



DISPATCHES

THE ROYAL UNITED SERVICES INSTITUTE OF NOVA SCOTIA

RUSI(NS) PROGRAM OF ACTIVITIES

SPRING 2016

Date	Time	Location	Event
Wednesday 6 April	1630 - 1900	RCMP H Div	Distinguished Speaker RCMP Emergency Response Team
Wednesday 11 May	1200 - 1330	RA Park	Distinguished Speaker Lieutenant-Colonel Sanchez King 5 Canadian Division, on Jordan
Wednesday 8 June	1200 - 1330	RA Park	Distinguished Speaker John Osler Atlantic Research Centre, on unmanned underwater systems
Wednesday 13 July	1200 - 1330	TBD	Distinguished Speaker TBC, on Cyclones helicopters
Wednesday 10 Aug	1200 - 1330	TBD	Distinguished Speaker
Wednesday 14 Sept	1200 - 1330	TBD	Distinguished Speaker

If you have a comment on the program, or would like to recommend a Distinguished Speaker or tour, please contact the Vice-President, Colin Darlington. Suggestions, ideas and recommendations are welcome.

Distinguished Speaker events, unless otherwise indicated, commence with gathering at noon for a 1230 hours start of presentation, at Royal Artillery Park Officers' Mess, 1575 Queen Street, Halifax (<http://www.cg.cfpsa.ca/cg-pc/Halifax/EN/Messes/rapark/Pages/default.aspx>). Remarks and Q&A last to 1330 hours. Word will be passed in the call-to-meeting about availability of food. For enquires, please contact the mess manager, Tina MacNeil, at Tina.MacNeil@forces.gc.ca or 902-427-4453.

If you have any comment on the program, or would like to recommend a Distinguished Speaker or tour, please contact the Vice-President, Colin Darlington.

The Chatham House Rule (<http://www.chathamhouse.org/about-us/chathamhouserule>) applies to Distinguished Speaker events when declared: "When a meeting, or part thereof, is held under the Chatham House Rule, participants are free to use the information received, but neither the identity nor the affiliation of the speaker(s), nor that of any other participant, may be revealed."

Maintaining Ship-Community Ties

Len Canfield

Commander (ret'd) Wendall Brown of Halifax, one of RUSI(NS)'s newer members, is not adverse to some travel to help champion a favorite cause or project.

Wendall, a long serving trustee of the volunteer Canadian Naval Memorial Trust (CNMT) and a former commanding officer of HMCS *Sackville* travelled to

Sackville, NB, in November to participate in the town's Remembrance Day service. The CNMT, which owns and operates *Sackville*, continues to maintain ties with the town after which the iconic Second World War corvette is named. Wendall was invited to speak and in his remarks (noted that the 74 year-old ship continues

See **Ship Community** -next page

From the Corner Office

Dan Tanner

President-RUSI(NS)

RUSI(NS) held its 88th Annual General Meeting on February 17, 2015 at Royal Artillery Park. A yearly, even routine event, this AGM was something of a turning point, marked as it was by good attendance, robust participation and effective, solid results. Mingling after the meeting, several people made a point of telling me how much they appreciated both the effective meeting and the general focus of RUSI(NS). It's not an overstatement to say those comments made my day. Here's why:

Despite some of our recent succession planning challenges – and organizationally we're by no means alone in this – we now have an effective, high profile defence and security advocacy group that contributes materially to the broader community. We do this primarily through three discrete but related means, all of which were discussed at our AGM. First, through our Security Affairs and Veterans Affairs Committees, we offer to speak for our defence and security forces through publication of knowledgeable, current articles prepared by subject matter experts, and through active engagement with military and police. Second, through our Dis-

tinguished Speakers Program we offer the opportunity to hear from those – both civilian and military – who are actively engaged in shaping Canada's defence and security initiatives on a wide range of topics. Finally, recognizing the value of individuals staying connected, RUSI(NS) maintains an active social calendar, again reflecting our commitment to support those who defend and secure Canada and her interests.

None of this would be possible without the undying commitment of our Board, membership and supporters, all of which include both serving and retired folks. Our AGM last Wednesday highlighted all of this and more and I want to take this opportunity to say 'thank-you' to all, with a added nod to my colleagues on the Executive, Tom and Colin, for their excellent and long-suffering contribution.



(Ship Community -previous page)

to operate as a popular attraction on the Halifax waterfront while work advances on the long-term Battle of the Atlantic Place Project.

He describes his visit as an opportunity to renew acquaintances and to brief community and government officials on the long-term plans to preserve *Sackville*. The ship will be a feature attraction of Battle of the Atlantic Place that will celebrate an extraordinary national achievement including the contributions of communities after which Royal Canadian Navy ships were named.

Sackville, the last of the 123 corvettes to serve in the RCN during the Second World War, was built in Saint

John, NB, and commissioned in December 1941. The ship's most recognized service was during the pivotal Battle of the Atlantic, and she was designated Canada's Naval Memorial in 1985.

During the war residents of Sackville supported their namesake ship in a number of ways, including providing the crews with personal care items like scarves, mittens and socks along with food packages. This type of active community support during the war was replicated by other namesake ship communities across the country.

On several occasions in recent years members of the CNMT have travelled to Sackville to participate in services and events, and in return civic officials have visited the ship.

Battle of the Atlantic Place: Project Update

by Ted Kelly, Project Officer; contributed by Bill Gard

The ongoing struggle to make Canadians aware of their heritage took another step in January 2014, when the Battle of the Atlantic Place Design Concept was unveiled to the general public. This proposed facility, is designed to tell the story of extraordinary achievement of Canada's decisive contribution to the Battle of the Atlantic.

The Battle of the Atlantic Society is the organization pursuing the support to bring this facility to fruition. It is actively seeking the participation of the Government of Canada in making this facility a legacy project of the 150th anniversary of Confederation.

The Society has launched a new web site, which can be viewed at <http://www.battleoftheatlanticsociety.ca>

We would request that you circulate this link to family, friends, and acquaintances and ask them to encourage the support of their MP. Bringing it to the attention of anyone who might be in the position to help or influence the advancement of this project would be much appreciated. The project office can be reached at battleoftheatlanticsociety@gmail.com.

Remembering Nova Scotia VC Recipients

Len Canfield

Few military honours are as universally recognized as the esteemed Victoria Cross created by Queen Victoria in 1856 at the time of the Crimean War. Five Nova Scotians are among the 98 Canadians awarded the VC for conspicuous gallantry in the face of the enemy.

Military historian and RUSI member Col (ret'd) John Boileau, author of *Valiant Hearts: Atlantic Canada and the Victoria Cross* (2005) recounted the history of the VC and the Nova Scotia recipients at the January meeting of the Royal Nova Scotia Historical Society in Halifax.

Boileau described the lives and heroic actions of the Nova Scotians, including Petty Officer 1st Class William Hall, the first Black person and first Nova Scotian to receive the VC; Philip Bent, who rose to lieutenant colonel at age 25; Private John Croak, whose VC is on display at the Army Museum Citadel Hill; Private John Chipman Kerr and Private James Robertson.

William Edward Hall was born in Horton Bluff (near Wolfville) in 1827. He went to sea at 17, served briefly in the US Navy and joined the Royal Navy in 1752. He was serving as a gunner in HMS Shannon at the time of the 1857 Indian Mutiny (against the rule of the British East India Company). He went ashore as part of a naval gun crew to recapture a fortress (Siege of Lucknow). With the British crew under intense fire and suffering heavy casualties, Hall and an officer kept their 24 pounder gun in action and breached the wall, enabling the British to enter and retake the fortress.

After retiring from the Royal Navy in 1876, Hall returned to Nova Scotia and settled on a farm in Avonport. It was some years after his death in 1904 before his deeds were publicly recognized. These include a plaque on his monument in Hantsport, a nearby connector road named William Hall VC Memorial Highway and a stamp issued in his honor; in addition, the RCN announced it would name one of its new Harry DeWolf Class ships in his honor. His medals are on display at the Nova Scotia Museum.

Philip Eric Bent was born in Halifax in 1891; his father was an Anglican vicar. He was educated in Scotland and joined the training ship HMS Conway in 1907.

He was serving in the Merchant Navy when WW I broke out. He and friend looking "for a bit of excitement" joined a Scottish regiment. Shortly after he was commissioned in the Leicestershire Regiment and his leadership ability recognized. For his action near Polygon, Zonnebeke, Belgium in October 1917 the citation for his VC reads, in part: "...for most conspicuous gallantry during a hostile attack (and intense artillery fire)...and coolness and magnificent example shown to all ranks...this very gallant officer was killed whilst leading a charge which he inspired with the call 'Come on the Tigers.'" The charge restored the British line but resulted in his death. He has no known grave and is commemorated on the memorial wall at Tyne Cot Cemetery, Belgium.

John Croak was born in 1892 in Newfoundland and moved as a child to Glace Bay, NS where he worked as a miner.

He joined the Army in 1915 but his service record showed he was often in conflict with his superiors, including detention for being drunk. As Boileau noted, "Croak was the type of soldier who did much

better in the field than in garrison." This was certainly the case in August 1918 near Amiens, France while Croak was serving with the 13th Battalion (Royal Highlanders of Canada). He led two charges during an advance against the entrenched Germans. The citation for his VC reads, in part: "... (he) dashed forward alone followed by the rest of his platoon in a brilliant charge... captured three machine guns (while) bayoneting or capturing the entire garrison...was severely wounded and died of his wounds...an inspiring example to all." He is buried in Hangard Wood British Cemetery, France.

In Glace Bay a school and a park are named in Croak's honour; his medals are on display at the Army Museum Halifax Citadel.



John Chipman Kerr, a native of Fox River, NS was born in 1887. Prior to enlisting in the 49th (Edmonton) Battalion, Canadian Expeditionary Force at the outbreak of WW I he worked as a lumberjack in British Columbia and farmed in Alberta. In September 1916 at Courcellette, France during a bombing attack, and having suffered several wounds, he ran along the enemy trench firing at pointblank range, inflicting heavy losses on the enemy. The Germans, thinking they were surrounded, surrendered with 62 taken prisoner and several hundred yards of enemy trench captured. Only after the prisoners were turned over did Kerr have his wounds treated. During WW II he served as a sergeant in the RCAF; he died in 1963 at Port Moody, BC.

He was presented with the VC by King George V at Buckingham Palace in February 1917 and received a hero's welcome on his return to Edmonton in August 1918. Mount Kerr in Jasper National Park and Chip Kerr Park in Port Moody are named in his honour.

James Peter Robertson was born in Albion Mines (now Stellarton, NS) in 1883, joined the Army in 1915 and served with the 27th (City of Winnipeg) Battalion, Canadian Expeditionary Force. During the final assault on Passchendaele, Belgium in November 1917 his platoon was under fire from a German machine gun and impeded by barbed wire as it attempted to advance. Spotting an opening on the flank of the enemy's position he rushed the gun, killed four of the crew and then turned the gun on the remainder forcing the Germans to retreat. He was killed shortly after by a bursting shell while recovering a wounded comrade. His citation reads, in part: "...his courage and his coolness cheered his comrades and inspired them to the finest efforts." He is buried at Tyne Tot Cemetery near Ypres.

The Department of Fisheries and Oceans has announced it would name one of its new Hero Class patrol vessels the CCGS Private Roberston VC.



Canadian Victoria Cross

Unmanned Surveillance and Target Acquisition System

For years, the perceived mantra on the procurement side (outside looking in) was that procurement of the (JUSTAS) was imminent, and that it was needed to fill an immediate surveillance need in our oceans and northern territories. Suddenly, the question seems to be if there even exists a solution that serves Canada's diverse needs. Northern environments and instrument flight rules (IFR) conditions are a part of the problem space, but it is a concern that we will quickly talk ourselves out of an off-the-shelf solution and further delay expansion of operational capability as we seek another one-size-fits-all answer.

(editor's note: following article from RCAF Journal may also be of interest:

"Will JUSTAS Prevail? Procuring a UAS Capability for Canada" <http://www.rcf-arc.forces.gc.ca/en/cf-aerospace-warfare-centre/elibrary/journal/2015-vol4-iss1-05-will-justas-prevail.page>)

Australian Defence White Paper 2016

The Australian Defence White Paper 2016 has just been issued. It seems to be very clear on the intent of the Australians to maintain their support for the rules-based world order and economy. It also clearly identifies the importance of the US in keeping the world order and rules in place. The US remains their key partner.

The Australian naval program centers on a continuous building program in Australia for nine new frigates and 12 new submarines to work with the two helicopter amphibious ships and three anti-air warfare destroyers that have just entered or are near entry into service. There will be newly refitted replenishment oilers and/or constructed replenishment ships plus patrol vessels. The army will be re-equipped for both amphibious and traditional roles. The air force re-equipment will continue as already disclosed.

Response from the release of the White Paper has come from domestic politicians and the Chinese Government. The domestic reaction is basically positive. The Chinese Government is critical of the new policy as it takes the position that Australia is not recognising the rights of China in the South China Sea. Neither reaction is unpredictable - defence policy is not a large internal political issue in Australia, and China is pursuing a Monroe-type doctrine to serve its security and economic purposes.

Canada should take time to understand the full weight of what the Aussies have done here. They have put

serious effort to understand their situation in the rapidly developing area they live in. The result is a strategy and plan for their Defence Forces.

The paper is available at: <http://defence.gov.au/whitepaper/Docs/2016-Defence-White-Paper.pdf>

Media Relations: Correcting Reporters' errors

iPolitics:

Interesting article "Changing global dynamics mean Canada's impact harder to predict: DND transition binder" (<https://ipolitics.ca/2016/02/18/changing-global-dynamics-mean-canadas-ripples-harder-to-predict-dnd-transition-binder/>). Good move for the reporter to get a hold of the transition binder, and to lead/focus in her story on the unpredictability of global events. Puts to question the utility of forecasting - in itself worth another story/analysis. The conclusion, of course, especially in light of how long it takes to develop military forces and how long Canada retains platforms, is that military forces need to be capable and balanced. Yes another debate there, as to where the balance lies, a debate which should reflect Canada's foreign and security policies, themselves needing review and discussion.

Some minor criticisms of content in the article:

a. "the HMCS Protecteur and HMCS Preserver": It is incorrect to write (or say) 'the HMCS' as the h means 'Her' and in English one does not write 'the Her.' See 'Warship Orthography' (http://rusi.ca/wp-content/uploads/2014/01/Warship_Orthography.pdf).

b. "retired long past their best-before date": Canadian warships are 'paid off,' a traditional term, and disposed of thereafter. Ships do not retire; people retire (the Royal Canadian Air Force does use retire when referring to aircraft fleets). See 'Paying Off HMC Ships' (http://rusi.ca/wp-content/uploads/2014/01/Paying_Off_HMC_Ships.pdf).

c. "Arctic offshore patrol ships": The term in current use is 'Arctic and Offshore Patrol Ships' to emphasize that the vessels can/will be used off shores other than the Arctic (e.g., for humanitarian operations in the Caribbean and South Pacific). Arctic and Offshore Patrol Ships is the project title. What the ships will be 'type designated' as has not been announced by the Royal Canadian Navy (RCN).

d. "forecast to be more 'slushbreakers' than 'icebreakers'": That forecast is dated and from unnamed critics who did not know better. The ships will be Polar Class 4, and quite capable.

Global Television

A letter was written to Ross Lord, author of "First look at Arctic Offshore Patrol Ship under construction" (<http://globalnews.ca/news/2481898/exclusive-first-look-at-arctic-offshore-patrol-ship-under-construction>). He was told that the Arctic and Offshore Patrol Ship (AOPS) project is one of the topics of current interest to RUSI(NS).

His piece was timely as a RUSI(NS) information note on keel-laying is being drafted, what with the impending 'keel-laying' (really, laying of first mega-block) of HMCS *Harry DeWolf*. He was informed that RCN headquarters and the AOPS project staff write the project title as "Arctic and Offshore Patrol Ships" (see: <http://www.navy-marine.forces.gc.ca/en/fleet-units/aops-home.page>).

The "and" (used to be a slant) between Arctic and Offshore is to emphasize that the ships are meant to deploy off any shore, not just the Arctic's (e.g., a humanitarian mission off a pacific Island, or drug patrol in the Caribbean).

Many people have missed that point. Though RCN headquarters has not promulgated the ship type, there is anticipation the ships will be typed as "patrol ship, icebreaker (PGB)."

AOPS is a project name and not a ship type. RUSI(NS)



papers of relevance are:

Warship Orthography http://rusi.ca/wp-content/uploads/2014/01/Warship_Orthography.pdf

Naming Ships http://rusi.ca/wp-content/uploads/2014/01/Naming_Ships_21.pdf

The Arctic/Offshore Patrol Ships <http://rusi.ca/wp-content/uploads/2014/01/AOPS.pdf>

Victoria Times-Colonist



Wednesday, 24 February, hulk *Protecteur* departs Esquimalt under tow for Liverpool, Nova Scotia, to be broken up.

A letter was written to Katherine Dedyne of the Victoria Time-Colonist in response to her article "Two CFB Esquimalt ships going on long journey to be demolished" (<http://www.timescolonist.com/news/local/two-cfb-esquimalt-ships-going-on-long-journey-to-be-demolished-1.2150742>). It was noted that hers had more information than that of David Pugliese ("Final tour of duty: HMCS *Protecteur* and HMCS *Algonquin* set to travel east for dismantling" <http://news.nationalpost.com/news/canada/final-tour-of-duty-hmcs-protecteur-and-hmcs-algonquin-set-to-travel-east-for-dismantling>) and it was interesting to get the west coast perspective. She was told that RUSI(NS) has published a couple of "information notes" to help writers, especially in the media, with

some of the language of the military. With the upsurge in reporting about Canadian warships to be 'dismantled,' a note is being considered by RUSI(NS) on the language of ship breaking (to use the term which will get more search hits and to some interesting aspects of environmental and labour concerns about ship breaking overseas). The following were also noted to her:

1. Ship breaking is the term most used in naval and marine circles. Dismantling and scrapping are occasionally used. Demolishing is not normally a term used for ships (R.J. MacIsaac Marine Construction and Demolition of Antigonish is the breaker for *Protecteur* and *Algonquin* - the company's webpage for demolition refers only to piers and wharfs). There are some ship breaking glossaries on the Internet, reference to which will be made as part of writing the RUSI(NS) note.

2. RCN warships are 'paid off' not decommissioned. Some navies such as the US Navy do use the term decommission. Admittedly 'decommission' is often seen in Canadian media but that is an error.

3. When a RCN ship is paid off, the prefix 'HMCS' is no longer used, and other changes are made to indicate the ship is no longer a government warship. The ship can be called a hulk - if sold and operated commercially or privately, the ship is a motor vessel (MV). It is not inappropriate to write 'the former HMCS *Protecteur*.' As an aside, the former MV *Miner* was not a MV when she broke her tow and grounded.

4. After being paid off, a ship is transferred to the Material Group of the Department of National Defence and put up for disposal (e.g., sold to be broken up or sunk as a reef). A ship can be used as a target as a method of disposal.

The RUSI(NS) information note "Warship Orthography" (http://rusi.ca/wp-content/uploads/2014/01/Warship_Orthography.pdf) was brought to her attention. Katherine has emailed back that the letter would be posted on their bulletin board.

(editor's note: It has been learned since that legally a ship is considered a ship, even if a hulk, until she is so broken up to be no longer a ship. Okay, recursive. Apparently this allows law affecting ships to be applied until the end.)

Event

A call to fellow MH Warriors and Lynxes past and present,

406 (M) OT Squadron is hosting their 75th anniversary celebration this May on Friday the 13th and Saturday the 14th. There will be a number of events to commemorate this momentous occasion, including:

- a Meet & Greet at the Shearwater Aviation Museum on Friday evening;
- a formal parade at Archdale Hangar (423 Sqn) on Saturday morning;
- facility tours of the new home of 406 Sqn, the Maritime Helicopter Training Centre, the Shearwater Aviation Museum, and a Sea King and Cyclone static in the hangar on Saturday afternoon; and
- a Gala Mixed Dining-in Dinner at Casino Nova Scotia on Saturday evening.

It promises to be a memorable affair, and if nothing else, it is yet another great excuse for us MH warriors to get together with friends, new and old, and maybe tell a story or two about the "good 'ol days!" See the attached posters, and for more information you can visit 406's 75th Anniversary website (<http://rcfassociation.ca/406lynxsqn75th/>) or find their page on Facebook.

Space will be limited at the Dinner on Saturday evening, so don't wait too long to submit your registration form [available from VP RUSI(NS) or LCol Saunders]. Just in case you miss the fine print at the bottom of the form, your completed forms can be e-mailed here <mailto:+12W%20406%2075th%20Anniversary@406%20(M)%20OTS%20ATF@Shearwater?subject=75th%20Anniversary%20Registration%20Form> or mailed to the address on the form along with your payment.

I look forward to seeing you this May back where it all began!

LCol Pete J.W. Saunders
Commanding Officer, 406 (M) OTS
RCAF representative to RUSI(NS)

Journals, Reports, etc., of Interest

Vimy Paper 26: "Competition in Defence Procurement: The Popular Choice, but not Always the Right One"

The Conference of Defence Associations Institute has released Vimy Paper 26: "Competition in Defence Procurement: The Popular Choice, but not Always the Right One" by Charles Davies. The paper is available at: http://www.cdainstitute.ca/images/Vimy_Papers/Vimy_Paper_26.pdf

Executive Summary of the paper:

There is a deeply ingrained belief in many quarters that virtually all government defence procurement should be done through competitive tendering. There is no deep analysis supporting this belief, little objective research underpinning it, and not much consideration of the possibility that case-specific factors might in some instances lead logically to a different conclusion. This Vimy Paper seeks to encourage a more objective discussion about when the government should meet its requirements through open competitive tendering, and when more restrictive procurement strategies, including sole-sourcing, will provide the best outcome.

The paper begins with an overview of how military requirements are defined and then considers the broader context within which they will be met, including the nature of defence procurement and the legal parameters governing it. The analysis then reviews a number of circumstances where one or other of the four main legal exemptions in the Government Contracts Regulations could allow the non-competitive sourcing of certain defence requirements. Having concluded that there are some circumstances when sole-sourcing may be appropriate, the paper briefly examines the very powerful tools provided by the

Operation PROVISION

Canadian Armed Forces complete overseas support to #WelcomeRefugees initiative

The CAF provided **two initial flights** to transport refugees from Lebanon to Canada.

Map showing flight routes: Beirut, Lebanon (December 10, 2015) and Amman, Jordan (December 12, 2015) to Toronto and Montreal.

Approximately 290 CAF personnel were deployed in Lebanon, Jordan and Turkey, between mid-November 2015 and February 2016, to assist Immigration, Refugees and Citizenship Canada with various aspects of the **refugee screening process**.

Medical personnel conducted more than **15 400** immigration medical examinations.

#WelcomeRefugees



42nd Parliament” CDA Institute Analysis (November 2015)

Rob Burroughs: “Canada’s Quest for New Submarines” Vimy Paper: Student Edition (February 2015)

David Perry: “Putting the ‘Armed’ Back Into the Canadian Armed Forces: Improving Defence Procurement in Canada” Vimy Paper (January 2015)

Homeland Security Affairs, the journal of the Naval Postgraduate School Center for Homeland Defense and Security: <https://www.hsaj.org/>

Canadian Army Journal, Volume 16 No. 1 Spring 2015 (nothing later than that appears to be posted): <http://www.army-armee.forces.gc.ca/en/canadian-army-journal/army-journal-16-1.page>

Defence Research & Development Canada scientific report “The Future of Allied Air Power - The Royal Australian Air Force” is one of a series whose purpose is to inform discussions of capability and concept development within both the RCAF and CAF, as well as providing an important input into Canadian policy development:

http://cradpdf.drdc-rddc.gc.ca/PDFS/unc203/p802709_A1b.pdf

Open access publishing is a major debate within academia in the UK at this time and is where the sector is moving towards. A good example is the British Journal for Military History: <http://bjmh.org.uk/index.php/bjmh> CDAL. “Campaigning” the Journal of the Joint Forces Staff College (Fall 2015): <http://jfsc.ndu.edu/Portals/72/Documents/JCWS/campaigning/Campaigning%20Fall%202015.pdf>

contents:

Earthquake in Haiti: Application of GIS Mapping Technology to Coordinate Relief Efforts

The Accidental Counter-Guerrilla

Rain of Ruin: Operational Design and the Pacific war, 1944 -1945

International Code of Conduct: A Cybersecurity Panacea or Pandora’s Box?

Canadian Military Journal Vol 16 No 1 Winter 2015: <http://www.journal.forces.gc.ca/vol16/no1/eng/PDF/CMJ161E.pdf>

Crowsnest is the national news magazine of the Royal Canadian Navy. The Winter 2016 edition is available at: <http://www.navy-marine.forces.gc.ca/en/news-crowsnest/crowsnest-v10i1.page>

The US Naval Historical Foundation publishes a semi-annual journal, “Pull Together,” a monthly digital newsletter, “WE-Pull Together,” and a monthly digital book reviews newsletter, “Naval History Book Reviews.” You can view digital issues of “Pull To-

Defence Production Act that can be used to ensure that the government gets best price or best value from the contract.

Conventional wisdom sees competitive procurement as the gold standard to be met in government procurement. Therefore, the government is reluctant to use less competitive strategies even when this would save money. The result is that the Department of National Defence may sometimes pay more than it could have, yielding an equivalent net reduction in the defence capabilities the nation can afford to maintain within a limited budget envelope. In order to avoid this, the paper calls for a better informed and more thoughtful public discussion about defence procurement strategies, and a recognition that there will be times when objective analysis will show that a more selective method, including sometimes sole-sourcing, will provide the best outcome for the nation.

Related works from the CDA Institute:

David McDonough: “Procurement Challenges for the New Government: Assessing Liberal Defence Promises” CDA Institute Analysis (November 2015)

Chuck Davies: “Take a Long Term View of National Defence - Part 2: Advice for Members of Canada’s

gether" online at <http://www.navyhistory.org/publications/newsletters/> or download them as a PDF.

Signal of Interest

CANFORGEN 011/16 CMP 008/16 S 191728Z JAN 16

SUBJECT: TRANSITION FROM THE RECORD OF SERVICE (NDI 75) CARD

REFS: A. OP ORDER IMPLEMENTATION OF THE NEW CFONE CARD, 23 JUNE 2015

B. CFAO 15-2

C. MILITARY HUMAN RESOURCES RECORDS PROCEDURES

1. UNDERSTANDING THE NEED TO FULLY AND PROPERLY RECOGNIZE SERVING AND FORMER MEMBERS OF THE CANADIAN ARMED FORCES (CAF) AND THEIR FAMILIES, THE CAF WILL TRANSITION FROM THE RECORD OF SERVICE CARD (NDI75) TO THE CFONE CARD AS THE RECOGNITION CARD OF CHOICE. AS PART OF THIS TRANSITION, THE CAF WILL CEASE PROCESSING OF THE NDI 75 EFFECTIVE 1 FEBRUARY, 2016

2. THE CFONE CARD WILL BE AVAILABLE TO ALL SERVING AND FORMER MEMBERS OF THE CAF AND THEIR FAMILIES. VETERANS OF THE CAF WILL RECEIVE A SPECIALLY DESIGNED CARD THAT RIGHTFULLY DISTINGUISHES THEM AS A VETERAN OF THE CAF. DETAILS FOR HOW TO OBTAIN A CFONE CARD ARE AVAILABLE THROUGH CFMWS AND AT THE WEBSITE LOCATED AT WWW.CF1FC.CA

3. WHILE THE NDI 75 CARD WILL NO LONGER BE IN PRODUCTION, THE CERTIFICATE OF SERVICE DOCUMENTATION (DND 2279 OR CF 707 AND CF 54) WILL CONTINUE TO BE PROVIDED TO ALL RETIRING AND TRANSITIONING MEMBERS OF THE CAF AS THEY FINALIZE THEIR ADMINISTRATIVE REQUIREMENTS PRIOR TO DEPARTING THE CAF

4. RESPECTIVE URS WILL CONTINUE TO PROVIDE THE DND 2279 AND CF 707 DOCUMENTS FOR MEMBERS WITH LESS THAN 10 YEARS OF SERVICE (YOS) AND DMCA WILL CONTINUE TO PROVIDE CF 54 FOR MEMBERS WITH MORE THAN 10 YOS. FOR MORE DETAILS PLEASE REFER TO COMMANDER MPC WEB

PAGE OF THE MILITARY HUMAN RESOURCES RECORDS PROCEDURES PUBLICATION (MHRRP) [HTTP://UPKPROD.DESC.MIL.CA/HRMSP/ENG/DATA/TOC.HTML](http://UPKPROD.DESC.MIL.CA/HRMSP/ENG/DATA/TOC.HTML)

5. REQUESTS FOR INFORMATION REGARDING THE NEW CFONE CARD WILL BE REDIRECTED TO CFMWS WHO WILL PROVIDE MORE DETAILS WITHIN THE COMING WEEKS.

A Conversation on the Arctic



In 2015, RUSI(NS) experimented with some different activities as part of our program. Members of the Institute participated in a tour of the Fleet Maintenance Facility's laser additive manufacturing system, and others help facilitate two 'Free Flowing Strategic Discussions,' one with a strong naval flavor about an opportunity buy of Mistral-class ships, and the other with an air flavor about unmanned aerial vehicles. In February 2016, RUSI(NS) tried a new activity and arranged what we called a 'conversation' with the topic of the Arctic. A small group of RUSI(NS) members, members of the Forces whose jobs included a northern aspect, and some academics gathered for an afternoon of talk about the challenges of operating up north. Okay, as is evident from the beers in the picture, the conversation wasn't much different from a good ol' bull session at the bar. It was a very successful event, due much to the active participation and great knowledge of all involved. Post-event, participants are continuing to exchange information, and it is expected that some of what was learned will be reflected in academic papers. So, holding a 'conversation' worked, and it is planned to hold more in the future.

RUSI(NS) Writings

We've had a few non-RUSI(NS) writers of papers. This works, If you know someone who has written something, or expounds enough on some topic that they should be writing about it, encourage them to write for RUSI(NS).

Comments

Comments by members are welcome. Comments on these comments are also welcome.

The following are two comments received after the presentation by LGen Hood, Commander of the RCAF and Distinguished Speaker to RUSI(NS) January 2016:

Future Fighter

A 'clear and transparent' defence review cannot include F-35 exclusion clauses. This is very interesting take on the next generation fighter. This logic has merit, and as long as requirements are clearly defined and cost equitably compared, one can look forward to the next fighter competition. It could be a (relatively) boisterous public response to the inclusion of the F-35 airframe.

Unmanned Surveillance & Target Acquisition System

For years, the perceived mantra on the procurement side (outside looking in) was that procurement of the (JUSTAS) was imminent, and that it was needed to fill an immediate surveillance need in our oceans and northern territories. Suddenly, the question seems to be if there even exists a solution that serves Canada's diverse needs. Northern environments and instrument flight rules (IFR) conditions are a part of the problem space, but it is a concern that we will quickly talk ourselves out of an off-the-shelf solution and further delay expansion of operational capability as we seek another one-size-fits-all answer.

(Editor's note: following article from RCAF Journal may also be of interest:

"Will JUSTAS Prevail? Procuring a UAS Capability for Canada" <http://www.rcf-arc.forces.gc.ca/en/cf-aero-space-warfare-centre/elibrary/journal/2015-vol4-iss1-05-will-justas-prevail.page>)

Links of Interest

"Arctic Expedition" - a website with interactive maps, designed to be a convenient and accessible portal to portions of the Arctic Institute of North America's photo collection. The Institute is home to a large and diverse collection of Arctic photography, collected over decades from dozens of different expeditions and voyages into the Canadian North.

<http://www.ucalgary.ca/arcticexpedition/>

This is a very useful summary of major projects and well worth a look.

2015 Status Report on Major Defence Equipment Procurements http://www.cgai.ca/2015_status_report_on_major_defence_equipment_procurements

The National Shipbuilding Procurement Strategy: A Five-Year Assessment, Parliamentary Information and Research Service, 2 July 2015

<https://hillnotes.wordpress.com/2015/07/02/national-shipbuilding-procurement-strategy-an-update/>

Lux Ex Umbra - Monitoring Canadian signals intelligence (SIGINT) activities past and present: <http://luxexumbra.blogspot.ca/2015/12/recent-items-of-interest.html>

One of the main functions of The Honourable Society of the Middle Temple is to provide education and support for members of the UK barristers profession. The Library of the Middle Temple subscribes to legal databases, journals and law reports, a number of which (including those having to do with maritime law, law of war, etc.) are free:

<http://www.middletemple.org.uk/library-and-archive/library/electronic-resources>

History & Heritage

If you have ideas for RUSI(NS)'s history and heritage efforts, please contact Peter Dawson. RUSI(NS) has a History & Heritage page to its web site; submissions are welcome.

Royal Museums Greenwich Picture Library http://images.rmg.co.uk/en/page/show_home_page.html

Naval Historical Collection: <https://usnwcarchive.org/>

About Project Naval Distinction <http://navaldistinction.com/>

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