

Submarine disasters are thankfully rare but they are not chimerical. The most recent submarine to be lost was the Argentine boat the **ARA San Juan**, last November 15th.

An exhaustive, multi-national search was undertaken, but eventually, over the pain and protestations of families and friends the futility of continuing was reluctantly acknowledged and the search was wound down.

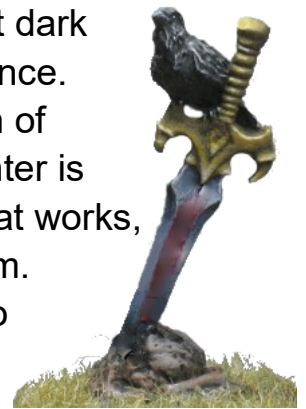
In February the Argentine government offered a reward of \$4 million as an incentive. The families of the crew also established a crowd funding site to try to finance another attempt to find the lost boat and of course, we wish them well with their efforts.

In the meantime, we can do our part by taking a moment once in a while to remember our brothers and sister of the phin.



From out of the wilderness of the SAOC West dark ages emerges a technological advance.

Of course there are those who savour the tradition of finding the form on-line, printing it (presuming your printer is **NOT** out of ink), sitting down with it, getting up again to find a pen that works, Finally settling on a pencil and filling out the **descriptive redacted** form.



Some don't mind going to the store to buy envelopes because they couldn't find any and deciding to get stamps only to get home to find the wife had recently bought a whole book of the **descriptive redacted** things.

Few enjoy putting the completed form into the envelope before writing the address on it ▪ ripping open the envelope because the address is on the form ▪ writing the address on the new envelope ▪ sealing this one before you remember that you didn't put a cheque



inside ▪ filling out the cheque, noticing that it is your second last one and knowing that new ones cost just shy of a buck each ▪ getting a third envelope into which you very carefully place the completed form **AND** your cheque ▪ licking one of the stamps **you** bought ▪ putting the envelope on the corner of your desk to be mailed next time you are out and about ▪ and totally forgetting about it.

Imagine having the option of finding the form on your computer and being able to fill it out right there, on the screen! And after it is completed to your wife's satisfaction being able to click the little envelope the top of the screen and send it via email direct to whomsoever it needs to go. Then, if you are comfortable doing so, logging into your on-line banking and, with a couple of clicks, sending the money to the SAOC Treasurer like you knew what you were doing. That part you may have to get one of your grandkids to help you with.

Those options will be available to you within a couple of weeks, along with an explanation about how to do it.

If you are one of those who really isn't sure about these on-line transactions, the form will still be available at www.saocwest.ca for you to print and ... well, we've been through that.

THE 2018 BBQ



Usually, if you see a couple of Johns standing around with silly grins on their faces your mind would go elsewhere. But in this case you note that they are each holding horseshoes and so conclude that **these Johns, Webber and Hansen** must be vying for the intensely coveted trophy awarded to the winners of the annual **SAOC West BBQ horseshoe tournament** along with the even more desira-

ble bragging rights. Neither achieved that goal, by the way, though John Webber and his partner would come breathtakingly close.

If a summary description of the **2018 BBQ** held on Saturday, July 7th, were limited to four words, the majority in attendance would, without the slightest hesitation, raise their hands to vote in favour of: **Small Crowd ▪ Good Party.**

While just over thirty people showed up it created enough frown power to convince the rain that was threatening to change its mind and move along.



The beer was cold and the wine was good. The nibbles were constantly under siege while the dinner salads and accoutrements seemed to fit very well with all of various meat dishes. There was an array of desserts as well as a ... you'd have to call spectacular cake that **Anne Scott** arranged.



Life Membership. **Lloyd Barnes** presented **Jim Scott** with a certificate, honouring his many, many years of selfless dedication and yeoman's service, in numerous roles, to the Association and our members. Jim was truly caught completely by surprise so **GOOD JOB** gang in not letting it slip before hand.

Horseshoe Tournament. Lloyd, being in a presenting mood and available to do so because, like your reporter, he and his partner Dwight Grieve were eliminated in the first round, graciously presented the tournament trophy to this year's winners, the **RadioLady Team** of **John Ovens** and **Skip Whitfield**. The Sparkers, who have, as a team, won this trophy before, had rebounded in the final match from an impressive and rather daunting zero to eight deficit that had been established, as alluded to earlier, by the tournament runners up, **John Webber** and **Wade Berglund**, for a rather dramatic final score of **eleven to ten**. I would say that it had the crowd on their feet, but you know the crowd and wouldn't believe me anyway.



As is always the case, a party like this requires the efforts of a team of people. **Jim and Anne Scott** organized the food and all that went with it; **Lloyd** got the beer and wine; **Ken Capron** and **Judy Thomas** made all of the arrangements as well as running the horseshoe tourney and the various draws. And **Arnie** was there to help set things up. And for the 26th or 27th time we extend our most profound thank you's to **Marion and Bart** for being such gracious hosts.



The Dolphin March is included on a newly released CD from the Naden Band. In fact I'm told that the Band has been including it in their play list on a regular basis. For example: when the Chicoutimi arrived back from Japan; at the change of command ceremony when R/Adm **Auchterlonie** replaced R/Adm **McDonald**; during the march to the cenotaph for the Battle of Atlantic; and at numerous civic events. For the second time in two years a change of command ceremony was held for the Band on Friday, July 6th. When Lt(N) **Vince Roy** relieved Lt(N) **Matt Clarke** as CO



and Director of Music in July 2016 the development of our march was already underway. Vince graciously and enthusiastically took up the cudgel, encouraging Robyn in her writing endeavours and conducting the band for the recording, barely two days before we introduced it and its composer, Robyn Jutras at a dinner celebrating the 50th Anniversary of the Onondaga's commissioning.

This time it is **Vince** and his lovely family who are on the move, to **Quebec City** where he will take over command and music directorship of the **Van Doos Band**. And, for the first time in the history of Canadian Military Bands, Vince's replacement is a woman, who comes with an impressive pedigree.

Throughout her schooling for an undergrad and graduate degrees (Bachelor and Masters of Music, the latter from McGill) she spent her summers with the **Band of the Ceremonial Guard**. In 1995 she successfully auditioned for the Regular Force and spent the next seven years with the **Royal Canadian Artillery Band** in Edmonton. Promoted to Warrant Officer in

2012 she was selected to attend QL7 training in Borden, after which she moved to the **Royal Military College of Canada in Kingston** as Bandmaster. In 2015 she was briefly promoted to Master Warrant Officer before being posted to the **RCN's**

Stadacona Band as Band Chief.

Lt(N) Norris accepted her commission in July 2017, and joins the Naden Band after completing her Music Officer training at Borden.

She has very big shoes to fill following both Vince and Matt but gives every indication of being very much up to the task.

Welcome to the west coast **Catherine Norris**, from the West Coast Submariners Association.

For those who would like to have a copy of the new CD,

send your street address in a private message on Facebook at

www.facebook.com/NadenBand/ **OR** via Twitter to [twitter.com/](https://twitter.com/Naden_Band_Mus/media)

[Naden_Band_Mus/media](https://twitter.com/Naden_Band_Mus/media) **OR yet another alternative** is to send an **email** to

nadenband@forces.gc.ca and one of the team will pop one in the mail for you at the special discounted price of **free**.



Lt(N) Vince Roy, Capt(N) Brian Costello, Chief of Staff MF&JTF Pacific, and Lt(N) Catherine Norris



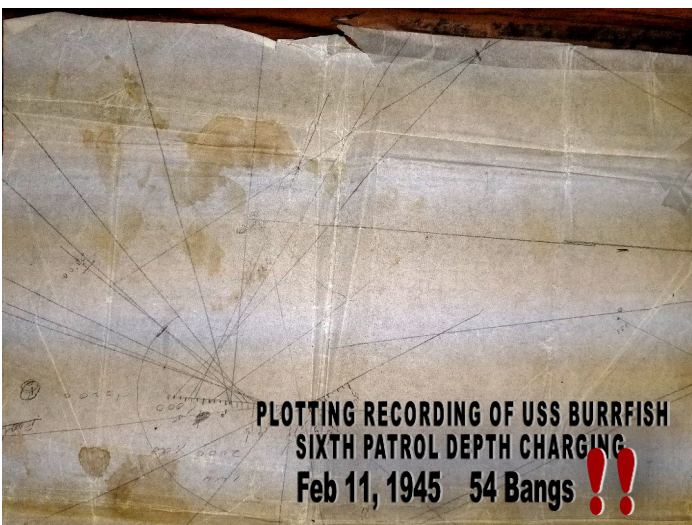
Two friends of SAOC West are USN WWII Vets. While they have both been featured in the pages of **The Update** in previous issues, one, **Lin Cardelli** who attended our Gathering in 2011, recently provided a bit of twist to his story.

The other, **Tudor Davis**, who lives in southern Washington State, was a crew member of the **USS Halibut** when she was barrel bombed right out of the war on November 14th, 1944, in the **Luzon Strait**.

Lin Cardelli, who lives in California, was a crew member of the **USS Burrfish** when she was barrel bombed on **February 11th, 1945**, in the **Luzon Strait** and forced to return all the way to Philadelphia for repairs. By the time they were completed the war was winding down and so they were stood down.

Lin's update is the photo below. We had been talking about the shellacking they had taken and he said something about still getting the chills every time he pulls out plots he'd drawn. He explained that during the **'unsure hours'** he had stood at that plot table in control that so many of us have also stood around and plotted the cat and mouse game in which they had found themselves, matching wits with two Japanese patrol vessels (at which, Lin maintains to this day, they should never have fired). Lin was plotting so that the CO could, at a glance, see a picture of the action. Fifty-four ash cans later, when it was finally all over, Lin folded up those charts and tucked them away. Seventy-three years later he still pulls them out once in a while, though he couldn't really tell me why he does. "Either to torment my soul or remind myself again how lucky I was", he muttered, as much to himself as to me.

The faint and impossible to understand plot below is a picture of one of those that Lin saved all those decades ago. The coffee stains are just as old while some of the discolouring is time having its way with the paper. I've read the books by the Richard O'Kanes and Tudor's CO, Pete Galantin, and I listen to Lin's and Tudor's stories but seeing this seventy year plot, done while they did not know if they were going to make it, on a table around which I have stood, adds an element of eerie to the whole thing. Thanks for sharing Lin.



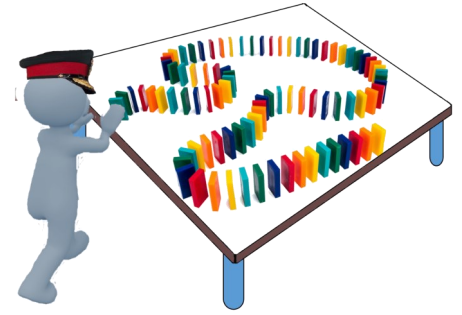
LADIES AND GENTLEMEN, PACK YOUR BAGS.

When **General Jonathan Vance**, Chief of the Defence Staff, announces changes among the ranks of flag officers one is reminded of a pattern of dominoes being affected in the way that patterns of dominoes are when the balance of one is altered.

The cascading reaction on down the line affects a lot of people, including a few that we've come to know over the last few years.. For example, when the current CO of the Submarine Force, **Captain Chris Robinson**, replaced **Captain J.A. (Jamie) Clarke** he went all the way to the US east coast. But he has already started to work his way back out west. Promoted to **Commodore** he has just been transferred to Colorado Springs where he assumes the role of Deputy Director Strategy, Policy and Plans at the North American Aerospace Defense Command. He is replacing **Commodore A.I. Topshee** who comes west to replace **Commodore J.B. Zwick** as Commander Canadian Fleet Pacific. Commodore Zwick will be promoted to Rear-Admiral, taking over the position of Chief of Force Development at NDHQ in Ottawa.

In a change of command ceremony on June 22nd, Cumberland born **Rear-Admiral J.R. Auchterlonie** assumed command of the Maritime Forces Pacific/Joint Task Force (Pacific), replacing **Rear-Admiral A.G. (Art) McDonald** who has what seems to be a very well deserved reputation as a really good guy. Admiral McDonald also went to Ottawa as Deputy Commander of the Royal Canadian Navy, at NDHQ, replacing Rear-Admiral J.P.G. Couturier, who is retiring.

Another individual we got to know quite well is **Commodore M.J.M. (Maurice) Halle** who was appointed to a NATO rotational position as Maritime Component Commander Deputy Chief of Staff Operations, in Northwood, UK.



Sometimes God calms
the sea; sometimes he
calms the sailor.
Sometimes he forgets
to calm either one;
that is when the
nostalgia for
farming returns.



A REPORT ON OUR SUBMARINES

Recently Captain Chris Robinson, Commanding Officer of the Submarine Force, briefed Lloyd Barnes and Paul Hansen on the status of the boats specifically and the Force generally.

Lloyd and Paul are both giving presentations to a SSBN reunion in Seattle in September. While many from the USS George Washington Carver's crews still get together bi-annually, 2018 has an element of poignancy as it is the 25th anniversary of her decommissioning. It was thought that a briefing might help Paul not put his foot in anyone's mouth.

British correspondent **Guy Toremans**, received a similar briefing from Captain Robinson when he visited the **Windsor** in the Mediterranean. His article was published in the June 2018 edition of **WARSHIPS INTERNATIONAL FLEET REVIEW** and subsequently in the RCN's, **THE MAPLE LEAF**. He includes a quote that was nearly word for word repeated in our briefing, that provides a very nice summary for those discussions with folks whose support of the submarine service just isn't very obvious:

After a turbulent introduction into Canadian service they are now demonstrating an ability to deploy around the world.

I've got to tell you Sir, we've still got lots of work to do



None of you need a briefing about the history of these boats. Frankly your Editor has said in presentations that while it has often been hard, despite the heroic efforts of a lot of people, to be proud of these boats, it has never been difficult to be proud of our submariners. To which I am now adding, "and now we can be proud of the boats".

Captain Robinson reminded us that in addition to patrolling Canada's three coasts, the boats have been operating globally for quite some time now, from Scandinavia, to the Mediterranean to the far east. They not only participate in but more than hold their

own in international exercises and operational patrols. And, paraphrasing the Captain, they are finally being seen as a strategic asset by some of those whose opinions on such things matter.

Commenting on the Chicoutimi's deployment to the western Pacific, **Toremens** describes it in his article as **"the first time this has been achieved by a RCN submarine since the 1960s (hold up your hand if you were on the boat in 1968) and the first time ever to that part of the world for a Victoria Class boat"**. One of the most significant differences between the Chicoutimi transit and ours in Grilse 50 ears ago is these new boats travel the whole way submerged. Again, Captain Robinson also repeated his emphasis to us that, **"Through these deployments the RCN has demonstrated a capacity to operate the Victoria Class at extended distances, with persistence and deployments happening simultaneously and overlapping."**

Demonstrating that he is a far better note taker than your Editor, **Toremens** again quotes Captain Robinson as saying that in his view, **"the Victoria Class have unparalleled capability to exploit tactical stealth and silence in order to achieve optimum operational and strategic effect in the maritime domain."**

Going forward the plan is to continue to have three of the boats operational, at least one on each coast, while the fourth (currently the Corner Brook) undergoes its deep maintenance period. Work includes cosmetic surgery on external structures and the sonar bow dome, a combat system upgrades, the ability to fire Mk48 Mod 7AT heavy-weight torpedoes, BQQ-10 sonar suite, a modern satellite communications system and communications intercept capabilities. The **Windsor** has already received these upgrades. The **Corner Brook** is scheduled to be operational in 2019. The high readiness boats are, at the moment, Chicoutimi and Windsor while the Victoria is getting close to that state.

Because of the cloak of 'classified', Captain Robinson was not able to provide any details about specific missions undertaken by Chicoutimi 'over there'. It would be a safe bet though that they weren't playing cards in the Fleet Club in Yokosuka the whole time. He did emphasize that the evolution, even at just shy of 200 days, was noted as being a routine deployment. It is a clear indication of Canada's commitment to regional peace and security per our Defence Policy, and the strategic importance of the region to Canada.

Although Windsor had within the last few years operated very successfully in the Atlantic and northern European waters her February 2018 extended deployment was the first time a Victoria Class boat had operated in the Mediterranean.

Having received a number of upgrades during her recently completed intermediate work period, Windsor was prepared for this assignment. She is the first in the Class to receive the Lockheed Martin sonar process suite, the AN/BQQ-10(V)7, a variant of

the USN's Acoustic Rapid COTS (Commercial Off The Shelf) Insertion programme. Very little reading about it will have you betting that the Windsor crew are referring to it as **awesome**.

Windsor was also the first to receive a new autopilot system which is basically computer assisted depth control which should be extremely helpful at keeping the periscope up, but not too high, while the boat is at low speed.

The defence policy paper, issued in June 2017 was titled '**Strong, Secure, Engaged**' and envisioned the Victoria Class being scheduled for **incremental modernization** in +/- mid-term 2020s, basically upgrading all systems on board, which will ensure their continued effectiveness out to the mid-2030s.

When Warships correspondent Toremans asked Captain Robinson about further planned upgrades the focus seemed to be on equipment:

”

... they are to involve the installation of new displays, sonar processing upgrades, control and image displays for search-and-track periscopes and integration with Electronic Support Measure (ESM) systems. Capt Robinson's prime concern is to ensure the submarines have the highest possible operational readiness and the capacity to carry out their assigned tasks.

When he met with Lloyd and I he also emphasized the need for all future upgrades to fully consider the needs and comforts of the crews. He seemed well aware that the crews of today march to a much different drummer than we did in our day, or even he did in his younger days. It truly is the old chicken and egg adage: you can have the best submarine in the world but without a happy, motivated and well trained crew it is not of much use to you. Alternatively, if you have that crew and can't provide them the equipment necessary to perform the tasks assigned to them you are, again, at nowhere.

That is but one of the challenges that Captain Chris Robinson faces with an optimism and cheerfulness that is, in itself, inspiring.

And sometime in the next decade or so one of Capt Robinson's replacements is going to have to help guide Defence and Government through the decision making process to buy second hand again, contract off-shore for new boats or try to build a domestic submarine manufacturing component within our economy. We certainly hope that by now they realize that the fourth alternative is not an alternative at all.