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PRESIDENT'S MESSAGE

Hello All USINNI Members. I truly hope this newsletter has found you and all yours well.

Remembrance Day Ceremonies this year will most certainly be different from past years, from what has become normal part of our annual cycle for all us. For the first time, I will not be attending a public ceremony! COVID-19 has once again cast its ominous cloud. The Royal Canadian Legion

is urging all Canadians to participate in Remembrance Day ceremonies

from home. Even the National Ceremony in Ottawa will be limited to a handful of dignitaries. May I recommend a few ideas to recognize the sacrifices made by so many men and women over the years on our behalf. Watch a movie, read a book or do some internet research that honors those that gave so much so that we may have the liberties and freedoms that we do. "Lest we forget".

Stay safe, stay well.

Edwin



We Will Remember Them

Nanaimo, 31 October 2020... as I pen this column, we are fast approaching *Remembrance Day 2020*, marking the all-too-brief pause most Canadians take to remember our fallen dead; our dead in and from a series of foreign wars fought in almost every imaginable corner of the World. The First One, nominally ending on the 11th of November 1918, was to have been the *War to End All Wars*. In fact, though, it really only ended on what we called the 'Western Front'. Oh, we brought our own survivors back home smartly enough, but the killing went on elsewhere, and did so without any real interruption for another twenty years,

A Second World War followed, becoming yet another global

MILITARY AND SECURITY MUSING



ON GROUND ZERO: THE NEXT WAR

War to End All Wars, only to see the brief advent of peace in August 1945 morph off quickly into a succession of wars of independence and the beginning of a *Cold War*

that was to drag on for another forty years. The wars and the killing seemingly just never stopped!

Canada's war casualty lists are modest compared to



those of some other countries, but they're sure-as-hell not modest for us! In some 105 years of war and peacekeeping/making, Canada lost some 112,000 killed in action or died of war-related wounds or injuries, with another 228,000 wounded or injured in action. Still uncounted thousands of others came back maimed or scarred in less obvious, but still debilitating ways. War really is hell! For some survivors, there is no real peace. Their pain lived on.

However, while we might wish otherwise, history tells us that war is an existential risk for any human society. While some will argue that we are safe and relatively secure, minding our own business, here in the True North Strong and Free. But that is an illusion. Time and space no longer permits us the luxury of wishfully sitting out other peoples' wars. To even think of doing so, denies & betrays the sacrifices of those who went before us. You simply cannot wish or just talk war away.

The lessons of history couldn't be clearer;

- Those who melt down their swords to make plows, end up plowing for those who don't!
- The only way to deter war is to demonstrate that we have the will and the means to defeat any aggressor... *Igitur qui desiderat pacem, praeparet bellum*

For almost sixty years now, the Government of Canada has only parsimoniously and erratically prepared us for the next, seemingly inevitable war. The Greens, the Social Democrats and a miscellany of independent parliamentarians consistently beggar defence spending in favour of their own pet social

spending causes, while successive Progressive Conservative, Conservative and Liberal Governments did the very least on National Defence they could manage politically unscathed. The result in 2020 are Forces too small, ineffectively organized and much too ill equipped for other than the most modest constabulary-type missions. We deter no one. For a middle military power nation, our procurement of the necessary tools is a sham. Most of the warships, combat aircraft and other major equipments needed right now are still on the drafting boards or marooned in a procurement system stuck in "dead slow!"

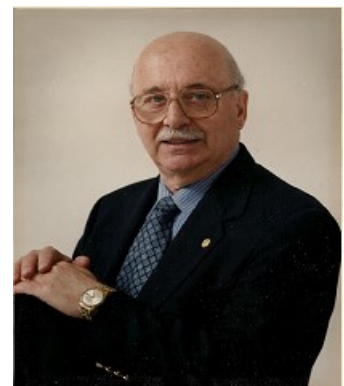
My background is that of a long-retired "grunt." But, even I can see that our immediate priority has to be a meaningful Defence Force capable of defending Canada on, under and over the three major oceans to our West, our North and our East. This requires a prompt major upgrading of our share of NORAD, and, the early re-creation of a three-fleet Navy, each capable of effective independent operations in their assigned areas. And, these are just the priorities.

Canada's Armed Forces today simply aren't able to do much beyond keeping a tenuous shaky existing peace today. Worse, ***Strong, Secure, Engaged***, the Liberals' showpiece answer on Defence Policy, simply won't even get us steering in the right direction. Canada needs a big change of course... RIGHT NOW! We're the ones on Ground Zero.

On November 11th, ask yourself: "have we really kept faith with those who fell in Flanders, or, on other fields around the Globe?"

No one will be left in peace longer than it suits the neighbours...(rough translation of a Dutch proverb: circa 1570)

This Musing Column is again that of Colonel (Retd) W.J. (Bill) McCullough, MSC, CD, a Past President of this Institute. For 16 years, he was also Chair of our Military & Security Committee. The views and conclusions expressed here are his own.



Navy investigating unexplained breakdown on brand-new Arctic patrol vessel



HMCS Harry DeWolf heads from the Irving-owned Halifax Shipyard on its way to being delivered to the Royal Canadian Navy dockyard in Halifax on Friday, July 31, 2020.

THE CANADIAN PRESS/Andrew Vaughan

By Lee Berthiaume October 22, 2020

OTTAWA -- The Royal Canadian Navy is investigating an unexplained breakdown on its brand-new, \$400-million Arctic patrol ship.

The problem first emerged last week as HMCS Harry DeWolf's crew were training off the coast of Halifax, 2 1/2 months after Irving Shipbuilding delivered the vessel to the Navy.

Commodore Richard Feltham, commander of Canadian Fleet Atlantic, says the ship was forced to return to port after its freshwater generator and communications systems didn't work.

It was while the ship was docked that the crew found the cooling pumps on two of the ship's four diesel generators had broken.

The problems with the freshwater generator and communications system have been resolved, according to Feltham, who said the navy is confident about the causes and solutions.

Though the cooling pumps were also fixed and the Harry DeWolf is back at sea for training, Feltham said the navy is investigating why to ensure there isn't a systemic problem.

"This pump issue that we're facing now, we will figure out if it's just an anomaly of a certain pump or something else," he said in an interview from Halifax on Thursday.

"Right now I don't know if I need to replace all the

pumps or not. Perhaps it was just organic material on the pump. I don't know yet. It'd be premature to say. So we'll do an investigation."

Despite the uncertainty, Feltham expressed confidence in the Harry DeWolf, which was finally delivered to the navy at the end of July, five years after Irving started work on it and two years later than scheduled.

It is the first of six new Arctic offshore patrol ships being built for the Navy by Irving. The Halifax shipyard is building two more for the Canadian Coast Guard, for a total cost of around \$5 billion.

That amount includes jetty and fuelling infrastructure, initial spare parts, technical data, crew training and a contingency fund in addition to the cost of the actual ships.

"This is the first of that class coming out of the shipyard and I think the shipyard has built us a really fantastic ship," said Feltham, noting the Harry DeWolf headed back to sea on Saturday.

"And unlike cars or planes, there are no prototypes, right. So when we make the shift for the first time, it's inevitable that we will find things that are different, or we want to work on or fix or work through."

University of Calgary shipbuilding expert Timothy Choi expressed surprise at the problems and

"Navy investigating" continued on page 5

HMCS Victoria returns to sea stronger than ever with new battery and sonar

Navy News / October 22, 2020

By Peter Mallett

Her Majesty's Canadian Submarine (HMCS) *Victoria* recently achieved another milestone as part of its ongoing sea trials.



With the diesel electric submarine operating on the surface off Esquimalt, a CH148 Cyclone helicopter hovered above to practice transferring equipment and personnel to the sub below – a first for a *Victoria*-class submarine and this new helicopter.

“This serial allowed both units to update their standard operating procedures for helicopter transfer with this new airframe,” said Captain (Navy) Jean Stéphane Ouellet, Commander Canadian Submarine Force.

“The submarine crew gained valuable experience from this interaction.”

Victoria and its 48-person crew returned to sea on September 18 after a five-year hiatus in dry dock

where it underwent routine maintenance, repairs and upgrades.

“The return of HMCS *Victoria* to sea marked a significant achievement for the Canadian Submarine Force and its submarine enterprise partners. It is the result of our collective hard work, resilience, determination and dedication,” said Capt(N) Ouellet.

As part of the five-year work period, *Victoria* received the new BQQ-10 sonar, also used on board United States Navy attack submarines, and a new battery.

“This new state-of-the-art sonar system will radically improve our ability to detect, classify and track quiet warships and submarines. It is a game changer for the class,” said Capt(N) Ouellet.

That return also marked the resumption of Canadian submarine operations following a pause since 2018, when *Windsor* returned from a Mediterranean deployment.

Eleven additional personnel are embarked on board *Victoria* for the trials including submariners in training and Sea Training staff.

Personnel from the Fleet Maintenance Facility (FMF) Cape Breton staff were embarked to conduct specific equipment trials. After conducting trials at sea and damage control exercises, *Victoria* returned alongside to address some issues discovered before continuing with the dive portion of the program.

At-sea trials provide an opportunity to test most major mechanical and combat systems including but not limited to propulsion, steering, sonars, and periscopes. It is also an occasion to re-familiarize the crew with working in a submarine environment as not all evolutions can be simulated alongside or in the trainers.

Victoria also is scheduled to conduct a deep dive to ensure the submarine is watertight and confirm all of its on-board systems are operational at its maximum allowable depth.

The Force Commander also congratulated the crew of *Victoria*, military and civilian workers from FMF Cape Breton, the Formation Technical Authority, Babcock Canada, Seaspan *Victoria* Ship Yards, and the Government of Canada's Director General Maritime Equipment Program for preparing *Victoria* for its return to sea.

“It is also important to recognize HMCS *Chicoutimi* and its crew who played a critical role in supporting *Victoria*, especially towards the end of the repair work period when the *Victoria* crew was required to commence its modified quarantine,” added Capt(N) Ouellet.

“HMCS *Victoria*” continued on page 5

An Artist's rendering of the Type 26 Global Combat Ship, Lockheed Martin's proposed design For Canada's fleet of New warships.



The \$60 billion price tag of Canada's proposed new fleet of warships will come under the scrutiny of the Parliamentary Budget Officer, who will also examine other less costly similar projects underway in other countries.

The Parliamentary Budget Officer study of the cost of the Canadian Surface Combatant (CSC) project was due out October 22. It will certainly

make for interesting reading. Comparing the CSC frigate to the UK's Type 31 is not quite 'apples to oranges.' The Type 31 is designated as a light frigate, meant more for less demanding patrol tasks and for export to localized maritime states. The Canadian ship will be used for global deployments, high-end patrol and escort tasks, with the potential to be front-line in major conflicts.

“Navy investigating” continued from page 3

wondered why Irving didn't uncover them during its own sea trials before delivering the ship to the navy.

Irving did not immediately respond to a request for comment.

While the navy's assertion that the problem was with the seals on the pumps narrows the search for a cause, Choi said such seals have little tolerance for error. That raises concerns about a broader issue.

"The seal ensures a gap of no more than tiny fraction of a human hair between the rotating and non-rotating parts, which means incredibly minute factors can affect the seal's effectiveness," he said.

"Identifying the cause of this will be of direct application and relevance to the rest of the Harry De-Wolf class."

“HMVC Victoria” continued from page 3

Those directly involved in the sea trials have been adhering to a COVID-19 quarantine protocol with strict control of who can embark the submarine. It involves in-home quarantine for seven days prior to embarking and COVID-19 testing.

"Returning a submarine to sea is always challenging; however, the COVID-19 pandemic added an additional level of complexity to that process which we had never experienced before," said Capt(N) Ouellet.

Following completion of the sea trials, the next focus for *Victoria* will be to train new submariners while contributing to continental defence.

The next major milestone for the Canadian Submarine Force will occur in the coming months with the anticipated return to sea of HMCS *Windsor* on the East Coast.

North Korea's New Prototype Main Battle Tank



Virtually no hard information exists about this tank so far, but a number of key details are readily visible. It notably has seven wheels on each side, meaning that it is longer than North Korea's other indigenous tank designs, including the most recent new type, the Songun-ho, which first emerged publicly in 2010.

A 2015 U.S. Army Threat Tactics Report on North Korea the tank, also known as the Songun-

915, as combining "technologies of the Soviet/Russian T-62, T-72, T-80, and T-90, and the Chinese-produced Type 88 main battle tank." However, despite continual updates and additions, it is clearly a dated design with the 1960's-era T-62 at its core, as its most evidenced by its dome-shaped turret.



A North Korean Songun-ho tank during a previous military parade.



Your friends and colleagues of the United Services Institute of Nanaimo North Island are concerned and are standing by to help if you are in need or difficulty during the COVID-19 pandemic.

Please contact our President WO (Retd) Edwin Peeters at 250-751-2360 or by email at ejpeeters@shaw.ca if you need help.