCAGS occupation has evolved dramatically during the past 15 years, and the migration of NCAGS to INT is an excellent move forward. It provides a significantly enhanced capability for our Navy, it places our R82B officers front and centre supporting both N2 and N3 requirements, and it will provide tremendous opportunity through the long-term for both part-time and full-time Reservists.”

The students all agreed the course was very interesting and challenging. “The quality of the course was very good despite the short turnaround time that CFFS(Q) had to plan and conduct it,” they said. “Overall, it’s been a worthwhile learning experience, especially the NCAGS and INT exercises.” As an added benefit, many of them commented that a significant number of the skills they acquired, such as the ability to produce high



*Proud Staff (front row) and Graduates of R82B PRES INT SEA Course 0401.*

quality work while under prolonged periods of stress, effective time management, and the ability to process a great deal of information in a short period of time, will also help them in their civilian careers.

The graduates’ success is yet another accomplishment for the program as a whole. In just two years it has generated a new Occupation Specification; a new Qualification Standard and Plan; seen three NCAGS officers become Regular Force INT-qualified at the Canadian Forces School of Military Intelligence (CFSMI) in Kingston; and implemented a self-supporting training infrastructure and program at CFFS(Q). The level of support and cooperation among various staffs, schools and advisors across the CF has been exceptional, and the success of the program is a testament to the professionalism, hard work and enthusiasm on the part of everyone involved.

For its part, “Fleet School Quebec has been on the cutting edge in leading the implementation of the migration of NCAGS to Intelligence, and in the production of new R82B Maritime Intelligence Officers,” said Cdr Chris Deere, Commandant of CFFS(Q). “The staff has worked extremely hard to ensure a seamless transition to the new training specifications.”

For example, the school’s IT section accomplished what many deemed impossible before the program was initiated. Working with N61 staff at NAVRESHQ, NDHQ, CFB Valcartier and a host of other IT stakeholders, Fleet School Quebec became a fully accredited emission security (EMSEC) zone despite being located in a prime tourist location on the waterfront. In addition, the school implemented a dedicated, secure classroom to provide each student with secure access to the MCOIN III network. This was an essential requirement for providing relevant and realistic training, and was successfully implemented in record time.


Commander Deere emphasized that cooperation with CFSMI in Kingston has helped the School achieve the required standard, and that continued liaison with CFSMI and the intelligence community will ensure R82B training at Fleet School Quebec will continue to be of the same standard as that for Regular Force Intelligence officers.



## IN BRIEF

Ask any of the graduates how they would describe that Regular Force standard, and they would likely say: intense, brutal, demanding, relentless... and extremely rewarding. When asked how they managed, many responded: "The keys to success for us were effective time management, setting critical timelines for each assignment, and effectively prioritizing our workload. Personal discipline, team cohesion and *esprit de corps* were also essential."

So, after graduation, what next? Well, their first task was to proceed to Esquimalt and Halifax to conduct a Practical Training Requirement (PTR) phase at Maritime Operations Support and Intelligence Centres (MOSIC) *Athena* and *Trinity*, where they gained invaluable experience working in an intelligence environment supporting Fleet and Maritime Formation level operations. This was followed by a return to their Naval Reserve Divisions where they will fill divisional roles, conduct regenerative training, and support Maritime Intelligence and NCAGS taskings throughout the year.

Back at CFFS(Q), a second R82B course is underway, as are preparations to provide conversion training for officers already qualified in NCAGS, starting in January 2005. Said Commander Deere, "We are certainly up to the task, and if the future in delivering R82B-qualified officers evolves with the same degree of success witnessed with the first course, then the Canadian Navy will have a credible resource in high numbers with which to support both Maritime Intelligence and NCAGS." 

*Prepared with generous input from Capt(N) Walkington, Cdr Deere, CFFS(Q) staff, and the graduating class of R82B Course 0401.*

## HMCS *Cabot* Pipes End to Training Year

**SLt Adam Walsh, HMCS *Cabot***

The ship's company of HMCS *Cabot* was out in full force for the annual inspection on Wednesday, April 21<sup>st</sup>, 2004.

This year's Reviewing Officer was Commander Yvonne Hepditch, the Regional Coordinator for the Eastern region. She presided over seven promotions, one medal, and two annual awards. "Turnout was excellent and the march past was sharp," said Cdr Hepditch.

*Cabot's* formal training year runs from the first Wednesday after Labour Day in September until the first Wednesday after the Battle of the Atlantic in May. The busy summer schedule for deployments and preparations for next year have already begun.

HMCS *Cabot's* reputation for recognizing its members' hard work, for its balanced training program and for its strong links with the community will ensure many more successful year-end parades like this one. The unit looks forward to building on these many successes. **Bravo Zulu *Cabot*!**

*The Crew of HMCS Cabot marches past during the end-of-year inspection.*



## Naval Leadership Training Takes a New Course

by CPO1 T.F. Eustace, Formation Chief, MARPAC

**T**he Navy's Senior Non Commissioned Members (NCMs) can now benefit from a new approach to learning how to become a good leader through the Naval Environmental Leadership Training (NELT).

The NELT represents the evolution of Leadership for the Navy's Senior NCMs, designed to complement the NCM Professional Development Programme (NCMPD). Structured after the highly successful PO2/SGT Seminar, the NELT "Pilot" Course was recently concluded with overwhelming success by 20 of MARPAC's newest PO2s and 4 "seasoned" CPO2s.

The 5-day course, developed over the past two years, utilized the proven strategy of a symposium format with a participative approach. It provided an opportunity to discuss, in an open forum, current naval personnel and leadership issues of concern for all POs and CPO2s. As well, presentations, discussions, debates and public speaking venues proved to be a pragmatic format in which to launch a course of this diversity.

Highlights included the discussion of topics such as the Naval and CF Ethos, the Divisional System, Administrative Techniques and Support Agencies available in the Naval Formations. Subject Matter Experts were also incorporated into the program to present their views on topics such as Asia Pacific (by the Admiral's Senior Advisor, Dr Boutilier), Ethics and the Navy's Customs and Traditions.

Additionally, tours, syndicate work and open discussion were also integrated, all under the guidance of the most senior CPO1s in the Formation and in the Navy itself, including the CCPO, the FCPO as Course Director, the Fleet CPO, the BCPO and the Fleet School Coxswain.



The convenience of living in the Mess for the week, combined with evenings of entertainment and learning in a less formal environment as well as the opportunity to chat with classmates and socialize with the senior CPO1s of the Formation was most beneficial. A Mess Dinner, held on the last evening of the course with the CCPO, CPO1 Joncas, as the guest speaker proved to be one of the entertainment highlights.

"Participation in this pilot project has brought satisfaction, accomplishment and support; it was a really unique way to gain insight into the current issues in the fleet that pertain to NCMs," according to CPO2 Dennis Oliphant, of the Naval Officer Training Centre (NOTC). He also felt that it was a great opportunity as a Chief and as a Reservist to have been afforded another opportunity to dispel the myths about the 'shads' in the Regular Force. Indeed, Naval Reservists were recognized by numerous speakers and CPO1s as a valuable contribution to the CF and considered to be doing a good job on the management front lines.

"The support provided us greatly expanded our networks," said PO2 Dave Bisal. "We were exposed to new ideas, were challenged to think and act in ways that we weren't before, and now know that CPO1s in our Mess want to be involved with our successes."

The NELT was directed more towards tutoring and facilitating than mentoring and a great step toward self-recognition. "In a nutshell, it was exactly what the doctor had ordered," said CPO2 Oliphant, "and a great, great course for those NCMs who wish to broaden their professional horizons, listen to and learn from those leaders who already are successful."

The next NELT is slated for October 2004. 



# Defending the Wigwam

by A/SLt J.E. Blatherwick



In early April, approximately 125 sailors and soldiers from HMCS *Discovery*, The Seaforth Highlanders of Canada, and 6 Intelligence Company (6 Int Coy) made their way up Indian Arm to the Wigwam Inn to perform Exercise High Spirits near Vancouver.

The naval force included two Yard Auxiliary General vessels (YAG), rigid hull inflatable boats (RHIB), and an assortment of other boats. Also accompanying the force was the Steveston lifeboat, *Artist's Life*, commanded by war artist John Horton.

Upon reaching the Wigwam Inn, a command post with an operations room was set up and the YAGs and boats were sent out to their assigned posts. They were able to practice their doctrine and Rules Of Engagement against threats to their base and protected vital points by members of white squad.

At night, landings were conducted at the abandoned Buntzon Lake power station. LS Robert Scharf was one of the coxswains of the boats undertaking the landings. "The landings went surprisingly well," he indicated. "We landed and pulled out the soldiers with no trouble at all." This was aided by the perfect conditions of the night and high visibility.

6 Int Coy participated and helped prepare NCAGS personnel for their upcoming re-badging to Naval Intelligence. "We learned a lot from the Intelligence people," said Lt(N) Annette Chan, NCAGS officer at *Discovery*. "You can really see the amount of knowledge and attention to detail that they bring to the table."

The partnership between HMCS *Discovery* and the Vancouver militia units has continued to improve each year. Every year the level of challenge and realism has increased as the coordination of the scenario and the understanding of each other's training needs improve.



*Discovery's RHIB and crew participate in Exercise High Spirits.  
(Photo provided by John Horton)*

## A Call for Help

The debrief on the Saturday turned out to be no ordinary event. During the debrief a gentleman from the local yacht club called for help as a man was suffering from a possible heart attack. The medical team responded immediately and went to assist the patient. The communications officer was dispatched to see if a helicopter could be brought in for a medical evacuation and a RHIB was prepared for departure in the event that the patient may have to be moved by water.

There was no helicopter available so it was determined that the patient had to be moved by the RHIB. The patient was placed on the boat and taken back down Indian Arm to a waiting ambulance that took him to the hospital. AB Natalie Cole deserves a special mention due to her provision of care of the patient right up until the ambulance came. It was an outstanding effort by the crew of HMCS *Discovery* that allowed for the victim to get the immediate and proper care that he needed.

*The Discovery medical team on it's way for a rescue.  
(Photo by A/SLt J.E. Blatherwick)*

## RAdm Davidson Returns Home to HMCS Scotian

by CPO2 JoAnn Cunningham, Unit Information Officer, HMCS Scotian

**O**n Wednesday, 25 February 2004, Rear-Admiral Glenn Davidson, Commander Maritime Forces Atlantic, attended HMCS Scotian's training evening.

This visit marked RAdm Davidson's first official visit to Scotian, the unit where he began his naval career, since his appointment as Commander MARLANT. He joined Scotian in 1970 as a naval cadet before transferring to the Regular Force in 1974. He is the first former Scotian to reach flag officer rank in the Regular Force. Cdr (retd) Rowland Marshall, a former Commanding Officer of Scotian and the ship's Executive Officer at the time RAdm Davidson was a member of the ship's company, was there to observe the visit.

During Hands Fall In, RAdm Davidson made several presentations. The Canadian Forces Decoration was presented to Lt(N) Kyle Penney (whose father, Major-General (retd) Penney, participated in the presentation), LS Dawn Cryer, and LS Elaine Whelan. The First Clasp to the CD was awarded to Lt(N) Jill Page and PO1 Susan Andrews. PO2 Gerald Corcoran was presented with the Second Clasp to the CD. RAdm Davidson congratulated all recipients and addressed the ship's company.

During his own address, Captain(N) Craig Walkington, the current CO of Scotian, highlighted the close relationship between Scotian and the many units within the MARLANT Formation. Rarely a week goes by that Scotian is not being utilized in some form by either a ship or a unit. He stated that Scotians fill approximately 40 percent of the full-time Reserve billets in MARLANT — both ashore and afloat. Capt(N) Walkington concluded his speech by stating that all Scotians were proud of RAdm Davidson's achievements and were pleased to "welcome him home" to Scotian.

To commemorate the visit, RAdm Davidson presented a framed scroll stating the date and purpose of the visit. Of note was the inclusion in the signature block that RAdm Davidson was a "Former Scotian." In turn, Capt(N) Walkington presented a large Scotian crest and ball cap to RAdm Davidson on behalf of all Scotians.

Following the parade, RAdm Davidson visited each department in the unit and showed a great interest in speaking with members of the ship's company. He made note of some of the issues raised by the sailors and made a commitment to look after the interests and concerns of the Class A Reservists.

**Editor's Note:** Since this article was written, Rear-Admiral Glenn Davidson was promoted to vice-admiral and appointed Canadian Military Representative to NATO in Brussels.

*All photos taken by Cpl J. Wilson, Formation Imaging Halifax.*



*RAdm Davidson presents CD1 to Lt(N) Page.*



*Capt(N) Walkington presents RAdm Davidson with HMCS Scotian crest.*



*RAdm Davidson presents CD to Lt(N) Penney while his father, MGen (retd) Penney, looks on.*

*RAdm Davidson tours the galley and speaks to the Food Services Officer, SLt Ann Mech, and the chief cook, PO2 Corcoran. Capt(N) Walkington and the Supply Officer, Lt(N) Tammy Joudrey, look on.*





## Naval Reserve Participation in Exercise Charging Bison 04

by Lt(N) David Podolchuk, Unit Information Officer, HMCS *Chippawa*



On 13 May 2004, 23 Naval Reservists drawn from HMC Ships *Chippawa*, *Unicorn*, *Queen* and *Griffon*, along with 400 members of 38 Canadian Brigade Group (38 CBG) and observers from the Minnesota 34<sup>th</sup> Infantry Division National Guard, deployed to participate in EXERCISE CHARGING BISON 2004.

This army-led field training exercise, designed by 38 CBG Headquarters, is the first inter-service operation of this size since the Flood of the Century in 1997. Units of all Reserve elements from Manitoba, Saskatchewan and Northwestern Ontario participated, in order to assess capabilities to conduct offensive operations in complex terrain, with emphasis on patrolling and raids. Boatswains, divers, communicators and engineers were requested from the Naval Reserve to provide direct small boat support to army units tasked to cross water obstacles in response to simulated force-on-force engagements in the difficult and complex terrain of Silver Lake, outside of Kenora, in Northwestern Ontario.

This major army training exercise's original jump off date of 11 May was postponed due to a record-setting snow storm that stretched from Saskatchewan to the area of operations, dumping 25 centimetres of snow on the ground. In true Canadian military tradition, the sailors and soldiers carried on under what can definitely be described as unseasonable and difficult weather conditions, successfully conducting landing operations, water safety procedures, and small boat operations, while living under field conditions.

LCdr Nick Slonosky, Executive Officer of HMCS *Chippawa* described the four-day event as an excellent opportunity to practice and analyze planning and other capabilities within Naval Reserve Divisions (NRDs), as well as inter-operability with land forces, which yielded many valuable lessons learned.

Naval Reserve Headquarters congratulated all the NRDs and personnel involved for successfully conducting the exercise despite time constraints and with Mother Nature working against them.



Armed RECCE patrol being landed by Naval Reserve Zodiac. With rescue divers from Chippawa standing by, an opposed raiding party of 40 soldiers is landed using a combination of ORCAs, Hurricanes and Zodiacs with personnel drawn from Chippawa, Griffon, Queen and Unicorn.

### IN BRIEF

## Carleton holds a collection for the Juno Beach Centre

by LS Fabrice Mosseray, HMCS *Carleton*

The ship's company at HMCS *Carleton* contributed to the Juno Beach Centre fundraising campaign by holding a collection within the unit. Thanks to her members' generosity, *Carleton* was able to purchase a brick (\$250), as well as a wooden replica of the brick (\$25). Furthermore, the name of the unit and its motto *Vicemus Armis* were engraved on it. The purchase of this brick coincided with the celebrations surrounding the 60<sup>th</sup> anniversary of the Normandy landing; it was an opportunity for the unit to honour the veterans and the Canadian combatants who fell during this gigantic military operation.

## New Compulsory Retirement Age for the CF

by Lt(N) F. Ferland, NAVRESHQ



On July 1, 2004, the compulsory retirement age (CRA) for members of the Regular Force and Primary Reserve changed to age 60. Until now, most members of the Regular Force and Primary Reserve have been obliged to retire at 55.

The CRA for all new members of the Regular Force and the Primary Reserve is now automatically set at 60 years of age. Personnel who were serving on June 30, 2004 will be able to choose whether to change to CRA 60 or retain their current mandatory retirement age. Members have until one year prior to their current CRA to make the decision (for most members, this means making a decision before their 54<sup>th</sup> birthday).

Retirement age for other sub-components of the Reserve Force — Cadet Instructors Cadre, Canadian Rangers and Supplementary Reserve — remains unchanged for the time being, but is being examined.

### What is a compulsory retirement age?

A CRA is simply an institutional milestone that restricts service beyond that age. CF members may retire earlier than CRA, and the CRA does not guarantee that a member will be given the opportunity to serve to that age. Extensions past CRA will remain possible, under limited conditions, with the authorization of either the CDS or the Minister of National Defence.

While CRA is being extended to age 60, health and medical risks past age 60 are being taken into account and a CRA is being maintained to ensure the operational effectiveness of the CF — including the health and safety of CF members, their colleagues, and the Canadian public.

### Why the change to CRA 60?

The CF are changing their CRA to reflect changes that have occurred in Canadian society and to enable themselves to use the skills of its members for a longer period of time.

Canadian work patterns have changed. In the past, most Canadians entered the workforce at a young age and worked with the same employer until they retired. People are now entering the workforce at a later age, and the CF are no exception. The Forces also face a shrinking youth population — those aged between 17 and 29 — that is their traditional recruiting base.

As more and more entrants come into the service at an older age they are restricted by the 55-year upper age limit on service from serving enough time to either maximize their pension, or, in the case of some specialist occupations such as Chaplain, even to earn a reasonable pension.

Of course, with the Reserve pension coming on line next year, the new CRA will give reservists more time to buy back previous years of service, so that they also can come as close as possible to a full pension.

Changing the CRA will accommodate these new realities. By doing so, the CF are moving into line with similar organizations such as the RCMP and the Canadian Coast Guard.

The change will also help the CF to better use its members' skills. Many individuals whose skills are in high demand and difficult to replace, especially those in technical occupations, are still capable and willing to serve beyond age 55. Moving the CRA up to age 60 will help the CF make maximum use of these individuals' skills and contributions.

### How will this change affect the CF?

As with any change to human resource policy, there are some concerns about the impact this will have on the organization.

A January 2002 study of the possible effects of an increased CRA in the CF reached the following conclusions:

- release rates would remain almost unchanged from the current situation;
- promotion vacancies would remain stable;
- there would be a minor reduction in the annual intake requirement; and
- the age distribution within the CF would remain relatively stable, with only a minor increase in the average age of members.

Similar recent studies have concluded that members' decisions to leave the CF are more likely to be linked to their career stage, rather than to the CRA. Career stage includes such factors as years of service, rank, current job and personal issues. As of April 30, 2004, only 3.5% of the Regular Force effective strength were 50 years old or older.



## Managing Personnel

There will be no change to the management of terms of service — the process that provides the framework for managing personnel flow within military occupations and the CF in order to maintain an operationally effective force.

Existing human resource management tools will continue to be used, and in the same way, to control the flow of personnel through the CF; these include offers of continued employment based on merit and manning requirements for the Regular Force (not required for the Primary Reserve as all members are enrolled for an indefinite period of time) and the power of the CDS to recommend the release of officers and direct the release of NCMs who have reached or passed the 30-years-of-service mark. As a result, it is not anticipated that the new CRA will result in personnel flow problems or diminish career prospects for members.

Furthermore, in accordance with current government policy, the present cap on pensionable years of service will remain at 35 years of service. Demographic studies also indicate that for most members this is usually the maximum length of a military career, although they may choose to retire earlier. Very few Regular Force members remain past this maximum pension point, regardless of their age.

Measures are also in place to ensure that the number of promotions is not reduced by the new CRA. These include:

- employing members in 'any occupation' positions assigned to undermanned occupations;
- allowing additional promotions above normal levels in selected cases;

- possibly employing members at the Chief Warrant Officer/Chief Petty Officer 1<sup>st</sup> Class or Master Warrant Officer/Chief Petty Officer 2<sup>nd</sup> Class rank levels in vacant Captain/Lieutenant(Navy) positions; and
- commissioning from the ranks.

These measures will ensure that the operational effectiveness of the CF is not impaired, that all occupations are properly managed, and that opportunities for promotion are not adversely affected by the change to CRA 60.

More information on the subject can be found on this Web site:  
[http://hr3.ottawa-hull.mil.ca/dgmc/engraph/crafaq\\_e.asp#general](http://hr3.ottawa-hull.mil.ca/dgmc/engraph/crafaq_e.asp#general).

## IN BRIEF

### MESO MOC Advisor Update – Summary

by CPO2 Mike Syzek

The trade is currently most seriously undermanned at the MS (manned at 43%) and PO1 (35%) levels. The MS situation can be directly attributed to two main factors: personnel are not taking the PLQ course, and Merit Boards were not giving enough weight to QL3 (a requirement for promotion to PO2) or Engineer Officer of the Watch (EOOW) qualifications. The MESO MOC Advisor has worked hard with the Merit Boards to ensure that LS with these qualifications, partial or complete, now receive proper recognition. This should bring more members above the quality line, so more LS MESOs should be offered PLQ and be promoted, helping us meet the establishment requirement.

The PO1 situation is directly linked to the C ticket prerequisite for promotion. After lengthy debate and much consultation between all concerned parties, it was decided to remove the C ticket from the list of requirements for promotion and to make it a specialty course. This was done for three main reasons: the trade is 80% Class A; the C ticket qualification requires at least a 2-year full time service

commitment; and the current production of one C ticket per year is sufficient to meet our operational needs, whereas we should promote six new PO1s per year.

Trade courses are being modernized and the new versions should come online within a year or two. Analysis of the training and structure of the Marine Engineering trades by MOSART is also ongoing. A questionnaire on the tasks and knowledge performed has been circulated to all members; this stage is all but completed as we go to press and results and recommendations for change are expected in late 2005.

On August 1, 2004, I stepped down as MESO MOC Advisor; CPO2 Russ Walters has taken over.

Editor's note: For the complete text of CPO2 Syzek's article, visit <http://www.navres.dnd.ca>

## Quebec Declaration Closes Loop on Federal and Provincial Employer Support for Reserve Force

by Maj Richard E. Gower, Public Affairs Officer, CFLC



On 14 May 2004, the Government of Quebec formally declared a Statement of Support for the Reserve Force. The document was presented to Rear-Admiral Ray Zuliani, Chief of Reserves and Cadets, Mr. John C. Eaton, National Chair of the Canadian Forces Liaison Council (CFLC) and Mr. Michael Turcotte, CFLC Chair for the Province of Quebec. The presentation was made in Quebec City by Ms. Margaret F. Delisle, Assistant Government Whip and Member for Jean-Talon of the Quebec National Assembly.



From the left: CFLC National Chair, John C. Eaton; Chief of Reserves and Cadets, RAdm Ray Zuliani; Member of Québec National Assembly, Madame Margaret F. Delisle; CFLC Québec Chair, Michael Turcotte.

With this declaration, Quebec recognized the valuable contribution of its government employees who are military reservists and indicated its willingness to grant them time off for military training and operations.

"In the last decade, reservists have frequently volunteered and provided emergency aid to the civil power here in Quebec when disasters have threatened," said Ms. Delisle, in her presentation speech. "The Government of Quebec is appreciative of reservists and what they do because, when we needed them, they were there."

The declaration of support from the Province of Quebec marks a significant milestone and is a landmark for the CFLC Employer Support Program. "Mission accomplished!" said Mr. Eaton. "Now we have all provincial governments as well as the government of Canada formally on record with CFLC as being supportive employers of reservists."

The CFLC campaign to obtain statements of employer support from the Government of Canada and the ten provincial governments began in 1995.

In October of that year, the Province of New Brunswick became the first provincial government in Canada to declare a Statement of Support for the Reserve Force. It was followed by Newfoundland (1996), Manitoba (1997), Prince Edward Island and Ontario (1998), Alberta and British Columbia (1999), and Nova Scotia and Saskatchewan (2000). The Government of Canada formally declared a Statement of Support for the Reserve Force in May 2003.

In presenting the Quebec Declaration of Support, Ms. Delisle advised that the provincial government was taking a leadership role in employer support for reservists. "The document I will present tonight on behalf of the Province of Quebec formally declares our support and, we hope, will set an example for other employers in the province to follow."

The Canadian Forces Liaison Council is the employer support arm for the Canadian Forces. CFLC's Reserve Force Employer Support Program has been in operation since 1993. Currently, more than 4200 Canadian employers are on file with CFLC as having declared a Statement of Support for the Reserve Force or having formalized a military leave policy for reservist employees, or both.

The Government of Canada has long taken the position that because Reserve Force military service is voluntary, employer support for reservists should also be voluntary. This approach has been amended only slightly by the recently passed Public Safety Act (Bill C-7), which provides for "reinstatement in civil employment" for reservists who may be called out in the case of a declared "emergency" by the federal government. An emergency as defined by the National Defence Act means an insurrection, riot, invasion, armed conflict or war.

Unless our country is faced with such an emergency, it will be business as usual for reservists and for their civilian employers.

Reserve Force service will continue to be voluntary in Canada and the CFLC Reserve Force Employer Support Program will continue to demonstrate the benefits reservists bring to their civilian employers and to decision makers in business, government and educational institutions across the country.

For more information on Canada's Reserve Force Employer Support Program visit the CFLC website at [www.cflc.gc.ca](http://www.cflc.gc.ca).

*The Declaration of Support for the Reserve Force by the Government of Québec is a landmark for CFLC's Reserve Force Employer Support Program.*

## Student-reservists' opinion sought

**CFLC survey asks: "Does your school support your Reserve Force career?"**

by Lt(N) Ian D. D. Livermore, CFLC Outreach Officer

**W**hen CF commanders call upon reservists to augment their formations during overseas and domestic operations, the personnel most likely available are students in their civilian lives.

Young, energetic, and having 2-4 months off every summer, student-reservists are 40% of the civilian occupational base of the Reserve, the single largest such group.<sup>1</sup>

While students generally have few problems getting time off to participate in operations and training during their summer school break, things get dicey when these activities intrude into the school year.

A survey to be conducted this fall by the Canadian Forces Liaison Council (CFLC), seeks information to help extend student-reservists' ready availability to anytime in the school year.

Circumstances in recent domestic operations have underscored how important that availability is.

For example, during OP PEREGRINE in the summer of 2003, an estimated half of the 850 reservists who fought forest fires in B.C. were students. When the need for these reservists' services extended into early September, unit commanders had to hurriedly contact schools to get permission for their troops to start the fall semester late and without penalty.

Fortunately for OP PEREGRINE commanders, school boards and post-secondary institutions in Western Canada (where most of the reservists came from) were highly cooperative. Educational institutions aren't always this supportive, especially when the need for reservists to deploy has a lower public profile than the forest fires did.

This survey is part of an Education Outreach Initiative the CFLC launched last February, which aims to make school cooperation like that shown during OP PEREGRINE the norm whenever student-reservists ask for time off from their studies.

The critical first step in achieving this goal is to determine the precise level of cooperation student-reservists have received from their schools up to now. Whether student-reservists have asked to postpone exams scheduled immediately after weekend training exercises, or requested their placement in a program be held open while they took a semester off to participate in a UN peace-keeping tour, the CFLC wants to know how school officials responded.

The CFLC will collect this information using an on-line survey at its website [www.cflc.forces.gc.ca](http://www.cflc.forces.gc.ca). Participation in the survey is strictly voluntary and completely anonymous.

The survey will go live October 1, 2004 and remain active until April 30, 2005.

The CFLC will use the survey data to plan and prioritize its education outreach activities both in terms of the schools to contact and the issues to focus on.

To develop the most effective outreach plan possible, the CFLC needs as much information about school-support issues that student-reservists can provide. Accordingly, all reservists who are students are strongly encouraged to take the survey. It is easy to find on-line at [www.cflc.forces.gc.ca](http://www.cflc.forces.gc.ca) and will take about 20 minutes to complete.

For more information about the survey, or the Education Outreach Initiative in general, please contact the project manager, Lt(N) Ian D. D. Livermore at:

[Livermore.id@forces.gc.ca](mailto:Livermore.id@forces.gc.ca) or by phone (toll free) at 1-800-567-9908.

<sup>1</sup> According to the Primary Reserve Academic Status and Awareness of Personal Enhancement Program, Sponsor Research Report, 2003-09 dated June 2, 2003 published by the Director Human Resources Research and Evaluation. Within the student-reservist population half attend university, 30 per cent are enrolled in another form of post-secondary institution (college, tech school or CEGEP), with the remainder being in high school.





## Commanding Officer at 12: A Dream Come True

by Lt(N) Peggy Thériault, NAVRES Public Affairs Officer



Last July 19<sup>th</sup>, HMCS Kingston had a very special Commanding Officer.

Through the good works of the Children's Wish Foundation and with the collaboration of the Naval Reserve, Marc-Philippe, a 12-year-old boy stricken with leukemia, served as CO for a day on board the ship. While waiting for the fulfilment of his dream of meeting John Elway, the former quarterback with the Denver Broncos, Marc-Philippe decided he would like to do like his grandfather, who used to be a navigator for the Coast Guard.

"I've always liked the Army, so to see one of the Navy's ships is really special," said Marc-Philippe before embarking aboard Kingston for a cruise from Quebec to Île aux Coudres, where live his grandparents. "I'm looking forward to seeing all the instruments and the radars."

Lieutenant(N) Serge Sabourin took charge of his honorary Captain's visit for the four-hour transit. Marc-Philippe was thus able to visit the ship from keel to bridge and thoroughly enjoyed meeting with crewmembers.

The visit ended with a ride on the RHIB for an unorthodox landing on the shores of Île aux Coudres; family members were waiting to hear the tale of his adventure.

At the end of his day in Kingston, Marc-Philippe boards a RHIB that will take him to Île aux Coudres, where his grandparents and other family members eagerly await his arrival.



Marc-Philippe, clad in Chemox, is ready for anything.



LCdr Marta Mulkins, Kingston's captain, gives Marc-Philippe his instructions on what to expect during his tenure as CO for a day.

Photos by LS Sylvie Larouche



Marc-Philippe hails a ferry, captained by his uncle.

Kingston's captain for a day receives gifts from the ship's company.  
Left to right: LCdr Miles Grant, XO, Lt(N) Serge Sabourin, Ops O and guide for the day, André, Marc-Philippe's father, Marc-Philippe himself and his mother, Céline.



## Sailor Bitten by Life-Enhancing Bug

by Naomi Belleau, Maritime Staff Public Affairs

**I**n 1977, Lieutenant-Commander Mireille Moutillet was bitten by the “naval bug” and has yet to recover. “When I joined the Reserves, my goal was simply to have my education paid for and then get out,” admits LCdr Moutillet.

Unsuspectingly, her symptoms quickly progressed, to an itch for adventure and a swelling pride in her accomplishments. Far from the part-time job she thought it would be, the Navy brought her a series of promotions, a successful career and a history-making appointment as the first female francophone Commanding Officer of a Naval Reserve Division.

On May 2, she accepted her new appointment as CO of HMCS *D'Iberville* in Rimouski, Québec, with ambition and determination. “My immediate goals in this new position are to familiarize myself with the crew, build a strong and cohesive team and ensure that my staff enjoy coming to work,” explains LCdr Moutillet. “I also want to create an enduring relationship between the community and the Reserve unit.”

Although the position will offer many new challenges to LCdr Moutillet, she believes that if there is a problem, there is always a solution. “I face things head on, I plough through and overcome,” describes LCdr Moutillet.

It was this ambitious, take charge attitude that allowed her to climb the naval ladder, occupying positions such as Staff Officer Training and Development at Naval Reserve Headquarters, Executive Officer at HMCS *Montcalm* and, most recently, Senior Staff Officer Policy, again at Naval Reserve Headquarters, in Québec City.

It was also this attitude that led to LCdr Moutillet's appointment as honorary aide-de-camp for the Lieutenant-Governor of Quebec in 1996, which she describes as the highlight of her career. “The Lieutenant-Governor, the honourable Lise Thibault, has brought so much to my life and to my career,” explains LCdr Moutillet. “Positive energy, openness to change and the ability to show confidence in others, to name a few.”

She believes the keys to success in the Navy are the ability to demonstrate your potential and capabilities, patience, perseverance and, most importantly, “the bug.”

*This article appeared first in The Maple Leaf.*



Lieutenant-Commander Mireille Moutillet.

## IN BRIEF

### HMCS *Jolliet* Sailor Awarded Two Medals

Exceptional circumstance in Sept-Îles! LS Adriano Catino has just received two medals: not only was he given the Canadian Forces Decoration, but he was also awarded the commemorative medal for Her Majesty's Golden Jubilee.

LS Catino joined the Service on 15 June 1991 as an Aircraft Structural Technician, R512, with the 438 Tactical Helicopter Squadron, in Saint-Hubert. He was transferred to the Supplementary Reserve on 2 July 1998 and joined *Jolliet* on 25 January 1999 as a Marine Engineering System Operator, R315.

In addition to being a reservist, he is a professional engineer with the Iron Ore Corporation, a mining company in Sept-Îles.



Left to right on the photo, LCdr Réjean Leblanc, CO of JOL, LS Adriano Catino and PO2 Luc Caya, cox'n.



## A Tribute to Those Who Fought on D-day

by LS Fabrice Mosseray, HMCS Carleton

**J**une 6, 2004: the day could not have been more radiant to honour our D-day veterans, as well as those who fell during that gigantic military operation, that was to change the course of World War II!

A glorious sun was pouring its light on Place George V, in front of the *Voltigeurs de Québec* Armoury, where veterans, former military personnel and dignitaries had assembled. Even as some twenty heads of State and hundreds of D-day veterans had assembled on the actual Norman beaches, a simple and touching ceremony was held in Quebec City. The raising of a high wooden cross in the middle of the square, with the honour guard (including some thirty Naval Reservists) at "Present Arms" and greeted with a religious hymn, beautifully rendered by the choir of the *Ursulines de Québec*, was the commemoration's kick-off.

Dignitaries included Mr. Jean Charest, Premier of Québec, and Cardinal Marc Ouellet, Archbishop of Québec, but also BGen Gaston Côté, Commander LFQA, Ms. Hélène Scherrer, representing the Minister of Veterans' Affairs, and Captain(N) Viateur Tremblay, Deputy Commander Naval Reserve.

The only negative point for this event was, as usual for publicly held military ceremonies, that there were no stands for spectators; they had to remain standing outside the perimeter, with all the drawbacks this situation can entail.

On June 6, 1944, our Navy deployed some 10 000 men on 100 ships. These not only participated in the protection of the landing fleet, but also distinguished themselves by their expertise in minesweeping and bombardment.

The celebrations for the 60<sup>th</sup> anniversary of D-day and the opening of the Juno Beach Centre in Courseules-sur-Mer are very likely one of the last opportunities we'll have to honour those veterans, fewer of whom remain each year.

(Photos by: LS Fabrice Mosseray)

The Premier of Québec, Mr. Jean Charest, warmly greeted our Veterans.



Men thanks to whom millions were freed from tyranny.



60<sup>th</sup> anniversary of D-Day: the men and women who changed the course of the war received a very emotional tribute.



Officials and spectators were delighted by the performance of the choir of the school of the Ursulines de Québec.



The raising of a high wooden cross launched the commemoration.

# An Award Recognizes the Quality of the Naval Museum of Quebec

by Caroline Lantagne, Naval Museum of Quebec



On May 1<sup>st</sup>, the Canadian Museums Association honoured the Naval Museum of Quebec and the Museum of Gaspésie in Gaspé with its Outstanding Achievement Award for their travelling exhibit *Impact 1942–1944: the Battle of the St. Lawrence*. The Association thus recognized, in addition to the sheer quality of the project, the national scope of the exhibit, as well as its qualities from the standpoints of creativity and leadership. The award crowned the five years of work that had been necessary to prepare the exhibit, the first true retrospective of the Battle of the St. Lawrence.

In early 1942, Allied Forces faced a major problem: ensuring the continued flow of merchant shipping convoys across the Atlantic. German submarines were lurking

everywhere and indeed were sinking ships faster than the Allies could build them. So Canadian authorities put forth a whole series of measures to ensure the safety and protection of merchant ships in Canadian waters.

Focusing on the story of the quest of Maureen Spence-Hall, the daughter of a British sailor who died when the *SS Frederika Lensen* was torpedoed, the exhibit shows the different impacts the Battle of the St. Lawrence had in Canada. Also shown is how World War II changed the daily life of civilians and combatants alike, and how the conflict left traces in the environment.



Left to right: Mario Longpré of Medialog, Stéphane Ste-Croix, curator at the Musée de la Gaspésie, Julie Fournier of the Naval Museum of Québec, André Kirouac, Director of the Naval Museum of Québec, Caroline Lantagne of the Naval Museum of Québec and Carlos Suich, Director of the Musée de la Gaspésie.

The exhibit can be seen in Rimouski, in the boatshed at HMCS *D'Iberville*, until September 2004. It will afterwards travel elsewhere in Canada, and possibly to Europe.

## IN BRIEF

### A Team to Help Resolve Disputes in the Workplace

by Lt(N) Patricia Girard, Staff Officer Personnel Administration, NAVRESHQ

Over the past two years, 16 Dispute Resolution Centres (DRC) have been set up across the country. They are part of the Canadian Forces' response to a pressing need, the creation of a healthy and productive work environment for their employees.

The DRCs focus on issues of awareness, training, intervention and support with regard to dispute resolution. In concrete terms, the professionals from the Centres will intervene via conciliation or mediation to resolve a dispute between two or more persons, be it a dispute between two colleagues or between a superior and a subordinate. Cases of harassment, racism, abuse of authority or relationship difficulties are only a few examples of disputes that can be resolved via the DRC.

Besides collaboration and mediation, training and promotion of awareness are also specialties of the DRC professionals. Indeed, these pros aim to develop in all military personnel and civilian employees of DND the ability to better understand the other person's interests, as well as the capability of expressing their own. This approach on the basis of interests is in line with the alternative dispute resolution (ADR) processes.

The DRC's strategy is to provide individuals with the necessary tools to enable them to attempt to resolve the dispute on their own, and negotiate an appropriate solution. This strategy is more satisfying and more motivating to the employees, and promotes a more harmonious atmosphere within the organization. A series of courses on ADR and communication based on interests and facilitation is available both to DND civilian employees and CF members. The local Dispute Resolution Centre can adapt its presentations to the exact specifications of certain groups.

The services of the Dispute Resolution Centres are offered to military personnel, civilian employees and cadets all across Canada and abroad. You can contact the DRC nearest you directly, either by phone or by going there yourself; all dealings with the DRC are confidential. For the location of each DRC, visit <http://hr.dwan.dnd.ca/drc-crc>.



## Canucks in the *Mare Nostrum*

by LS Fabrice Mosseray, HMCS *Carleton*



### From the Atlantic to the *Mare Nostrum*

Because many Canadian ships served with distinction in the Atlantic and during operations in North-western Europe, thus upstaging the Italian Campaign, the fact that our Navy also served in the Mediterranean, the *Mare Nostrum* of antiquity, is often overlooked.

In 1942, in order to escort convoys sailing for the Mediterranean and also to lend a hand to Allied troops, about to land in North Africa, our Navy accepted to pull a number of ships out of the protection of Canadian territorial waters, and sent corvettes *Louisburg*, *Prescott*, *Woodstock*, *Weyburn*, *Lunenburg*, *Ville de Québec*, *Port Arthur*, *Baddeck*, *Alberni*, *Summerside*, *Regina*, *Calgary*, *Kitchener*, *Camrose*, *Moose Jaw* and *Algoma* to Gibraltar. The consequences of this decision were far-reaching, as sending off these corvettes, previously assigned to the protection of Canadian waters, including the St. Lawrence, enabled U-boats to make forays into them starting that very same year. And so our ships, as well as our 55<sup>th</sup>, 66<sup>th</sup>, 80<sup>th</sup> and

81<sup>st</sup> landing flotillas, played a part in Operation Torch, which was to trap the German Forces in a vice between the Allies landing in Algeria and the British in hot pursuit from Egypt. They were fitted with extra anti-aircraft guns as, contrary to the situation in the Atlantic, the *Luftwaffe* and *Regia Aeronautica* (the Italian Air Force) benefited from many nearby bases.

As for the underwater menace, it was considerably lessened by the more favourable conditions the Mediterranean offered for detection. Indeed, a calmer sea, a sweeter climate and significant allied air coverage enabled the ship's companies to efficiently track submarines. Danger was still very much present, though: German and Italian subs could attack from anywhere, as they operated individually, rather than in packs. And our ships thus protected the invasion fleet that was to capture Casablanca, Oran and Algiers on November 8<sup>th</sup>. Our craft played an active role in the taking of the last two ports.



Captain(N) Frederick Thornton, war veteran, received the highest honours for bravery awarded by Canada's two principal allies of the 20<sup>th</sup> century.

### A Victoria Cross

Captain(N) Frederick Peters, a Prince Edward Island native who, as had done many Canadian officers, had joined the Royal Navy at the start of the War, distinguished himself at Oran. Commanding the destroyer HMS *Walney*, he was tasked with destroying the port's boom defences and to land troops. Under heavy fire from the artillery and ships of Vichy France, Peters launched his ship at full steam and rammed the chain of ships. The *Walney* was damaged to the point where she had to be abandoned; she sank, her colours still flying. Peters and what remained of his ship's company were taken prisoner and remained so until the Allies captured the town a few days later. For this feat, which Prime Minister Churchill called "The finest British naval engagement since Trafalgar," Peters was ordered to fly to England to be presented with the Victoria Cross. Unfortunately, the hero died when his plane crashed into Plymouth Sound during a storm.<sup>1</sup>



Map of the Mediterranean, indicating the zone of operations of the Canadian ships.

## Standby to Ram!

After the landing in North Africa, the Canadian ships continued their patrols and escort missions. On 13 January 1943, off Algiers, U-244 was sighted, depth charged and rammed by corvette *Ville de Québec*. After this action, which lasted only some ten minutes, the corvette recovered the only survivor, a first lieutenant who had been thrown from the conning tower when the ship's bow had drilled into the submarine's side. Four days later, *Port Arthur*, along with the destroyer HMS *Antelope*, attacked the Italian submarine *Tritone* off Bougie, Algeria. Under heavy fire, the crew quickly surrendered, while their sub was sinking.<sup>2</sup>

Unfortunately, on February 6, while on escort duty, the corvette *Louisburg* was torpedoed by an Italian plane. The Commanding Officer and 37 crewmembers lost their lives, some having been killed by the explosion of their own depth charges. But our Navy returned blow for blow and, during the night of the 8<sup>th</sup>, corvette *Regina* depth charged and gunned down the submarine *Avorio* before recovering survivors.

## The Maelstrom of Horror

Enemy planes and submarines were not the only danger; mines were also a very serious threat, as the corvette *Weyburn* was to learn the hard way. As she was setting out from Gibraltar, she hit a mine that breached her sides. Depth charges exploded, killing the Commanding Officer, LCdr T. Golby, and eight crewmembers. Also damaged by the explosions, British destroyer HMS *Nivern* gave aid to the survivors. On her board, surgeon Lt P. Evans, in spite of his broken ankles, directed medical operations in the Wardroom, now used as a sickbay. Suffering from a serious injury to a foot, *Weyburn*'s first lieutenant, Lt(N) W. Gurrard, refused treatment as long as his men were being taken care of. Unfortunately, his dedication and sacrifice could not save his own ankle, which had to be amputated.

## Invasion of Sicily and Italy

With the Germans and Italians beaten in Tunisia by May 1943, our corvettes went back to face the harsh conditions of the North Atlantic. Allied strategists were then anticipating a quick conquest of Italy. This campaign was to start in Sicily on July 9<sup>th</sup>.<sup>3</sup> The 55<sup>th</sup>, 66<sup>th</sup>, 80<sup>th</sup> and 81<sup>st</sup> Canadian Assault Landing Craft Flotillas remained in the Mediterranean and were incorporated into the 2755-ship-strong landing fleet. In only a month, without meeting any serious opposition, they landed 41 000 men, 9000 vehicles, and 40 000 tons of supplies. On September 3, the Canadian sailors took on board their infantry comrades and crossed the Strait of Messina, under cover of artillery and warships. For a time while the 1<sup>st</sup> Canadian Army was advancing north with its allies, our barges made supply runs between Sicily and the mainland, then headed for England, where preparations for the Normandy landing were underway.



HMCS Ville de Québec Gets a Sub.  
Painting by Commander Thomas H. Beament  
Canadian War Museum



Prince Henry's landing craft,  
loaded with troops, land at Piraeus, Greece.

## France and Greece

In August 1944, transports HMC Ships *Prince David* and *Prince Henry* landed commandos in Corsica and Southern France, between Cannes and Toulon. The task of these commandos was to prepare the way for a major body of troops that landed in Provence (Operation Dragon). The two ships were then tasked to bring back the Greek Government in exile to Piraeus, the port city serving Athens, where our sailors were given a liberator's greeting. Operating between Italy and Greece in mine-infested waters, our ships convoyed prisoners of war and refugees, as well as food and medical supplies. *Prince David* having been damaged by a mine on December 10, *Prince Henry* went on alone, managing in a single week to evacuate from the Preveza area over 4400 refugees, threatened by the civil war that was starting up in Greece. The Nazi and Fascist armies were swept from the Mediterranean and our ships, their mission over, left a body of water that had also seen the clashes of the galleys of antiquity. ⚓


<sup>1</sup> The Victoria Cross was mailed to Peters' family.

<sup>2</sup> For this feat, the city of Port Arthur paid the ship's company \$1000.

<sup>3</sup> The 1<sup>st</sup> Canadian Army was part of this invasion.

## "Hidden" History: The Time to Unveil it is Now !


by Ronald Harrison, Vice-President, Naval Officers Association of Canada and Director, Hidden History Project

How many have experienced literally that old saying, "The ship, time and tide wait for no one?" Slackers, malingerers, and the tardy notwithstanding, many a vessel has slipped the jetty with the tide, but without full complement. Some of us may be risking the same, if we do not make provision for the treasures we hold in our studies, attics and basements that tell their own, unique naval yarn. Many publications have done a wonderful job in chronicling the personal accounts of life at war and at sea, but too many "three-dimensional" artefacts are adrift and need a permanent home. If we do not take action now, the heritage ship might sail without our personal contribution to its story.

We need your help in searching your own collections, and also in spreading the word to your nautical friends and relatives. Too much has already been lost of a precious heritage that could keep alive the history and traditions of the naval experience for generations to come. Our "private collections" of heritage material could well suffer neglect or even be discarded if left to individual family members or executors of our estate. Let's face it, archival material a few decades old is somewhat boring; but its value increases incrementally as the decades pass (that is, if it hasn't been consigned to the fire or recycle bin already). Even those old training manuals covered in spider webs in your garage or basement, possibly never read much when you were in active service, are rarities much coveted by naval museums. While World War II documents and artefacts dominate, we need to preserve material from as far back as a naval presence came to Canadian shores right up to present time. The ordinary, with time, could well become extraordinary.

If you suspect that your punk rocker grandchild might not really appreciate your collection of cap tallies or ships' badges, and might trash them as useless junk, why not share them with those in your country who would value them like pure gold? I would suggest two things: you could itemize and specify a bequest of these objects in your will. But even better and surer, make a gift of them to a reputable museum within your lifetime and enjoy the benefits of a tax receipt.

When a member of the Vancouver Naval Museum & Heritage Society offered to bring two distinguished veterans of naval service in World War II down to the museum for a private visit, the curator and I (as president) were delighted to respond. One of the chaps showed up with a logbook from a surrendered German U-boat, including photographs, and some personal items as a gift to the museum. There is a wealth of material out there, but so much of it is hidden away. Let us work to ensure that a fate worse than death does not await your memorabilia or those of your former shipmates. Help us spread the word, and write to your mates or to the families of those deceased.

If you like, you can refer folks directly to me if they need information on naval museums in the country. My email is [rharrison@vancouver.anglican.ca](mailto:rharrison@vancouver.anglican.ca). If you connect them directly to a museum, please drop a line to let us know, and the nature of the material in question. LCdr Graeme Arbuckle (Staff Officer — Heritage at Maritime Command) coordinates naval museum representatives all across the country as we prepare for the naval centennial in 2010. The outstanding naval memorabilia and artefacts will be utilized to help make the general public of Canada aware of the naval contribution to our history and heritage. "Silent Service" is one term for the navy, but also we need to be known again as the "Senior Service." We intend to let our light shine, very brightly, from Sea to shining Sea. Perhaps the naval equivalent of King Tut's tomb is out there still awaiting to be discovered. Good hunting! 



**Deadline  
for Articles**

**Next issue  
(December 2004)**

**November 5<sup>th</sup>, 2004**