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LOOKOUT
Volume 53 Number 45
November 10, 2008





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From the Chief of the Defence Staff

Etched in our memories are the sacrifices and selfless deeds of those who have nobly served Canada before us. I am truly honoured to mark this Remembrance Day as your Chief of the Defence Staff.

This year's commemoration is especially significant as we observe the 90th anniversary of the end of the First World War.

On Nov. 11, 1918, the guns finally fell silent on the battlefields of Europe. It was on those battlefields that our forebearers set a standard of military excellence that has been upheld by generations of Canadians that served after them.

From the trenches of Ypres to the beaches of Normandy to the Kapyong River, hundreds of thousands of our predecessors fought gallantly in the name of freedom.

Many made the ultimate sacrifice. It is our privilege that we inherit their distinguished legacy and commit to our duty to perpetuate this heritage so dearly gained.

It is a legacy of service and heritage that our brave men and women in uniform are so steadfastly preserving right now, here in Canada and around the world.

And so, while veterans are paying homage to their fallen comrades at ceremonies both at home and overseas, we gratefully acknowledge their dedication and valour in serving Canadians and protecting Canada.

They are fondly remembered – and



MCpl Dan Mallette, Base Imaging Esquimalt

Rear Admiral Tyrone Pile (right), Commander Maritime Forces Pacific/Joint Task Force Pacific, General Walt Natynczyk (centre), Chief of Defence Staff, and Vice Admiral Drew Roberson, Chief of Maritime Staff, salute as HMCS Protecteur passes Duntze Head on its way into Esquimalt Harbour.

even venerated – throughout the world as liberators, as guardians of peace and justice, and as defenders of democracy.

As we face the daunting challenges of an uncertain world, their loyalty inspires us, their courage steadies us, and their dignity emboldens us.

Nor should we ever forget the large debt we owe, both in the past and present, to our military families. Without their faithful and tireless support none of our successes would have been possible.

On this solemn occasion, as we

reflect silently on the liberty we enjoy, let us honour the memory of those whose sacrifices guaranteed those very freedoms. And let us firmly resolve to carry on the tradition of unconditional commitment to country that they so sincerely embraced.

We have been passed the torch.

And, as we remember them, we will continue to hold that torch high.

W.J. Natynczyk
General

Chief of the Defence Staff

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REMEMBRANCE DAY CEREMONIES: SOUTHERN VANCOUVER ISLAND



IN HONOUR OF Remembrance Day

NOVEMBER 11

The following lists the times and locations of the ceremonies, as well as the names of the individuals who will lay wreaths on behalf of the Canadian Forces:

9:45 a.m.

VETERANS' CEMETERY
1190 Colville Road
Lieutenant-Colonel Phyllis O'Grady, Commanding Officer, Canadian Forces Health Services Centre (Pacific)

10:00 a.m.

COBBLE HILL
Cobble Hill Community Hall followed by ceremony at the cenotaph at Liberation Park (behind the community hall)
Major Joel Anderson, Commanding Officer, 741 Communications Squadron

10:55 a.m.

OAK BAY
War Memorial, Uplands Park
Colonel William Veenhof, Director of Operations, 1 Canadian Air Division Headquarters Detachment Esquimalt

VICTORIA
Legislature Building
Rear-Admiral Tyrone Pile, Commander, Maritime Forces Pacific/Joint Task Force (Pacific)

ESQUIMALT
Memorial Park Cenotaph at 1229 Esquimalt Road
Captain (Navy) Marcel Hallé, Base Commander, Canadian Forces Base Esquimalt

WEST SHORE COMMUNITIES
Veterans Memorial Park located at the intersection of Goldstream Avenue and Veterans Memorial Parkway (Millstream)
Commodore Nigel Greenwood, Commander, Canadian Fleet Pacific

SIDNEY
Town Hall at 2440 Sidney Avenue
Lieutenant-Colonel Ian Lightbody, Commanding Officer, 443 Maritime Helicopter Squadron

SAANICH
Municipal Hall at 770 Vernon Avenue
Major Barry Walker, Commanding Officer, 11 Field Ambulance (Victoria)

SOOKE
Sooke Branch of the Royal Canadian Legion at 6726 Eustace Road
Captain (N) Gilles Couturier, Commander, Maritime Operations Group Four

LANTZVILLE
Lantzville Branch of the Royal Canadian Legion at 7225 Lantzville Road
Commander John Tremblay, Base Information Services Officer, Canadian Forces Base Esquimalt

Fast facts from the First World War

Veteran Affairs Canada

- Canada entered the war in 1914.
- Between 1914 and 1918, more than 650,000 Canadians and Newfoundlanders joined the military to fight in the First World War, the "War to End All Wars."
- More than 170,000 were injured and more than 66,000 lost their lives in costly battles such as those at Beaumont-Hamel and Passchendaele.

- The struggle involved virtually the whole country and made enormous demands on the Canadian people, whether they were involved in the actual fighting or remained on the home front to work in industry or farming to support the war effort.
- Canada's contribution to this great struggle, including the triumph at Vimy Ridge, was seen by many in the world as Canada's 'coming of age' as a country and enabled Canada to finally receive recognition on the international scene.

- Four Canadians were awarded the Victoria Cross, the Commonwealth's highest award for bravery, for their part in capturing Vimy Ridge.
- Canadian John McCrae wrote the poem "In Flanders Fields" while on the battlefield.
- The first Remembrance Day took place throughout the Commonwealth on November 11, 1919. It was held to commemorate the end of the First World War on Monday, Nov. 11, 1918, at 11 a.m.

FIRST WORLD WAR: FROM THOSE WHO SURVIVED

Documentaries mark 90th anniversary

With this Nov. 11 marking the 90th anniversary of the end of the First World War, The War Amps is releasing five internationally award-winning documentaries from its popular Military Heritage Series. In *A Vimy Veteran Remembers*, war amputee Perce Lemmon describes life as a young soldier in this pivotal battle. *The Blue Puttees* tells the remarkable story of the Royal Newfoundland Regiment,

nearly wiped out in the Battle of Beaumont Hamel. War Amps members talk about surviving the war in *If Ye Break Faith*, while *In Flanders Fields* tells of the sacrifices of Ypres, the Somme, Vimy Ridge, and Passchendaele. *No Man's Land* tells of Canadian artist Mary Riter Hamilton, commissioned in 1919 by The War Amps to travel to the battlefields of Europe to paint the scenes of post-

war destruction. War Amps Cliff Chadderton, who produced the documentaries, commented recently on his blog (www.cliffchadderton.ca) about the war's impact: "When it began in 1914, little did the world know that four years of death and destruction lay ahead in a conflict revolutionized by high explosive shells, rapid-firing machine guns, poison gas, submarines, tanks and airplanes.

Nor did they know that it would destroy virtually a whole generation of young men." The documentaries, which will air on regular and specialty channels across Canada up to and on Nov. 11, are available at a cost-recovery price (DVD or VHS) by calling toll-free 1 800 250-3030 or at www.waramps.ca. More information, including clips, can be found at www.waramps.ca/military.

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matters of OPINION

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*The brave die never,
though they sleep in dust:
Their courage nerves a
thousand living men.*

~Minot J. Savage



FROM AFGHANISTAN: TODAY'S WAR

A day in the life of a Canadian soldier

Sgt S.D. Shannon
2 PPCLI Battle Group

At 3:30 a.m., after two hours sleep, I got up and prepared for the day's patrol task.

Having showered before going to bed, all I had to do was shave and get my kit into the vehicle.

Yes, that's right, shower. We have it pretty good here in our little camp in Kandahar. Good food, running hot and cold water (not potable though), and proper plumbing. The only question is whether or not you have the time to use these amenities.

At 4 a.m. it's off to orders. The objective of our patrol today is to check a main road that spans the width of Kandahar Province for its state of repair. Supposedly, this could take two or three days. However, if nothing goes wrong, which we are all hoping, it could be wrapped up by day's end.

But things can go wrong fast in Afghanistan. Due to the ever-present threat of enemy attack or hitting an improvised explosive device (IED), even the simplest task must be planned out in great detail with everyone involved knowing his or her job, and the overall intent. One cannot just go to the store for a quart of milk here; security, secrecy, communication, and mutual support are always involved with any movement.

So today, we're using LAVs and my vehicle, the RG-31. The RG-31 is an interesting truck. One of its main advantages, especially for those who ride inside, is its ability to survive a blast from a landmine or more specifically an IED. Unfortunately, until that happens, the riders are usually destined to suffer. Hot, cramped, claustrophobic and humid, the RG is certainly not a luxurious mode of transportation.

We're on the road by 5:30 a.m. with everything sorted out and working quite nicely. There are two benefits to being on the road at this hour. First, it's still somewhat cool, which is pleasant for all involved. At this time of the year, there is still a bit of a morning breeze. It's not until the "late hour" of 8 a.m. that it reaches the thirties, and continues its climb to around 45°C at midday.

The second advantage to being out this early is the lack of traffic. As in many other parts of the developing world, defensive drivers don't tend to be in abundance. Between, overloaded taxis, tuk-tuks, donkeys, motorbikes, bicycles, buses, jingle trucks, farm tractors, and people generally walking all over the road, it can get pretty hairy on the highways and byways of Kandahar.

Jingle trucks, you ask? They are well named, I think. This is what we call the large trucks or tractor-trailers decorated with gaudy colours, chrome, and other miscellaneous metallic junk that seem to be prevalent throughout Central Asia. I can't profess to understand the fascination, but some are quite well done.

The first part of the morning goes quite well, out to the Zabul border in the west. No "Welcome to Zabul, The Friendship Province" sign here, just the knowledge from map and GPS that we've crossed the line. Then it's back east again and following a quick stop back at camp for fuel (heavily armoured vehicles are not exactly aiding in conserving the world's oil supply), we're off once more and heading to the eastern border with Helmand now.

In approaching IED country, it is quite surreal to see the aftermath of previous IED strikes. In some cases, unfortunately more and more frequently, huge craters and ditches are created, totally obliterating the road. This forces traffic to bypass down in the low ground beside the road



Cpl Stevo McNeil, JTF-AF

Sweat pours off Sgt Stacey Shannon inside the oven-like RG-31 armoured vehicle. Sgt Shannon is part of the force protection team providing security while Canadian engineers survey a section of a major highway in Kandahar province.

and back up again 50 to 100 metres on the other side of the obstruction. Everyone carries on as if it were normal, which it is. Could you imagine all the traffic travelling on the Trans-Canada Highway just driving down into a little loop of dirt in the median, buses, cars, semi-tractors and all?

It's odd that this area, considered the most dangerous part of our journey today, is the most beautiful. In this part of the Arghandab River valley; it's lush, green, and rich with trees and vegetation. The appearance is one of peace and normal life, as is so often the case in Afghanistan, appearances are deceiving.

We stop at another ISAF camp for more fuel and to stretch our legs. It's really getting uncomfortably hot now. Both in and out of the vehicles, we are wearing our full PPE (Personal Protective Equipment). This consists of a combat helmet, ballistic eyeglasses, Nomex gloves, earplugs, and a flak vest. The flak vest breaks open on the sides so that further protective plates can be inserted front and back, and it is interesting to get on and off. As you can imagine there is absolutely no airflow under the thing, so now in this heat, one is perpetually damp and clammy in all parts of the body underneath. This is before undertaking any sort of labour or physical activity.

The other thing that's happening now is the air conditioning inside the RG is starting to lose its battle with the midday heat. As we seal ourselves up in the vehicle once again and head off, it's quite apparent the temperature in the RG will soon be to the extreme.

Continuing on, we move further west into Maywand, which for as far as the eye can see has the appearance of a lunar landscape. Just gravelly, flat terrain with small walled settlements dotted here and there.

As I look to the north, I detect mountains, but

In approaching IED country, it is quite surreal to see the aftermath of previous IED strikes. In some cases, huge craters and ditches are created, totally obliterating the road.

can't really see them through the haze/heat/smog. I tell myself that I will look at the map later to get a better perspective on the ground features, when I can reach for it behind the back of my seat. I never keep my promise; later, the paper maps are sopping wet and all stuck together.

When looking out on the scene before me while enduring the extreme temperature conditions, I can't help but wonder if people have always been fighting here simply because of the conditions. Does the heat of this region make people go a little crazy? I try to think of some examples, mainly to get my mind off the heat myself!

As we reach the Helmand border, the A/C unit has all but packed it in. Soon after, it is now just blowing hot air and it must be in excess of 60°C inside. When my two guys get out to provide vehicle security when we stop, there is a refreshing blast of what seems like a cool, springtime breeze coming in from the outside. This is always short-lived, as the door must immediately be closed behind them.

Our task complete, we head back home using varying routes, including cross-country. But now the heat is starting to take its toll on both the RG's occupants and equipment. One of the corporals in the back is showing signs of heat exhaustion. We start force-feeding him water with Gatorade crystals and keep him talking.

Things are really getting bad now as we make it back to an ISAF outpost. As we literally pour out of the RG, my corporal gets immediately taken to the Unit Medical Station for treatment. The others and I take off our PPE at the back of the vehicle like a stirred up beehive. It looks as though we walked into the shower with our clothes on. I am drenched from head to toe, literally. I take the time to wring out my combat shirt as though I had just taken it out of the washing machine. But this isn't water; it's all sweat and as the garments dry, they get crisp and show streaks of white salt.

We stayed longer than intended at this camp, but after all personnel were fully recovered (which included the administering of two IVs of fluids to my corporal), we were off on the last leg of our journey that will bring us home. Now late afternoon, and knowing our plight in the RG, the patrol commander deems we should move at the best speed possible, but not so much as to prevent us from using varied routes and proper precautions. In Afghanistan, you're only safe when you cross through those gates back into your camp. When you get lazy or start to rush here, it's when you get yourself killed.

This time our trip back was thankfully uneventful. The RG was still extremely hot, but the prospect of getting closer and closer to home with every passing kilometre raised our spirits above it.

We arrived back at camp just in time for the last of the supper service. But in the Army this is not the end of your day, of course. There are still debriefs, vehicle maintenance, and weapons cleaning to be done, in preparation for anything.

So, after I get the nightly points to be passed on to my section, including the details of the next day's patrol, I have a nice ice cold shower, (man, I really stink), and get prepared to do it all again tomorrow.

Another day of the life in Afghanistan.

Sgt S.D. Shannon is an Army Reservist from The Seaforth Highlanders of Canada serving with the 2nd Battalion, Princess Patricia's Canadian Light Infantry Battle Group who served on Roto 5 of Operation Athena.

Of the sea, kindred spirits unite

LS Kenton Moore
HMCS Ottawa

There is a sway, a gentle side to motion that reminds me of nothing more than the frolic of tree-tops in a sombre summer wind.

All around me is the surreal moaning of stressed steel.

Though separated by the structure of my ship, I feel connected to the ebb and flow of the water that surrounds me. The ageless essence of the ocean and all the secrets she holds beckons my soul onward to the horizon. Ever onward.

Though the methods of construction in our vessels differ immensely, I feel a connection to the sailors

and sea-faring men and women of ages past. It is almost as though, if I close my eyes, I can hear their souls. I can hear the whispers of the ghosts of the ocean in the whoosh of the water against my ships bow.

They chant and they sing in praise of the great waters, for water is life, and to love water is to love life itself.

With my eyes closed, I plunge beneath the waves to bath in the tranquility where the world is silent. It is there the ghosts of the past take me on their journey. They show me their lives as they once were: explorers, merchants, sailors, airmen... all whose lives turned over to the vastness of the dark

depths below the surface.

Beside them I experience the uplifting emotion of closing my eyes against a warm sun while gulls sing their songs, welcoming a ship to port.

Behind them I smell the mix of sweat and ocean air as lines are pulled and sails are struck.

With them around me, I feel the fear and awe of the ocean's storms.

With them I sail on wooden ships under the flapping of sails, or skim through the white clouds of heaven in the planes of war.

I sweat and toil in the furnaces with the stokers of old. I strategize and plan on the bridge with the brave captains and commanders of times long

past. I donate my blood, sweat, and tears to the wooden decks of schoolers as new lands are discovered, and new allies are made.

When it is over, I open my eyes and find that I am smiling. Though my journey was only a fleeting dance with fantasies, the connection to those who came before me is as real as the steel and paint that I live within. And when I bring my ship home to port, with all those who crew my vessel beside me,

I close my eyes and listen for the spirits of the sailors from long ago. They whisper to me, their voices like a haunting melody born on the breeze.

They welcome me home.

In Memoriam – Bill Davison remembered

Capt(N) Alex Rueben
CO FMF CB

As you may know, Bill Davison, a valued member of the Fleet Maintenance Facility (FMF) team passed away recently.

Two weeks ago, the new Chief of Defence Staff, Gen Walt Natynczyk, briefly visited FMF and I had the opportunity to tell him about Bill Davison.

I told him that Bill was an extremely positive person who made the workplace a better place for the past 20 years.

When I had finished he thanked me for telling him about Bill and passed me a special coin to be presented to Bill's father, in posthumous recognition of Bill's services to the Canadian Forces. The coin depicts the four maple leaves and crossed swords of the rank of the Chief of Defence Staff on one side, and on the other is inscribed with the words: "For Excellence."

As shown in the picture above, I had the honour of presenting this coin to Bill's father, Bob Davison.

You may question why I am smiling. It is what Bill would have wanted – in the whole time I knew him, a smile never left his face.



Photo courtesy of Capt(N) Alex Rueben
Bob Davison accepts a coin commemorating his son, Bill's 20 years of service to Fleet Maintenance Facility (FMF) from Capt(N) Alex Rueben, Commanding Officer of FMF.



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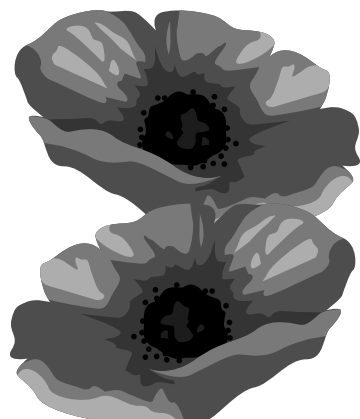
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Six air crew tough out 12 days at sea

Shelley Lipke
Staff writer

Every detail remains etched in Wing Cdr (retired) Don Payne's mind of his 13th mission in 1945 when his plane was shot down.

It took place two days after his twentieth birthday. It was Friday the 13th, when one life was lost, and the other six men were left to survive for 12 days in a dinghy in the frigid North Sea.

As flying officer at the time, his mission was to bomb German warships at Kiel. Burning rockets soared through the air, striking the Lancaster plane Payne was flying.

"They put a hole in the airplane fuel tanks and harmed two of the engines," he recalls. "Then all hell broke loose."

They were able to finish the mission, and as they headed back to their base the situation turned critical.

"We got into trouble again just south of Flensburg, Germany, when we were hit a second time. We knew we were in trouble the first time and really in trouble the second time."

Payne says he looked at the rudder pedals, felt a rush of air and saw the ground beneath his feet through a large hole in the fuselage.

He called his navigator for a course across the North Sea in an attempt to return to their base in Sweden, but the aircraft lost power and the main engine faltered. Fuel poured from the plane.

"We became a glider. It was dark and we had never practiced ditching. I called 'dinghy, dinghy prepare for ditching' and the gunners came out and accumulated in the most secure part of the airplane to brace themselves for the emergency landing."

Without any lights on the plane, leaving them in the darkness of night, Payne was forced to use the whitecaps as a visual to land.

"I felt the tail hit the water and the force of the impact ejected me from the plane. My nose came off my face,

and the next thing I knew I was in the water, still in my seat, seeing the bubbles going the wrong way."

The remaining six crewmen were still in the plane when Payne surfaced, but the plane was on its nose. The survivors scrambled into the dinghy, some badly injured.

Twenty-four year-old Bert Vardy never emerged from the sinking aircraft.

Aboard the dinghy it was chaotic. They tried to adjust to their situation and organize as best as they could, first attending to their medical conditions.

"I lost a lot of blood at first, but the bleeding stopped on its own and the next 12 hours were vague. The water was six to eight degrees, but I don't remember feeling cold," says Payne.

They assessed their supplies: a medical kit, a silk map, a compass, a bit of chocolate and a small blue bible. They had no SOS equipment, and knew their only chance was if someone found them.

Bobbing up and down in the dinghy, they tried to establish their location.

"You can't navigate a round thing," said Payne.

Uncertain of how fast they were moving, they threw shark repellent dye into the water to gage their velocity.

"We'd leave it in the water for half a minute and watch how fast the streak left us to judge direction and speed. Twice a day, we estimated our course, and the navigator tried to keep track of where we were in the North Sea."

Then the rain and storms came.

They put a hole in the airplane fuel tanks and harmed two of the engines. Then all hell broke loose.

-Cdr (ret'd) Don Payne



Shelley Lipke, Lookout

Don Payne holds a model of the plane he was flying in 1945 when enemy fire sent him and six other crew members into the ocean.

They huddled under a parachute to keep dry, and later used it as a sea anchor to stop the wind from blowing the dinghy around.

"We bailed ourselves dry for a few days, but then found if we left six inches of water in the bottom it was warmer, so we kept wet the entire time. When it rained we would drink the water."

The experience effected people in different ways.

Saddened by the loss of Vardy, one man tried to jump out of the dinghy. "His buddy was back in the airplane and he had a lot of trouble with that. Of course we all did," says Payne.

They encountered moments of hope when they heard a submarine go underneath them, but it kept on going, the noise eventually silenced by the sound of the sea.

Then on the tenth day they saw land. Judging from the towers and shoreline they thought it was Denmark.

"We had circumnavigated the North Sea and were

close to where we originally started," says Payne.

The group continued floating into what would be their scariest moment.

"A wall of water, which turned out to be a tidal surge, hit the dinghy in the middle of the night."

Two-metre waves crashed onto them, nearly capsizing the craft.

"To see a white foamy line coming towards us was an awesome sight. We didn't make any sense of what it was until it hit us," said Payne.

The closer they floated to land, the more exhausted and emotionally drained they became. At one stage they landed on a sandbar in eight inches of water and had to wait for the tide to go back out before they were freed. They could see they were close to the Rouge Basin, and witnessed their own Typhoon aircrafts bombing the shoreline. Instead of drifting to shore, the incoming tide took them back out to sea.

See Surviving on page 9

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Hill 355 draws veteran back for one last glimpse

Shelley Lipke
Staff writer

What would it feel like to return 55 years later to a country you remember as war-torn? To look to the horizon and see the distant North Korean hills, remember the bloody battles you fought, the friends you left behind, and feel the deep emotion as the memories resurface.

July 27 marked the 55th anniversary of the Korean War Armistice, and Veterans Affairs Canada flew selected Canadian veterans back to South Korea to pay tribute to the 516 Canadians who lost their lives during the three-year war.

Gunner and leading aircraftsman (retired) Keith "Duke" Sherritt of Victoria and 57 other Korean veterans were chosen to be part of this journey, to remember their experiences and see how the country has changed.

Sherritt, now 79 years old, served with the Royal Canadian Horse Artillery at Hill 355 post, near the demilitarized zone between North and South Korea.

Canadian Forces Base in Shilo, Manitoba, trained 450 gunners to go to South Korea, and Sherritt was one of these men. He remembers departing by train to Seattle and then going on a 20-day voyage by boat to Korea in 1952 with other members of his regiment. He was part of a second wave of soldiers sent to Korea because a train crashed en route to Seattle killing and injuring the first wave of soldiers.

"The service made a man out of me and scared the hell out of me in Korea, but I'd never give it up," said Sherritt, who has more than 35 years of military service.

Known by the nickname

"Duke", after John Wayne because he strapped a 45 automatic gun to his leg when entering enemy territory, Sherritt has vivid memories of Korea.

"On the evening of Oct. 23, Hill 355 was heavily attacked in the evening by the Chinese. We were hit badly and mortared on the hill; they overran us and the artillery officer had to call fire on our own position, which was pretty dangerous," said Sherritt. "The Princess Patricia's Canadian Light Infantry alliance counterattacked and drove the Chinese into the wall of fire and cut them to pieces, which ended the attack."

While he was never hit by enemy fire in Korea, he did have some scary experiences.

"A mortar hit eight feet in front of us when we were running in the trenches, and this caved in the trench on top of us. My eyes and ears were full of dirt and we forced ourselves out of the trenches and were taken to the medical bunker," said Sherritt.

When Veterans Affairs Canada phoned and invited him and his wife Margaret on the Korean Veteran's trip from July 7 to 16, Sherritt didn't know what to expect. "It's going to be very emotional for him," thought Margaret.

The veterans flew from all over Canada to Vancouver where a government plane picked them up and flew them to Seoul. Including all the service personnel and dignitaries, there were around 200 people recalls Sherritt.

"When we arrived in Seoul, I didn't recognize a thing. Seoul was so modernized. When I was there it was a bunch of ruins. The people were very, very polite, they must have bowed 300 times a day."



Shelley Lipke, Lookout

Keith "Duke" Sherritt holds up a photo of himself from his days in the air force. He recently returned to Korea for the first time since serving in the Korean War.

Five buses of veterans travelled the country with a tight itinerary. It was emotional for most people Sherritt says. They attended a sunrise ceremony at the United Nations Memorial Cemetery in Busan, where Sherritt laid

a wreath, and the Korean War memorial to the Armed Forces of the British Commonwealth, and the Canadian Korean War Memorial.

"That was the most emotional for me. I was trying to find my

two friends that were left over there."

They went to the demilitarized zone where Sherritt could see Hill 355 in the distance.

"It was announced that we were now in North Korea." Sherritt says they were told not to step over the line. Two days before Sherritt's group arrived, a South Korean lady did step over the line and was instantly shot by a North Korean guard.

This was the first time Sherritt had been in North Korea in the daylight, as he always did patrols during the war at night.

They wouldn't let the group go to Hill 355, but he made it up the top of a tower and could see it within the boundaries of the demilitarized zone. He asked a guard if he could take a picture, and was told it was forbidden.

"When I was there during the war, it was all green. I was surprised how the landscape had changed."

He went into a nearby shed, lit a cigarette and took a picture of Hill 355 anyway.

"I didn't know any of the other vets, but felt similar emotions as they did. I hadn't been there for 55 years and I was very honored to be chosen to go," said Sherritt.

The government calls Korea "the forgotten war."

"There were no parades, or crowds waving when we came home. It took them [government] 40 years after the war to give us our volunteer metals," said Sherritt. In Korea the bodies of 516 young men were left in a graveyard in Busan, Korea.

Today, Sherritt speaks to school children to tell stories about the war. "I want to make sure that veterans aren't forgotten," he says.

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Korean War – new threat to peace

Veterans Affairs Canada

The year is 1950. The Second World War is over.

The United Nations (UN) has been in place for just five years, and is working to promote global peace and security. Canada is brimming with optimism as Canadians look forward to a prosperous and peaceful second half of the 20th century. Suddenly, an international crisis is brewing in the Korean peninsula and people, the world over, are holding their collective breath. What happens next is history.

Reaction of the West

The UN, created to resolve conflict between member nations primarily through dialogue and negotiation, also had the flexibility to use force in the pursuit of peace. The situation in Korea would require armed intervention, and 16 member nations, including Canada, would contribute military forces under United States command.

Armistice

Early in July 1951, cease-fire negotiations began. However, there would be two more years of fighting until the signing of the Armistice at Panmunjom on July 27, 1953. The uneasy truce which followed left Korea a divided country, yet the first UN intervention in history effectively stopped the aggression, and the UN emerged from the crisis with enhanced prestige.

Canada's Contribution

As with the two world wars that preceded Korea, Canadians volunteered for military service far from home. Canada's military

contribution was larger, in proportion to its population, than most other UN participants. But throughout its brief history, isn't this the continuing story of Canada's efforts to achieve world peace? While honouring its military obligations, Canada has continued to promote dialogue and negotiation as the first option to solve global issues.

The Sacrifice

Canada, as a nation, owes an everlasting debt of gratitude to those young men and women who, in the prime of their youth, have served and continue to serve their country in times of war and peace to preserve global peace and protect fundamental human rights.

Many made the ultimate sacrifice, and lie buried in countries far from their homes and loved ones. Many have returned from service with injuries to body and mind that they must carry with them for the rest of their lives. The names of 516 Canadian war dead are inscribed in the Korean War Book of Remembrance located in the Peace Tower in Ottawa.

The Legacy

The Korean War marked a new stage in Canada's development as a nation. Since the end of the war, Canada has contributed to peacekeeping operations around the world in an effort to promote international freedom and maintain world peace.

To learn more about Canada's role in the Korean War, please visit the Veterans Affairs Canada Web site at www.vac-acc.gc.ca or call 1-877-604-8489 to get the publication *Canadians in Korea*.

Surviving a Lancaster crash

From page 7

Then in the afternoon of the twelfth day, Wesser, a German Red Cross Boat from Bremen picked them up.

"Immediately we were fed, but we couldn't keep anything down. We were so happy to be able to get out of the dinghy. At the time of the rescue, most of the six weighed a mere 95 pounds.

While their situation was no longer dire, they did have to endure capture when the Wesser crew handed them over to the German Navy.

"Once we were out of salt water we were separated."

Marching through Hamburg with other prisoners of war, old ladies threw rocks at him. "Hamburg was one of our main targets, so I didn't blame them."

During his interrogation, the German interrogator let him see his file. Payne was surprised to see pictures of his mother, school pictures and other personal details. "He knew more about me than I knew about myself."

They travelled in a coal bin on a ferry en route to a prison camp. This was unnerving because Payne knew they were targets of his own navy or air force.

He waited out the remainder of the war as a prisoner.

On the day before Victory in Europe, he was handed over to the British Army who put him and other prisoners in a hospital.

When Payne asked for his next of kin to be notified, he heard his grandmother was surprised he was alive. When the plane was shot down Payne lost his dog tag.

Someone found it, wore it and died. The news that Payne was buried in Grave 12 in Lasvess, Sweden, came in the form of a telegraph to his grandmother.

Payne tried to find out the identity of the man who died wearing his tags, but was unsuccessful.

In the years that followed, Payne received an Air Force Cross and a Distinguished Flying Cross for his service in Korea. He retired in 1975.

Today, only two of the six survivors are alive: 83-year-old Payne and 84-year-old George Riley, Payne's navigator.

Every Remembrance Day Payne has a standing order in Bancroft, ON. A wreath is placed in memory of Bert Vardy on behalf of the crew.

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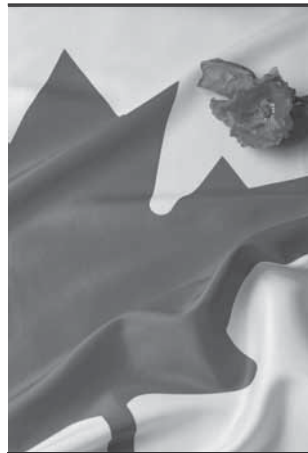
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Decorated sailor's medals on the block

Mary Ellen Green
Staff writer

On a cold Sept. 10 night in 1941, Lt Edward Theodore (Ted) Simmons led a boarding party from HMCS Chambly to board the German U-501 in the swift waters of the Denmark Strait south of Angmagalik, Greenland.

A mix of depth charges and ramming from Canadian corvettes Chambly and HMCS Moosejaw were to blame for the submarine's demise.

In search of code books or a German cipher machine and brandishing a flashlight, Simmons jumped onto the ladder and down the hatch into the quickly sinking submarine. He had to hastily turn back empty-handed when he realized the danger was too great.

Simmons was credited with the first Canadian U-boat kill of the Second World War, and was awarded the Distinguished Service Cross for his brave actions that fateful night. The citation that accompanied the honour said Simmons "barely escaped through the hatch above as the sub made its last plunge."

On Saturday, Simmons' medal is going up for auction in Lewes, England.

Seven medals in total, including his Distinguished Service Cross and the Distinguished Service Order, will be part of the lot, which will also include 16 black and white photographs, a commissioning document, a folio of typed original naval message sheets marked "V-E Day Signals HMCS Beacon Hill 8th May 1945," and a movie poster for Corvette K-225- based on the experiences of HMCS Port Arthur under the command of Simmons.

Clare Sugrue, administrative assistant with the CFB Esquimalt Naval and Military Museum, says she would like to see the historic material come back to Canada, specifically to

Victoria, where LCdr Simmons once lived and worked.

His son, John Simmons, has set up a website to solicit donations from Canadians in hopes of repatriating the medals.

"We feel these items should be returned and exhibited at the CFB Esquimalt Naval and Military Museum, which has kindly offered to display them in the event that we win the bid," says John. "To lose something of this value that is part of the fabric of Canada's military history would indeed be a tragedy."

Simmons was born in Vernon, BC, in 1910, and eventually moved to Victoria where he worked as a social servant in the Department of Education before landing a job at Standard Furniture. He was considered a good furniture salesman, and was training to become an interior decorator when he decided to join the Royal Canadian Naval Volunteer Reserves (RCNVR) in 1939. He was posted to training facility HMCS Stone Frigate in Kingston, ON, after completing his initial training.

He would soon become the Executive Officer on the newly-commissioned Corvette K-116 HMCS Chambly in December 1940, which joined an escort force assigned to accompany ships from Newfoundland, where it was based, across the Atlantic.

Nine months later, he would have one of the Commonwealth's highest honours, the Distinguished Service Cross and the rank of Lieutenant-Commander.

It wouldn't be long before Simmons made another mark in the history books. He was the commanding officer of Corvette K-233 HMCS Port Arthur. The ship was on escort duty in the Mediterranean Sea when a signal was picked up indicating a submarine, the Italian Tritone, was nearby. Within minutes a ring of depth charges were laid



Photo Credit

LCdr Edward Theodore (Ted) Simmons' medals will be auctioned off in Lewes, England, Saturday, Nov. 18.

around the sub and it was forced to surface, only to be finished off by the guns of destroyer HMS Antelope in broad daylight in the North African coast. It would be Tritone's first and last operational deployment.

In this engagement, Simmons was awarded the Distinguished Service Order for courage, gallantry and skill in action with submarines.

A movie, Corvette K-225, starring Randolph Scott, follows the Port Arthur across the Atlantic, and commemorates his achievements.

Simmons would also take command of "Victoria's Ship," HMCS Beacon Hill, in April 1944. Beacon Hill was also on escort duty in the Irish Sea and English Channel.

CPO1 (Ret) Walter Dallin was the coxswain on board Beacon Hill and remembers Simmons as a "fine man and a fine captain."

He was one of two RCNVR officers to command escort groups, and by the end of the war, 79 convoys had been escorted

by him and his ships. He retired in 1945.

After almost six years of service, Simmons went on to have a long career with the Distillers Corporation of Canada, eventually becoming the president of the company.

He retired to England in 1965.

After Simmons died in England in 1988, his ashes were brought back to CFB Esquimalt by his wife, and he was laid to rest in the Pacific Ocean following a service on board HMCS Huron in May 1989. CPO1 Dallin was in attendance at the funeral.

"That's the last I saw of him until I read about his medals up for auction in the newspaper," Dallin says.

Simmons' military memorabilia will be up for auction Saturday, Nov. 18, lot #501.

To make a donation to purchase the lot, go to www.etsimmons.ca. For more information about the auction and a detailed listing of the items for sale, check the website at www.wallisandwallis.co.uk.

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Carriers of death bring

Author recalls childhood trauma of war.

Vic Atkinson
Contributor

On a May evening in 1943 a small formation of twin-engined medium-range German bombers lifted off from their airfield in France.

They crossed the English Channel and approached the English coast.

Tension on board the aircraft mounted as each of the aircrew sensed the invisible eyes of British radar had probably picked them up. It was almost certain British night fighters had been alerted.

Some of the crew were surviving veterans of the incessant German Blitz upon London from 1940 to 41, but as the Luftwaffe found itself heavily committed to war on the Russian Front, this night's raid upon London was to be no more than a nuisance attack.

As they crossed the coast, the bomber formation was picked up on British radar, which accurately confirmed their height, speed and direction.

Realizing that London was once again a target, British Civil Defence activated the London air raid warning system and a series of mournful wailing sirens shattered the early morning peace.

At precisely 1 a.m. on this chilly night, weary Londoners grumbled at being woken up and reluctantly left the comfort of their warm beds to make the cold trek to their back garden air raid shelters.

Over the city, the German bomber formation spread out seeking pre-selected targets. One bomber, carrying a 2000-lb thin casing blast bomb in its belly, headed towards southeast London. Tucked away in a working class district was their target; a small factory believed to be producing shell casings.

Minutes after the wailing siren's last note faded away, Londoners strained to catch the now familiar throbbing sound of approaching aircraft. In southeast London, they heard the sound of an approaching aircraft and tensed expectantly, waiting for the inevitable racket of anti-aircraft guns to fire at it. But there was an uncanny silence as the aircraft began to circle overhead. Some people reasoned it was probably a protective British night fighter and they felt reassured at its presence.

After several minutes, the uncertainty was broken by the single note of the "all clear" siren. People breathed easier and began to clamber out of their damp, musty shelters. It was 2 a.m. when they emerged into the bright moonlight and cool, refreshing night air. Some paused and gazed skyward trying to spot the aircraft that still circled overhead. A buzz of conversation floated across the gardens as neighbours nervously cursed the interruption to their night's sleep.

Many shuffled back into their houses while others stood in groups conversing over the back garden fence.

The sound that came was faint at first, and then rapidly grew from a whistling hiss to the roar of an express train. The very air seemed to compress, affecting the ears and taking the breath away. A blinding electric blue flash momentarily lit the street and in a millisecond most of the old Victorian



Badly injured but miraculously, survivors of a 2,000 lb. bomb blast are rescued.

houses simply disintegrated.

The 2000-lb blast bomb released from the circling bomber struck the centre of the road blasting an enormous crater and sending a hurricane force of superheated air surging the length and breadth of the street. Lethal shards of broken glass hurtled through the air like razor sharp knives, cutting down anyone unfortunate enough to be in the open. Tons of debris blasted skywards, then succumbed to gravity and descended in a shrieking shower of bricks, roof tiles, shattered timbers, bodies and pieces of household furniture.

For the unfortunates caught in the open, there was no protection.

Some were stripped naked by the power of the blast; others dismembered by hurtling pieces of jagged bomb casing. One unfortunate child was plucked from her parents' grasp by the blast and deposited like a rag doll on a rooftop in the next street.

Seconds passed like an eternity before the desperate cries of the trapped and injured added another dimension to the horrific nightmare. A fog of choking dust blotted out the bright moonlight and survivors and victims groped their way, stumbling over bodies and massive piles of debris.

The lone bomber, having completed its mission, turned for home. The exuberant crew chattered together unable to explain their good luck - not a gun had been fired at them. They were unaware their bomb had missed its target. As carriers of death they had fulfilled their night's mission.

In the dust-choked street, the peaceful moonlit night was transformed into a hideous battlefield of destruction and suffering.

Piles of debris creaked and groaned as it settled, bringing agonizing screams from those trapped beneath. Broken gas lines permeated the wreckage with lethally explosive fumes. A false spark and the whole lot could erupt in flames.

Civil Defence were quick to react and soon trucks carrying rescue teams and generator-powered floodlights, streamed into the street. Ambulances, with clanging bells, were joined by fire trucks, each trying to find a clear place to park. Police were positioned at each end of the street, which was impassable because of the enormous crater in its centre. The crater momentarily hampered rescue efforts, but rescue workers quickly improvised temporary planks and plywood sheets around the edges allowing foot access to both sides of the street.

The surviving dazed and bleeding unfortunates who had been caught in the open received medical attention. Wrapped in

blankets or carried on stretchers, they were placed in waiting ambulances and taken to hospitals. Hospitals in the region were all on "stand by" alert. Broken bodies caught in the initial blast were placed in black rubber body bags.

The devastated area was floodlit, an army of rescue workers fanned out over the debris and carefully

began digging through the rubble. The scene resembled a brightly lit movie set as a steady procession of ambulances, police cars, and fire engines, came and went. Rescue crews from outlying areas began to arrive. City maintenance people laboured in the stinking depths of the crater. Waist deep in water and sewage, they struggled to repair broken gas mains and cap off the shattered water pipes.

Into this indescribable scene of chaos and horror, a non-descriptive van slowly picked its way through the debris until it found a partly clear area to park. In their darkest hour, the survivors of the mortally wounded street bore witness to a small humanitarian miracle. In and around the van, people bustled to unfold the sides, revealing serving counters. The "angels of mercy" had arrived.

Less than an hour has elapsed since the bomb exploded and already the Salvation Army was calmly going about their mission of mercy.

Quickly and efficiently they began handing out mugs of hot sweet tea to the dazed survivors who sat shivering with shock.

Inside the van was a hive of activity as Salvation Army ladies prepared more tea and sandwiches. The uniformed male driver picked his way over debris, carefully balancing a tray loaded with mugs of hot tea for the dust covered, dry throated, sweat soaked rescue crews.

As he handed out the tea he gave words of encouragement to them knowing the grisly task they faced. As the night wore on, more bodies were recovered along with a pitiful handful of badly injured survivors. The clang of ambulance bells still sounded as they transported the living to hospitals. By morning, with the sun sending weak rays through the choking clouds of dust, the body count had reached thirteen. Black body bags lined up in a cleared space waiting for the set up of a temporary morgue.

Having accomplished its first mission, the Salvation Army van and its tired workers shut up shop and headed back for more supplies. As it left, another took its place and served breakfast.

Gradually, survivors overcame their shock. The love and genuine concern shown by the Salvation Army shone like a bright beacon on this war ravaged street. Small groups of survivors gathered around the van and talked amongst themselves of the horror. The known dead were spoken of in whispers and sad glances cast at the growing rows of body bags. By the end of the third day, 26 bodies were transported to a temporary morgue set up on local school grounds.

Through it all the Salvation Army spoke words of love and encouragement to keep people's spirits up. For the three long agonizing days that it took the rescue crews to account for the living and the dead, the Salvation Army was there, serving the needs of both survivors and rescue crews. There was never any mention of cost; all food and drinks were free.

At the end of the third day, the Sally Ann, as it was affectionately known, closed up shop, their task complete.

Author's note:

I was 12-years-old when the bomb hit my street. Even with so many years past, my gratitude knows no bounds. Etched forever in my mind is the trauma my neighbourhood endured and how the Salvation Army was there for us in our darkest hour. Needless to say my wife and I contribute regularly to the Salvation Army appeals and have set aside a sum of money in our will for them. They were truly the "angels of mercy" when I needed them the most.

At this time of remembrance, the memories still flood back, and I shall never forget the selflessness and kindness of the Salvation Army.

Some were stripped naked by the power of the blast; others dismembered by hurtling pieces of jagged bomb casing. One unfortunate child was plucked from her parents' grasp by the blast and deposited like a rag doll on a rooftop in the next street.

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TODAY'S SAILORS AT SEA

Photos by Shelley Lipke, Lookout, on board HMCS Regina

TASK GROUP EXERCISE 03-08



Members of HMCS Regina's crew practice a force protection drill during work-ups while the ship sailed to southern California with HMC Ships Winnipeg, Yellowknife and Whitehorse.



As part of the Task Group Exercise, Regina tested its ability to tow. Pictured above and below the crew set in motion towing HMCS Winnipeg off the coast of San Diego.



Lt(N) Lorraine Sammut, Operation Rooms Officer in Regina, points to an area in the ship where a fire is suspected. No actual fire existed; it was part of in-depth training to keep the crew at peak readiness to handle any emergency.



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TASK GROUP EXERCISE: HONING SKILLS

Trainers at sea – keeping Canada's sailors in fighting shape

Shelley Lipke
Staff writer

Deep in the after sonar instrument space on board *HMCS Regina*, 26 Sea Trainers are hard at work planning strategic evolutions to test the crew during directed workups training off San Diego's coast.

CPO2 Dave Morse leaves the meeting, climbs the ladder to 1 Deck, and looks over both shoulders before pulling the pin on a DM211, an anti-frogman device with 2.2 kg of TNT, and then tosses it into the sea.

It sinks six metres before exploding. Controlled chaos among the crew is quick to follow.

Bong bongs ring, pipes blare, and the entire ship's company scurries to their emergency stations. Within minutes, the ship's atmosphere is transformed from relaxed to high readiness.

Dressed in anti-flash gear and Chemox firefighting equipment, crew members are ready to fight fires and floods, save casualties, rescue overboard sailors and deal with anything Sea Trainers may throw into the mix.

"My job is to make sure they are trained to their standards and that they are ready to conduct operations worldwide," said CPO2 Morse, who critiques the buffers.

The trainers on board are from Sea Training Pacific. They have one goal: to help the crew achieve and

maintain the standards of operational readiness, safety and procedures set by the navy.

Like most Sea Trainers, CPO2 Morse was chosen for this position because of his expertise, in his case deck and seamanship. "It's a great job; I like the fact that you get to train the fleet and see the results of your efforts."

Today's training focuses on the deck, logistics, combat, air, marine systems engineering and combat systems engineering departments. Surprise drills keep the crew ready to function at any time of day and in any circumstance, all in preparation for a future deployment.

While on board, Sea Trainers plan the battle problems behind closed doors. Some battles scenarios have five or more elements, compelling the whole ship to work together in action stations or emergency situations to protect and defend the ship, such as the heightened state of readiness exercise. It places the entire ship in a state of protection to prepare the crew for the eventuality of entering or exiting a harbour, one most dangerous place for attacks by terrorists.

During this deployment, *Regina's* crew will practice, many times, weapons drills, replenishments at sea, jack stay transfers (transferring a person from ship to ship using a rope harness), towing other ships, and securing for sea checks and habitability of the ship. The crew is



Shelley Lipke, Lookout

Sea Trainers gather on the deck of HMCS Regina, up to no good and ready for action.

assessed at each leg.

"I like the replenishments at sea because it's a great opportunity for the whole ship to exercise their seamanship skills," said CPO2 Morse.

Then there are the surprises. The simulated emergencies heard throughout the ship from the Damage Control Systems (DCS) alarm.

Careful not to be seen by anyone, Sea Trainers stealthily light "smoke shows" that resemble fires, or lie blue towels down to simulate floods,

or toss Marvin the dummy into the sea for a man overboard exercise.

The problems can escalate. While the ship is in the midst of dealing with one emergency, more problems may pipe through the intercom system further challenging the crew.

After each evolution, the Sea Trainers brief the crew on their performance, and discuss areas that need improvement, and prescribe a plan to get them to the next level.

Training is hard, and it can take a

toll on the crew, including the Sea Trainers.

"It's not all fun and games. The crew is tired, but we're tired too, and we stay up after the evolutions critiquing them and giving briefs," said CPO2 Morse.

The workups for the crew ended upon arrival in San Diego on Nov 6. *Regina*, along with *HMC Ships Winnipeg*, *Whitehorse* and *Yellowknife* continued with the Task Group Exercise after a three-day port visit.

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The many hats of stewards

Shelley Lipke
Staff writer

Ask any crew member on board *HMCS Regina* how many hats they wear apart from their primary duty, and the answer is usually many.

This is true of the steward.

The army and air force did away with stewards years ago, but the navy opted to keep them.

AB Mike Beauchamp explains that stewards are more than napkin technicians and pillow fluffers.

Above all, he takes care of the officers on board ship by preparing their meals and managing their accommodations.

"As stewards, we set up cocktail parties, iron the table cloths, get out the red wine and serve the meals."

But stewards also oversee the canteen and store, collect mess dues, and control inventory and stock.

"We are bartenders and bookkeepers in a nutshell," said AB Beauchamp.

In emergencies they are required to jump into action.

"As a member of the hazardous materials team, I deal with materials like biological, [cleaning after a casualty] and certain dangerous chemicals, which I clean up

safely and quickly," says OS William Stoffer.

When the dreaded damage control systems alarm sounds the whole ship transforms.

"We are like a floating beehive. If someone tries to attack the queen bee, everyone reacts," said AB Beauchamp, who jumps into action with his first aid training, and acts as part of the casualty clearing team.

"If there is a fire on board and a person gets smoke inhalation, I am a member of the first response team, and help to clear the person out of the dangerous area and get them to sick bay," says steward OS Nicole Fairfax.

Damage control rounds are a job nearly everyone on ship does by walking around the ship, from the fo'c'sle to the stern, checking for smoke, fire, floods, casualties or gas.

"We do this nightly," said

We are like a floating beehive. If someone tries to attack the queen bee, everyone reacts.

-AB Mike Beauchamp

OS Richard Rowntree.

They also relay captain's orders, such as to the operators of the 50-cal guns. "I like communication on the 50-cal best; it's neat standing behind it when the gun is going off. It's pretty loud and you can feel the power of it," said AB Beauchamp.

If someone falls overboard, a rigid hull inflatable boat (RHIB) is launched, and stewards serve as a linesman to keep the tension on the RHIB as it's lowered into the water.

They also act as: upper deck sentries with C-7 rifles to safeguard the ship and report traffic back to the bridge, or quartermasters announcing a high-ranking visitor is coming aboard, or part of a colour party raising the flag daily at 8 a.m. and lowering it at sunset.

They are lifebuoy sentries who keep watch for anybody in the water, sound man overboard, and throw a kisby ring. Other times they are helmsman, steering the ship on the bridge, or, under the orders of the ships' officers, as throttle man propelling the ship onward.

Whether piping calls through a boatswain's pipe, guarding the ship, or fighting fires, there is much more to being a steward than just serving tea.



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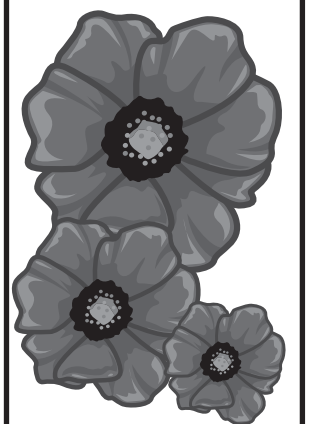


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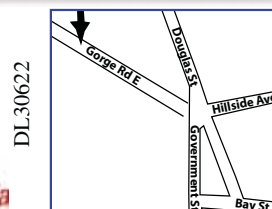
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Television chef dishes it out at sea

2Lt Jill Strelieff
NPAO

Bob Blumer, the host of the Food Network's culinary adventure television show *Glutton for Punishment*, never expected preparing a steak dinner for 240 hungry sailors would go as smoothly as it did.

"At first I thought there was no way I could do it," said Blumer from *HMCS Winnipeg's* galley. "Then at one point I realized the galley crew would never let me fail. That's just not the culture on this ship. After that, it was almost easy."

Glutton for Punishment is a Food Network Canada series that follows Chef Blumer as he takes on an unusual food challenge. For this episode, he put a gourmet twist on a long-standing navy tradition: Steak Thursdays.

Blumer joined *Winnipeg* as it sailed from Esquimalt to San Diego to participate in Task Group Exercise 03-08. For five days while the ship transited to southern California, he learned the ropes of the galley – and the navy – as the ship's crew performed a number of exercises in preparation for a missile exercise later in the trip.

When *Winnipeg* fired its 57-mm gun and keeled hard between port and starboard, Blumer learned to adjust to a moving kitchen. This alone set in motion a new respect for the job navy cooks perform on a daily basis.

"There is more passion in this ship's galley than there is in restaurant kitchens around the world."

Prior to sailing, Blumer expected the biggest challenge to be integrating with the galley's crew, until he got to know each of them.

On "D Day," or dinner day, they supported him in creating a gourmet menu for the evening: grilled rib eye steak or halibut with roasted garlic and herb butter and chimichurri sauce, braised red onion, sautéed mushrooms, creamed spinach and smashed red potatoes.

The meal was a hit with the ship's crew.

"When Bob arrived in the galley, he seemed a little wet behind the ears," said cook PO1 Tim Rogerson. "In the end, we were impressed not only with the meal he prepared, but with how well he fit in with our crew. We're even looking at adopting some of the



2Lt Jill Strelieff, NPAO

Glutton for Punishment host Bob Blumer and CP01 Brian Lake, coxwain of HMCS Winnipeg, discuss the ins and outs of living at sea.

recipes he created."

PO1 Rogerson and Master Corporal Dana Haley were instrumental in guiding – and sometimes pranking – Blumer throughout the week. A conveniently timed "power outage" shut down the galley's lights, air conditioning and kitchen equipment while Blumer was scrambling to put together his steak dinner.

It's only one example of the fun the pair and their galley crew had while hosting Blumer and a five-person production crew from Vancouver-based Paperny Films, the same company responsible for Discovery Channel's *Jetstream* series.

Paperny Films tipped their hats to the ship's crew for being so accommodating throughout filming, and walked away

with new knowledge of the navy.

"What I realized in the end is what a large and complex environment a ship really is, and how good everyone is at their jobs," said director James Dunnison. "There wasn't one hour that went by where I didn't learn something, and I'm walking off this ship with even more respect for our Forces."

The *Glutton for Punishment* episode featuring *Winnipeg* is scheduled to air on the Food Network toward the end of season three in Spring 2009.

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Technology and war, moving the yardstick out of need

LS Alex Greer
Contributor

It has been 90 years since the guns went silent on the 11th hour of the 11th day of the 11th month.

What is well known about the First World War is that it was a significant milestone on the industrial revolution for warfare. The mass-produced advanced weapons went a long way to improve tactical innovation on the battlefield, where Canadians played a major role.

The machine gun and breech-loading artillery established the primacy of defence and made the old-style cavalry charges and infantry hallow squares useless.

On the Western Front the war of manoeuvre was difficult until the advent of the tank.

After the first battles on French and Belgian soil in the late summer and autumn of 1914, the armies on both sides constructed massive trenches and field fortifications, and as the new weapons showed their lethal effect, high casualties became the norm.

Over the four years of war the front line rarely changed, and in effect the First World War was one of attrition.

It was not merely a battle between armies and navies, but it between industrial economies, and citizens of all countries involved. A new phrase was coined at that time: Total War.

Britain, France, Russia, Italy and later the U.S. were allied against that of Germany and Austro-Hungary.

To survive the war of attrition, industries had to meet their country's constant need for replacement, and production of weapons and munitions. This was made possible by technological advances in mass production techniques.

Compared to previous wars, logistics considerations were critical to both strategy and tactics. For example, in the spring of 1915 Marshal Joffre, the French Chief of Staff, delayed his long artillery bombardments because he did not have the required immense stocks of artillery shells.

General Tasker H. Bliss, a leading American military thinker and staff officer at the time the U.S. entered the war, observed later in the 1920s that the war of attrition became "a test of courage and endurance

of the soldier, and of the suffering civil population behind him, rather than that of the strategical skills of the general."

The First World War, he added, marked the "end of the age of the strategist, and confirmation of the arrival, instead, of the age of war as a mere mechanical trial of the ability of rival coalitions to generate armies and materiel."

Victory would come to the side with the industry that could out-produce, and the armies that could out-number the other side.

During the war, governments mobilized their populations and economies into a complete war effort. France, Germany and Russia all had compulsory national military service. For Britain, Canada, and other self-governing dominions,

Victory would come to the side with the industry that could out-produce, and the armies that could out-number the other side.

ions, which had maintained small armies, they were now required to expand into armies of short-term citizen soldiers. By 1917, Britain, the dominions and Canada found it necessary to institute conscription.

The British Expeditionary Force on the Western Front, which the Canadian divisions were a part of, had started out as a four division force in 1914. This grew to 37 divisions in 1918 and contained about two million men.

The issue then became about maintaining and equipping these mass armies with weapons, ammunition, and field gear.

National economies were planned and mobilized in a central command fashion to handle the demands. The British government found that peacetime procurement procedures of the War Office were inadequate for such a mammoth task. A new Ministry of Munitions, headed by David Lloyd-George, was created in 1915 to oversee and co-ordinate the industrial production of war materials.

In the same year Canada also created such a new government agency, the

Imperial Munitions Board (IMB), headed by Wesley Joseph Flavelle.

This agency replaced Sir Sam Hughes' ineffective Shell Committee. The IMB had the authority to sign contracts for war supplies, and build new government factories for defence production, when the private sector could not provide.

By June 1918, \$1.143 billion worth of munitions orders had been placed in Canada. As the United States entered the war in 1917, it too instituted a war mobilization plan under the War Industries Board. As well as industry, agriculture and transportation systems were mobilized to meet the needs. To keep the morale of the civilian population afloat, a propaganda campaign was necessary. Posters, bond drives, parades and media censorship became common place in large cities and small towns.

As the national war machines went into high gear, the belligerents on both sides of the war adopted forms of economic warfare. In other words there were periodic attempts to indirectly break the trench war deadlock by wearing down the manpower and/or the material resources of the enemy and/or by destroying that enemy's industrial means of waging war. At the start of hostilities, the Royal Navy commenced a blockade of Germany's seaborne trade to hinder that country's industrial capacity. This put a strain on the Royal Navy since their grand fleet was largely made up of battleships and cruisers ready for a Trafalgar-style battle with the German High Seas Fleet in the North Sea.

Then, the Germans turned to attacking Britain's vulnerability for imported food stuffs and war materials by way of its unrestricted submarine campaign, the U-Boat war. If successful an enemy would surrender from a lack of beans and/or bullets.

The demands of the front, and of the economic offensives, placed considerable strains on both the Allies and the Central Powers. Certainly the entry of the United States into the war in the crucial year of 1917 helped to tip the industrial balance to the Allies.

As the First World War raged, and as the armies and navies needed their 'beans and bullets', they also needed complex organizations behind them.

At sea monotony turned to money for charity

Navy Public Affairs

The crew of *HMCS Winnipeg* is turning monotony into money as the ship makes the transit to Southern California.

Winnipeg, along with *HMCS Regina*, *Yellowknife* and *Whitehorse*, has transited to Southern California to join the USS John C. Stennis Carrier Strike in a task group exercise.

The daily routine can sometimes get tedious at sea, so to break the monotony the ship ran a number of fundraising activities in support of the Defence Team's Workplace Charitable Campaign, and at the same time bring a little excitement to the trip south.

"Because of *Winnipeg's* heavy sailing schedule, we tried to come up with something fun to keep it interesting," said Warrant Officer Gordon Mclean, senior metrological technician and charity representative. "Anything to break up the sailing is well received by the crew."

Morning Music Wars has a big hit. The sailors bid to have a song played, or stopped, as the ship's 7 a.m. wakey wakey call. Galley staff put down over \$200 to antagonize the crew with William Hung, the American Idol contestant made famous for his awful rendition of Ricky Martin's "She Bangs."

Over \$800 was collected by raffling off a dinner for four prepared by celebrity chef Bob Blumer, who was aboard filming an episode of his show *Glutton for Punishment*. Another \$175 was raised in a ship-wide bingo game.

LS Scott Darbison, a boatswain, gave more than just money to the campaign. He gave up the beard he has worn for six years. While he was prepared to let it go for \$400, his shipmates donated over \$900.

"I guess people put money where their mouth is, so I'm happy to do my part in raising money for a good cause," said LS Darbison.



Sgt Ed Dixon, Base Imaging Esquimalt

Boatswain LS Scott Darbison grooms the beard he offered to shave in support of *HMCS Winnipeg's* fund-raising efforts. The crew ponied up \$900 to see their fellow sailor with a clean face.

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LEGACY OF WAR: WHY WE HAVE WHAT WE HAVE TODAY

Science and technology thrust forward in Second World War

Veterans Affairs Canada

The Second World War was a conflict that saw a great deal of scientific and technical innovation. The war was a battle of scientific minds, as well as of bullets and bombs, and the wartime research programs came up with many developments to give the Allies an advantage in the struggle. As with many other aspects of the Allied war effort, Canada played a role.

Much of the research found civilian uses after the war and has helped shape today's modern world. Whenever you heat food in a microwave oven or use washer fluid to clear off a car windshield, you can credit the groundbreaking work done by Canadian scientists during the Second World War.

Research and Development

Canada was a centre of wartime research. The National Research Council, the Armed Forces, and various Crown

corporations undertook research in weapons, atomic energy, radar, nutrition, medicine, and other areas that helped win the battle and improved the life and well-being of people in the years that followed.

- Extensive research on magnetism was conducted to learn how to degauss (or demagnetize) the hulls of ships to protect them from some types of mines and to detect submerged submarines. This research would pay dividends after the war as a means to detect bodies of ore from the air for mining purposes.

- The Canadian Anti-Acoustic Torpedo (CAT) gear was developed as a counter-measure to enemy acoustic torpedoes. This invention is credited with saving many ships from torpedo attacks.

- The technique of cathodic protection of ships' hulls against salt water corrosion (a technology that is still in use today and has saved millions of dollars in ship

damage) developed from work done in Canada during the war.

- Anti-fog windshield fluids, developed for service vehicles, were a Canadian invention.

- The first patent for artificial fur arose out of Canadian work in developing improved Arctic clothing for the military.

- Canadian companies and scientists played a leading role in the development of synthetic rubber. Although a completely synthetic rubber was still not developed by war's end, a fully satisfactory product was in production that was 90 per cent made from wheat derivatives.

- A technique developed by prolific Canadian scientist and inventor George Klein provided a means of testing and quantifying snow conditions. He also developed aiming systems for artillery and anti-submarine mortars and carried out research on high velocity projectiles and their fuses.

As well, he developed an anti-roll stabilizer for an anti-submarine weapon.

- Nuclear energy research initiated in Montreal led to the development of the Chalk River atomic energy facilities and the eventual development of the CANDU nuclear power generator by the Atomic Energy Commission.

- Ionospheric sounding stations, installed during the war to help predict optimum frequencies for long distance communications and for direction-finding against enemy submarines, led directly to the development after the war of the Alouette satellite, Canada's entry into satellite technology.

- The National Research Council pioneered the use of nylon for parachutes.

- Electro-thermal devices for aircraft propellers were developed by Canadian scientists, an invention to improve the safety of air travel that is still in use today.

- In response to food shortages in Britain, the National Research Council developed successful processes to manufacture better powdered eggs, powdered milk and preserved bacon. These helped solve some of the problems of food transportation and led to the development of some of the powdered and condensed foods still in use today.

Radar

During the war's early years, Britain essentially passed all microwave radar development over

to Canada. Canadian scientists developed the Plan Position Indicator, still in use today. Canada provided some 9,000 radar sets (worth hundreds of millions of dollars) to the Allies. At one stage of the war, the National Research Council built and installed submarine detection radar in the St. Lawrence River in just seven days.

Early on, Canada had established specialized electronics training initiatives to meet the need for skilled scientists and technicians that forward-thinking leaders realized the new technological-oriented war would demand. As a result, our country produced a large number of people skilled in electronics during the war, people who helped meet the great need in Britain for electronics technicians. Indeed, many of the radar personnel who worked on large British warships were Canadian.

Medical Developments 1939-1945

Canadian researchers carried out studies on seasickness and motion sickness. This research led to the development of drugs to help cope with these ailments.

Contributions were made to the development and improvements in production of penicillin. Canadian scientists overcame the problems which had stood in the way of mass production of the life-saving drug.

Blood serum, in great demand to help the large number of people injured

in the war, was made available as a result of work done by Dr. C.H. Best of the University of Toronto.

The Banting Institute also built the first decompression chamber in North America, built a human centrifuge, invented the "Anti-G-suit" which is still used by pilots of high performance aircraft, made improvements to aircrew equipment such as oxygen masks, and conducted research into the effects of fatigue and cold.

Research on night vision led to red lighting being adopted by the Royal Canadian Navy, the Royal Navy, and for some aircraft with the United States Navy.

It is interesting to note that many of the Canadians who made such contributions to the scientific war effort were generally quite young. In 1944 and 1945, the 300 National Research Council staff who were working on radar research had an average age of about 26. It is evident that Canadian youth, when they put their mind to it, can work wonders.

The Legacy

Remembering and reflecting on the significance of the many contributions Canadians made, including those who participated in wartime scientific research during the Second World War, is important. The research and discoveries made during this pivotal time in history still live on in much of the technology we use daily.

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Rear-Admiral Bill Hughes, a salty sailor through and through

Mary Ellen Green
Staff writer

The Bay of Biscay is known to German sailors as the "Valley of Death" because the frigid waters off the coast of Europe are the final resting place of more than 70 U-boats.

It is this place that Rear-Admiral (retired) Bill Hughes was conceived, or so his mother told him.

"I was born to be a sailor," he says.

With a strong pull for the sea in his veins, he chose naval life, and spent 38 years in service to his country, rising to the rank of Rear-Admiral, Commander Maritime Forces Pacific.

He was destined to a member of the Canadian Forces, as many relatives shared the same dedication to serve. His grandfather, Brigadier General William St. Pierre Hughes fought in the Riel Rebellion and the First World War with the Princess of Wales' Own Regiment. His father, Lieutenant Colonel Laughlin MacLeod Hughes was on the Army Staff College course in India when Bill was born. Two of his uncles, his brother and his son all followed suit.

Throughout his home in Victoria is evidence of almost four decades of naval life: framed photos, medals in shadow boxes, old uniforms,

Panama Canal where we joined HMS Jamaica. What the British Navy was doing in those days was showing the flag. We would go to all the British owned places and be available to support civilian authority in the case of riots or earthquakes," he said.

He still has his midshipman's journal, which documents his travels to Trincomalee harbour, Ceylon (now Sri Lanka), Burma (now Myanmar) and Cochin, India.

It chronicles how he put down a mutiny on an Indian ship, although quite by accident.

Fifty crewmembers had locked themselves in the mess deck of an Indian frigate. HMS Jamaica was asked to lend a hand. Hughes was in charge of the motor boat filled with 50 heavily armed Royal Marines.

"We did our usual dashing alongside, forgetting that we had a really heavily weighted boat. We smashed their gangplank into little bits and hit the side of the ship with a shudder. The mutineers surrendered, so I figured fantastic, give me a medal."

No go on the medal. His commander snatched away his leave, and ordered him to repair the accommodation ladder.

Eventually, the young midshipman was sent back

A young officer said 'If I'm going to go to war, I want to go in a ship commanded by Admiral Hughes,' and that means a lot.

-RAdm (ret'd) Hughes

and three large scrapbooks, a paper record of his colourful history.

At 12 years old he joined the sea cadets, then five years later, in 1944, he attended HMCS Royal Roads as an officer cadet.

"There were over 500 that applied that year and they accepted 62. I had to pass a medical, do written examinations and appear before an interview board before I was accepted," says the 82-year-old.

A year after the end of the Second World War, he was shipped to England to train at Bedwell Harbour, living aboard accommodation ship HMS Renown anchored in Plymouth harbour.

"From there, myself and three other Canadians boarded the SS Orontes, a troop ship. We sailed down to South Africa through the

to Canada to serve time in HMC Ships Haida, Ontario and Antigonish.

Misfortune continued to follow on his heels.

On a quiet afternoon while serving in Antigonish, Hughes took a landing party of cadets ashore to train. Following a volley of blank firings during a mock attack, Hughes fired his last thunder flash in the air, but the burning bits fell on the grassy slope and started a forest fire.

"The fire wardens with their telescopes spotted a plume of smoke coming up from the hill and the ship's company went to action stations, and I got logged for starting the forest fire."

Despite a few colourful incidents, Hughes managed to climb the naval ladder, eventually commanding "Victoria's Ship," HMCS Beacon Hill and HMCS Gatineau.



RAdm Bill Hughes stands by the mementos lining the walls of his study. They detail his family's military history.

Mary Ellen Green, Lookout

Other postings included Commander of the First Canadian Destroyer Squadron and Chief of Staff (Sea) at Maritime Command Headquarters.

Two years before he retired, he took his final posting – command of Maritime Forces Pacific from Rear Admiral Michael Martin on Aug. 21, 1980. He lived as most Admirals do, in Admiral House with his wife and children, and followed the lead of his predecessors by working to improve the life of sailors.

He was known for being outspoken, unafraid and fearless when it came to the issues facing the navy, tackling sea pay, uniforms and accommodations problems. His legacy on this coast is made up of programs he brought to fruition to the betterment of the naval community.

"When I came out here the vacancy rate was 0.05 per cent. Men were being posted out here and they couldn't bring their families, and you can imagine how unhappy that would make them. So I arranged for 50 more married quarters to be installed in Work Point barracks," he says, pointing to a photo of him handing the keys to a young Corporal and his wife.

"She was so happy she had tears in her eyes. I think I did too," he recalls.

He also introduced the Under 21 Sports Program to encourage participation in

team sports and fitness, the Command Concert held at the Royal Theatre to boost morale during the busy Christmas season, and the first-ever East versus West Naval Competition in 1981, known as the Gun Run.

Hughes made such an impact on this coast that when his resignation letter appeared in the *Lookout* in March 1982, there was an outpouring of respect and admiration from the sailors on base.

"There were some comments I really liked," Hughes said. "There was one from a

young officer that said 'If I'm going to go to war, I want to go in a ship commanded by Admiral Hughes,' and that

means a lot," he said with a smile. "That was my main purpose – looking after my people."

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Above Left: General Walt Natynczyk, Chief of Defence Staff, speaks with ceremonial quarter guard member Private (Trained) Megan Carey at Victoria International Airport. Gen Natynczyk was in town Oct. 24 to welcome home HMCS Calgary and HMCS Protecteur who returned home after six months at sea on Operation Altair in the Middle East. **Above Right:** The CDS receives an Orca "driving lesson" from MS Don Dagenais.



Salmon Kings CF Appreciation Night

Left: Afghanistan veteran PO1 Dean Easton and World War Two veterans Barbara Fosdick and Frank Pearson join Rear Admiral Tyrone Pile in the ceremonial puck drop at Save-On-Foods Memorial Centre.

Right: AB Natasha MacKinnon greets a young fan during the CF Appreciation Night.

PO1 Randy Young, CFRC Victoria



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Wellsford "Buster" Gordon Yetman and Cdr Quinn toss a wreath over the stern of HMCS Calgary at the completion of a memorial service on the ship in the Sea of Japan. The service commemorated members of the Canadian Forces who lost their lives in the Pacific during the Second World War and the Korean War.

Wartime medic created BC Ambulance Service

Mary Ellen Green
Staff writer

A British Columbia man credited with the creation of the BC Ambulance Service tributes his success in emergency care to his time as a medical officer in the Second World War.

Ninety-year-old Dr. Peter Ransford was a medical officer with 48 Squadron of the Royal Air Force Bomber Command at an air base in Southern England for three years during the brutal war.

He was the youngest of three medics on base who dealt with up to 520 casualties each day, many of whom were injured allies, and some who were German.

"The flights would go out in the morning with everything from guns to newspapers going over into Europe and then when they came back, they came back in the mid-afternoon full of casualties. Our job would depend on what was wrong with them and what nationality there were," Dr. Ransford recalls.

After the casualties were treated, they would be transferred by train to a local hospital. There were two Canadian and two American hospitals in the vicinity. German prisoners of war would be treated at an RAF hospital.

"Once they left us we never saw them again, we never saw any of our casualties again," he says.

A Canadian air squadron also worked from that base, and Dr. Ransford made lifelong connections with some of the Canadian medics. He was released from the RAF as a Flight-Lieutenant in January 1947 and returned to the Greater Ormond Street Children's Hospital in London, where he previously trained to be a paediatrician.

But it wasn't long before he decided to make the journey to Canada after his Canadian friends wrote him telling of the great opportunity to be had in Canada.

"I enjoyed my time with them, they were good company and obviously that's what led to me coming here to Canada," he said.

After landing in Toronto on Dec. 31, 1948, he quickly hopped a flight to Winnipeg, where he stayed for a few weeks with a friend.

Stops were then made in Edmonton and finally Vancouver, where he was offered a position as a paediatrician at the Vancouver General Hospital.

"My former boss, from the London hospital was a Canadian, and I followed him to Vancouver. I didn't know what to expect, but

he offered me a job and it was great because I didn't have any money."

He eventually left Vancouver for Victoria, where he settled down, got married and opened a private practise.

"I came to Victoria because Vancouver was busy. There were already a lot of paediatricians in Vancouver where as there was only one man here in Victoria and he needed help so I got a job with him," Dr. Ransford said.

But he only stayed in that clinic for three months before going out on his own.

"My interests were still in emergency care because of my experience during the war, so I became the chairman of a committee on emergency care, and I stayed there for 10 years."

When the provincial government came looking for an expert in the field, they turned to Dr. Ransford.

"I was asked by the government to write a report and recommendations on the state of emergency care in the province. It took me three months to tour around the province to see what was going on. I made my recommendations and they were very well received by the doctors in the communities I visited because they were all having trouble getting

emergency care when it was needed."


Only Vancouver and Victoria had recognized emergency care provided by private companies, the rest of the province was dealing with no organization and funding issues.

Dr Ransford's report recommended sweeping reform to the state of ambulance and emergency care, and the government hired him to implement the service improvements. He would stay on as the Executive Director of the Emergency Health Services Commission and Senior Medical Advisor for the Ministry of Health until his retirement in 1983.

"It was 10 years of great work, and I was well supported by the more than 3,500 employees of the BC Ambulance Service, which is now one of the busiest ambulance services in North America. They received more than 500,000 ambulance and 8,000 air ambulance calls last year alone," says Dr. Ransford.

He was awarded the British Columbia Medical Association's Silver Medal of service in 1999 and the Order of British Columbia in May 2008.

Dr. Ransford is retired and lives with his wife of 57 years, Georgina, at their residence in Victoria.



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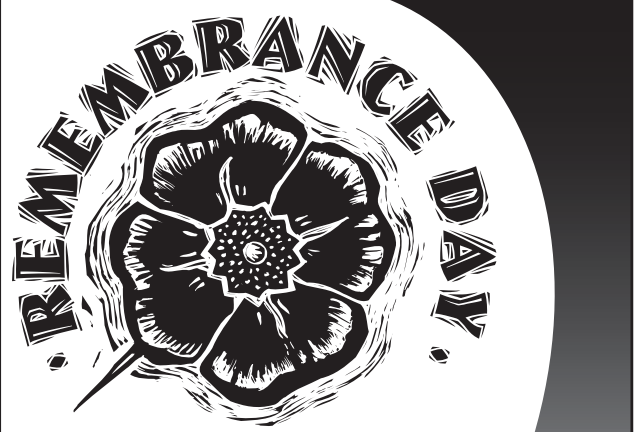


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Canada at war: participation and casualty stats

Veterans Affairs Canada

South Africa War (1899-1902)

Approximately 7,000 Canadians served; 267 of them gave their lives. They are commemorated in the South African War / Nile Expedition Book of Remembrance.

First World War (1914-1918)

Approximately 650,000 Canadians served, including members of the Canadian Expeditionary Force, Canadians and Newfoundlanders who served with British forces (Newfoundland was a colony of Great Britain until 1949) and merchant mariners. Of this number, more than 68,000 gave their lives. They are commemorated in the First World War Book of Remembrance.

Second World War (1939-1945)

More than one million Canadians and Newfoundlanders served in Canada's Armed Forces, in Allied forces or in the merchant navy; over 47,000 of them gave their lives. They are commemorated in the Second World War Book of Remembrance.

Note: The Newfoundland Book of Remembrance commemorates the men and women of Newfoundland who gave their lives in defence of freedom during both the First and Second World Wars - before Newfoundland became a province of Canada on April 1, 1949. And the Merchant Navy Book of Remembrance commemorates the men and women of the Merchant Marine who gave their lives while serving Canada at sea during both the First World War and the Second World War.

Korean War (1950-1953)

26,791 Canadians served in the Canadian Army Special Force; 516 of them gave their lives. They are commemorated in the Korean War Book of Remembrance.

Peacekeeping/Foreign Military

Operations (as of March 2006)
Approximately 150,000 Canadians have served in peacekeeping missions/foreign military operations since 1947; more than 160 Canadians have given their lives in this service. They are commemorated in the Seventh Book of Remembrance, In Service to Canada.

In-Canada Operations (since October 1947, with the exception of the Korean War)
More than a million Canadians have served during the post-war years and of those, more than 1,400 have given their lives in the service of Canada during domestic operations. They are commemorated in the Seventh Book of Remembrance, In Service to Canada.

*Source: Books of Remembrance



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A poet goes to war for the love of prose

Suzanne Steele
Contributor

In February 2008, I was one of five artists chosen nationwide to participate in the 2008-2009 Canadian Forces Artist Program (CFAP).

I am deeply honoured and surprised to be the first poet chosen in the program's 90-year history. Honoured because it is my way of serving Canada, and surprised because, while I have been published widely and won a few awards, I am nobody in Canadian Literature.

My project, which can be viewed online in its beta form at www.warpoet.ca, is the direct result of one question: What is the colour of the dust in Afghanistan?

In 2006, after returning from living overseas, I read about the death of a reservist, Cpl Anthony Boneca, in Panjawai district of Afghanistan. My immediate response, as a poet and human being, was to write an Elegy for an Infantryman. My first lines: "In fields of grape vines and hot white dust - Afghanistan" set the tone for the piece. I am a landscape-based poet and I wanted to get the details correct and knew the dust wasn't white and couldn't tell from photos or videos on YouTube. Long story short, I received permission from DND to interview a young vet, Cpl. D as I call him, and then was told by Ottawa that I might want to apply for the CFAP program. Amazingly, I was chosen.

In the past year, I met the Commanding Officer of 1 Princess Patricia Canadian Light Infantry (1PPCLI) in Edmonton. I told him that I wanted to go to Afghanistan and he said, "Come with us."

He also invited me to spend as much time as possible with 1PPCLI as they prepare to deploy I will be going sometime in mid-2009.

Why the infantry? I walked 850 kilometres across Northern Spain last year. While walking, I started thinking about what it means to be an infantryman, what it means to slog with 45 kilos of gear in 45 Celsius heat.

Over the course of a year, I have visited the garrison in Edmonton, several bases, and armouries, and spent hundreds of hours with soldiers, their spouses, parents, and friends. Last summer I had the sad experience of attending a soldier's funeral. In the past two weeks, I have been at Shilo with 1PPCLI and then at Wainwright with the Royal 22^e Régiment. I know what it means to wear a "frag" vest, a helmet, sit in the belly of a LAV for hours and hours, sleep out in the open, run for safety, eat hard rations, rise at 4:45 p.m. with the cooks and hang with them in a flying kitchen, listen to Karl Gustav all day and feel his back draft through my body (exhausting, fearsome)... and all of this is just the beginning. The preparation for the day the Hurricane zigzags into Kandahar Air Field, and the real job begins.

August Widow

from across the road, with church and soldiers in their scope,
story is veins and arteries, soft tissue to these black coats

this murder of shiny microphones, video cams they beak, they claw, they pick at mourner carrion;

gray day, gray day, a brother buried half a world away
from bullet and pomegranate, on this his prairie

where wild flax blues and blooms,
and yellow canola swathed,

where love uncorked longing, the plate of grapes, the bottle of wine,
where love listened all night to thunder calling,

where love knows more than ever—as brothers right left right
down his country lane, hearse wheels on wet road, the march

to foot him to his grave, just one week out from Panjawai—
that grasshoppers will hiss at skins of summer

that a kiss will last forever, that she leans into him
her hair falls fragrant fills him one last time while cameras' shutters the shudder of his world

click open, close, the rain breaking August's umbrella

and the bugler nails notes to grimaced stone
and the brothers shoulder, kneel to lay him gentle home.

Website hosts public remembrance visit

From sunset to sunrise, from Nov. 4 until Nov. 11, Vigile 1914-1918 Vigil will project the names of the 68,000 Canadian soldiers who died in the First World War onto the National War Memorial in Ottawa, as well as feature the broadcast live online.

"This is the 90th anniversary of the end of the First World War," explains Martin Conboy, co-producer for the Vigils. "We thought it important to pay special tribute to the Canadian soldiers who died in that awful time. But the technical and logistic challenges of this project were daunting. It would not have happened but for the enthusiasm and hard work of hundreds of people."

Veterans Affairs Canada contributed \$340,000 for the production of the Vigil on the National War Memorial in Ottawa, the simultaneous webcast of the event, and support for the coordination of other Vigil sites in Fredericton, Halifax, Toronto, Regina, Edmonton and in Trafalgar Square, London, England.

"Canada House's participation in facilitating a Vigil

presentation in Trafalgar Square in London reinforces the historic link between the Canadian Expeditionary Forces and the British Forces that was so much of Canada's identity in the Great War," explained R.H. Thomson. "Families were forbidden from repatriating the bodies of their war dead however much they wanted to. It will be an important moment for the names of the 68,000 to first appear in Trafalgar Square and then travel home across the time zones. In essence, they travel back to Canada and across our country."

Canadians can go to www.1914-1918.ca to look up the names of loved ones and confirm the night and the minute when the name appeared in this tribute to remember the individual men and women who were lost during the First World War.

The website enables Canadians to leave comments and personal reflections about their Vigil experience, or post pictures from other Vigil sites across the country to share with the rest of Canada.



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In Flanders Fields the poppies blow
Between the crosses, row on row,
That mark our place; and in the sky
The larks, still bravely singing, fly
Scarce heard amid the guns below.

We are the Dead. Short days ago
We lived, felt dawn, saw sunset glow,
Loved, and were loved, and now we lie
In Flanders fields.

Take up our quarrel with the foe:
To you from failing hands we throw
The torch, be yours to hold it high.
If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders fields

— Lieutenant Colonel John McCrae

