

Class of 65 Newsletter

Bulletin d'Information—Classe de 65

Issue/Numéro 105



October/octobre 2017

Disclaimer: This Newsletter is produced for members of the RMC Class of 1965 and is based primarily on inputs from members of the Class of 65. It is not an official publication of the Royal Military College nor does it purport to represent the views or opinions of all members of the Class. Unfortunately, the Editorial staff lacks the linguistic skills to produce a bilingual version. Items are published in the official language in which they are received.

Editor's Corner/Coin du rédacteur

It's Teaching Excellence Award time again and this issue contains a brief overview of the upcoming event. As noted in Issue 104, the second of two entries by Gord Forbes (Navy) are included herein. Gerry Mueller's account of his Antarctic adventure is also concluded.



With thanks to e-Veritas a couple of articles pertaining to awards for and by Class of 65 members are submitted in somewhat abridged forms.

But first, it is our sad duty to pass along the news of the deaths of the spouses of two of our classmates. **Rudy Roelofsen** has reported the passing of his wife, Helen on 15 September. Our deepest sympathies are passed along to Rudy and his family.

Helen Roelofsen.

Jack Flannagan has also reported the passing of his beloved wife Rebecca (Becky) on Saturday, 9 September, just a week before their 52nd anniversary. Again, our condolences are passed to Jack and to his family.



Issue/Numéro 105

October/octobre 2017

Page 2

2017 Class of 65 Teaching Excellence Award

This year's award has been won by Dr Jennifer Scott of the Department of Chemistry and Chemical Engineering. She will be make her presentation in Curry Hall at 1900 on Monday 30 October. The title of her presentation shown in the accompanying poster is Periodic Law & Order: Chemical Intent.

At time of writing, sixteen members of the Class of 1965 have signed up to attend the presentation—a good turn out in support, not only for this year's winner, but also for the award itself. It is also a strong signal of the continuing lead role that the Class of 65 plays in the ongoing support of the College.

ROYAL MILITARY COLLEGE OF CANADA

**PERIODIC LAW & ORDER:
CHEMICAL INTENT**
**LA LOI ET L'ORDRE PÉRIODIQUE :
INTENTIONS CHIMIQUES**

 **Dr. Jennifer Scott**
Department of Chemistry and Chemical Engineering
Département de chimie et de génie chimique

**Conférence publique du prix d'excellence
en enseignement de la Promotion de 1965**
**Class of 1965 Teaching Excellence Award
Public Lecture**

lundi 30 octobre 2017 / Monday, 30 October 2017
19 h 00 / 1900 hrs
Salle Currie / Currie Hall

Personne-ressource / Contact:
Dr. P. Bates
613-541-6000 x 2571
bates-p@rmc.ca

 

SPONSORED BY THE ROYAL MILITARY COLLEGE FOUNDATION OF CANADA
CŌNVALESCÉ PAR LA FONDATION DU COLLEGE MILITAIRE ROYAL DU CANADA

COLLEGE MILITAIRE ROYAL DU CANADA



Issue/Numéro 105

October/octobre 2017

Page 3

Carruthers Award

Congratulations to **H6604 Dr. James Carruthers, Class of 1965**, on receiving the RMC Club President's Award for 2017, presented to Jim on parade during the Reunion Weekend by **6440 Tony Goode**, Immediate Past President, RMC Club of Canada.

The citation reads: "For outstanding efforts on behalf of the RMC Club of Canada and the RMC Foundation, and in recognition of his personal generosity, over many decades, towards Royal Roads Military College and the Royal Military College of Canada".

At the Annual General Meeting, **Jim Carruthers** was also made an Honorary Life Member of the RMC Club by unanimous vote.

Félicitations à H6604 Dr James Carruthers, classe de 1965, le prix du Président du Club des CMR pour 2017, a été présenté à Jim durant le défilé de la fin de semaine des retrouvailles par 6440 Tony Goode, président sortant, du Club des CMR du Canada.

La citation se lit comme suit : « pour les efforts remarquables concernant le Club des CMR du Canada et de la Fondation des CMR et en reconnaissance de sa générosité, au cours de plusieurs décennies, envers le Royal Roads Military College et le Collège militaire Royal du Canada »

Durant l'Assemblée générale annuelle, par vote unanime, Jim Carruthers est devenu également membre honoraire à vie du Club des CMR.

With thanks to e-Veritas #38

Jim is shown below receiving the President's Award from Tony Goode.



Well deserved awards. BRAVO ZULU Jim!



Issue/Numéro 105

October/octobre 2017

Page 4

2017 John Bart Awards

Seventeen years ago, the late **6513 John Bart, Class of 1965** created an endowment with two awards: the 6513 Captain John Bart Leadership Award, and the 6513 Captain John Bart Teamwork Award. The annual dinner to celebrate these awards was held recently at the College with the centre piece for the evening being the presentations by John's widow, Mary.

The 6513 John Bart Teamwork Award is presented to the winning flight of the obstacle course and includes a private dinner with Mrs. Mary Bart, the Commandant and other senior staff members, as well as a personal memento to each Cadet recognizing their accomplishment. A donation is presented to the Commandant on behalf of the winning team for his use in Leadership development activities for the Cadet Wing.

The John Bart Leadership Award is presented to a first-year cadet in each flight, other than the winning flight, who demonstrates the highest level of leadership during the College's Obstacle Course Competition. A cash prize of \$2500 is provided to the recipients. Mary Bart is shown here presenting the award to one of the winning flight members.



Photo courtesy of e-Veritas #38



Issue/Numéro 105

October/octobre 2017

Page 5

Only Critters by 6533 Gord Forbes

Those that know me know that I am a dog lover. More specifically, I love Standard Poodles like the one shown in this story. She is our current dog, and what you are going to see is pretty common during the summer. Hope you like this bit of light diversion.

There is a rumor that a rabbit has the habit of visiting our backyard. This rumor does not sit well with one member of the household.



"Time for my afternoon nap. A dog's life is so hard; I can't believe I have time for anything else in my life."

"Critters?! There are critters in my backyard?" "I better check this out. A little surveillance is in order."





Issue/Numéro 105

October/octobre 2017

Page 6

Only Critters (Continued)

"Of course you can't do any serious surveillance without a bit of nourishment."



"Now, about this supposed critter. Where do you suppose it could be? Do you think it would be foolish enough to actually come into MY backyard? Maybe I'll get a better view out here. It's also a bit better location for pouncing on the thing."





Issue/Numéro 105

October/octobre 2017

Page 7

Only Critters (Concluded)

“Oops! There’s something in there. I know I saw something. Hey! There is something in here. Where did it go! Where did it GO? Time to really get in here and chase the critter out. How far in can I go?”



“Rats! Got away again. But it sure does tire a puppy out . . . again.”



For those who don’t know, Only is the name of our dog. Her registered name is Only the Lonely, the only dog I know of who has her own theme song.

After a serious and prolonged illness, Only was put to sleep on July 31, 2017.



Issue/Numéro 105

October/octobre 2017

Page 8

Christmas & New Years 2016 in South America and Antarctica Part 2— by 6559 Gerry Mueller (Continued)

Editor's Note: In the last edition, I inadvertently dropped a map right at the end of the article. It is reproduced here to assist in following the text descriptions.





Issue/Numéro 105

October/octobre 2017

Page 9

Christmas & New Years 2016 in South America and Antarctica Part 2— by 6559 Gerry Mueller (Continued)

Our ever cheerful Captain Pieter Jan van Maurik alerted the entire ship with “Everybody, there is scenery outside!” And indeed there was. At left is one of our first, smallish, icebergs. Even the first few hours made it clear that there was going to be very many photographs to sort after this trip. Obviously I cannot show too many, even as thumbnails, in this article, (but see the end notes, which will provide a link to an online folder with a larger selection at full size).



One of the first issues with photography in the Antarctic is that there is very seldom a reference for scale. Thus it is not obvious just how large an iceberg or how high a mountain is, as there are no trees, no humans, rarely human habitations, or even animals to give a sense of scale. The Expedition Team on the bridge would occasionally announce the height of a mountain peak, but even then it was difficult to translate that to other sizes. Once in a while an iceberg might have a small number of penguins, or a seal or two on it, and having some idea of the size of those, one would suddenly realize that a modest block of ice was the size of a small apartment building, above the water. (For the photographically-minded, most of my photographs in the Antarctic were taken with one of two lenses, a 28 – 280 mm (35 mm equivalent), or a 200 – 800 mm lens, mostly the latter, as by regulation ships stay at least 400 m from icebergs (and glaciers) for safety reasons; they do come closer to shore when water depth is known, as it is in most of the areas open to them.)



Still on November 30, the ship continued south-westward to the Neumayer Channel, between Anvers and Wiencke Islands. This is a narrow, but mostly quite deep (200+ m), 26 km long passage, which means ships can cruise safely as long as the wind is, and is expected to stay, low. We were fortunate, and had a very leisurely cruise for the remainder of the afternoon (which at this latitude stays light well into evening) through what is colloquially known as “Kodak Alley”, for its photo opportunities.





Issue/Numéro 105

October/octobre 2017

Page 10

Christmas & New Years 2016 in South America and Antarctica Part 2- (Continued)

Next morning, December 31 (New Year's Eve) the ship was off Palmer Station, a US research station near the south-western most point of Anvers Island, one of the larger stations in the Antarctic Peninsula area. The highlight of the morning was a visit to the ship of 20 scientists from the station to talk about their work in two public lectures. They arrived in two Zodiacs, with the ship standing quite a way off shore, near some small islands, and amidst icebergs. That made for a quandary; the scenery was spectacular on deck, the lectures were in the theatre. We did what a number of couples compromised on; June went to the lectures then reported back, I stayed on deck taking photos, she looked at them later. The lectures were interesting, as much of the work at this station, and many of the others, deals with climate science (also zoology, and botany, but even these are impacted by climate change). There were hints of fear that at least some of this work would be down-sized or even eliminated with the then upcoming change in US Government. (Some of the research is alarming; temperature rates of increase are twice the global average in the Antarctic, and new species are moving in during the Summer, principally non-indigenous lichens have been observed in regions that are bare rock in the Antarctic Summer.)

The scientist guests left near noon, not unrewarded for their contribution to the educational component of this "expedition". The Zodiacs were considerably more laden than on arrival, and it was obvious that the ship had contributed considerably to the upcoming New Year's celebration at Palmer Station, some of the contribution obviously in bottles! The ship then sailed directly south for a cruise of the Lemaire Channel (which is an outlier in the Antarctic naming scheme, being named by the Belgian Antarctic explorer Adrien de Gerlache after his country's famed African explorer, Charles Lemaire). At the entrance to the channel are two remarkable peaks (at left), formally known as Una's Peaks, that are also outliers in the Antarctic geographic naming scheme; they were named by members of the Falkland Islands Dependencies Survey (now the British Antarctic Survey) in honour of a secretary in the Governor's Office in Stanley, apparently one of the last women these explorers saw on their way south, and are "informally" called Una's Tits! Lemaire Channel is also noted for

its scenery, which can be enjoyed twice, as it is a "one-way" channel for large ships, with a series of small islands and rocks blocking the southern-most exit. This is the furthest south we reached, at just below 65° South, thus not even south of the Antarctic Circle. (A geography professor from a small American college we met wanted to claim this cruise as her visit to the 7th continent, having been to the other six, but had already been told by her colleagues that "drive-by" visiting didn't count, and besides, she wouldn't have gone far enough south!)





Issue/Numéro 105

October/octobre 2017

Page 11

Christmas & New Years 2016 in South America and Antarctica Part 2- (Continued)

This being New Year's Eve, the evening was a gala dinner, followed by dance in the theatre, with the usual at midnight. In between, we viewed the passing scenery as the ship sailed to Paradise Bay (right), then to Cuverville Island, and into Gerlache Strait for an overnight sail to Deception Island. At that latitude sunset was at midnight, and sunrise just past 2 a.m. so it was never actually dark. Strange to look out at past midnight on New Year's Day, and see the scenery. While not the greatest of photographs, left is at 12:30 a.m., New Year's Day 2017, near the northern-most tip of Liege Island, on our way north-east to Deception Island.



Deception Island is part of the South Shetland Islands chain, thus named because they are at roughly the same southern latitude as their namesakes are north. It is a still active volcano, last erupting in 1970. Its caldera is flooded, with a narrow entrance (too narrow for our ship to enter) and was for many years the centre of Antarctic whaling, with whalers towing whale carcasses into the calm interior waters, and processing them into whale oil in factories on shore. Today it is the home of a colony of



Chinstrap penguins, estimated at 140,000 breeding pairs, a small portion of which are at left. Cruising along the southern shores of this island, one can not only see thousands of penguins on the slopes (with binoculars or a very long lens), but if the wind shifts to offshore, with one's nose! Penguins have evolved with no human presence, and thus are not afraid of humans, on land, or large ships on the water, thus show no reluctance in swimming near the ship, presenting a rare photo opportunity, although having a camera with a long lens that can shoot a rapid sequence of photos is an advantage.

Leaving Deception Island in late morning, the captain thought it a good idea to chase a couple of icebergs, for a closeup and personal look. One that we approached happened to have a small group of penguins on it, hitching a ride. You cannot see them at the scale of the picture at left (but they are measurable in the original). Given that these adult penguins are roughly 75 cm in height, this berg is 150 – 200 m high, and 750 – 1000 m long, thus about 3 times, at least, the size of our ship. And that is only the visible part, only about 10% of the total size. No wonder ships stay well clear, as it is not known where it extends underwater, and, given that it is melting in the water, its centre of gravity can shift at any time and make it roll over, with unpredictable results. And this is a relatively small ice-



berg, the next day we would see much larger. The remainder of the day was spent in the South Shetland Islands, cruising between Livingston and Greenwich Islands, in the McFarlan Strait. My notes from the day contain a rather petulant "Lots of great scenery, but this is beginning to feel like Caribbean cruising; instead of one more bloody island, it is one more bloody glacier, ice berg, seal, penguins, or whale!" Tomorrow will



Issue/Numéro 105

October/octobre 2017

Page 12

Christmas & New Years 2016 in South America and Antarctica Part 2- (Continued)

be our last day in the Antarctic before we head north, and at the time, I think we'd had enough of cold and high wind, and moving back and forth between that and warm and calm inside.

January 2 began early, with a 5:45 a.m. overhead announcement that the ship was about to sail into Hope Bay, as planned. This was by no means a given for this bay is at the very top of mainland Antarctic Peninsula, and off the Antarctic Sound, which is also known as "Iceberg Alley". This relatively narrow (~20 km) passage between the mainland and d'Urville, Joinville, and Paulet Islands is a "parking lot" for the large tabular icebergs calved off the ice shelves on the south-eastern side of the Peninsula on their way north and west into the more open ocean. These bergs can be enormous, several city blocks in size, and with a sudden wind shift can move to block access into Hope Bay for large ships, and, more importantly, can trap ships there if the captain misjudges ice movement. Our ship's captain had told us the previous day that his record was not good, he'd had two successes out of eight tries, this day would improve his performance from 25% to 33%.



Hope Bay is an Antarctic metropolis, with the Argentinian Esperanza Station having a permanent population of about 50 men, women, and children, with a school and teacher, and a small cemetery. Families, most of them Argentinian military personnel, live at Esperanza for a year at a time, and it is here that the first human child was born in the Antarctic in 1978, and at least 7 more have been born here since. However, the human population is dwarfed by the more than 100,000 pairs of Adélie penguins that call the southern shores of Hope Bay their breeding home, and happily coexist with the human population and its structures.

Penguin nests can be seen up against buildings, and the birds lucky enough to nest there can be seen (with binoculars) luxuriating in not only direct sun, but reflected heat from the wall of a building. Since the olfactory evidence of the penguins' presence is obvious even on a ship several hundred metres out, they basically smell of rotting krill and small sea creatures, their main diet, it is not hard to imagine how the humans feel about the birds' presence.

After an hour or so cruising Hope Bay we set off north-north-east for King George Island, the largest of the South Shetland Islands, with an extensive sight-seeing cruise around Admiralty Bay planned. The captain assured us that the weather would be perfect for this, only for the ship to run into a snow and sleet storm while still a couple of hours out. The captain could only tell us this was an example of the unpredictability of Antarctic weather; this had not been forecast, nor had any of the stations in the vicinity reported this storm. And if it continued, the visibility would not be sufficient for the planned cruising. And then, just as quickly as we had sailed into it, we sailed out of it, into perfect calm and clear weather, with King





Issue/Numéro 105

October/octobre 2017

Page 13

Christmas & New Years 2016 in South America and Antarctica Part 2- (Continued)

George Island and the entrance to Admiralty Bay dead ahead.

King George Island is the most “urban” area in Antarctica, with 10 different nations operating bases here, some more than one. Nine of these nations operate year-round bases, with most of these concentrated around Admiralty Bay. This is also the site of the Antarctic Marathon, with a full 26 mile course attracting “serious” marathoners from around the world! In our several hours cruise around the periphery of this large bay we saw several of the research stations, including one Argentinian station that was being demolished after a fire, and in accordance with the Environmental Protocol, having all material of non-Antarctic origin shipped back to Argentina before the station would be rebuilt. The back-story to the fire is a sad human tragedy; the station physician developed a serious case of cabin fever and home sickness, and somehow decided that the best way to get home early was for him to set the station on fire, with almost total destruction but fortunately no loss of human life. He did get home early, but only to an Argentinian jail!



Most of King George Island is covered by ice fields and glaciers, and Admiralty Bay is surrounded by glaciers, calving into the water. In hopes of a calving event our ship spent nearly an hour off one of the larger glaciers in the bay (but not so large that it had been given a name – even in the high traffic Antarctic Peninsula and South Shetlands only the most prominent geographic features have names!). Sadly no calving happened, only a continuous barrage of small bergy bits and growlers falling off. (A note on floating ice names: ice bergs have at least 5 m above water, bergy bits have between 5 and 1 m above water, and significant ice chunks below 1 m are growlers from the noise they make scraping along a ship’s side, smaller still is brash ice.

Admiralty Bay is home to a significant seal and penguin population who are often seen “hitching a ride” on some ice, and whales are not uncommon. The leopard seal at left is waiting for some other species, like a penguin to drift into sight – leopard seals are so aggressive that if they are sighted near a diving expedition divers must leave the water; one of our Expedition Team members suggested this one, if it were in a foul mood, would try to attack the ship! Penguins of several species are also at home in Admiralty Bay, and have absolutely no fear of or curiosity about a nearly 600 ft steel structure gliding by.





Issue/Numéro 105

October/octobre 2017

Page 14

Christmas & New Years 2016 in South America and Antarctica Part 2- (Concluded)

Our last view of this remote part of our world is of the narrow entrance to Admiralty Bay, as we sail out and then north-east along the shores of King George Islands until we can turn due north in the direction of the Falkland Islands, our next port-of-call after 40 hours at sea. That will be reported on in Part 3 of this opus.

Resources invaluable in preparing for this cruise, and an account of it was Peter Carey & Craig Franklin's **Antarctica Cruising Guide**, 3rd Edition, 2015, published by Awa Press, Wellington, New Zealand. Both authors are zoologists who between them have made more than 110 trips to Antarctica, and have both served as expedition team members on cruise ships. Not easily found in bookstores, though it can be ordered, it is available on amazon.ca.

If you cannot visit Antarctica, I can highly recommend BBC Earth's **Frozen Planet** series. About half of each of the six parts is about Antarctica, the other half is of the Arctic, with considerable parts of that filmed in the Canadian North. The complete series is available on DVD and Blu-ray, again on amazon.ca, for a ridiculously low price of about \$20 at time of writing. The photography is stunning, and one often wonders "just how did they do that?" The disks include "making of" clips and outtakes. The series can often be seen on the BBC Earth cable channel, which is an add-on channel with most cable packages, but is worth it if you are a nature buff.

If any of you want more information, feel free to contact me at gerry.mueller@sympatico.ca, and I'd be happy to get into correspondence with you.

Photographs The small photographs in the report (they are scaled to 8% of full size) cannot hope to do justice to the magnificence of the scenery in the Antarctic. I have therefore placed full-sized versions into an online Microsoft OneDrive folder, *RMC '65 Newsletter*, which you can access via <https://tinyurl.com/yb4td2lv>. There you will find (at present) 2 folders; the one named *2 Antarctica* contains the pictures from this article, and a selection of others, along with a descriptive file. Similarly, the folder named *1 South America* contains the pictures from the 1st part of this series on our South American and Antarctica cruise. (A note on photo times; I keep my cameras set to UTC (Zulu), thus for all photos the local time is 3 hours earlier than the time stamp.) Also in the folder is a *Read Me* file which gives information on the photo equipment I used, and other details. As I continue writing about this trip I will add folders for photos for those parts, and in time, perhaps for earlier travelogues.



Issue/Numéro 105

October/octobre 2017

Page 15

Closing Notes

Through the good offices of Jim Carruthers in his guise as National President of the Naval Association of Canada (NAC), two naval cadets will attend the National NAC Conference in St John's this year. That should provide them with some quality time to develop their tastes for their chosen service.

Janet and I recently took a very enjoyable cruise with Holland America from Boston to Bar Harbour, ME; Halifax ; Sydney, Charlottetown, Quebec and Montreal. Many of the ports of call were relatively familiar, but visiting from sea provided a somewhat different viewpoint.

Otherwise, not much more from me. It is sad to report the mounting losses of classmates and of their spouses, and serves as an all too strong reminder of the inexorable passage of time.

Stay in touch and let us know what you are doing or what are your current interests.