

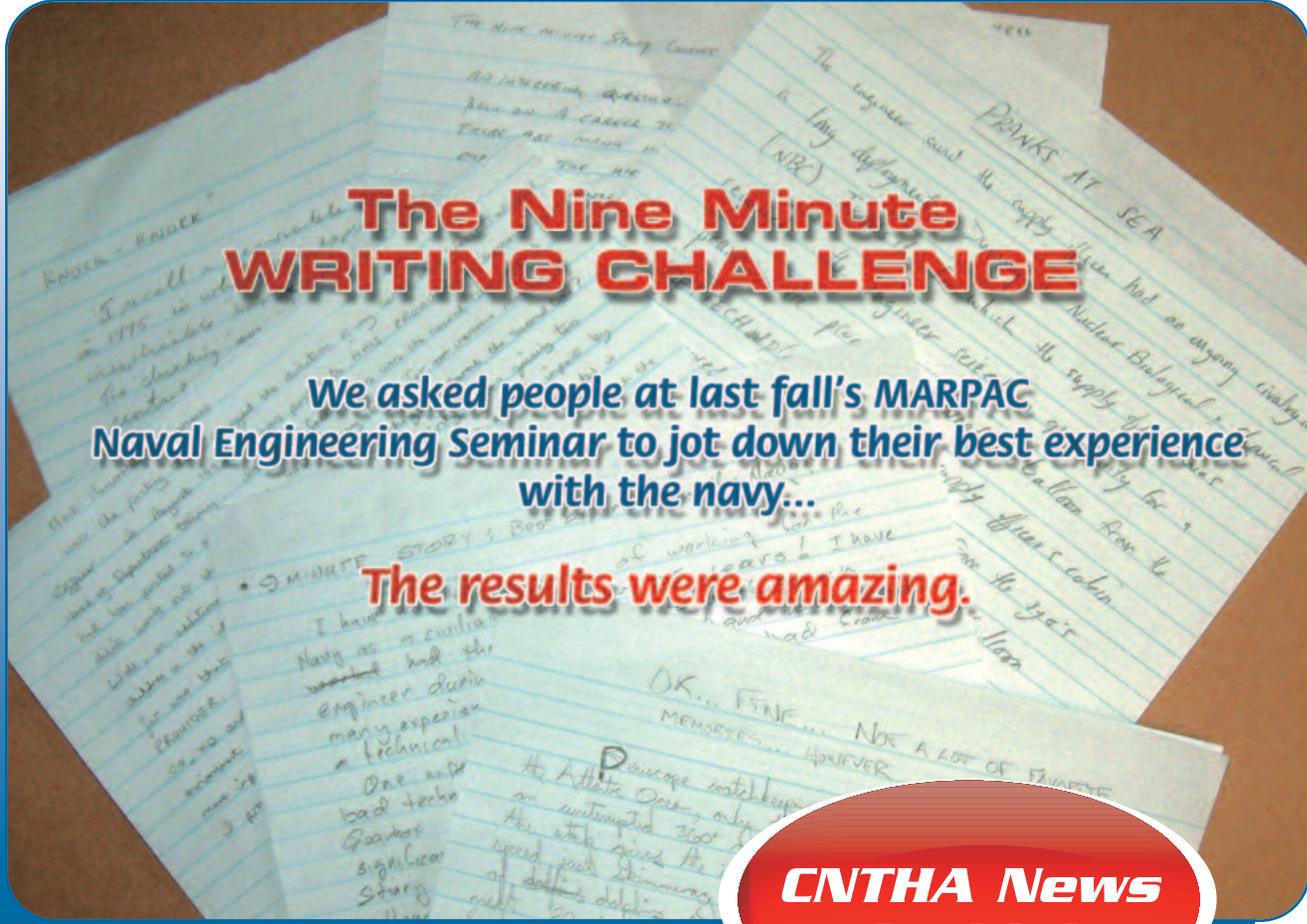
# Maritime Engineering Journal



Since 1982

CANADA'S NAVAL TECHNICAL FORUM

Spring 2008



**The Nine Minute  
WRITING CHALLENGE**

We asked people at last fall's MARPAC  
Naval Engineering Seminar to jot down their best experience  
with the navy...

**The results were amazing.**

**CNTHA News  
Inside!**

## *In this Issue:*

- What they don't tell you about your engineering HOD tour in a submarine
- Is this *YOUR* ship? The Good, the Bad and the Ugly of Configuration Management



# Maritime Engineering Journal

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# Commodore's Corner

## Spreading the Message on Pride and Professionalism

By Commodore R.W. (not "N.S. "!\*) Greenwood, OMM, CD  
Director General Maritime Equipment Program Management

This issue features a number of career anecdotes gathered by Brian McCullough's impromptu "Nine Minute Writing Challenge" at the last West Coast Naval Engineering Seminar. These short vignettes and essays are remarkable, both individually and collectively, for the broad sense they convey of aspects of naval life at sea, of the profession, and of the community that is our common experience. It is interesting, too, that even as a random sampling of a diverse span of experience, age and background, the essays (perhaps not so surprisingly) emphasize a number of common themes or sentiments that serve to illustrate some of the continuing strengths of the Canadian naval career experience.

The first theme that caught my attention is one of Pride & Professionalism, the sense of being part of a challenging and important business, the satisfaction from mastering complex skills and knowledge, and the pride in being a competent and valued member of an elite team. A related theme of Fellowship & Comradeship of Service seems to highlight how the demanding training

and close conditions of service lead to strong bonds of camaraderie, respect and friendship which obviously endure the years. A final theme apparent to me is one of Adventure/Humour/Fun. All work and no play makes Jack a dull boy and Jill a dull girl, and it is clear in the anecdotes that the dictum of work hard, play hard is still in vogue. What also

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*"It is well for us that we had this spontaneous opportunity to reflect on the positive aspects of our naval careers..."*

---

comes through clearly is a good sense of the humour that is inherent in both the mundane and the extraordinary events that are part of naval life. Pretty amazing stuff from nine minutes of fevered and unpremeditated scribbling.

It is well for us that we had this spontaneous opportunity to reflect on the positive aspects of our naval careers, as we are now able to share them, not only among ourselves, but

outside the community as well. We are embarking on what may be the most significant strategic program of fleet renewal since before the Korean War, and the naval technical community desperately needs to attract, recruit and develop new talent, both uniformed and civilian. Look to the already announced Halifax Class Modernization (HCM), Joint Support Ship (JSS), and Arctic Offshore Patrol Ship (AOPS) programs, and ahead to the anticipated destroyer and frigate replacement requirements, and a sea of challenging career opportunities await our current and future generations of naval technical professionals. By collectively celebrating the satisfaction of our own professional experiences today, and sharing these encouraging visions with all who will take note, we encourage the next generation to join us in this great venture.

One of the most effective ways we can spread our message is through presentation and discussion at meetings of the major maritime technical societies — the Canadian Institute of Marine Engineering (CIMarE), the Royal Institution of Naval Architects

### Submissions to the *Journal*

The *Journal* welcomes **unclassified** submissions in English or French. To avoid duplication of effort and ensure suitability of subject matter, contributors are strongly advised to first contact **The Editor, Maritime Engineering Journal, DMMS, National Defence H.Q., Ottawa, Ont., K1A 0K2, Tel. (819) 997-9355**. Final selection of articles for publication is made by the *Journal's* editorial committee. Letters of any length are always welcome, but only signed correspondence will be considered for publication.

(RINA), and the Society of Naval Architects and Marine Engineers (SNAME). This issue of the *Journal* reports on an event recently hosted by these three organizations, in partnership with the Naval Officers Association of Canada (NOAC), to discuss the challenges of the Arctic in operational and engineering terms. This was an outstandingly informative event which reflected great credit on organizers and speakers alike. The evening program provided an excellent opportunity to learn more about the important issues surrounding naval operations in the north, and to discuss the topics with a number of extremely experienced and knowledgeable people.

And that, generally speaking, is what membership in one (or more) of these organizations is all about — professionals getting together to exchange views and information to the

benefit of all. If you do not yet belong to a professional association, may I encourage you to participate as soon as you are able. Think of it as investing in your own effectiveness as the naval technical community prepares itself for the coming challenges of the fleet renewal program. At the end of the day, it will be in our best interest to access the incredible depth of expertise that resides in the wider maritime community. How we do this is by broadly engaging our professional peers in an ongoing dialogue at every opportunity.



[\* Commodore “Richard” Greenwood’s somewhat enigmatic exhortation in his byline at the top of previous page becomes clear in his own contribution to the Nine Minute Writing Challenge. The Challenge stories begin on page 7. — Editor]

## Corrections

In the Summer/Fall 2007 issue of the *Journal* in our article, “Six Sigma — An Example of Best Practice Applied in Naval Engineering Management,” we called Table 1, “The Six Stages of Six Sigma.” There are in fact only *five* stages to Six Sigma. Thanks to the sharp eyes of Randy Randhawa, QMS manager in DGMEPM for pointing out the error.

In the same issue, the article about the Naval Technician Training Plan left the impression that such training is available only in English. In fact, a subsidized three-year Marine Engineering Mechanic program is available in French at L’Institut maritime du Québec at Rimouski.

## Objectives of the Maritime Engineering Journal

- To promote professionalism among maritime engineers and technicians.
- To provide an open forum where topics of interest to the maritime engineering community can be presented and dis-

cussed, even if they might be controversial.

- To present practical maritime engineering articles.
- To present historical perspectives on current programs, situations and events.

- To provide announcements of programs concerning maritime engineering personnel.

- To provide personnel news not covered by official publications.

## My Life in Subs

More than just a pretty face. What they don't tell you about your engineering head-of-department tour in a submarine

by LCdr (ret.) Darrell Kays

**T**hink of it as an education in the black arts...from the Dark Side.

As a new MARE engineering branch head of department in a submarine you will soon find yourself learning (and *using*) many “non-NaMMS related” skills. Even

though the Naval Maintenance Management System is your professional bailiwick, activities you might once have thought strictly the purview of your MARS navigation branch counterparts will quickly become second nature. It's called immersing yourself in “The Trade.” And while these skills represent a significant

departure from the standard Engineering Officer or Combat Systems Engineering Officer terms of reference, they will likely form the basis for some of your finest memories of your time on board as an engineering head of department.

As a MARE, you will have one foot planted firmly in the MARS world and, by necessity, will be forced to put considerable weight on it. At sea, dived, you will be one of three officers on watch in the control room, standing a six hours on, six hours off rotation for extended periods. The two MARS officers on watch with you could be the XO and the navigator, but since all officers on watch rotate through the different stations in the control room it is essential that everyone be adaptable and possess a broad base of knowledge. The team depends on it.

Navigational chartwork is fundamental in any vessel, and despite the convenience of GPS you will still be called upon to take three-point visual fixes (or a two-point fix if you “shoot up a transit” as one of your marks). You will also have to calculate the dead reckoning time to wheel over to a new course, or assess the speed and direction of the tidal drift and calculate the course and time to regain your track. Maintaining a running fix at night near busy traffic lanes will vastly improve your silent cursing ability.

Manning the Ship Control Officer of the Watch (SCOOW) position enables you to thoroughly



HMCS Onondaga (Canadian Forces photo)

polish your accountability skills. As the SCOOW you are responsible for depth-keeping, trim, propulsion, watertight integrity and initiation of all emergency operating procedures — the EOPs. Believe me, if your EOP gun drills are in any way flawed, forty-nine other people will immediately know about it...and there is absolutely nowhere to hide. Poorly initiated EOPs are crippers that could jeopardize safety and quickly transform the boat into a seabed lawn dart. One's ability to stay in the moment and react correctly to complex, dynamic situations while issuing commands into a microphone is vital...and not for the synaptically challenged or timid of soul.

As a periscope watchkeeper you will be responsible for the safety of the vessel while at periscope depth. Your ability to identify ship silhouettes and correctly interpret navigation lights is crucial. It is during those long hours of darkness in the middle watch that you have to be on top of your game, when that small merchant vessel at "red two-five" suddenly alters to show both running lights and a masthead light. Your Emergency Go Deep drill must be perfect, as your "war cry" will initiate a series of events that ensures the submarine pitches down to safe depth in time to avoid collision. As an added skill you will become "sine table savvy" with split-image periscope ranging so when you pull 15 seconds of arc on an 80-foot virtual ship you'll know she is 5200 yards away.

Threat motion analysis (TMA) — bearing, range, course, speed, bearing rate — is conducted on every contact to generate a weapon firing solution. Coming up with a tracking solution on a target using passive broadband and/or narrowband sonar requires a tactical awareness that comes with practice, and you will



**HMCS Victoria (Canadian Forces photo)**

learn the significance of a zero bearing rate contact, or the implications of target speed zig. TMA is based on proven geometric tenets, but there is an artistic intuitiveness to it that you will come to discover, and being able to produce rapid, accurate firing solutions certainly makes acceptable fodder for bragging.

Although our submarines spend very little time transiting on the surface, there may still be a chance to

obtain your bridge watchkeeping (BWK) ticket. After completing a series of "Rules of the Road" navigation exams, you will be tutored on the bridge by the MARS officers until such time as you are recommended for your solo and ride on the captain's ticket. Obtaining your BWK ticket and taking a place in the bridge watchkeeping rotation will certainly be appreciated by your messmates. It is true that a two-hour watch on the bridge can be a calm,



**Swagger rights obviously go with the job. The wardroom officers of HMS Unseen (HMCS Victoria) at Barrow-in-Furness, UK in November 1999. (Left to right) Lt(N) Ken Marr (XO), the author, Lt(N) Warren Feltham (NAVO), Lt(N) Chris Robinson (SONIX), Cdr Bill Woodburn (CO), Lt(N) Steve Brake (EO) and Lt(N) Tom McCall (OPSO). (Author photo)**

soul-cleansing experience. But when another January wave pounds the bridge, or the “give way” vessel crossing your bow from port to starboard suddenly refuses to budge, you’ll swear your Timex is running backward.

As a control room watchkeeper you will be interacting directly with members of your department. An acoustic technician could be your helmsman, a tactical technician might be sitting on the contact evaluation plot, or the second senior stoker could be the panel watchkeeper. Standing watches with members of your department not only allows you to better assess them, it allows them to better gauge you. I guarantee that the people in your department will be some of the sharpest in the fleet, and watchkeeping alongside them will provide you with an outstanding opportunity to learn from the very best.

From a technical perspective, standing control room watches and operating the various pieces of equipment will give you a deeper understanding of the overall functionality of the systems. When it comes time to brief the command on equipment defects and their subsequent limitations, you as an end user can do so with greater confidence and credibility.

Mastering *all* the black arts of The Trade establishes your position within the team, allows you to run better with the pack and to strut accordingly. While the social benefits of being a member of The Trade are best left to another discussion (*\*Dolphin 22*), at the end of the day, earning the crew’s full confidence in your watchkeeping ability is the most you can hope for as a submariner.



**No life like it, apparently. The author writes: “This was back in late ‘95 in HMCS *Onondaga* when I was part of the ‘most dangerous wardroom in NATO.’ This picture was taken at the end of FINCASTLE 95, the yearly four-nation maritime patrol aircraft ASW competition. We were the target boat for the zoomies — 10 days dived, 16 sorties flown against us and not one detection. This was no mean feat considering we were geographically constrained, and forced to run our engines for a specific amount of time, radiate on radar, etc., in order to increase the detection chances for the aircraft. The winner of the competition eventually had to be determined by the classroom/simulator results. This picture is of our wardroom after we surfaced upon hearing FINEX. The man taking the photo was a ‘still shocked’ air force captain who was embarked as the referee. I am the third from the left wearing the ball cap and sporting the cheesy goatee. (You can quote me on that).”**

**(Left to right) SLt Real Fortin (SYO), Lt(N) Memphis Don (A/EO), the author, Lt(N) Matt Plaschka (OPSO), Lt(RAN) Max Lanham (NAVO), LCdr Pete Kavanagh (CO), Lt(N) Chris Robinson (SONIX), Lt(N) Ken Marr (XO), Lt(N) Derek Buxton (EO)**

*Darrell Kays retired from the navy in 2003 after 25 years of service, with 20 of those years in submarines. He entered Dalhousie University under the University Training Plan for Men (UTPM) in 1986 and graduated with a BSc in physics. He served as Combat Systems Engineering Officer in HMCS Onondaga from 1994 to 1995, and again from 1998 to 1999. As a lieutenant, Darrell was the last Weapon Engineering Officer*

*(WEO) in HMS Unseen, and (no surprise here) became the first CSEO in HMCS Victoria (ex-Unseen) as part of the first Canadian crew (1999 to 2001). Darrell Kays works for the Naval Engineering Test Establishment detachment at Fleet Maintenance Facility Cape Scott in Halifax.*

## **\*Dolphin 22**

**Submariners never cheat...and rarely lie.**

## The Nine Minute Writing Challenge

Introduction by Brian McCullough,  
Production Editor, Maritime Engineering Journal

Maybe it was the sea air that got to me, but as part of my presentation to last October's MARPAC naval engineering seminar I decided to try something a bit out of the ordinary. Our *Maritime Engineering Journal* had just achieved a quarter-century of continuous publication, and I was using the occasion of the seminar to thank people for their fantastic support over 25 years. My message was simple — without our contributors there would be no *Journal*.

With about ten minutes remaining in my speaking slot I decided to go for broke. As helpers distributed pencils and paper, I challenged the audience of technical officers, NCMs and civilians to become “instant contributors” to the *Journal*. Could they, in the now *nine* minutes remaining, write down their best memory of their time in (or, working for) the navy? The lecture theatre fell silent. I wondered for a moment whether I had overplayed my hand, but to my immense relief people bowed their heads and began quietly scratching words onto paper. It was an amazing experience. Not only did they gamely participate in a task with a ridiculous deadline, they somehow produced essays filled with grace, poetry, humour and delightful turns of phrase.

If my math is correct, 51 people turned in a written submission that morning. Regrettably, for reasons of incomprehension and, um, questionable content, two of these do not appear on the following pages. However, I do sincerely thank the two anonymous authors for their efforts, and as a small consolation have decided to use their doodle drawings of a pig and a ship to decorate our pages. You see, no hard feelings.



Hmm...I thought I was taller. No matter. What's important is the two gentlemen here with me, CPO2 Steve Govenlock and Lt(N) Dan Salvage. The two, a stoker and an engineer, won book prizes for submitting the winning entries in the Nine Minute Writing Challenge which asked participants at the 2007 MARPAC Naval Engineering Seminar to write down their best memory of their time with the navy. Their stories, along with those of 47 others, appear on the following pages. My thanks to Lt(N) Melissa Roach for assisting with the judging, and for taking this photograph.

That should leave 49 essays for you to read. (I haven't done a very good final tally, so feel free to count 'em up yourself if you've got nothing else to do...unless the XO is around, of course, in which case you definitely *do* have something else to do!)

A word about how we edited these stories. Bridget Madill and I used the “less is more” approach, adjusting

things just enough to keep the sense of a piece. We also added the occasional explanatory note in square brackets. Author names appear as they wrote them, except in the one instance where it was felt best to use the author's initials only.

Remember, people were working against an extremely tight deadline. They were writing quickly, jotting

down fragments of ideas, exploring thoughts in run-on sentences, drawing pictures of pigs — they were busy. And the morning coffee break was still thirty minutes away. You can imagine what the handwriting was like. (The wartime codebreakers at Bletchley Park had it easy compared to the couple of enigmas we

had to decipher. Hopefully, we got everything right.)

My thanks to Lt(N) Melissa Roach for sharing with me the pleasure of reading the entries before lunch and choosing winners for the book prizes. We felt that two people, **CPO2 Steve Govenlock** and

**Lt(N) Dan Salvage**, captured something very special in their two very different essays. I sincerely hope you enjoy reading all of the stories now as much as we did at the time.



## **The winning essays**

### **Proud to be a stoker**

**H**aving joined the Navy as an individual with little to no previous engineering experience, I am glad to see that we, as an engineering community, have the ability to transform individuals such as myself into educated, experienced, knowledgeable professionals. And having sailed on the West Coast, later moving out East, our community despite the distances, workloads, and more, is a community nonetheless brought together not only by our similarities of trade, profession and education, but also by the differences of experiences, viewpoint, etc. Proud to be a stoker.

— **CPO2 (ERA) Steve Govenlock**

### **The day NATO almost never was**

**P**icture it...barely weeks on board as the new EO. Fantastic crew, brilliant CERA, the plant worked like a charm (relatively). Pretty big day when 50 NATO COs (including the Chief of the Defence Staff) are coming for a day sail, but no worries...the plant is sound...right?

Picture it...flash up. One hour to go to sail. “Minor problem with #4 DG (diesel-generator), Sir.” OK, we can work around it. Thirty minutes to sail. “Major problem with #2 DG, Sir.” Crap — OK...we’re still okay. Brief the CO. Down to 2 DGs (really 1½, but he doesn’t really need all the gritty details now). Ten minutes later: Lose #1 DG “Are you kidding me!” This is surreal. Stay calm. COs (50) just got on board. Can we sail? Sure! We’ve got ½ a DG! Redundancy and extra power is for the weak.

So we sail...gulp! Do we RAS? Hell no — although I won’t say it wasn’t discussed.

At the end of the day, the COs had a lovely day, we fixed the other DGs half an hour after coming in — figures. Do I have a moral? I’ll try as I only have one minute left to write. Trust your guys and they will get you through anything. I learned that in my first few weeks and will remember it for the rest of my career. — **Lt(N) Dan Salvage**

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### **Boards**

Everyone gets frustrated for boards. I mean, really, why get all stressed for at least two months just so that at the end someone can shake your hand and tell you that you passed?

I’ve recently come to the realization that these are one of the most beneficial things that navy training has to offer (then again I have completed all the boards I’ve had to do). There is something about standing in front of a commander and proving that you really know what you’re talking about.

LCdr Bellas [Sea Training] was kind enough to be my examining

officer for my HOD board. When I found that out I went nuts. I mean — everyone knows that Sea Training is out to get you. In the end after three and a half gruelling hours, most of which I don’t remember, the chairman as well as all others in the board stood and shook my hand.

But really what did I gain from all this? This board gave me the ability to stand in front of a group of technical minded individuals and state and justify my case...a skill of excellent value for the not-so-distant future. — **Lt(N) Adrian Mascarenhas**

### **Knock-knock**

I recall a memorable voyage in HMCS *Vancouver* in 1995 in which we experienced a troubling and inexplicable “knock” in the cross-connect gearbox. The “clunking” sound was evident in spite of numerous centralizing actions of the clutches and had never been heard by any of the engineering department staff to that date. After seemingly endless troubleshooting at sea, I resolved to report the issue via OPDEF to 2<sup>nd</sup>- and 3<sup>rd</sup>-level authorities and sought help and advice for the problem.

After much deliberation, the gearing inspector for Esquimalt was despatched to Sydney, Australia (no

less) to meet us in order that we might open the transmission system for inspection to troubleshoot the apparent problem. In the end, after blowing our entire visit alongside in Sydney with painstaking effort and head scratching, nothing was resolved. The knocking sound remained and was put down to, "That's just the way it is." Not satisfying in noise signature terms, but my friend [gearing inspector] Dick Mills wasn't complaining since he got a short trip to OZ out of it! — **Cdr AG deRosenroll**

### The most interesting day in my naval career

A day on the USS *Abe Lincoln*: When I was posted on HMCS *Protecteur* a "cross pollination" opportunity to go to the carrier arose at a RIMPAC [Rim of the Pacific exercise]. Suffice to say I volunteered.

A short Sea King lift and the Canadian contingent arrived, was greeted and was awestruck. We seemed small and insignificant when we first stood on the deck only to be overlooked by staff (outside of our greeters) and then taken below deck.

We were shown so many things, ranging from TV stations to the "Air Boss," but the most memorable thing was Flight Ops — from the "line." We were stood on a yellow line about 30 feet from the aircraft ready to launch.

These aircraft were the best any navy had to offer F18s, F15s, Hawkeyes, Corsairs, etc. and we were watching the ground crew and pilot run through their processes — signals, different colour shirts, noise, real HE bombs on the bottom of the aircraft — and yet the best was to come. Launch.

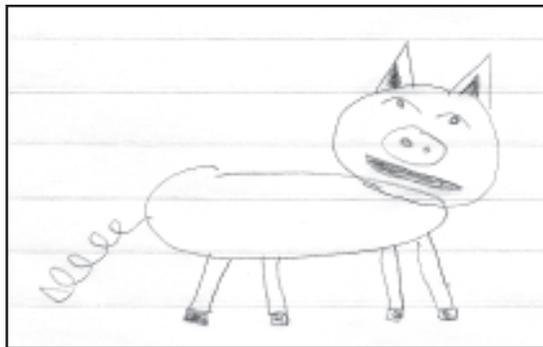
We thought nothing could be as impressive, but imagine standing beside a jet and having it pass within 15 feet of you. Once the plane passed, the thunder continued until the jet was air bound. Awe struck.

Reminiscing and digesting was the content of the remainder of the

day on the "flat top." A few trinkets from the gift shop/canteen and back to the mighty battle tanker. WOW! — **Al Butler**

### Most Memorable Experience

...was the posting that changed the direction of my career as a naval technical officer. In August 1997, I was posted to HMCS *Provider* to commence Head of Department training. In actual fact, this was the second time that I had been posted to a ship for HOD training, but for various reasons it didn't work out the first time. What made things different the second time? Well, an additional seven years of experience and maturity (plus gaining two children in the interim) had some positive effect. But the greatest impact by far was that of the constructive teamwork and positive culture promoted in *Provider*. My immediate supervi-



So what was with the pig?

sor — the engineering officer — along with the CO, XO and countless officers and NCMs, all contributed to a positive learning environment that set me up for success as a future engineering officer, but more importantly gave me the attributes, attitude and characteristics that I promote today. — **LCdr Andrew Bellas**

### To Serve Our Country

Opportunity to meet diverse people, travel to faraway places and get a unique training and skills that I wouldn't be able to obtain in the civilian world. Also, wearing a Canadian naval uniform connects me and identifies me with a group of people

whose purpose is to serve our country and people of Canada, to a point that we put our lives in line to serve them.

I met a lady — baggage checker — in the airport some time ago. She asked me where I was flying and I replied that it was to Victoria. She asked more — why? and what I was going to do there? I replied that I work for the Canadian Forces and the lady started to thank me. I was very emotional at that moment...thinking about all our people serving overseas... — **Anonymous**

### The Joys of "Volunteering"

In 1982 the ships of the West Coast fleet, also known at that time as the training squadron, set sail for the South Pacific. The ships, *Qu'Appelle*, *Yukon* and *Mackenzie* were to show the flag throughout the South Pacific en route to the Commonwealth Games which were being held in Brisbane.

For a young trainee such as I was at the time, it was the experience of a lifetime. "Seeing the World," as they had advertised at the recruiting centre. Yes, they actually told the truth in this regard.

Often, as we made our ports of call, the duty of young officers was to entertain the guests of the requisite cocktail parties. This was not often viewed as a favourite detail as the guests were normally older folks and terribly boring. Thus, when the XO came calling for volunteers (actually, "voluntolds") in Brisbane, we all ducked and hoped not to be picked for a "special event" that he had in mind.

It turned out to be as escorts to the Miss Queensland beauty pageant. Not a bad detail at all and certainly one that I will always remember. — **Anonymous**

## Inspiration and Change

With my limited military experience I do not have an outstanding positive experience. However, I do see where the military has provided the opportunity for inspiration and change in life. It creates an environment for people to bond and grow to complete a task at hand. — *Anonymous*

## Useful at Last

This isn't fair! I really don't think my "life at sea" has been interesting enough yet...enough so that I'm still here, but perhaps my standards are skewed after having gone through the Horatio Hornblower marathon recently. No Spanish fireships during my board (though I did manage to get through my OOD board a bit hung-over...luckily for me, the source of my affliction, the previous night, all of my board members had been there as well, and were probably worse off than I).

First thing to mind: At sea with *Iroquois*, as a phase VI, I'd been spending a lot of time with the gun. The 76-mm always provided good drama. I'd been learning a lot from the NWTs. The "catcher's mitt"[the empty casing ejection tube] kept causing the gun to jam and of course the captain wasn't happy with a gun shoot coming up. Finally a round tore a huge gash in the thing — no replacements available. So in some great interdepartmental teamwork, the hull techs stayed up all night (in high seas) welding the thing back together. Next day — we test it out. But for some reason we decide to fire only one round to start. So, no empty casing is ejected. Captain said, "What? Broken? Still?" I can't remember. He looked at the dazed AHOD, and I finally said that you needed to fire the next round before the last is ejected. Captain smiled. AHOD smiled. I went on with my day, feeling for the first time that I'd been useful. — *Lt(N)Brekke Beyer*

## Head to the Hills

What has come to mind when asked to write about a memorable moment within the navy was a trip to Hawaii. This was my first trip to Hawaii and I was excited to say the least. The reason I was most excited was that I had recently become involved with a few crew members that were avid mountain bikers. This group of guys and girls had graciously shown me around some of the local trails in Victoria and I was quickly falling in love with a new sport.

So when it came time to prepare for the deployment, I was astonished to find out that we were permitted to bring our bikes and all of our gear on board for the trip. I was very excited to say the least. The concept of being able to experience mountain biking on an island like Hawaii, with its diverse and arid landscape was invigorating and I could hardly wait for that brow to open in Waikiki. — *Lt(N)Brennan Blanchfield*

## Theory is Useful

We were conducting a pre-action aiming calibration (PAC) on our close-in weapon system (CIWS) in the West Coast firing area off the coast of Tofino, BC. We only had four runs on the target before it had to return to its base. I was sitting in the CIWS local control room with one of the maintainers when, after the second run had gone by without the system locking on, the captain came down. He was visibly upset because he thought we had a serious (mechanical) problem with our weapon.

After scratching our heads for a minute to figure out where the problem lay, I noticed that the minimum target speed was set just above what I thought the target could travel. I recommended that the minimum speed be lowered, and the next run went off without a hitch. Before leaving the control room, the captain, wearing a big smile, gave me a BZ for my efforts. To that date I had only theoretical training and was pleased to see that my knowledge was put to practical use. — *Lt(N)Cameron Fancey*

## My First Sail Day on the *Oriole*

My friend and I had the pleasure of not doing any French language training after our BOTC course as we had a fairly good grasp of the language. That's how we ended up on *Oriole*. The rest of the crew were all francos awaiting the start of English training.

A week later we went out for the first sail day. A first for all of us. At one point it came time to do some trimming of the sails. The buffer got us in our assigned positions and ordered us to heave and pull. When he was happy with the sails he yelled AVAST. Neither franco nor anglo had heard this word before. We thought he said FAST. So the louder he yelled AVAST the faster we pulled!

Finally he yelled, "STOP! AVAST means STOP!"

The francos turned to us and said we should tell them what these words meant. We said it was no English word we had heard before. — *Constantine Angelopolous*

## Pranks at Sea

The engineer and the supply officer had an ongoing rivalry during a long deployment. During a Nuclear, Biological and Chemical (NBC) transit, for which the supply officer was required, the engineer seized an opportunity for a prank. He procured a weather balloon from the Met Tech and placed it in the supply officer's cabin. He removed the ventilation panel from the SYO's door which allowed him to fill the balloon with both air and baby powder with the door in the closed position. He replaced the panel and awaited the SYO's return. The SYO returned and found that he could not gain access to his cabin. He deduced that a large balloon was to blame and, not being an engineer, determined that the only solution to the problem was to pop it... — *Lt(N) Craig Marsh*

## Cadoodle\* Exercise

Some places in the Persian Gulf have incredible bioluminescent life. My fondest memory of the navy is of those nights in the Gulf, standing in the dark as the ocean teems with green glowing life all around me. And to see dolphins — fast black shapes streaking through the water like living torpedoes, playing with the ship, diving deep underneath us then watching a seemingly interminable ascent until finally they gloriously breach the surface. It's a sight difficult to describe but impossible to forget. — *LCdr Dan Horan*

[\* “Cadoodle” is the brand name of the writing instrument used by authors for this assignment. – Ed.]

## My favourite sailor story (in 5 min.)

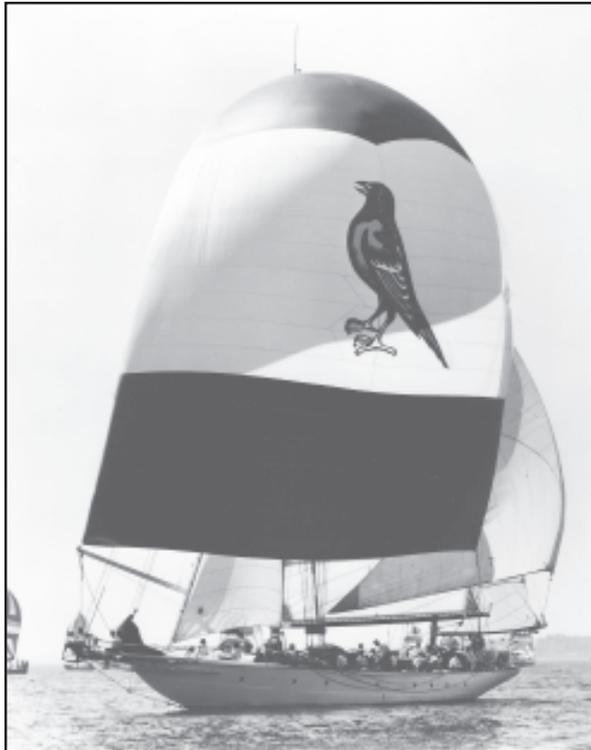
When people find out I'm in the navy they always are fascinated and curious about what I do. The curious ones will ask what do you do in the navy to which I politely answer “combat systems engineer.” I pause for a moment, wait for them to process and inevitably I get asked, “What is that exactly?” I tell them to imagine a cruise ship next to a warship, and simply state that I take care of everything on the warship which you do not find on a cruise ship, i.e., guns, missiles, sonars, giant radars, computers, etc.

The really curious ones, or simply the ones interested in making conversation inevitably say, “Hey, you must have stories to tell. What's the coolest thing that you did in the navy?” Even if I answer the same thing every time, I pause (for drama) and then say: “Well this one time we were going through rough seas on the way to Hawaii and as the ship rolled to port, the photocopier securing strap let go and it went flying towards me and a few other guys...So

my claim to fame is that I have played Dodge-the-Photocopier. — *SLt Dany Normandeu*

## To Serve You Must be Brave

My best experience in the navy was a port visit to Bermuda, pulled alongside a cruise ship with 1000 single people, 906 of whom were interesting female life forms. Being the kindly gentlemen we were, and wanting to display the best of Canadian hospitality we naturally wanted



**HMCS Oriole**

to invite them to a small, regal gathering to be held in the wardroom. It fell to the subbies to extend the invitations.

The problem was how to send invitations as we were not allowed on the cruise ship. It turns out that the Director of Social Activities was at the gangway in tropical white longs, himself the son of a USN naval captain.

He offered to distribute our invitations provided he could include some of his staff, to which, after being fully cognizant of his credentials, we happily agreed.

Returning to our ship, our wardroom brethren were less than impressed at our apparent abdication of duty and wondered how this soiree would unfold.

Well, the appointed time arrived and we had an overwhelming response. In that instant we became the heroes of the entire ship. What I learned was that to serve you must be brave, expect to face criticism and with a slight bit of luck and fate intervening you can go on to dizzying heights. That and know your target audience. — *LCdr Dave Benoit*

## A Dark Black Crow

My most memorable moment was the day I arrived in Cornwallis, Nova Scotia and saw the words “Learn to Serve” next to a dark black crow, which to this day have given me recurring dreams.

This was the most unnerving moment as an old Petty Officer First Class began yelling at us to leave our attitudes, sarcasms and good ideas at the main gate where they will be waiting to be picked up 10 weeks later if we were so lucky as to graduate on time with our initial group.

It did not take me long to understand his motives as he clearly explained that he would use these 10 weeks to make us into his own sculptures. That by the time he would be done with us we would be exemplary citizens of a great nation.

I will forever remember this moment as I truly believe that his aim was achieved in the 10 weeks he had with us. For the most part, few of us are still serving members holding dear the lesson of that dreadful day in February 1987. — *LCdr DJ Perron*

## Escaping the Office

As a naval architect working for the UK MOD, much of working life is spent in front of a computer looking at Excel spreadsheets, running computer programs — you get the idea.

The most challenging and rewarding time thus far in my career was when I escaped the office and was tasked to conduct a fleet time “trim dive” on SSBN-07 — HMS *Vigilant*. A trim dive is an engineering trial designed to ensure a submarine is able to dive and surface OK when deployed. I had calculated and overseen the boat’s large ballast change in response to a larger engineering change. The trial was to ensure I had got my figures correct!

For the duration of the trial (approx. 24 hours) I had the responsibility of diving HMS *Vigilant* on a static dive (no speed) safely and in a controlled manner. In effect I was commanding the boat for a short period — my requests were actioned via the captain.

Great opportunity to be in that position. The trial showed the ballast was OK and *Vigilant* went to sea two days later. — **Gordon Mailer, RCNC Exchange Officer**

## OK...Fine...Not a lot of favorite memories...However...

Periscope watchkeeping somewhere in the middle of the Atlantic Ocean, only the search periscope raised giving an uninterrupted 360° view of the horizon. The view from the stick gives the illusion that one is flying at slow speed just skimming over the waves. Suddenly, a group of dolphins appears around the stick

and spends the next 20 minutes playing in the waves around the submerged boat. It was an unusually tranquil moment spent at sea that almost caused me to completely forget that I was in a rancid-smelling tube under the sea. — **Lt(N) Chris Horsman**

## Like Father, Like Son

When I was promoted to LCdr, I had quite a large function in our wardroom. Now, as was tradition at the time in our wardroom, somewhere along the way my shirt was ripped off and some very high proof liquor was spilt on my chest. The gentleman standing next to me

best time —or the time that created the greatest closure after spending 11.5 months recovering the aircraft — was the chance to attend the one year anniversary of the crash and meet all the families of the 129 lost souls. The evening memorial was Sep 02 and at 22:31 the toll of the single bell chime in the Halifax Citadel created an unbelievable and palpable sense of loss and heartache.

The nice period was the time immediately afterward when given the chance to meet and mingle with the loved ones and families. I was able to rest their minds and put them at ease with the background of the recovery and how their loved ones were cared for with dignity and attention. They knew no pain. — **CPO2 Kent Wilkins**

## The MOST Significant Event?

Sometimes it’s difficult to narrow down to just a few words the significant event of a career. First one must actually decide the MOST significant. Was it the achievement

of the Certificate of Competency? Was it your first day as EO of a ship? Was it the last day at sea on your last ship? Where to begin?

Perhaps it is simplest to just be grateful for all the good times; all the shipmates past and present, all the events that collectively result in the feeling that your life in the navy was something that was substantive, something that was worth doing, and something that left a positive mark. Something that cannot be separated from what you are, and what you have become. Ready, Aye, Ready. — **Karel Heemskirk**



**Mt. Fuji by Katsushika Hokusai**

reached over with a lighter and set my chest hair on fire. Two subbies in the wardroom at the time, seeing this, grabbed him but the XO quickly stepped in and said it was OK, after all, “CPO Whalen is his father.”

A few years later at [my father’s] retirement, I had the fortune of presenting a retirement gift. As I handed him his gift, I pulled a water gun out of my pocket, gave him a soaking and warned him I was ready this time. — **Cdr Jeff Whalen**

## Dignity and Attention

Opportunity to be a member of Fleet Diving Unit the day Swiss Air Flight 111 impacted the water. The

## China

In 1983 the Pacific fleet travelled across the Pacific Ocean to shores that had not been walked on by humans from the free world for many years. Arriving in Communist China was like turning our watches back 30 years. Steam locomotives and many other old North American “amenities” from history books or our grandparents’ stories. No refrigeration. Meat hanging in store fronts, transported in open trucks on a bed of sawdust. — **Ken Ross**

## English detergent

As a MARE I received the chance to go to England with my fellow MSEs for six months for a career course. Before leaving, the previous classes had written down and distributed a list of things to do, things to bring and things which are different in England. One of the things to bring was laundry soap.

Well, you can’t bring six month’s worth so you eventually run out. We were two sharing a bottle, and when we ran out we would go to the weekend market and buy some more. Usually the inexpensive brand with the picture of the woman running through the field in a nice white dress was the one we purchased.

After a few months of this I noticed my uniform was never as white as the other people’s and had little stains, etc. Well, it smelled clean so I wasn’t too worried about it. I would just rub some soap into the stain and wash it again. This went on for a couple of weeks and still my clothes were never as white as the other people’s in the class. We switched soap and yet no results.

After two to three months I started getting a slight rash which was very odd, so just thought it was some sort of reaction to the water/soap. Oh well, it will go away. We ran out of soap again and asked two of our friends to pick some up for us. When one of them picked the normal stuff we always got, the person with her asked why she was picking up fabric softener and she said no this isn’t

fabric softener, it’s the laundry detergent the boys use all the time. Nope. In small print on the bottle: fabric softener. [\*@#%!] Well, when she informed us that we had been “washing” our clothes with fabric softener for the past couple of months, you can imagine how stupid we felt.

Anyway, after washing our clothes with real laundry detergent the stains and the rash went away, only confirming our stupidity. The funniest part of this whole story was for the past few weeks a sign had been put up next to the washer stating: Do not put fabric softener into the detergent inlet. It clogs and breaks the washer. And I can clearly remember pouring my “soap” into it and asking myself: What kind of idiot would put fabric softener in the detergent inlet of the washer? — **Lt(N) Larose**

## Under the Bridge

Fleet week 2005, a Canadian task group enters San Francisco harbour with an American contingent at the head. HMCS *Vancouver* approaches the Golden Gate Bridge with the crew assembled in their whites ready for a sailpast. The ship’s battle ensign flies proudly and strongly on the mast. As the ship makes its way under the bridge, a member of the company all kilted up blows hard into his bagpipes to boom out the notes of Scotland the Brave. From the bridge loud cheers from the spectators are heard. The San Franciscans are highly enjoying the show. With great pride the crew sail on to enjoy a good port visit in S.F. — **Lt(N) LeBlanc**

## My Time in Refit

It is summer 2000, my ship is going into refit and I know that I will need to find something to do other than sit at the shore office. So I volunteered to go work at the Diving Unit. Once at FDU I soon became bored with the day-to-day activities. I was looking for something more challenging. I asked my friend about two diesel engines that were sitting in the shop. He said, “Those have been there for two years.” The en-

gines were in hundreds of pieces, all pieces mixed together and scattered in various buildings around FDU. This was the perfect challenge for me. I spent months piecing the engine together. It all worked out in the end. — **SLt Leblond**

## The Mt. Fuji Death March

In my eleven years of naval service I have had numerous experiences that stand out in my memory, but one stands out more than the others. In 2002 I was deployed to the Persian Gulf with HMCS *Ottawa*. On our return transit we had a port visit in Yokosuka, Japan. Our over-ambitious port liaison officer had a long list of activities to keep the crew busy but her primary outing was to head a group climb up Mt Fuji.

I had had little interest in this trip but our friend was short on volunteers and a fellow engineer and I were pressed into service. We were assured that this would be an easy hike as her uncle had done it several times and he was in his sixties.

The evening before we had a wonderful night in Tokyo at a Bavarian Beer Hall. We returned to the ship at 0100 hrs and were on the bus to Fuji at 0230 hrs. The Mt Fuji death march commenced at 0530 hrs. We had bitten off more than we could chew. Six hours later two tired, hung over and very sick officers reached the summit. We had been overtaken by schoolchildren and senior citizens. Despite the short-term pain I had a wonderful time! — **Lt(N) Daniel Lougheed**

## Full Circle

Attendance at my Training Review Board for my Certification Four Qualification as a PO1. The TRB was the better part of a day and a half. I am now the West Coast Fleet CERA responsible for ensuring Mar Eng Pers OJT is progressed in a timely fashion and convening of the same TRBs on behalf of the Cmdr. — **L.J. Denning**

## **Eight o’Clock, Sir**

Naval tradition. It’s a daily thing for those of us who answered the calling of THE SEA. It begins every morning, rain or shine, with, “Eight o’clock, Sir.” Such was the start of one misty February morning in Esquimalt Harbour on board HMCS *Oriole*. My friend of four weeks had the duty, as a young naval officer, to raise the ensign. “Make it so.” *Ding Ding, Ding Ding...* “Pipe the still.”

Flag goes up...Uh oh. Flag’s not going up! The concept of lines and blocks has apparently not taken its grip on this young engineer/aspiring sailor.

“Don’t let the flag fall!” someone yelled. Good catch by my friend, the flag is half-masted.

“That’s the best I can do, Sir...”

“Carry on,” was all he could muster to say. — *SLt Lucas Pang*

## **The nine-minute story contest — my best naval experience**

An interesting question...I suppose when anyone looks back on a career that stretches more than 20 years there are many highlights, and a few lowlights. Many of the highlights involved foreign ports, copious amounts of grog and (in retrospect) often very suspect decision-making. Of course, these make the best memories and are worth the usual pain and discomfort that typically result.

On a more professional level, I reckon the best naval experience I’ve had (so far) was a week that I spent on board FGS *Köln*, a German naval vessel. I was on a northern NATO tour as part of HMCS *Nipigon*’s ship’s company and was fortunate enough to be selected for a “cross-pol” [familiarization opportunity].

As a young naval architect used to the Y-100 boiler plant and early 1960s-era weapons and sensors, a ship built in the 1980s with gas turbines, missiles and modern communication systems was a huge change. I found it all quite fascinating, par-

ticularly when observing the conduct of their operations, such as RASing. That said, the best part of the experience was finding oneself in a very foreign environment that was at the same time, quite familiar. The German naval personnel were unfailingly polite, interesting and practised their English to their utmost. We had many long and interesting conversations and I left with many great memories (not all blurry, for a change), a great respect for their professionalism and some new friends that I still have. — *LCdr Mark Russell*

## **When Time Stands Still**

You have often heard of cases where people feel that time stands still or runs in slow motion. What happens in the briefest of seconds feels like many minutes or hours.

As MSEO of HMCS *Calgary* in the Persian Gulf on OP Apollo (2003) I was on the upper deck starboard side by the intakes watching our Sea King helicopter come in for a landing. The pilot decided to do a flypast down the starboard quarter. I can recall looking directly outboard and looking the pilot in the eye and thinking, “Wow, is he close and low!”

Time stood still as the whole event seemed to kick into slow motion. The beating rotors seemed to stand still as if it was a DVD being played one frame-at-a-time. It seemed to take forever, something I had no control over. As the helo banked left to cross over the bow and bridge of *Calgary*, the starboard lookout and myself were caught in a spray of one of the comms antennas being disintegrated by the helo rotor blade. The pilot had cut it too close and essentially clipped the bridge.

What was arguably the closest call to potential disaster was the only time I have experienced time standing still. It was very fortunate that no one was hurt. An interesting snapshot in time halfway around the world. — *LCdr Mark Wilson*

## **From the Prairies to the Sea**

I suppose the best part of my being in the navy is the roundabout way that a young prairie girl from Saskatchewan got here.

I had always wanted to be a pilot, how could I not, growing up under the wide Saskatchewan sky? I was promptly informed that I am myopic, albeit minusculely, and therefore not eligible to be a Canadian Forces pilot. So I took what was offered to me, AFE [Air Field Engineer]. Then I got to school and learned what an AFE does, and even more horrific, that they expected me to do army training!

In a headlong rush to get out of that trade I instinctively requested a voluntary occupational transfer to MARE. I went with absolutely no idea of what being in the navy would be like. Fortunately for me, my blind leap of faith to the navy worked out. It wasn’t until much later that an old chief, a reservist that I met in Saskatchewan told me that people from Saskatchewan make the best sailors because we’re not afraid of a little hard work and because we’re used to looking at nothing all day! — *Lt(N) Melissa Sawchuk*

## **My Best Experience is One that Requires Explanation**

I love to sail on long deployments. Being gone for months, the crew bonds and becomes like one big family. The support and camaraderie is outstanding. The best thing, though, is always coming home. If we arrive early we go to anchor just outside the harbour. Anticipation builds, knowing that we will see our families soon. As we come alongside, the band plays with pomp and circumstance, kids cheer and spouses smile. After a long deployment, the best experience is looking for your family and watching the pure joy all around as everyone is finally reunited! — *Lt(N)Melissa (Vanhorn) Roach*

## Loss of Engineer's Mind Drill

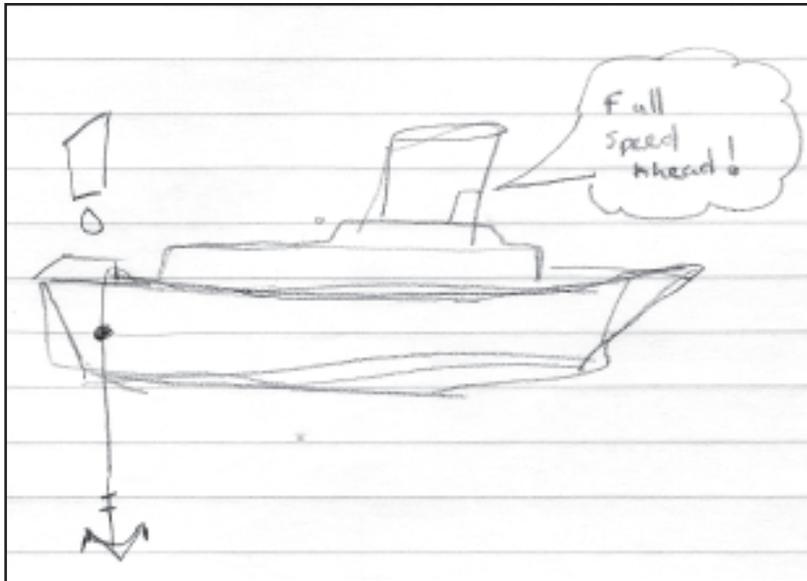
Back in the days of the training squadron, when MAREs learned to operate the steam plant, one of the final performance checks before doing the Certificate of Competency Part I board was executing engineering drills as the Engineering Officer of the Watch (EOOW) in the engine room. Overseeing the drills was the Squadron Technical Officer as well as the CERA and EO.

I was feeling very confident that day and my skills at flawlessly executing the various drills showed it. Finally it came to the last drill. This of course was unannounced. The engineer had chosen a jammed throttle as my last drill. After calling up to the bridge to request a change in speed he then stood by the port throttle. I was oblivious to him as I stood by to turn the throttle, scanning the gauges and tensely waiting for the drill to commence. Suddenly the engine order telegraph rang down a speed/RPM change. As I grasped the throttle to adjust the steam to the turbine I felt the port throttle would not move. I immediately looked to my right and noticed the EO grasping the throttle. With a blank stare he looked at me and looked away.

Annoyed, I was perplexed as to what he was doing. Back then the golden rule in the engine room was that NO ONE was allowed to touch the throttles but the EOOW. Without hesitation I grasped a wheel hook and smashed his hand. With a yell he let go. Then he asked me why I had done so. I explained that I thought he had lost his mind and I was reminding him of whose space it was. — *Cdr Michel Guérard*

## The EIT Program

My best experience working for the navy is having the chance to be part of the Engineer in Training (EIT) program. As an EIT we get to see how the various parts and divisions of the navy function. We also get to spend time on one of the coasts to actually see the ships and spend time on them. The experience learned during the EIT program will help all the EITs in their ultimate positions. It will also help us understand and utilize the various processes and procedures in place. — *Philippe Nitchuk*



## The Beauty of the Wardroom

When you walk into the wardroom on board a Canadian destroyer you are quickly reminded of the immense 34-year history of the ship. Pictures, memorabilia, trinkets from the IRO-class ship from the past. But probably the most impressive memory I will take away from being a HOD in the wardroom is the unbelievable sense of camaraderie that exists.

When members of the wardroom are at work/on duty they are some of the most professional people you will find. But when everyone is together in the wardroom the best atmosphere is one of comfort. When the ship is at sea for months on end,

the wardroom has a feeling of a family. Stories are told, jokes are made, drinks are shared, parties are had, and time passes.

This feeling in the wardroom is created by the XO and HODs onboard. I was lucky enough to enjoy this great atmosphere and it is this amazing sense of camaraderie that I will take away from my time in the navy. — *LCdr RA Forbes*

## A Brit, a Canadian, a New Zealander and an Irishman...

[When] I attended the Marine Engineering Applications Course in Manadon, UK, we Canadians were foreign and Commonwealth students — not quite Royal Navy, you know.

Part of the course was a design-and-make project done in groups of four. Mine sounded like the beginning of an old joke — a Brit, a Canadian, a New Zealander and an Irishman got together to design a reliability demonstrator...

The possibilities were limitless and usually hilarious. As the only married member of the group [other names deleted], it fell to me to host dinner parties. This usually ended in embarrassment as the Irishman and New Zealander came alone, but tried to leave with the other guests' spouses.

We slaved for 10 months on a highly complicated digital device to demonstrate reliability theory. Its name, christened by [the Irishman], was "FRED" — "F\_\_ Ridiculous Electronic Device." By the way, the RN fell for it and we passed with a first. — *R.S. [Name withheld - Ed.]*

## Mister Cox

It happened a long time ago. Actually, it was during recruit camp. With all the stress of waking up, going for a run, having forced breakfast, and shower and getting ready for an inspection; all in less than one hour, there was always something funny happening.

On that day I was standing in the hallway when the section commander, after inspecting my room, came to me and said, "Good morning, Mister Cox." I didn't answer. He said it again, "Good morning, Mr. Cox." Still no answer from my part. So, he tries again, "Good morning, Mr. Cox," but was getting angry. I looked at him all confused, and then looked at my name tag...it in fact said Mr. Cox! I was wearing a shirt 5X too small for me and didn't notice it. — *LCdr Sebastien Richard*

## My Life as a Career Manager

I never thought that I would be so popular: one posting message and I'm the career manager!

My training was too brief. There was a lot of, "You'll figure it out," and "Just ask Halfkenny." Then the phone started to ring and I had so many new "buds" and "shipmates!" Most conversations started off with a polite exchange before I heard, "While I have you on the phone..." They weren't all so polite.

Some people had well developed conspiracy theories against their slice of the universe. Some people (very junior to very senior) had demands to be met to the exclusion of all else. But, primarily, there were people; many people with individual concerns, common threads and uncommon stories.

I did my very best to meet all of them. I tried my very best to listen to them. Then it was time to put it all together. It wasn't easy. I let some down. It was my reward to help some and to listen to them all.

Great job; great challenge; great people. — *LCdr Rob English*

## Identity Check...[or, A Tale of Two Subbies?]

While a marine engineering trainee in HMCS *Saskatchewan* in 1979/80, I had just obtained my boiler room ticket in January 1980 and gone over to the other side of the bulkhead when my twin [brother Nigel] came on board for his MARS IV destroyer phase. Sometime later he visited the boiler room to witness emergency drills as part of his reqs. After causing the usual mayhem to test responses and reactions, the CERA took over from the water tender to direct actions to restore normal configuration so as to get on quickly to the next serial (upper deck evolutions).

Seeing my twin standing by the evaps at the foot of the ladder, he said, "Sir, please go up on the catwalk and close the super-heated cross connect." The response was a baffled, "Sure chief, but what and where would that be?" The chief was absolutely floored, thinking to himself, "Good grief, we just gave this guy his ticket on this space four weeks ago. He can't have forgotten it already!"

From then on he wouldn't talk to me unless I answered a skill-testing question to prove my identity. Quick! How many tubes in the condenser? What's the correct temperature and pressure of super-heated steam? — *Cmdre RW Greenwood*

## Favourite sailor story

A young member of a certain ship's company while on port visit somewhere in Spain visited a cruise ship also docked in port. The man, along with his new friends, managed to consume quite a few spirits and fell asleep. Upon waking up, he noticed that the cruise ship had already departed and was well out to sea.

He immediately went to the captain who refused to turn the ship around. This man spent a week working on this ship to pay his way. When the cruise ship finally got to its next port the man got out and to his sur-

prise another warship (Canadian) was there.

Before leaving, the captain of the cruise ship gave him a sealed letter and told him to present it to his captain before being sentenced. The sailor presented himself to the new captain who opened the letter, smiled, and gave him a very small punishment as the letter stated that the sailor had set an excellent example for the rest of Canadians as he worked on the cruise ship. — *SLt Kevin Seidler*

## Launch!

All lights are green, people are buzzing all over the Operations Room, the command and control system appears to be peaking, the fire control suite is hot, the technicians are proud but also nervous. HMCS *Athabaskan* is preparing to launch two SM-2 missiles in the Caribbean waters off Roosevelt Roads in Puerto Rico. For me as the Combat Systems Engineering Officer on board, this is the highlight of my short career. Today all the work and effort invested in the preparation, testing, trialling and integrating of all the shipboard combat systems are blooming together. I am extremely nervous, standing by my Commanding Officer who is displaying uncommon calmness and confidence.

Suddenly, one NCIOP operator calls for a pop-up missile, it is quickly assessed as a threat by the NESOP team, and the Sensor Weapons Controller (SWC) takes over the process. The bridge reports the missile hatch is open and then, a few seconds later, an intimidating but comforting *swssh* noise makes its way to the Ops Room, people are applauding, a hit is reported, happiness ensues. The Operation Team and the Combat Systems team are delighted; it was a totally unbelievable experience and more to come. — *Cdr Simon Page*

## **I Could Accomplish Anything While Wearing a Uniform**

Coming back from exercise in Farnham, QC, to the MEGA complex, one of some 200 officer cadets, I'd never experienced a shorter bus ride. Having been worked to the bone for five days and four nights, this was the first chance to unwind. The entire platoon was silent, and most, including myself, slept the whole way back to our quarters.

First thing home, we bring our belongings to our rooms, and strip off the layers of dirt, sweat, leaves, and anything else for a well-deserved shower. Coming back to my room I find I am unable to bear the stench of my own clothes, which I had worn for five straight days in the field. That was the moment I realized that I could accomplish anything while wearing a uniform, even endure the most extreme assault on my senses, the hardest training, the longest sleep deprivation. Everything else would be easy from then on. — *Lt(N)Smith*

## **Lost Innocence**

The summer of 1990 was a watershed moment in my life, not just the navy. It may not have been the most enjoyable but it certainly was rewarding in a very sad way.

I am 43 so my memory wants, but in June/July 1990 I got a call that one of my Ordinary Seaman Naval Weapons Techs (OS NWTs) had been killed in a car accident. His name was OS Comeau. We turned to and I personally jumped in as his Div O with his family to see to their needs. A military funeral and an experience with a remarkable family and friends who loved him followed.

One month later I got another call and another of my OS NWTs had died in a tragic accident. His name

was OS Bowdridge. Once again we rushed to the side of the family and once again I was amazed at their resilience and gratefulness for his life.

Another few weeks pass and I get the call that we are going to deploy to the Gulf on what would be called OP Friction. Two weeks later after FMFCS (Ship Repair Unit (Atlantic) at the time) pulled a rabbit out of a hat to get us ready, we left.

A summer of change that left a lasting memory of the fragility and resiliency of life and what we are capable of when called upon. — *Cdr SR Hughes*

## **9 Minute Story: Best Experience in the Navy**

I have had the pleasure of working for the navy as a civilian for over 25 years! I have had the privilege to work as an engineer during this tenure, and have had many experiences, both good and bad from a technical point of view.

One experience that comes to mind was a bad technical experience, when *Huron's* port gearbox experienced a technical failure, with significant damage. To make a long story short, a very challenging technical problem allowed us to be innovative, take some risk to reduce more risk, and eventually arrive at a solution. It became a good thing.

Without going into details, it made me realize how people in general, when confronted with a challenge, can rise to the occasion and contribute to a successful outcome. I thoroughly enjoyed the experience, although not so much at the time! I have been remiss in documenting this story in the *MARE Journal* and intend to (before I die!)\*. — *Stephen Bobyn*

[\*We accept! – Editor]

## **Welcome Aboard**

After travelling halfway around the world on various airlines en route to meet my ship in the Gulf, I was put in an army/airforce camp for a few days while I awaited the resupply ship to take me to my ship. The culture shock was more than I bargained for, but a greater challenge was enduring the severe heat of the desert. I became nocturnal, rarely venturing out of air-conditioned buildings during the day. I was very anxious to get out of the camp and meet the ship. When the time to leave arrived I loaded all my kit onto the resupply ship and headed out on the water to meet my ship. For security reasons, I was travelling in civilian clothes

I arrive on ship, much to my delight. I am hot, tired and ready to integrate back into a navy environment. Immediately, the Cox'n firmly directs me to get into uniform and report to his office.

Fine, I seek out my cabin (sharing with the Log O) only to find the door locked. Great. All I want is to shower and change but I am unable. The Cox'n sees me still in civvies and becomes angry. I investigate my cabin again to realize it's not locked, there is something inside the cabin pushing the door closed. Using all my might, I open the door a smidge to find a fully inflated weather balloon in my cabin. Welcome aboard. — *Lt(N) Tim O'Brien*



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*Thank you one and all for making this exercise such an outstanding success! — Brian McCullough*

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## Is this *YOUR* ship?

# The Good, The Bad, and The Ugly of Configuration Management

Article and photos by PIHT Alain De Loor

Naval configuration management (CM) is governed by the Naval Engineering Manual and by NaMMs — the Naval Maintenance Management System. It is one of the tools used by both the government and its contractors to ensure that a product described in contract specifications does, in fact, conform to those specifications. Whether the product is a computer or a ship, configuration management is the order of the day. Applied effectively, CM permits the orderly development, maintenance and modification of a product's identity, inhibits unscheduled changes and helps to ensure operational effectiveness, maintain the safety of equipment and personnel, retain interoperability, and control costs.

### The Good

Configuration Management has much to offer, most noticeably in the way it eases the transition of personnel from one ship of a class to another. Not only do personnel already familiar with equipment location and system layouts find it easier to transition to a new ship, but they are able to respond more confidently during emergencies. CM also ensures that units have the same capabilities, as the equipment is the same throughout a class. This becomes especially important during the development and implementation of class-wide engineering changes (ECs). In identically configured ships ECs can be planned, developed and implemented with economy as the work is done from a single spec. The same goes for maintenance which can be standardized throughout a class. From an operational perspective,



Fig. 1. And this is a workshop?

units that have the same capability can be called upon equally to share in taskings by the commander.

As ships age and as operational requirements change a certain amount of weight increase ensues. This expected increase is one of the “through-life margins” calculated when a ship is designed. Other planned through-life margins include upgrades to electronic and engineering equipment, and changes to a ship's systems (e.g. HVAC, electrical, chilled water, hull structure). Configuration management helps keep these through-life changes within the safe limits previously calculated. CM also standardizes maintenance by ship's staff and repair facilities as equipment and layout are the same in all ships. Finally, configuration management plays a major role in making certain that the

equipment installed in a ship is safe to use by ensuring the right equipment for the job is properly mounted/shock mounted, and the correct electrical cabling and supply are provided.

### The Bad

Failing to follow approved configuration management procedures can have serious repercussions. From an engineering perspective alone, failure to comply can result in significant, costly delays in scheduled work and operational availability. Take the case of implementing a class-wide engineering change. ECs require significant expenditure of funds and effort for research, development, material and implementation. And yet, much of this can come unhinged in the face of ad hoc, unapproved configuration changes that have been made in various ships of



**Fig. 2. Wooden storage platform located in a *Halifax*-class forward engine-room casing.**



**Fig. 3. The “barrel farm” abaft the funnel on a *Halifax*-class frigate.**



**Fig. 4. This chin-up bar was added to a light fixture bracket in the after section base flat.**

the class. The complications introduced by non-spec configurations can easily result in an EC having to be sent back to the research and development stage. This costly exercise requires reapproval for each

wooden platforms inside the forward engine-room uptakes at No. 1 deck level to store additional flammables and other stores (Fig. 2). Not only does this present an obvious fire risk, it creates a potential hazard to per-

sonnel working in the space during an emergency response.

ship not conforming to the class configuration, further depleting a life-cycle material manager’s annual budget. (Ship’s staffs may be in for a rude surprise when an unauthorized fit standing in the way of a new — read approved — EC installation is removed and handed over to them to deal with.) Unauthorized configuration changes that impinge on a ship’s designed through-life margins can have far more serious consequences for the overall platform.

### The Ugly

In the last few years credit cards have been issued to ships’ departments to facilitate procuring parts required for effective operations. In some units, however, it has become common practice to use these cards to purchase all sorts of items that clearly exceed operational requirements. As a result, numerous electronic spaces, workshops and storerooms have turned into makeshift office lounges complete with filing cabinets, coffee pots, fridges and couches (Fig. 1).

The need (whether real or perceived) to carry more materiel than the designated on-board storage can accommodate is a frequent source of unauthorized changes. For example, some *Halifax*-class ships have built

sonnel working in the space during an emergency response.

The so-called “barrel farm” located abaft the funnel in the *Halifax* class is another case in point. Intended originally as a standby location for filling tanks, the barrel farm seems to have become a permanent feature. One ship even went so far as to make a permanent change to the structure by welding securing brackets to the deck (Fig. 3). This is a fire hazard, with the added danger from its proximity to the Harpoon and Sea Sparrow missiles. A solution to one person’s problem becomes the cause of another to someone else.

Exercise equipment shows up in the strangest locations in our ships, and is almost always improperly secured. One ship added a chin-up bar to a light fixture bracket in the after section base flat (Fig. 4), while another made a similar fit to a light fixture in the ops room. Most of the physical fitness equipment found in our ships today will almost certainly interfere with crew response during emergencies. Apart from the clutter in what should be clear spaces, as we have seen in previous *Is This YOUR Ship?* columns in this journal, it is nothing unusual to find exercise equipment restricting or completely blocking access to power panels and firefighting equipment.

The very people looking to do an “end run” fit of some cherished piece of gear are often the ones picking up the tools to make the unauthorized installation. Whether or not they are trained in the proper use of the tools or in the restrictions associated with their use seems not to be a consideration. We have found holes in watertight bulkheads, frames and other structural supports. We’ve found equipment secured to ventilation trunking, light fixtures, whatever — you name it, we’ve seen it. And as if this weren’t bad enough, the fleet maintenance facilities continually receive work orders from ships to install unauthorized fits. Unbelievable. Let me tell you, having to filter out these worthy requests does nothing

to ease the workload of the already strained resources of the FMFs in carrying out the navy's much-needed *authorized* maintenance and EC work.

### Conclusion

So why is configuration management such a problem in the fleet? A comment often heard when people are challenged on the subject of an unauthorized fit is: "It's a quality of life issue." Well, we all know that playing the QOL card is no substantiation for making unauthorized ship fits. Besides, there is a huge difference between quality of life and luxury. (What would you call installing an unauthorized power outlet at every bunk in the electrician's mess?)

Anyone can, and indeed is encouraged to make suggestions on how to improve the operational capability and habitability of our ships. Tools such as Unsatisfactory Condition Reports and the Suggestion Award program exist for this purpose. The engineering change proc-

ess does take time to go from proposal to class-wide implementation, and with good reason. Simply stated, developing an EC properly requires the input of many engineering and technical professionals to prevent problems from appearing down the road. Structural changes have to be planned, electrical supplies need to be managed, physical and electronic clearances have to be checked, radar signatures must be considered...the list goes on.

Knowing how to fabricate and install a bracket is but a tiny fraction of the knowledge and experience required to install an EC. Good as they are, maintainers and operators cannot possibly be aware of all the implications of what, on the face of it, appears to be a simple fit. Nor do they have the materials at hand, or the experience, to effect most installations properly. Without the proper engineering and technical services being involved and supported with the full approval and resources of the navy, we are left with equipment that is inadequately mounted, interferes

with other ship systems, and presents a danger to equipment and personnel.

The message here is simple. Make your views known, then let the organization do its work. We'll all be better off for it.



*Petty Officer De Loor is a hull systems technician with the Naval Architecture section of Fleet Maintenance Facility Cape Breton in Esquimalt, BC. In his work, PIHT De Loor writes engineering change installation specifications, carries out technical readiness package trials and conducts physical configuration audits for life-cycle material managers.*

## Guidelines for Book Reviewers

The *Maritime Engineering Journal* is always on the lookout for upbeat, positive reviews of recently published naval/nautical books that you would recommend to other readers. Reviews should be about 250 words in length, and should generally tell us:

- what the book is about
- how well the author did with the work, and if there are any minor drawbacks
- what you like best about the book [This should be the main focus of your review];
- whether the illustrations work well;

- whether there are any particular groups to whom the book might appeal.

Please include the following book information with your review:

- Title
- Author
- Publisher
- Date of publication
- ISBN
- Number of pages
- Also mention whether the book contains photos, illustrations, glossary, bibliographical references or index.
- Send us a high-resolution scan of the dust cover if possible

Reviewers are encouraged to express themselves creatively, and in their own words. There is nothing wrong with grabbing a phrase from the dust jacket and attributing it by saying something along the lines of, "This book is billed as..." but for the most part we want your opinion in your own voice.

Feel free to contact me if you care to discuss a potential review. Happy reading!

**Brian McCullough**  
**Production Editor**  
**Maritime Engineering Journal**  
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# Book Review

## The Grand Scuttle

Reviewed by LCdr (ret.) Don Koehler

### *The Grand Scuttle*

by Dan van der Vat

Birlinn Limited © 1998

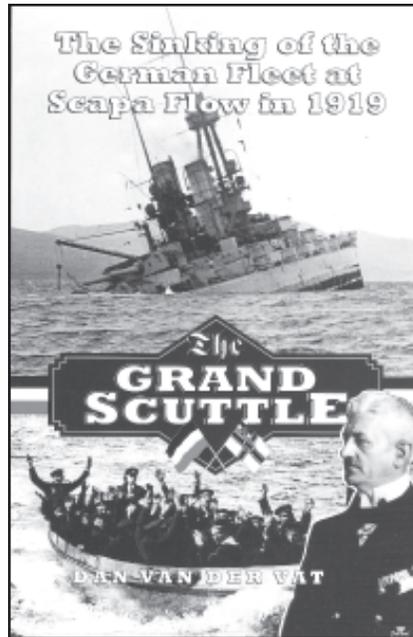
ISBN 1-84341-000-1

Paper, 240 pages, illus., indexed  
(sales@vanwell.com)

\$19.95 (USA)

On a calm, clear spring day in June 1919, an otherwise idyllic scene was disrupted by the unusual sight of large German warships settling and capsizing at their moorings. That the bulk of the German High Seas Fleet was sinking in the Royal Navy's fleet anchorage at Scapa Flow in the Orkney Islands off the north coast of Scotland was made even more curious insofar as it was self-inflicted. The German ships had been interned at Scapa by the British since the November 1918 armistice, and the German decision to scuttle its own High Seas Fleet under the noses of the British was taken in anticipation of what promised to be unfavourable terms coming out of treaty negotiations at Versailles.

To trace the origins of *The Grand Scuttle*, first published in 1982, author Dan van der Vat takes us back to when Kaiser Wilhelm II decided to make Germany a naval power. Always one to pursue whims, Wilhelm was entranced by the idea when it was presented as a staff paper by (then) Captain Alfred von Tirpitz, and also by his reading of United States Naval War College president Alfred Mahan's, *The Influence of Sea Power Upon History, 1660-1783* published in 1890. In a governmental system where yes-men were rewarded, it did not take long for Wilhelm to turn his wish for a world-class navy into a German vision. To make a long story short the German High Seas Fleet



grew to such a stature that it fought the British Grand Fleet to a stalemate in the North Sea, and through its U-boat arm almost brought Britain to its knees. The German fleet remained a threat to the Royal Navy until communism took hold among the ships' companies after the middle of 1918.

With the armistice in November 1918 the Allies were quick to arrange the declawing of the German navy. The bulk of the High Seas Fleet was interned in Scapa Flow, flags were hauled down, guns were made inoperable, only skeleton crews were allowed to remain on board, and strict rules were applied to ships' movements and signals. The Germans appeared to have little choice but to await the signing of a peace treaty which would decide the ultimate fate of their ships.

By June 1919 the Treaty of Versailles was being negotiated and the perceived outcome did not bode well for the German ships. It was anticipated, and in fact planned by the

British, that the ships would be seized as soon as the treaty was signed. On June 19, with the British fleet away on exercises, German fleet commander RAdm Ludwig von Reuter gave the (pre-arranged) order to scuttle the entire fleet of 74 ships to prevent them from falling into British hands. It was mostly successful as only one battleship, several cruisers and a number of destroyers were able to be beached by the British before they sank. Van der Vat's recounting of the salvage of a number of the scuttled ships is a great story on its own, and has been the subject of several other books. Just eight of the German ships remain wrecked in Scapa Flow today.

*The Grand Scuttle* will appeal to anyone who is curious about this entire episode. Seasoned print journalist Dan van der Vat is an experienced author who deals mainly with historical maritime events. His anecdotal style flows quite well, making the book both easy to read and informative at the same time. Scholars may take issue with his almost complete lack of source attribution, but it is obvious that his 25 years as a correspondent in Germany paid off in his being able to read primary source material and draw heavily on personal accounts and German naval archive material. Although the present edition has not obviously been updated with new material, this latest release of *The Grand Scuttle* is still a grand choice for any library.



*Naval history buff Don Koehler is a retired navy logistics officer. He is currently NATO's Branch Head for Finance and Accounting in Brussels.*

# News Briefs

— *Canadian Navy Heritage Project Website* —  
[www.navyheritage.forces.gc.ca](http://www.navyheritage.forces.gc.ca)



Esquimalt Harbour, ca. 1900: (From left) HMS Warspite, HMS Icarus, HMS Amphibian and the ill-fated sloop HMS Condor. (DND photo. All photos from [www.navyheritage.forces.gc.ca](http://www.navyheritage.forces.gc.ca))

There is lots to explore at the Canadian Navy Heritage Project website launched by the Chief of the Maritime Staff on May 1, 2007. The site is designed to provide resources for people to learn about the history, customs and traditions of Canada's naval service, and allow visitors to download images of the navy's heritage ships and support vessels at no charge.

The informative, easy to read text on the website is illustrated with thumbnail images that can be clicked for caption information and details about the photo, including its negative number, where the original is held, the name of the photographer (if known), and who to credit if the image is used elsewhere. Clicking on a ship image will also allow you to pull up technical details of that ship.

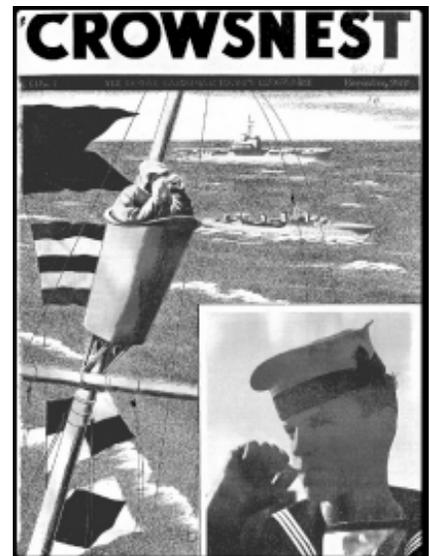
The photo archives are extensive, and the option is always there to download low- or high-resolution versions of images, either singly, or as a collection of same-subject files. For example, downloading high-resolution copies of all 220 available images of HMCS *Niobe* all at once couldn't be sim-

pler, but be prepared — the information will come back to you as three 90-Mb zip files.

The website also carries document archives which include information on historical conferences and symposia, along with reports of proceedings and the annual report of the command historian. Of special interest is a complete 1948-1965 PDF archive of the Royal Canadian Navy's *The Crowsnest* magazine. Links to other sites of naval interest have also been added. — **Bridget Madill**, *Maritime Engineering Journal* Associate Editor.



**Above right:** The Naval Club, Esquimalt, BC, ca. 1870. (*National Archives of Canada photo.*) **Right:** The November 1948 pilot issue of *The Crowsnest*.



## Arctic Challenges — Engineering Northern Operations

By Commander David Peer, P.Eng.

The Royal Institution of Naval Architects (RINA), the Canadian Institute of Marine Engineers (CIMarE), the Society of Naval Architects and Marine Engineers (SNAME), and the Naval Officers Association of Canada (NOAC) held a very successful combined evening event in Ottawa on February 4, 2008 at the Canadian Museum of Civilization. Two hundred participants were treated to a series of policy, technical and operational presentations on Arctic challenges and northern operations. The location at the Canadian Museum of Civilization offered everyone an opportunity to visit the First Peoples' exhibit before the presentations and provided an excellent venue for participants to meet and discuss issues at the evening reception.

A series of seven short presentations developed the Arctic theme, starting with policy and why the Arctic is important for Canadians, followed by the technical challenges and issues associated with northern operations, and concluding with the operational challenges of operating in and around the Arctic ice. The first four speakers outlined why the Arctic is important to Canadians.

**Wendell Sanford**, Director of Oceans and Environmental Law at the Department of Foreign Affairs and International Trade, and a former naval reserve officer, opened the evening with a succinct explanation of northern sovereignty myths and realities. The Arctic islands are Canadian and will remain Canadian.



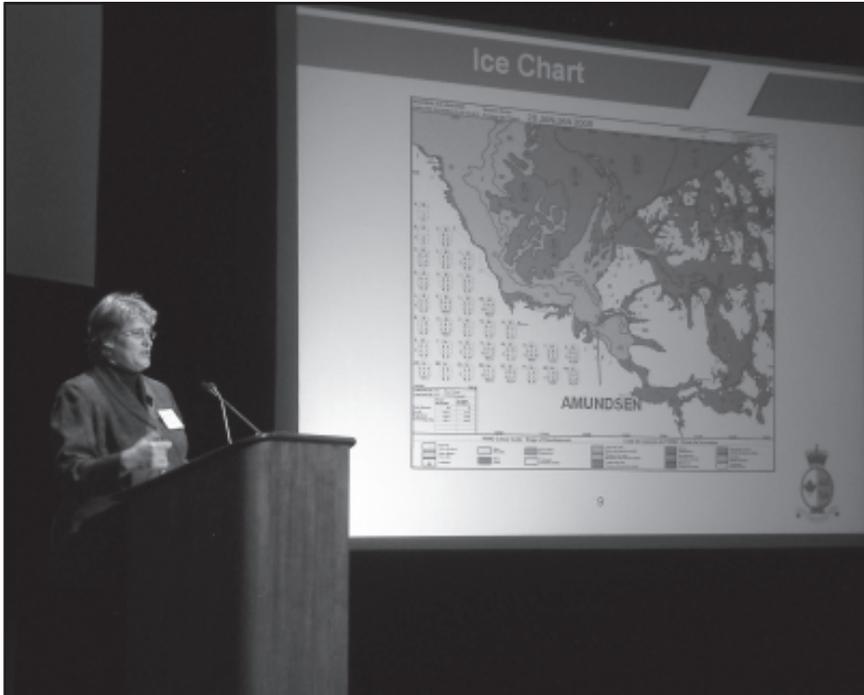
**Wendell Sanford (all photos by Brian McCullough)**

The country is managing three discrete boundary disputes: with the US in the Beaufort Sea, and with Denmark over Hans Island and the Lincoln Sea. The Northwest Passage issue is a legal dispute over the status of passage, not over ownership. Canada holds that the passage is internal Canadian waters, while many maritime nations — most particularly the United States — consider the passage to be Canadian territorial waters. The distinction is important because the latter definition

would permit free passage through the Arctic islands as an international strait.

**Philippe Hébert**, DND's Director of Policy Development, provided the National Defence perspective on Canada's Arctic. He introduced the Canadian Forces' (CF) role in the government's integrated northern strategy which was outlined in the 2007 speech from the throne, and identified the emerging security issues in the north, the CF's existing and planned capabilities, and the operational challenges. **Capt(N) Serge Bertrand** reviewed the Arctic as a maritime theatre of operations and the Canadian navy's plans to play a crucial role in the CF's emerging northern strategy. **Klaus Kollenberg**, a project director in Surveillance and Space Technology Demonstration at Defence Research and Development Canada provided a summary of the capabilities and initiatives in maritime situational awareness in the Arctic.

**Peter Noble**, Chief Naval Architect of ConocoPhillips and Vice



**Fiona Robertson of the Canadian Coast Guard explained the challenges of operating at sea in the Arctic.**



**The Registration Desk team: Robert Dumont, Steve Carrigan and Simon Liu.**

President of SNAME opened the topic of engineering challenges and northern operations with a presentation on circumpolar developments in oil and gas. With world energy demand and the requirement for fossil fuels predicted to rise, the Arctic's large untapped supply of oil and gas will keep the Arctic on front pages for years to come. Peter provided an overview of resources in the Arctic,

issues for ships designed for operations in ice. His presentation provided a good summary of the issues facing naval architects and marine engineers. Andrew identified the expected operational design considerations for the harsh Arctic environment and poor support facilities, and the major factors under the designer's control that affect performance.

past, present and future — not only in Canada but throughout the region. He followed up with a review of some interesting projects in the Arctic oil and gas sector. **Andrew Kendrick**, Vice President Operations – BMT Fleet Technology Limited, covered the design of Arctic-capable ships and the technical is-

The final presentation by **Fiona Robertson** of the Canadian Coast Guard closed the presentations with the operational challenges of operating in and around the Arctic ice. By focusing on why and how the Canadian Coast Guard operates in the Arctic, Fiona explained the challenges of conducting and completing the important work at sea in the Arctic.

The evening marked a significant discussion on a very relevant topic for Canada. The large number of government, industry and retired professionals attending was a sure indication that this theme resonates with Canadians. Of particular interest, more than a dozen attendees travelled from Montreal, Toronto and Halifax to participate, while more than 40 young professionals attended. The region is seeing job growth in the Ottawa area, and young people are returning to the field in increasing numbers.

The event would not have been possible without the combined effort of SNAME, RINA, CIMarE and NOAC representatives, and the generous support of BMT Fleet Technology, DRS Technologies, Fleetway Incorporated, General Dynamics Canada, Lockheed Martin Canada, OSI Geospatial, Raytheon Canada and SNC Lavalin.



*Cdr Peer is the Section Head, Ship Systems Engineering, in the Directorate of Maritime Ship Support in Ottawa.*



# News

CANADIAN NAVAL TECHNICAL HISTORY ASSOCIATION

## Small association showing huge results

Since its informal beginnings 15 years ago, the Canadian Naval Technical History Association under the chairmanship of RAdm (ret.) Mike Saker has been actively fulfilling its aim of preserving a record of Canada's naval technical history. The association may be few in number, but it is a labour of love for our dedicated group of volunteers. One of the CNTHA's founders, **Captain Rolfe Monteith, RCN (ret.)**, continues to take an active role in guiding our efforts from his home in the UK. Over the years Rolfe has obtained several important historical contributions from retired naval officers, including an especially interesting perspective on the *St. Laurent*-class steam propulsion system.

Some years ago the CNTHA established a subcommittee to cover the industrial aspects of naval ship construction and equipment development. So far, the Canadian Naval Defence Industrial Base (CANDIB) project has received vital written histories, memorabilia and oral interviews from many people who worked on naval programs while serving with industry, government or the navy. Capturing people's recollections on tape and documenting their relevant papers has provided unique insight on the interaction within naval headquarters, the procurement arms of government and in industry during the course of various ship and equipment programs.

Many of the industrial aspects of such construction programs as the *St. Laurent*-class destroyer, the *Bras d'Or* hydrofoil, the General Purpose Frigate, the DDH-280-class destroyer, the Canadian Patrol Frigate

and the Maritime Coastal Defence Vessel have now been collected. The CANDIB team has documented the history of these programs in ship design houses, and is anticipating obtaining more insight into the shipyards that were involved. The R&D component of the various navy/industry programs also continues to be a major focus of our documentary effort. We are pleased to report that submissions have been received on various naval equipment research and development programs that contributed significantly to Canadian industry's capability in command and control, sonar and sonobuoys.

The best part of all this activity is that everything we have collected or produced is available to researchers. Every one of the documents and taped interviews we collect is turned over to DND's Directorate of History and Heritage for archiving and storage. DHH has been a strong supporter of our all-volunteer organization from the outset, and we are encouraged by their professional assistance in preserving the CNTHA collection.

We are always looking for new volunteers who would like to help us. Some of the people who were involved in the naval industrial programs are getting elderly and we are looking for immediate help in obtaining their recollections for the archives. Anyone wishing to help or contribute should contact Tony Thatcher at (613) 567-7004 (ext. 227), or [tthatcher@snclavalinprofac.com](mailto:tthatcher@snclavalinprofac.com). Visit us at our website: <http://www.cntha.ca>.



**CNTHA News**

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## Insight from 50 years ago...

UK-based CNTHA founding member Rolfe Monteith continues his project to obtain historical input from Royal Navy personnel who served with the Canadian Navy. In his latest effort, Rolfe forwards us the following letter and photo received from **Rear Admiral Phillip Edwards** of the Royal Navy. The letter, abridged here, concerns the admiral's period of exchange duty with the RCN's Mechanical Training Establishment at HMCS *Stadacona* (Halifax) exactly fifty years ago.

**Dear Rolfe,**

Many thanks for your letter...

Enclosed is a 1958 photograph of the officers of the Mechanical Training Establishment at HMCS *Stadacona*, Halifax, taken before Ken Lewis was appointed to Ottawa and relieved by Cdr Dan Fairney. Norm Lee also departed for sea soon after, and I took over as Senior Engi-

neer for the last year of my exchange with the RCN.

My brief when I joined the MTE was to review the whole examinations system for the Marine Engineering branch, ashore and afloat, and model it more on USN lines with a strong bias for multiple choice examination papers rather than the more traditional essay type question and answer. It was an interest-

ing project as it gave me an insight into training practices in the USN which I could compare with those of both the RN and RCN. A further bonus came in the way of extended travel to other RCN and RCNR establishments in Canada, as well as in the US.

I kept in touch with Bill Leach for many years, as well as Ken and several others. I met up with Frank Moxam and another former MTE officer, Keith Fiddy, when HMS *Britannia* was in BC for their centennial back in 1971. They had both retired to the West Coast and took me out for some unforgettable salmon fishing.

At the time of my exchange the RCN was heavily dependent on a core of experienced officers promoted from the lower deck and by some excellent senior rates. I enjoyed my time there immensely as I was given every opportunity to develop and introduce my own ideas, with firm support from both Ken and Dan.

Keep at it, Rolfe. We need people like you to guard our heritage.

Yours ever,

**Phillip**



## Mechanical Training Establishment (MTE) HMCS *Stadacona* 1958



**Back Row (left to right):** S/Lt Frank Moxam (Painter), Lt. Bob Detwiler, Lt. Cy Shelton, Lt. Mel Moulton (Workshops Officer), Lt. Tom Kenny, Lt. Gordon Hannah. **Front Row:** Lt.Cdr. Phillip Edwards (RN Exchange, Examinations Officer), Lt.Cdr. Norm Lee (Senior Engineer), Cdr Ken Lewis (OIC), Shipwright-Lt.Cdr. Bill Leach, and Instructor-Lt.Cdr. Bill McGowan.

# 2007 Naval Technical Officer Awards

The NTO awards recognize the dedication, hard work and technical excellence of NTOs in obtaining their training milestones during the previous year. Regardless of who wins any particular award, it is a significant accomplishment even to be considered a candidate. The 2007 awards were presented at the Naval Technical Officer Mess Dinner on March 27, 2008 at the CFB Halifax Wardroom.

## Naval Officers Association of Canada (NOAC) Award



The NOAC Award is presented annually to the candidate with the best academic performance and officer-like qualities on completion of the Naval Engineering Indoctrination Course.

Cmdre (ret.) Mike Cooper, NOAC, presented the award shield and the book, *The Ships of Canada's Naval Forces 1910-1985*, to **A/SLt Stephen Normore**.

## Mexican Navy Award



The Mexican Navy Award is presented annually to the candidate with the best academic standing and officer-like qualities on the NCS Eng Applications Course. Mexican Naval Attaché Captain Miguel Amezaga presented the award plaque and Mexican naval sword to **SLt Michael Bathurst**.

## MacDonald Dettwiler Award



The MacDonald Dettwiler Award is presented annually to the best overall naval technical officer who achieved the Head of Department qualification. Simon Jacques of MacDonald Dettwiler, presented the award plaque and naval sword to **Lt(N) Bruce Day**. Runners-up were Lt(N) Lance Mooney, Lt(N) Luc St-Pierre and Lt(N) Kevin Cyr.

## L-3 MAPPS Saunders Memorial Award



The L-3 MAPPS Saunders Memorial Award is named in memory of Lt(N) Chris Saunders. It is presented to the candidate with the best academic standing and officer-like qualities on the MS Eng Applications Course.

Gwen Manderville (Saunders) joined Wendy Allerton of L-3 MAPPS to present the award plaque and the *Modern Marine Engineer's Manual* to **SLt Jimmy Lau**.

## Weir Canada Award



The Weir Canada Award is presented annually to the best overall Phase VI candidate who achieves the MS Eng qualification. Serge Lamirande, Weir Canada Inc., presented the award plaque and naval sword to **Lt(N) Richard Slade**.

Runners-up were Lt(N) Mark Rossignol, Lt(N) Brian Michalchuk and SLt Jetske Goslinga.

## Lockheed Martin Canada Award



The Lockheed Martin Canada Award is presented annually to the best overall Phase VI candidate who achieves the NCS Eng qualification. Steve Marsden from Lockheed Martin Canada presented the award plaque and naval sword to **SLt Alan Brown**. Runners-up were Lt(N) Brian Mury, Lt(N) Alain Dion and SLt Ian Rector.



# News

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Some years ago the CNTHA established a subcommittee to cover the industrial aspects of naval ship construction and equipment development. So far, the Canadian Naval Defence Industrial Base (CANDIB) project has received vital written histories, memorabilia and oral interviews from many people who worked on naval programs while serving with industry, government or the navy. Capturing people's recollections on tape and documenting their relevant papers has provided unique insight on the interaction within naval headquarters, the procurement arms of government and in industry during the course of various ship and equipment programs.

Many of the industrial aspects of such construction programs as the *St. Laurent*-class destroyer, the *Bras d'Or* hydrofoil, the General Purpose Frigate, the DDH-280-class destroyer, the Canadian Patrol Frigate

and the Maritime Coastal Defence Vessel have now been collected. The CANDIB team has documented the history of these programs in ship design houses, and is anticipating obtaining more insight into the shipyards that were involved. The R&D component of the various navy/industry programs also continues to be a major focus of our documentary effort. We are pleased to report that submissions have been received on various naval equipment research and development programs that contributed significantly to Canadian industry's capability in command and control, sonar and sonobuoys.

The best part of all this activity is that everything we have collected or produced is available to researchers. Every one of the documents and taped interviews we collect is turned over to DND's Directorate of History and Heritage for archiving and storage. DHH has been a strong supporter of our all-volunteer organization from the outset, and we are encouraged by their professional assistance in preserving the CNTHA collection.

We are always looking for new volunteers who would like to help us. Some of the people who were involved in the naval industrial programs are getting elderly and we are looking for immediate help in obtaining their recollections for the archives. Anyone wishing to help or contribute should contact Tony Thatcher at (613) 567-7004 (ext. 227), or [tthatcher@snclavalinprofac.com](mailto:tthatcher@snclavalinprofac.com). Visit us at our website: <http://www.cntha.ca>.



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### CNTHA News

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## Insight from 50 years ago...

UK-based CNTHA founding member Rolfe Monteith continues his project to obtain historical input from Royal Navy personnel who served with the Canadian Navy. In his latest effort, Rolfe forwards us the following letter and photo received from **Rear Admiral Phillip Edwards** of the Royal Navy. The letter, abridged here, concerns the admiral's period of exchange duty with the RCN's Mechanical Training Establishment at HMCS *Stadacona* (Halifax) exactly fifty years ago.

Dear Rolfe,

Many thanks for your letter...

Enclosed is a 1958 photograph of the officers of the Mechanical Training Establishment at HMCS *Stadacona*, Halifax, taken before Ken Lewis was appointed to Ottawa and relieved by Cdr Dan Fairney. Norm Lee also departed for sea soon after, and I took over as Senior Engi-

neer for the last year of my exchange with the RCN.

My brief when I joined the MTE was to review the whole examinations system for the Marine Engineering branch, ashore and afloat, and model it more on USN lines with a strong bias for multiple choice examination papers rather than the more traditional essay type question and answer. It was an interest-

ing project as it gave me an insight into training practices in the USN which I could compare with those of both the RN and RCN. A further bonus came in the way of extended travel to other RCN and RCNR establishments in Canada, as well as in the US.

I kept in touch with Bill Leach for many years, as well as Ken and several others. I met up with Frank Moxam and another former MTE officer, Keith Fiddy, when HMS *Britannia* was in BC for their centennial back in 1971. They had both retired to the West Coast and took me out for some unforgettable salmon fishing.

At the time of my exchange the RCN was heavily dependent on a core of experienced officers promoted from the lower deck and by some excellent senior rates. I enjoyed my time there immensely as I was given every opportunity to develop and introduce my own ideas, with firm support from both Ken and Dan.

Keep at it, Rolfe. We need people like you to guard our heritage.

Yours ever,

**Phillip**



## Mechanical Training Establishment (MTE) HMCS *Stadacona* 1958



**Back Row (left to right):** S/Lt Frank Moxam (Painter), Lt. Bob Detwiler, Lt. Cy Shelton, Lt. Mel Moulton (Workshops Officer), Lt. Tom Kenny, Lt. Gordon Hannah. **Front Row:** Lt.Cdr. Phillip Edwards (RN Exchange, Examinations Officer), Lt.Cdr. Norm Lee (Senior Engineer), Cdr Ken Lewis (OIC), Shipwright-Lt.Cdr. Bill Leach, and Instructor-Lt.Cdr. Bill McGowan.

# 2007 Naval Technical Officer Awards

The NTO awards recognize the dedication, hard work and technical excellence of NTOs in obtaining their training milestones during the previous year. Regardless of who wins any particular award, it is a significant accomplishment even to be considered a candidate. The 2007 awards were presented at the Naval Technical Officer Mess Dinner on March 27, 2008 at the CFB Halifax Wardroom.

## Naval Officers Association of Canada (NOAC) Award



The NOAC Award is presented annually to the candidate with the best academic performance and officer-like qualities on completion of the Naval Engineering Indoctrination Course.

Cmdre (ret.) Mike Cooper, NOAC, presented the award shield and the book, *The Ships of Canada's Naval Forces 1910-1985*, to **A/SLt Stephen Normore**.

## Mexican Navy Award



The Mexican Navy Award is presented annually to the candidate with the best academic standing and officer-like qualities on the NCS Eng Applications Course. Mexican Naval Attaché Captain Miguel Amezaga presented the award plaque and Mexican naval sword to **SLt Michael Bathurst**.

## MacDonald Dettwiler Award



The MacDonald Dettwiler Award is presented annually to the best overall naval technical officer who achieved the Head of Department qualification. Simon Jacques of MacDonald Dettwiler, presented the award plaque and naval sword to **Lt(N) Bruce Day**. Runners-up were Lt(N) Lance Mooney, Lt(N) Luc St-Pierre and Lt(N) Kevin Cyr.

## L-3 MAPPS Saunders Memorial Award



The L-3 MAPPS Saunders Memorial Award is named in memory of Lt(N) Chris Saunders. It is presented to the candidate with the best academic standing and officer-like qualities on the MS Eng Applications Course.

Gwen Manderville (Saunders) joined Wendy Allerton of L-3 MAPPS to present the award plaque and the *Modern Marine Engineer's Manual* to **SLt Jimmy Lau**.

## Weir Canada Award



The Weir Canada Award is presented annually to the best overall Phase VI candidate who achieves the MS Eng qualification. Serge Lamirande, Weir Canada Inc., presented the award plaque and naval sword to **Lt(N) Richard Slade**.

Runners-up were Lt(N) Mark Rossignol, Lt(N) Brian Michalchuk and SLt Jetske Goslinga.

## Lockheed Martin Canada Award



The Lockheed Martin Canada Award is presented annually to the best overall Phase VI candidate who achieves the NCS Eng qualification. Steve Marsden from Lockheed Martin Canada presented the award plaque and naval sword to **SLt Alan Brown**. Runners-up were Lt(N) Brian Mury, Lt(N) Alain Dion and SLt Ian Rector.