



THE BULLETIN



Rotary Club of Etobicoke

District Governor: **Valarie Wafer**

RI President: **Ron D. Burton**

Week October 09, 2013

Board 2013-2014

President: Michael Bell, Secretary: Ron Miller, Treasurer: Don Edwards

**October 16, 2013 – Big Ideas Forum – Crooked Cue, 7.00 P.M. Speaker: Matthew Anderson
“Hospital’s Role in the Community”**

Reporting & Pictures; Ron Miller

Today’s Speaker Capt. (Hon) Mark McQueen Royal Canadian Navy – “The New Canadian Navy”

Jack Fleming introduced Capt. Mark McQueen.



Mark is an Etobicoke resident who has been in the financial world for over 20 years. He began his career with BMO Financial and currently serves as the President and CEO of Wellington Financial. Recently, the Minister of Defense asked Mark to serve as Honorary Captain of the Royal Canadian Navy. His topic today is “The New Canadian Navy”.

Mark began by saying these are “his personal views” and are “not authorized, or delivered on behalf of, the Department of National Defence”.

Mark noted that “as you might have surmised, despite the four rings on my sleeves, I’ve never had the honour of commanding one of our nation’s ships at sea. When I was appointed last summer as an Honorary Captain of the Royal Canadian Navy by the Minister of National Defence, the mission was straightforward, and didn’t require me to take on 25 foot waves in the North Atlantic”.

As President and CEO of Wellington Financial, Mark’s day job is to provide capital to companies in the Innovation Economy. His firm helped preserve and create more than 9,000 jobs across Canada and the United States. He has also spent the last six plus years as Chairman of the Toronto Port Authority, operator of the very popular Billy Bishop Toronto City Airport – the home of Porter Airlines.

Mark feel that “these diverse roles give him a bird’s eye view into how entrepreneurs create jobs, how our economy works, and how public agencies can have a tangible, positive impact on the lives of the citizens and stakeholders they serve”.

As an Honorary Captain his mandate is to “help bring the RCN into rooms such as this, providing the Navy with a forum to engage with Canadians who are particularly active in the community”. He added that the Etobicoke Rotarians “exemplify such a group of Canadians”. He wanted to thank us for giving him the chance to share with us his “perspectives on the tangible importance of the Navy in our day –to –day lives”.

Mark noted that If we lived in Victoria or Halifax, “this wouldn’t be a very long conversation”. We would see the ships of our Royal Canadian Navy transiting to and from their worldwide deployments

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every time we drove by the harbour. It would be highly likely that our neighbours, perhaps even a parent, brother, sister or child would be proudly serving our nation in “this very uniform”. For those of us in the Greater Toronto Area, “we’re not living that life, with sea air in our lungs”. Most areas of urban Canada just don’t have that type of regular, personal exposure to the RCN. Today, Mark’s hope is to help “connect the dots for you between your family, the Greater Toronto Area, the Royal Canadian Navy’s mission, and its important impact on both the Ontario economy and our local schools”.

Commander Timothy O’Leary - Commanding Officer HMCS York



The RCN has proven for more than 100 years that Canada has an important role to play on the oceans of our planet. That role has evolved since the Battle of the Atlantic during the Second World War, when Canada had 373 fighting ships and more than 90,000 men serving in the RCN. And yet, in some ways, nothing has changed for your typical Master Seaman. As I speak to you today, HMCS TORONTO is working in the Indian Ocean on a counter-terrorism mission. Over the past few weeks, Toronto has achieved a record breaking series of five busts of heroin and hashish off the Horn of Africa, where the proceeds invariably go to “narco-terrorist” organizations. Canadian naval ships have been in that part of the world since 1991, having deployed

task groups or individual frigates nearly three dozen times since the First Gulf War.

Let’s look at something with an obvious local impact.

On November 28th, HMCS Ottawa was involved in a major drug bust off Central and South America. She netted over 1,000 kilos of cocaine. The week earlier, the Canadian Forces were involved in detecting a suspect vessel that led to a seizure of approximately 4,300 kilos of cocaine. In the space of something like 10 days late last year, our military colleagues stopped almost 5,500 kilos of cocaine from reaching the shores of North America. And whether we like it or not, there are people out there in the world who would very much like to get that cocaine into places like York University, or Richview, Father Henry Carr, or Kipling Collegiate, where our current Chief of the Defence Staff, General Tom Lawson, was a student, not to mention Humberside Collegiate (Mark’s alma mater) just across the river in the Bloor West Village, or the locker rooms of Central Arena, where he played hockey growing up. Mark added “my six and eight year- old children don’t yet have to face this issue, and with some good parenting and judgment on their part, perhaps they never will. But for everyone with a child or grandchild in a local high school, College or University, there is a direct link between the Royal Canadian Navy’s actions in the Caribbean and this Borough of Toronto”. During 2012, six different Canadian ships contributed to counter- narcotic operations in the Caribbean region. And that op has continued in 2013. All thanks to our sailors and airmen and women, and the government of 25 years ago that committed the funds to build the ships that are now available for these necessary missions.

But our Nation’s interest isn’t served solely by these distant deployments.

The prospects of a commercially viable sea passage across the top of the Arctic basin— connecting the rich economies of northern Europe and Asia—is not as far off as many predicted not so long ago. The prospects of greatly increased economic activity will bring with them increased risks of marine incident and environmental accident from shipping, while affording to others the opportunity to mask their criminal activity at sea or ashore. There are ample

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reasons for the Canadian Forces to hasten the delivery of sea, land and air capabilities that will permit us to operate in the Arctic persistently, effectively and safely.

Mark emphasised “that all takes some planning”.

“Large war ships that can sail for days at a time off the shores of South America or in our Arctic are hard to come by. It’s not like going to the Humberview Chevrolet dealership when you’ve won a big contract in your business and you need to buy a new pickup truck or panel van to fulfill it. As the sailors and parents of today harvest the benefits of having highly functioning blue water frigates patrolling the Caribbean Sea on a constant basis, it took the commitment and foresight of the Mulroney government to start laying the keels of these frigates back in the 1980s”.

Although you might associate it with the City of Halifax, the original \$9 billion Canadian Patrol Frigate procurement saw 19% of its Canadian content wind up in the hands of Ontario-based companies, more than any other region of the country. More recently, an Ontario based company undertook \$1.4 billion of work for the modernization of these same frigates, which represented more than half of the entire project—a multi-faceted and highly complex procurement, by the way, that’s on time and budget.

But then there was a long pause.

That’s why, in June 2010, Prime Minister Stephen Harper announced that Canada would have something called a National Shipbuilding Procurement Strategy. Although Canada has a long history of building our own vessels, the industry has suffered from a series of boom-bust cycles over the decades. Ship yards get busy and then the workers get laid off or the company goes bankrupt once the multi-year construction project is completed. The Federal Government, supported by local MPs such as Bernard Trottier and Ted Opatz decided that a long term commitment was in order so that we could grow and retain the skills and know-how required to live up to the requirements of being a Nation with three very long coastlines.

The government announced several new classes of ships for the RCN:

First, a replacement surface combatant for our general purpose ‘workhorse’ frigates, as well our Iroquois-class destroyers, which act as the ‘quarterbacks’ of our task groups at sea, Second, new Arctic Offshore Patrol Ships, which will provide the RCN with that capability to operate in our High North, Third, a replacement for our aging underway replenishment ships, Which, along with investments in the Coast Guard, will give Canada the tools she will need to protect our sovereign interests, both at home and abroad.

The ships we launched 30 years ago aren’t going to last forever, and I think the Government of Canada did the right thing when it announced a prudent and affordable replacement strategy.

But there’s an economic impact to all of this as well. The National Shipbuilding Strategy isn’t just about catching drug runners, protecting the seas off Somalia, delivering aid to Haiti after an earthquake or supporting the NATO campaign in Libya last year. The construction cost of these new combat, Coast Guard and ice breaking vessels is estimated to run \$35 billion. We already know that the two key shipbuilding players are based in North Vancouver and Atlantic Canada. But these ships will be filled with electronics, and engines, and steel, and weapons systems, and communications gear, much of which firms in Ontario are in line to produce. A quick look through a listing of local companies provides some insight into just how many of your neighbours could stand to benefit from this multi-decade, multi-billion dollar shipbuilding program:

- Applanix, a Richmond Hill-based Technology Company which does mobile mapping and positioning.
- CAE, a provider of simulation technologies based in Mississauga, with annual revenue of \$1.6 billion.
- Celestica, a contract manufacturer headquartered in Don Mills, with 30,000 employees worldwide.
- Hepburn Engineering, an automation company that specializes in marine hoists

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and electrical control systems based on Six Point Road here in Etobicoke.

- Indal Technologies, a 60 year old aluminum fabrication company based in Mississauga; and
- New Era Tool and Die, a 50 year old component and assembly manufacturer with its headquarters just northwest of us on Islington.

According to the Conference Board of Canada, the Government's new combat vessel program will create 1,600 Ontario jobs at its peak, more than either B.C. or Quebec, two traditional beneficiaries of shipbuilding contracts. As much as Ontario is the prime beneficiary, the Government's new shipbuilding roadmap is crucial to the Navy, because the next class of warships we build in Canada are likely to still be in service past 2050. For this reason, I can't stress enough the importance of the Government's National Shipbuilding Procurement Strategy. But getting from the effective but aging fleet we operate today to that highly capable fleet of tomorrow requires our collective commitment as voters and taxpayers.

Mark added "when I look back at our first century of naval service, what truly stands out for me is how closely the story of your Navy parallels the story of the nation itself. It is a story of service, of a long and ceaseless watch in which those who wear 'Canada' on their uniforms take great pride, because we know that Canada's place in the world was secured in part through the contributions and sacrifices of sailors and maritime aviators who preceded us, just as the men and women who serve at sea today strive to maintain that position at home and abroad".

Mark closed by saying, "the story of your Navy's second century has begun. I can't pretend to foresee all the challenges that await us in the decades to come. But I am sure of a couple of things. The wisdom of the Prime Minister's National Shipbuilding Strategy will ensure that the Royal Canadian Navy will have the tools it needs to fulfill the tasks it will be assigned in the coming decades. And for the citizens of the GTA, the jobs this project will create right here in our region come at a time when Ontario's manufacturing employment base

would welcome a shot in the arm. When you get the chance, tell your Federal representatives that you think they're on the right track and that Ontario needs these jobs, and fast. And, if you don't mind, I have one more request. Please join me in thanking our Sailors, as well as the rest of the military family both present and past, for their service and sacrifice to Canada".



John Campbell thanked Capt. McQueen for being here today to give his perspective on the New Canadian Navy..

Birthdays This Week



Bernadette Hunkeler-Brown - Oct 08

Happy Birthday to on your happy day...

October 24th – World Polio Day:

President Michael announced that Thursday, October 24th is World Polio Day. To mark the day, Rotarians in the GTA are going to man all of the GO stations on Thursday morning from 6:30 AM until

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8:30 AM passing out information on the Rotary Polio eradication program. The Rotary Club of Etobicoke has been asked to man the Mimico GO station. Michael is looking for volunteers to help out. Please contact Michael if you help out. As well on the 24th there will be a "flag-raising" to celebrate World Polio Day at Toronto City Hall at 10 AM. Everyone is welcome to attend.

Jack added that they have a meeting at SHEA at the end of the month.

Visiting Rotarian Lynne Newell - Banner Exchange:



President Michael and visiting Rotarian Lynne Newell from the Rotary Club of Worcester Vigornia in England exchanged Club banners.

Vocational Minute

Since October is Vocational Month, Jack wanted to mention more of the initiatives that the Vocational Services Committee is considering. They are currently having "a good dialogue" with the Scarlet Heights Entrepreneurial Academy and are hoping to offer them some support. One idea is to set up a "mentoring" program for their business oriented classes. Jack says right now it looks like a "class" scenario but there could be an opportunity for 1-on-1 student mentoring. They may also be interested at the possibility of starting an Interact Club at SHEA.

Visitors & Guests

Visiting Rotarian

- **Lynne Newell** – Rotary Club of Worcester Vigornia (England)
- **Alice Otupiri** – Rotary club of Nepean-Kanata

Guests

- **Capt. (Hon) Mark McQueen** – speaker
- **Commander Tim O'Leary** – Commanding Officer - HMCS York
- **Lieutenant (Navy) Joseph Frey** – Public Affairs Officer – National Defence Public Affairs Office - Ontario
- **Linda Fitzgerald** – Guest of Lynne Newell
- **Peter Dusek** – Potential new member
- **Martina Ernst** – Potential new member
- **Keith Theodore** – Potential new member
- **Derek Reid** – FEAT
- **Jessica Reid** – FEAT

Attendance:

Members –14
Guests -12
Total - 26



50/50 Draw

Ron Miller - 9 of Hearts. So the Pots grows....

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HAPPY BUCKS



Erlene Brown – Erlene was “very” happy that after waiting for a year and a half, she finally got her mother into a “long-term care” facility. She only had 72 hours notice to move her from Cornwall and was lucky enough to get her into a “lovely facility” in Streetsville which is fairly close to where Erlene lives.



Dates to Remember

**International Services Committee October 21, 2013,
7.00 p.m. – Venue Andre & Gillian’s Residence.**

Contact Gill Dugas

**2013 District 7070 Conference (“Into the Future”)
October 25, 26 & 27 – Deerhurst Resort, Huntsville,
ON** – contact Ron Miller for information or visit the
conference website at <http://www.intothefuture.ca/>

Engaging Rotarians to Improve Health and Literacy.

Relocating a school in Masaya, Nicaragua for the purpose of improving health, literacy and community

“WOW!” is all that can be said about the District 5010 International Service project to Masaya Nicaragua. After a Rotary team visit to a school in San Jeronimo, Masaya Nicaragua, the urgency of relocating it became apparent. The new school was needed in order to relocate the students and teachers away, from the nearby diesel-fueled power plant emitting pollutants extremely harmful to the children, teachers and staff. Our club members experienced the rapid onset of severe respiratory symptoms during our visit. The existing adobe building had significant cracks in its structure and no sanitary latrines were available, creating many additional health risks. Children were lethargic and teachers ill due to heavy acid in the air which created a difficult environment for health and learning. Relocating the school was a project which met all six areas of Rotary’s focus: disease prevention, water - sanitation, literacy, community development, children’s health and conflict resolution.

-Courtesy:: Rotary International
