



Summer 2018



Rear Admiral Desmond William Piers, CM DSC CD

[Patron-in-Chief - - Mrs. Anne Baker](#)

FROM THE BRIDGE

Summer break is here at last, so I want to thank you all for a successful winter and hope you and yours have a happy holiday. We will meet again in August for our annual banyan, more on that later. I would like to thank the secretary for all the great speakers he lined up for our general meetings, BZ for that Andy.

We just received word that Admiral Baines has agreed to become our new Honorary President, so we will be issuing an invite for him and his staff for our 2019 Battle of the Atlantic mess dinner.

So everybody have a safe and happy summer.

Yours' Aye

S/M Ivan Foote
President

HONORARY PRESIDENT



Rear-Admiral Craig Baines, MSC, CD

Rear-Admiral Craig Baines enrolled in the Canadian Armed Forces Regular Officer Training Program in 1987. After completing initial naval training, he served as a Bridge Watchkeeping Officer in HMCS SAGUENAY and Deck Officer in HMCS THUNDER.

In 1991, he completed the Destroyer Navigation Officer course and was employed as Navigation Officer in HMC Ships CHIGNECTO and ANNAPOLIS. He graduated from the Maritime Advanced Navigation Officer Course in 1992 and was employed as the Navigation Officer of HMCS PROVIDER. Following the year-long Operations Room Officer course, he served as Operations Officer in HMCS REGINA and Combat Officer in HMCS WINNIPEG

Returning to sea in 2004, he served as Executive Officer in HMCS CALGARY. In 2007, he was appointed Commanding Officer of HMCS WINNIPEG where he received the Meritorious Service Cross for his leadership during WINNIPEG's counter-piracy mission off the Horn of Africa.

Rear-Admiral Baines' staff appointments include Staff Officer at HMCS UNICORN, the Naval Reserve Division in Saskatoon. He served abroad in Norfolk, Virginia with the US Navy's Second Fleet. He worked at National Defence Headquarters in Ottawa in both the Directorate of Maritime Training and Education and as the Maritime Staff Director of Strategic Communications. In 2010, he was appointed as the Base Commander of Canadian Forces Base Esquimalt. Prior to becoming Fleet Commander of Canadian Fleet Atlantic, he served as Special Advisor to the Chief of Defence Staff.

His education includes a Bachelor of Arts degree from University of Manitoba. While on exchange in Norfolk, he completed the US Naval War College program and a graduate certificate program in the History of Strategy and Policy at Old Dominion University. He completed the Canadian Forces College Joint Command and Staff Program concurrent with his Master of Defence Studies. In 2013, he completed the National Security Program and a Master of Public Administration.

He was appointed as Commander Canadian Fleet Atlantic in July 2014. During his 3 year posting as Fleet Commander, he sailed extensively with the Fleet and participated in major international exercises including Trident Juncture 2015, Joint Warrior 152 and Cutlass Fury 2016.

ODDS AND ENDS

18th CENTURY BRITISH NAVY DRINKS

Imagine downing half a pint of overproof rum and then going back to work. Now, let's imagine work happened to be on the decks of a vast 18th-century Royal Navy ship.

We're talking old-school sea stuff here: complex knots, gunpowder kegs, canon balls, climbing up rigging, etc.

Until July 31, 1970, bracingly strong overproof rum was a vital part of the fabric of the British Navy—rationed, used as a currency, and a veritable way of life. The US Navy abolished their daily rum issue a lot earlier in 1862 whilst the Australian Navy did not issue rum at all, although their sailors were allowed a rum ration whilst serving on Royal Navy ships up until 1921. The New Zealand Navy were the last navy in the world to abolish the rum ration on 28th February 1990

"The daily tot"—or rum ration—was an eagerly anticipated daily ritual for generations of sailors, serving both to boost morale and provide a stern alcoholic kick to the chops, a comfort to sailors used to dodging cannonballs, grapeshot, and the lash.

But why rum? While the cliché of the drunken sailor—staggering on the docks after a night of hell-raising in some seamy fleshpot—is deeply ingrained in the national subconscious, it bears mentioning that rum was not always the Naval drink of choice. Until the Napoleonic Wars, sailors were given a staggering gallon of beer per day, per man, instead of water. Soaring temperatures below deck—in the stinking bowels of the hold—saw that water, encased as it was in rotting oak barrels, would quickly become covered in a thick layer of green mould. This led to stronger brews being developed that could withhold the rigours of longer journeys; but they too were prone to rot, and so a stronger solution was sought.

In the 17th century, the men were given French brandy; later, sailors from the East India Company adopted a fearsome Indian spirit called arak. However, this came to be mistrusted by sailors, due to its unpredictable—and often violently sickening—

effects. Gareth Oliver describes the devastating effect in his *Oxford Companion to Beer*:

"Madeira, Beer and Wine were imported from England by the Captains of the ships—the East India Men—but were originally available in small quantities at steep prices. Instead, many favoured the local alternative. Arak was, by any standards, a hardcore liquor. The local version was made by fermenting raw palm juice in the hot sun ... that was it. Several of the first Englishmen to try it died after a 12-hour session and it went on to claim countless lives."

Rum, meanwhile, had the advantage of being both easily available from the Caribbean colonies and a more stable drink. By 1731, it was the drink of choice for the Navy and was issued twice daily to the men—neat overproof rum—in half pints. Indeed the very term "overproof" has its origins in this period; sailors would test the purity of rum by dousing gunpowder in the spirit and setting it on fire, thus "proving" that the drink was of sufficient strength (i.e., 57 percent alcohol by volume).

The rum ration itself came with its own ritual attached. Issued between 11 AM and noon, sailors would shout, "Stand fast for the Holy Ghost." Each battalion would have an assigned "rum bosun" (or boatswain) whose job it would be to spoon out the rum. The glasses themselves were never washed, as it was believed that the accumulative effect of the residue would provide a progressively stronger tot. But although rum was massively popular among the sailors, there were attendant problems—namely, drunkenness and ill discipline. After all, we're talking vast quantities of strong spirits consumed twice daily, often in full glare of the baking sun.

How to combat this? How to pacify men who were, by now, all but genetically programmed to quaff huge drafts of spirits, twice daily, on the clock?

A chap called Admiral Vernon—commander in chief of the West Indies Station—thought he had the answer: Water it down a bit! As you might imagine, this was not the most popular of policies among the swarthy sea dogs, but it was one he felt to be absolutely necessary. On August 21, 1740, he issued his infamous Order No. 349 to captains, stating:

"[The rum should] be every day mixed with the proportion of a quart

of water to a half pint of rum, to be mixed in a scuttled butt kept for that purpose, and to be done upon the deck, and in the presence of the Lieutenant of the Watch who is to take particular care to see that the men are not defrauded in having their full allowance of rum ... and let those that are good husband men receive extra lime juice and sugar that it be made more palatable to them."

Vernon was alarmed by what he saw as wanton drunkenness on board, and his decree was specifically designed to stop what he described as "the pernicious custom of the seaman drinking their allowance of rum in drams, and often at once, attended with many fatal effects to their morals as well as their health ... besides the ill consequences of stupefying their rational qualities."

Whether this was effective in combating drunkenness is debatable. After all, the men would still be getting the full half pint of rum, just with a little water added. Crafty sailors could still simply save up their rations and down them in one go, in an almighty binge.

The thwacking great dose of booze was still relatively pure, bar the sugar and lime juice. The latter, incidentally, was not just for show—it was used to ward off scurvy. (It's also the origin of the term "limey" to describe an Englishman.) Popular or not, the resulting mixture—overproof rum, water, sugar and lime juice—was nicknamed "grog" by sailors (reportedly the result of Admiral Vernon's wearing of a grogram cloak). The gloriously named "scuttled butt" listed in Vernon's decree was soon issued to all Naval ships, rechristened the "grog tub," while "splice the mainbrace" was (and remains) the order a captain can give to issue all hands a drink.

Rum was more than mere drink on board, however. It was also used as informal currency. The system was worked out according to how much of another sailor's tot you took: a "wet" was the equivalent of covering your lips with rum, but not actually swallowing any of the liquid; a "sipper" was a small sip; a "gulper" was one large swallow. The most prized of all was the dubiously named "sandy bottoms," or drinking the entirety of another man's tot—a rare privilege used to settle debts.

There is, in the sweet redolence of old rum, a soft fragrance that beguiles one into forgetting its more sinister and vicious history. In this hellish drink with the heavenly bouquet there lurks the spirit of some joyous revelry which may be discovered by drinking some of the following old recipes:

Flip: Most popular in Nelson's day - a tot of rum into a pint of strong ale.

Toddy: A favourite in cold weather around Cape Horn - Rum, hot water, and brown sugar, sometimes topped with cinnamon or nutmeg.

Switchel: Another one from square rigged days. A teaspoon of molasses, a dash of vinegar, tot of rum and water.

Navy drinks were improved upon by planters and slavers in the Indies and U.S.

Colonial Flip: An earthenware pitcher or a great pewter mug two thirds full of strong beer, sweetened with molasses or sugar. One gill (quarter of a pint) of dark rum was added, more if needed, and into the mixture was thrust a red hot iron loggerhead that was used to stir the drink. Sometimes a little ginger or nutmeg was sprinkled on top.

Punch: A common drink at the dinner table and still popular in the Indies. Usually one part lemon or lime, two parts sugar, three parts rum and water to taste, nutmeg on top.

Bombo: An afternoon drink in the South. Dark rum, sugar, cool water and sprinkled with nutmeg.

Using the heads;

Using the head(toilet) in a submerged submarine is serious business. In early Submarines the high

pressure submarine head was a complicated device that directed waste from the toilet bowl through

a series of chambers to an airlock where, with a blast of compressed air, was expelled from the boat

into the sea. i.e. each head was operated as a one-man-band. Later design added a large collective

sanitary tank where waste was held until an opportune moment to discharge. Next to learning how to

escape from a sunken Submarine one of the most important items for trainee Submariners was learning

to use the Submarine head. Indeed, a blunder in the heads can sink a Submarine. Depending on your

Navy the heads vary slightly in design. Flushing with sea water and discharge to sea by high pressure

air principals remain common to all. The head looks like a normal toilet bowl. Made of stainless steel

,often with a wooden seat and the all important ball valve or flap seal at the bottom.

Ready to flush ?....stand up and pull the ball valve, bowl fills with seawater, ball valve opens connecting the toilet with the sanitary tank and waste flows down into the reservoir. Alternative model being to fill the bowl from a sea water hose, step on flap seal to open and the contents flow into the sanitary tank. Clearing the sanitary tank is done by loading with a blast of 700-900 psi air and discharging to the ocean. During this operation heads have signs posted on them like :

DO NOT USE BLOWING SANITARY DO NOT FLUSH

For those who do not see the sign or fail to check conditions - they will receive a 700 - 900

psi blowback in the face. In one class of Submarine it was common practice to open the ball valve when

seated on the throne to merely let in the flush water. However to open the ball valve while seated during

a sanitary blow was likened to a sailor experiencing a ping pong ball on top of Old Faithful ! If a toilet

valve is opened during the blow; water & solids take the easiest route

Down by The Head.

Flooding through a head blowback sunk German U-Boat U1206 in 1945.

Cruising at a depth of 200 feet ten miles off Peterhead North East Scotland, Commander Karl Schlitt (yes!)

needed to go to the head. Commander Schlitt told a German researcher that the head malfunctioned.

The more widely reported version says the Captain refused to call a crew member to help and tried

to operate the head himself. He got it wrong. Schlitt found himself showered with fresh high pressure

sewage and sea water rapidly flooding the compartment. Until the hull valve was shut seawater gushed

through the head into the battery space below. Water coming into contact with the battery acid formed

highly toxic chlorine gas. To vent the chlorine gas from the Submarine Schlitt was forced to surface. As

Schlitt's boat surfaced off Peterhead she was spotted by a British aircraft and bombed. Damaged and

unable to escape, Schlitt was forced to scuttle his Submarinedown by the head.

IN THE NEWS

The Royal Canadian Navy's (RCN) oldest commissioned vessel, the tall ship HMCS Oriole, had an exceptionally busy and successful program in 2017. Under the command of Lieutenant-Commander Mike Wills, Oriole made the passage from Esquimalt, B.C., to Halifax, including stops at 10 different Canadian cities as part of the Rendezvous 2017 Tall Ships Regatta.

Throughout that period, the ship cycled through more than 300 crew members, took 400 sea cadets and hundreds of other visitors for day sails, and while alongside routinely welcomed more than 1,000 visitors on board each day. While transiting between ports, sailors dealt with 60 knot winds, up to six metre waves, multiple ripped sails and a host of other technical difficulties.

Yet through it all, the six-month program was carried out without any major setbacks, no shortages of supplies, and no injuries worse than a sprained ankle.

"This is a result of the senior members of the crew who overcame everything that was sent their way, and for that I'll be forever grateful," said LCdr Wills, who recently handed over command of the ship in Halifax to incoming commanding officer (CO) LCdr Drew Foran.

Oriole is currently undergoing a major refit at the Lunenburg, N.S., shipyard, including a full revamp of wiring and electrical systems and removal and refinishing of both masts, to prepare the ship for the summer and beyond. Earlier work was also completed on the West Coast by SNC-Lavalin to bring the ship up to standards that were needed to carry out the extended sail to Halifax.

It wasn't long ago that the ship's sailing future was in question, but after multiple inspections and risk assessments, RCN leadership committed the resources to ensure that Oriole, launched in 1921 and commissioned in 1952, will continue to sail for the foreseeable future.

"A lot of tough decisions were made prior to the Tall Ships Regatta in 2017, and I won't forget the confidence that was placed in me and the ship," said LCdr Wills, who will now return to Esquimalt to take command of the Naval Security Team.

As for the incoming CO, LCdr Foran grew up in a military family, has been sailing on tall ships since he was 14 years old, and said he's thrilled that his career path has led him to take the helm of Oriole as his first command.

"This is truly my dream job and I intend to give it my all," he said.

Next up for the nearly 100-year-old ship, following the completion of refit work, will be the 2018 Great Lakes Deployment, where LCdr Foran and his new crew will use Oriole as an outreach tool to introduce Canadians to a piece of RCN history while showcasing the skill and professionalism of those who sail in it.

"It presents to Canadians the capabilities and competencies of the RCN at a very different level, and a level that a lot of Canadians can relate to more easily than with our large modern ships," said Captain (Navy) Jeff Hamilton, CO of 5th Maritime Operations Group, who presided over the change of command ceremony.

"It also instills teamwork, discipline and core mariner competencies that are hard to get in today's world. Oriole helps us step back in time a bit, and reinforces the fact that the ocean environment hasn't changed – it remains harsh and unforgiving."

LCdr Foran expressed confidence that the successes Oriole saw in 2017 will continue through any future programs. "We have some big shoes to fill, but in the short time since we've met, the crew has already shown me their eagerness to learn and their drive. We have quite the adventure ahead of us."

VAC News

Canada's veterans ombudsman says that while the federal government has implemented a number of his recommendations over the years, veterans are facing difficulty accessing some benefits and services they've long been entitled to.

Guy Parent released his 2018 report card Tuesday detailing the government's response to recommendations made by the ombudsman's office over the past 10 years.

Parent says that progress has been made on the veterans file since his update last year, adding that the government has addressed 72 per cent of his recommendations, or 46 out of 64.

"The 72 per cent of recommendations implemented over the last 10 years show that it's consistent. We're not moving fast, but we're moving forward," Parent said in an interview.

Parent said the most important recommendations of the remaining 18 left untouched include ensuring that veterans are being reimbursed for treatment expenses under the Veterans Well-being Act, and that reimbursement is retroactive to the date of the original application.

This means that some veterans are going without treatment because they're not likely to pay for their medical expenses out of pocket when faced with lengthy delays getting reimbursed.

"Under the old pension act...these health care expenses were paid for retroactively to the time that the people actually applied for benefits. Under the new system and the Veterans Well-being Act — the one that's in place right now — benefits are only paid starting at the date of decision," said Parent.

Significant backlog

One of the biggest challenges in the department, he said, is that there's a significant backlog of applications, which leaves veterans waiting to be reimbursed.

"Some of them are not accessing treatment and could cause further deterioration to their health and wellness," he said.

Another recommendation encourages the Liberal government to amend the Veterans Well-being Act to allow a single Canadian Armed Forces member with no dependent children to designate a family member to apply for and receive the death benefit.

Parent said many young soldiers died serving in Afghanistan, but those soldiers' parents or siblings were their caretakers, and therefore they should be entitled to the death benefit. Currently, the benefit is only available for spouses.

Parent says he will keep a close watch on the government's actions and the remaining recommendations.

"Throughout my 10 years I've seen certainly an effort to make things better and I've seen that with successive governments and successive ministers," he said.

But an important change that's needed in Veterans Affairs Canada, added Parent, isn't in his report that deals strictly with recommendations.

"Even more than a challenge, but a big problem, is communications," said Parent, adding, "I think a lot of veterans and their families would be probably more comfortable if there was more information, more transparency from the department."

Parent said VAC needs to better explain to veterans and their families how programs are being regulated as well as the criteria necessary to access services.

'A very complex department'

The ombudsman's office receives between 5,000 to 6,000 calls a year from veterans or family members seeking assistance, complaining that they're having difficulty accessing benefits or that they're not being treated fairly, said Parent. His office acts on about 1700 cases a year.

"Every year we get upward of 1700 cases, personal complaints...we assist people and negotiate with Veterans Affairs Canada to get the solution to their problem and from that, we draw these recommendations.

"It's a very complex department."

Sea King: Going out with style

By Lieutenant-Colonel Travis Chapman

Designed in the late 1950s and procured by Canada through a dynamic acquisition program in the early 1960s, the CH-124 Sea King has served Canadians with distinction since May 24, 1963. Longevity, avionics and mission system upgrades, and the utility of a medium-lift helicopter came together to create a legacy that ignites a passion spanning multiple generations, unlike any other Royal Canadian Air Force asset.

The Sea King pre-dates Bill C-243, "The Canadian Forces Reorganization Act", and so the Sikorsky HSS-2 was acquired as a Royal Canadian Navy anti-submarine warfare weapon system and was designated CHSS-2 upon entering Canadian service. A maritime helicopter, it has operated from aircraft carrier HMCS Bonaventure, St. Laurent-class destroyer escorts, Iroquois-class destroyers, auxiliary oiler replenishment ships, and Halifax-class frigates.

In many ways, Canada's efforts to embark a large aircraft on a small flight deck revolutionized the concept of organic air support to naval operations by showing the theoretical to be possible. Given the capabilities of a larger helicopter, crews could carry more armament, more fuel, and a suite of avionics – with capacity for growth. Considering the rapid advancement of submarine capabilities in the 1950s, the CHSS-2 became a potent counter-punch to non-friendly submarines. Over time, it proved capable of acting as an autonomous, multi-role ASW weapon system through several permanent and temporary modifications that included radar, sonobuoy processing, GPS, automatic identification system, tactical common datalink, and various iterations of tactical navigation computers, as well as the development of aircraft-specific tactics for crews to employ.

Currently, the Sea King is flown by squadrons belonging to 12 Wing Shearwater, Nova Scotia.

To pay tribute to the history of Canada's esteemed maritime helicopter, Major Trevor Cadeau, 443 Maritime Helicopter Squadron aircraft maintenance engineering officer, initiated a project in December 2017 with technical and operational staff at Director Aerospace Equipment Program Management (Maritime) and 1 Canadian Air Division to change Sea King tail number 12417's modern livery to one inspired by the original RCN livery from 1963 (as pictured on aircraft 4005 below) and previously applied in 2010 to commemorate the Canadian Naval Centennial.

The success of the latest livery project belongs to a large team from Patricia Bay, British Columbia; Shearwater, Nova Scotia; Ottawa, Ontario; and Winnipeg, Manitoba. Essential to its impressive execution were technicians from 12 Air Maintenance Squadron, and 423 and 443 Maritime Helicopter Squadrons.



Of course, once painted, it had to be reassembled. Again, personnel from 12 AMS and 423 and 443 Squadrons worked tirelessly putting the aircraft back together.

Not only does the special paint scheme honour the Sea King's history and exceptional contributions to RCN and RCAF operations over the last 55 years, but the project presented an uncommon professional development opportunity for many aircraft structures technicians. Those involved in the project were able to exercise their own painting skill sets, using the new paint booth in the 12 AMS hangar in Shearwater.

In addition to 12417, team members also repainted aircraft 12401 in preparation for its induction into the Shearwater Aviation Museum. Although 423 Squadron ceased Sea King flight operations on Canada's east coast in January 2018 and has already transitioned to the CH-148 Cyclone, 443 Squadron, which belongs to 12 Wing but is based at Patricia Bay, has been flying the CH-124 throughout 2018 in support of

deployed operations onboard HMCS St. John's and domestic taskings and advanced force generation at Arundel Castle in Patricia Bay.

On June 13, 2018, a crew from 443 Squadron left Shearwater on a cross-country ferry flight bringing 12417 from the home of maritime aviation in Shearwater to Pat Bay. 443 Squadron is proud of our history and success with the Sea King and will enthusiastically fly 12417 during the fleet's final six months of RCAF service.

Over the summer, civilians and service personnel can expect to see 12417 in its new clothes at various air shows and in the skies over Victoria and Pat Bay. Adding an extra dose of excitement, Cyclones will operate alongside Sea Kings at 443 Squadron from August until the end of December 2018.

Post-retirement, it is expected that 12417 will remain at 443 Squadron as a gate guardian. It will also be present at the Sea King Retirement 2018 festivities planned in Victoria from November 30 to December 1, 2018. The organizing committee is planning an impassioned salute to this workhorse's 55 years of service to Canada and 12417 should feature prominently in both the flying and ground events. The livery is an outstanding testament to our pride in our aircraft and our community's history. It is a fitting compliment to a weapon system that has served generations of Canadians at home and Canada's foreign policy abroad for more than 55 years

BOA DINNER







VETERANS BBQ





To all Shipmates, Executive, those both in province and out of province and especially to our infirm members, have a safe and prosperous summer / fall.

S/M Andy Caines

Secretary

ADPNA