



USE Operations Centre  
1206-7 Robinson Street  
Hamilton, Ontario  
L8P 4T2

(905)525-6286

## OPERATION GUILDED CAGE SUMMARY REPORT

MISSION BRIEFING  
NAVIGATION LOGS  
MESSAGE TRAFFIC

The Department of Navel Combat would like to thank the following units and individuals (in no particular order) for their assistance in making this operation possible and successful:

Ens G Bride	Supply and installation of communications equipment
Sarah's Sewing Ltd	Insignia components
A/Lt S Clarke and Ens G Tuckey	Official mugs, planning assistance, and moral support
Nray Services Inc.	UHF Radios, Llamarm (not used), and first aid kit
USE Operations Centre	Provisioning, accommodations, uniform components, planning, documentation, gun tape and washrooms
MOM	Accommodations, provisioning and swimming
FAdm Dosenbach	Extraordinary travel measures and expenditures
Lt K Robertson	Seconding of USS Fuzzyboxers to the mission, and for malfunctioning his nose for us
Cdr K Oelrich	Official Photography
ORACLE at DELPHI	Intelligence....no, not really....more like "information"
King George	Use of the Micro-Cray laptop computer

## MISSION BRIEFING

### OPERATION: GILDED CAGE

#### ***Overview:***

The primary objective of this mission is to extract a valuable POB (prisoner of bore) from the sinister Duke Orlando of Florida. This may be difficult owing to the effects of “Stockholm syndrome”, where hostages from otherwise cold environments are held against their will in warm, sunny climates and begin to believe they “like it there”. This particular POB has been known to return to the Duke’s Dukedom time and again no matter how harsh the deprogramming.

Secondary missions include reconnaissance of Mars, and Coca-Cola indoctrination at the World of Coca-Cola in Atlanta.

Intelligence indicates that we can expect little or no resistance from Pep\*\*Co or the ASO but should be alert to the ever-present possible threat.

Coca-Cola assures us that their fleet will be at sea and will assist us wherever possible.



#### ***Resources:***

Angst Class Frigate USS Half Moon (primary)

Daft Class Cruiser USS Mae West (primary)

Cancelled Class Corvette USS Fuzzyboxers (support)

Spade Class Corvette USS Maltese Falcon (support)



#### ***Mission Staffing:***

Task Force Commander:

Capt P Goddard (Revised: FAdm M Dosenbach)

Commander, USS Mae West:

Capt P Goddard (Revised: Cdr K Oelrich)

XO, USS Mae West:

Cdr R MacGillivray

Chief of the Boat (USS Mae West):

Ens A MacGillivray

Commander, USS Half Moon:

Cdr K Oelrich

Commander, USS Fuzzyboxers:

Lt K Robertson

Commander, USS Maltese Falcon:	Cdr R MacGillivray
Fleet Defence Officer:	Cdr K Oelrich
Fleet Navigator:	Cdr R MacGillivray
Operations Officer:	A/Lt S Clarke
Security Officer:	Lt(JG) D Munn
Primary drivers:	Lt P Robillard
	Lt K Robertson
	Ens G Bride
Secondary drivers:	Ens K Sharkey
	Lt (JG) Munn
	Ens G Tuckey
	A/Lt S Clarke
Emergency drivers:	Cdr R MacGillivray
	(Revised to include FAdm M Dosenbach)
	MOM
Navigators (Mae West):	Cdr R MacGillivray
	A/Lt S Clarke
	Ens G Tuckey

***Timetable:***

- 20 Apr 2000 (eve) A/Lt Clarke and Ens Tuckey arr Op Ctr
- 21 Apr 2000 03:30 USS Fuzzboxers takes on full-to-overfull complement and departs Ottawa.
- 21 Apr 2000 08:00 USS Fuzzyboxers advises Op Ctr on passing checkpoint bravo
- 21 Apr 2000 10:00 – 14:00 USS Maltese Falcon carries Cdr MacGillivray and A/Lt Clarke to Outdoor Travel to assume command of USS Mae West. USS Fuzzyboxers docks at Maltese Falcon mooring. Maltese Falcon secured at Outdoor Travel.
- 21 Apr 2000 11:00-14:00? USS Mae West retrofitted for mission and provisioned at the Op Ctr.
- 21 Apr 2000 14:00 (latest) USS Mae West departs Op Ctr.
- 21 Apr 2000 Special orders opened after successful border crossing at Buffalo.
- 22 Apr 2000 15:00 (latest?) USS Mae West Arr Extraction Point.
- 22 Apr 2000 (eve) Easter Dinner and shore leave
- 23 Apr 2000 (early am) Task Force Assembles (USS Mae West and USS Half Moon) and departs for Atlanta.
- 23 Apr 2000 15:00 – 18:00 Coca-Cola indoctrination in Atlanta.
- 24 Apr 2000 (before noon) USS Mae West and USS Half Moon Arr Op Ctr. USS Mae West returns to Outdoor Travel with skeleton crew who will return to the Op Ctr in USS Maltese Falcon.
- 24 Apr 2000 (early aft) USS Half Moon escorted to Trenton by USS Fuzzyboxers which will continue to Ottawa. Upon arrival in Ottawa, the Commander USS Fuzzyboxers will call the Op Ctr and advise EndOp.

***Customs:***

US customs officials carry guns. 'Nuff Said.

As for Canadian customs, if you intend to bring any electronics or otherwise expensive item with a serial number, be sure to go to a Canada Customs office prior to departure.

Take the item(s) with you and obtain a Y-38 green card for the item. This will establish its origin as Canadian and allow you to bring it back into Canada with little or no fuss. Do not bring any items with you that have the potential to cause difficulties at the border: alcohol, cigarettes (beyond daily usage amounts), weapons, contraband, etc.

*Special customs protocol:* Just prior to crossing the border back into Canada on the return trip, the fleet will stop and reconfigure as follows: All hands will re-board the USS Mae West and MOM will travel alone aboard the USS Half Moon until after successfully crossing the border.

***Equipment required:***

Be sure to bring the following personal effects with you:

Sleeping bag

Pillow

Toiletries

Uniform

Passport or other valid travel document(s)

Driver's license

Medication (with prescription) if necessary

***Provisioning menu:***

This menu represents an outline of what will be provided by the Navey. Please do not bring food.

Beverage	Foods		Snackfood
Coke	Pickles	Lasagna	Fruits
Coffee	Cold Cut Meats	Salad	Nachos
Tea	Cheese	Chicken Thighs	Pepperettes
Hot Chocolate	Bread	Potato Salad	Chips
Orange Juice	Bagels	Carrots	Granola Bars
Fruitopia	Muffins	Green Peas	Freezies
Milk	Cereals		Crackers
			Cookies

***Battlestations Assignments:***

Duty driver keeps on driving

Security Officer (or designate) assumes Observer station

Operations Officer (or designate) mans the systems console and fire extinguisher  
(damage control)

Fleet Navigator assumes Nav Station and plots position

Duty Navigator mans the back window as observer

Fleet Defence Officer mans the radio and maintains contact with the screen

***Decoration:***

The Commander-In-Chief has authorized the issuance of a decoration for this campaign upon completion. Furthermore, the King has authorized field promotions by the Skipper if appropriate.

## **GILDED CAGE TASK FORCE NAVIGATION LOGS FOLLOW**

### **Navigation Log – USS Fuzzyboxers**

**21 Apr 2000**

**Recorded by Lt K Robertson**

00:30 USMC to collect cargo. ½ fuel. OD 156082

00:40 Food. OD 156085

01:02 RV S10 to collect Oelrich and Sharkey OD 156818

01:14 RV Super to collect Lt Robillard OD 156822  
Fuzzboxers FULL!!!!

02:33 Checkpoint Alpha OD 156905

04:45 Checkpoint Bravo OD 157088

07:36 Checkpoint Charlie OD 157233  
Op Ctr advised

08:40 Arr Op Ctr OD 157333  
Turned USS Fuzzyboxers over to tender.

### **Navigation Log - USS MaeWest**

**Red Watch 21 Apr 2000**

**Recorded by A/Lt S Clarke**



Message traffic received prior to the commencement of the first watch wherein the crew was advised that Capt Goddard would not be commanding the Mae West for this mission as expected. The message named Cdr Oelrich as the new skipper.

11:00 Departure from the Op Ctr after a crew briefing by the XO and an orderly load-in.

11:11 The Ambassador for the Kingdom of Beers (Mr. Phil Seddon) provided escort out of Llamatown harbour.

11:14 Entered onto 403. Emergency Ejection of Coke cans tested. PASSED.  
Ens Munn performed clean-up duties.

11:38 Cdr MacGillivray passes around the Slabovian 2000 Calendar for all to look at.

12:02 The Robertson Unit inaugurates the Head

12:12 Passing Audi for Rankin. (Sighted by Greg)  
Ship is readied for border crossing protocols.

12:21 Boarder Crossing in Truck Lane – VERY fast. Very few questions.

12:22 LUNCH  
Ens. Bride forgos lunch to ensure safety of crew.

12:37 First Toll navigated successfully.

12:43 EAM 2 (Emergency Action Message) comes in. Skipper asks to take it in the rear. XO complies.

12:45 Skipper orders that the ship redirect to MARS ....the post office in fact.

12:47 On Orders from the XO Lt Paul Robillard ate the EAM authentication code.  
Skipper issued commendation and one demerit point.

13:58 Extra log note.

14:11 Skipper and Alex lose scrabble game to Gillian

14:10 Skipper goes to sleep.

14:30 Ens. Munn goes to sleep.

14:42 Power save mode enabled.

14:55 Ken beats Paul and Alex at scrabble.



15:04 Skipper rolls over

15:04 Commander MacGillivray instructs that a letter (L) be added to Ens Munn's file for failure to hand off DOA correctly.

15:10 Greg Farted.

15:29 Alex joins skipper in bed room to change uniform.  
HmMMMM.



15:31 Ens. Munn awakens

15:35 yatzee fuel called (3/8 tank) Cdr Mac gives authorization to go below Yatzee and to continue to Mars and refuel there.

15:53 Arrive MARS. The Skipper orders all hatches sealed and the blinds all drawn. He then signed out a radio from ship's stores and exited the ship unescorted. In a short time he radio'd for the crew to break open the hatch and stand to for inspection. FAdm Dosenbach then materialized out of thin air and inspected the ship and crew and assumed command of the task force. Photos.



16:43 Check list read for departure – GO

16:47 Fuel stop. OD 108552  
Watch rotation.

**Navigation Log - USS Mae West**  
**Blue Watch 21 Apr 2000**  
**Recorded by Ens G Tuckey**

17:11 Fuel stop over – back on track

17:30 On to I-79 for a ways. Had a bit of a detour getting to the interstate.

17:34 “When I went in for the tests on my nuts” direct quote from Clarke.

17:55 Very large roadkill spotted. Possible turkey vulture or big ass raven.

17:57 Roadkill deer spotted. Ken’s roadkill watch

18:01 A point of study from Lt Robertson’s time travel thesis:

I-79 south seems to be an anomaly in the space time continuum. Upon leaving Mars PA, and travelling for less than one hour at an earthly speed of 100 km per hour, we now seem to be on our way to Florida through Houston. Passing close by Washington. How??? End

18:48 New speed limit of 70 miles per hour

Note: State police cellular phone \*sp

19:03 Believe to have missed check point. Check point data entered just before Fairmount. Fairmount reached at 19:09 OD 108722

19:08 The ship is taking on water in the aft compartment.

19:13 The driver is babbling and talking like JarJar Biggs

19:17 We are at DEFCAN 4 – not serious yet

19:19 FBI centre road 2 miles

19:21 The ship is hung up on Ken’s hangnail – a wicked ass one

19:28 A plastic lobster bib is now required for Clarke while eating....or perhaps several spare uniform shirts.



19:44 The head is now called The Nutcracker Suite – label affixed to door. You'll have to ask Keith about this one!

19:48 Stopping for a 15 min break.  
Watch Rotation

**Navigation Log – USS Mae West**  
**Gold Watch 21 Apr 2000**  
**Recorded by Cdr MacGillivray**

20:08 Gold Watch takes the conn.

20:14 Rollout after 15 min break

20:17 I-79

20:22 Flight deck reports a sense of ghoulishness.....referring I suppose to the eerie reflections coming off the highway markers. We're rigged for night running now with the screen up between the flight deck and the main cabin.

20:53 Tilt steering discovered. We're tilted now.  
Munn (observer) asleep. The skipper has relieved him and has taken his place.

20:56 Passed Elk River.....foreshadowing?

20:58 Clarke has transformed into "poncho man".

22:12 No toll booth to mark the beginning of the WV turnpike. We assume we are on it and will pay at the other end.

22:18 Toll booth approaching 3 mi

22:22 \$1.50 toll

22:23 Engineering note: Driver's wiper not behaving...may have to clean it or consider replacement

22:34 On the lookout for fuel now (approaching ¼)

22:44 Exited turnpike for fuel...backtracking a short distance for it.

23:05 Pillow fight in the aft sleeping quarters....all three girls I believe....much giggling, laughing and screaming.

23:09 Depart fuel stop

23:14 Back on turnpike

23:16 Fleet Com has chosen again to stun the crew with another death defying, high risk fool hardy he'll-be-lucky-to-survive cold shower while in motion. The obligations of command weigh heavy on our leader but there is no limit to his fearlessness – fortunate because as our senior officer he (if nobody else) must look, smell, and feel his best.

23:25 Toll booth (\$1.50)

23:39 Fleet Com finishes shower and restocks the shower stall with sleeping bags.



23:53 Toll booth (\$1.50)

## **22 Apr 2000**

00:10 We're past the half-way mark now...no sense going back!

00:19 Robertson's time travel thesis point of study...."how the hell did we get to Ingleside?"

00:21 Robillard calls for the second watch to be wakened in order to observe conditions and stand by for a watch rotation as the terrain is rough and weather conditions not the best. XO concurs and has the red driver awake and prepping.

00:24 Red driver is in the observer seat now getting familiarized with conditions.

00:33 Found rest area in which to conduct a watch rotation. Red watch is on now.

**Navigation Log – USS Mae West**  
**Red Watch 22 Apr 2000**  
**Recorded by A/Lt S Clarke**

- 00:50 Well rested and pumped, red watch prepares to take the road. MacGillivray makes coffee for Robertson and Robillard.
- 00:54 Check list completed and boat secured. XO waiting for coffee to be finished to give “GO”.
- 00:57 Coffee distributed and XO gives “go” at drivers convenience.
- 00:57 Back to the mountains.
- 01:06 Driver asks to note that emergency assistance can be reached by dialing \*77 on cell phones in Virginia.
- 01:13 Enter Big Walker Mountain Tunnel
- 01:14 Exit tunnel
- 01:23 Driver notes that we are currently driving on four roads I-77 south and I-81 north, 11 north and 52 south. Nav instructed to inform Lt. Robertson. (Marked point of study)
- 01:37 Begin download of photos from the Robertson unit’s digital camera attachment.
- 01:37 Greg communicates with cows by farting.
- 01:51 Upload to computer complete.
- 01:55 Enter “Fog Area”
- 03:11 Driver tells road is clear and dry, visibility is excellent and he is engaging cruise control for first time this shift.
- 03:50 All crew asleep (save red watch and Dan)
- 04:41 Generator disengaged to minimize fuel consumption
- 05:49 Stopped for fuel  
Watch Rotation

**Navigation Log – USS Mae West**  
**Blue Watch 22 Apr 2000**

## **Recorded by Ens G Tuckey**

- 06:31 Roadkill spotted by Ken
- 06:38 Penalty for littering - \$1,000 fine and prison!....”and they all moved away from me on the bench there...”
- 06:43 Ken takes his second nicorette. We expect to see the transformation happen soon. Not sure what the outcome will be. Will report later.
- 06:48 Gas exit spotted.
- 06:50 As of yet, no outward sign of transformation, still time yet
- 06:58 Ken farted, but we had already passed the gas exit. There’s nowhere for it to go.
- 07:16 Speed trap spotted
- 07:22 First roadkill armadillo spotted
- 07:32 Point of study for Ken’s thesis: There is an exit to Switzerland. Why are the exits for Hamburg and Heidelberg so far from the exits to Switzerland.
- 07:50 We are now in Georgia
- 08:11 Ontario license plate spotted
- 08:22 Full RV service stop spotted – at exit 67 (Mile marker 68) Hwy 17, South Newport
- 08:25 Propane smelled – windows opened and fridge turned off.
- 08:27 XO ventilated the boat and reports that we are okay.
- 08:30 The Demon awakes.
- 08:47 Ken farted, again! Gas drill possible.
- 08:50 Skipper awakes
- 08:57 First Palm tree sighted. Sun, here we come.
- 09:04 Exiting for fuel stop  
Watch rotation

**Navigation Log – USS Mae West**  
**Gold Watch 22 Apr 2000**  
**Recorded by Cdr MacGillivray**

- 09:26 Repeated alarms from the propane sensor....lines checked, outboard valve closed to ensure no danger...suspect that the alarm is being triggered by gasoline (as we are refueling and there is a prominent gasoline smell. Will likely vent once in motion.
- 09:37 We are away. No fuel odours detected, no alarms.
- 10:04 Florida state line
- 10:47 Aurora over flies us (topcover)
- 12:08 Rest stop for Paul to stretch, Ken to smoke, everybody to pee and all that other stuff....  
110149 OD
- 12:39 Rollout
- 12:58 Robertson Unit's point of study: Passing Heathrow??
- 13:23 Collision with unidentified object on highway...metallic, large, unable to avoid without rolling the ship.  
Commendation to Lt Robillard for making the right decision.
- 13:30 Wave to Mickey!!
- 13:37 Contacted by MOM. Advised her of ETA.
- 14:03 Entered Dundee. Almost home Mom!



## **Navigation Log – Gilded Cage Task Force**

**Pocket Watch 23 Apr 2000**

**Recorded by A/Lt S Clarke, Navigator, USS Mae West (Flagship)**

- 08:21 Preparing USS half moon and USS MaeWest for travel back to Llamatown.  
Beginning watch is “pocket” watch (formerly the watch known as “red”)  
Mr. Bride is starting vehicle checks on both ships.



USS Half Moon starting OD 26236

USS Mae West starting OD 110275

- 08:32 Driver briefing (Greg) by Navigator.
- 08:34 Skipper, Kat and VIP MOM to staff first shift aboard USS Halfmoon.
- 08:35 Ken volunteers to empty black water tank as he has no sense of smell.
- 08:36 Demon takes last Advil. (Too much wine last night)
- 08:38 Alex finds more Advil (Yeah)
- 08:44 The Robertson Unit (after switching off his olefactory) empties grey and black water tanks, the XO assists.
- 09:05 Last call for washrooms.
- 09:24 Check list called
- 09:25 XO orders rollout.
- 09:26 Munn re-secures fuel door.
- 09:31 Greg Farted.



*XO's personal log: Commendations all around for excellent teamwork and individual performance with regards to departure – timely and well executed. XO recommends to the Fleet Com that the USS Mae West crew be nominated for a unit citation...perhaps an "x".*

09:32 Yatzee fuel called by Driver.

09:36 Orange king gift shop 2 miles

09:40 Fuel stop  
OD 10288  
Cost \$49.99 34.7398 Gal

09:56 Dan buys BIG bag of Oranges

10:00 Check list completed.

10:01 Roll out. I-4 spotted.

10:24 Traffic Jam

10:35 Driver asked to have noted in log that "Pocket Watch" likes long legs.

10:39 Sign for back window "NAVELINT" (613) 293-8775



10:58 Fadm Dosenbach declared scheduled visit to South of the Border as shore leave (no uniforms required)

11:01 Object avoidance.

11:02 FART (fermented air release technique) is a specialty for Greg (the fermented air

- release technician). He's our FART that's mastered the FART.
- 11:32 Note to the Fleet Nav: the addition of a miles column for leg distances would be useful for US travel.
- 11:40 USS Half Moon notifies USS Mae West that MOM has forgotten her sherry. The Fleet Admiral denies the request to turn around and pick-up sherry.
- 12:08 Fuel calibration: both ships at  $\frac{3}{4}$ .
- 12:33 Recommendation for name of 2<sup>nd</sup> vehicle next extraction. USS Cover My Ass
- 12:45 Driver notes that in Florida it is illegal to cross a double line on the road.
- 13:11 Keebler truck spotted. Greg wonders if the truck is stuffed. Many crew members wonder if Capt Pat or Capt Goddard is aboard.
- 13:47 Yatzee called by Driver of Mae West.
- 14:01 Weigh point at Brunswick, GA changed from 82 to 25 (due to lack of signage) weigh point info updated for this point and the next one.
- 14:08 Sighting of the King George Historical Society. Stop for Gas at exit 49.  
OD 110707
- 14:30 Heading off to check out the King George Historical Society
- 14:36 Missed turn into King George Historical Society – U-Turn
- 14:38 USS Half Moon reports having heard dueling banjo's. No, really.
- 14:41 Found it and it could actually be open. Stopping for pictures.
- 14:42 OD 110713 Fleet is at station-keeping. Crew disembarks for a look at the King George site.....photos.



15:04 Heading off back to I-95.

15:13 We are back on I-95.

15:21 Alex is feeding us again! She is so good at that

16:10 Starting at the South Carolina border travelling north, the I-95 is known as the Purple Heart Memorial Freeway

16:16 3 Ontario vehicles have been spotted – snow birds returning Or is it the US planning an invasion?

17:02 It was suggested that a paper copy of the navigation log and a pen be available in case the computer shuts down.

17:03 More Ontario plates spotted

17:11 South of the Boarder may only be on I-95. Decision to be made as to whether we will detour to try and find it or not.

17:17 The decision was made by the Admiral and the Skipper to stay our present course and not continue on I-95. Hopefully we will come across a South of the Boarder on I-77.

17:38 Roadkill spotted – possum

17:40 Point of study: The USS Half Moon somehow occupying space in 2 different locations simultaneously. In front of *and* behind the Mae West.

18:07 Flying J plaza spotted at I20 east exit 70

18:27 Got a bit lost. Took the wrong exit off of I-26. Easily rectified. Got right back on the highway and made it to I-20.

18:44 Stopping for gas,

19:05 Got gas, getting back on I-77 north  
Ens Bride now driving the Half Moon with Keith and Kathleen

19:10 Splatter roadkill spotted. Looked like lasagna with ribs.

19:39 XO entered the Nutcracker suite to make a log entry

19:42 XO has logged out.

19:55 State trooper spotted – everyone buckled up. He just wanted to have a look at the

sign in the back window though.

20:06 The Half Moon radioed up a punch buggy green to Ens. Gillian

20:10 Watch rotation

Adm Mike driving the Half Moon with Dan and Alex

Convoy protocol change: At night, when the escort pulls over to make hole, they turn their lights off and on once to signal it is them

## **Navigation Log – Gilded Cage Task Force**

**Gold Watch 22 Apr 2000**

**Recorded by Cdr MacGillivray, Fleet Navigator**

20:29 rollout. Gold watch at the helm for the dangerous mountain night shift.....again!

20:50 just passed huge cigarette....considered towing it home and when asked if we have anything to declare, reply “just a cigarette or two”.

20:54 Fudrucker’s restaurant spotted.

20:51 Greg seeks bed and displaces Stephen from topside to sub in for observer.

20:52 Down to one lane here due to construction....a little nerve-wracking.

22:10 Recommendation for a staff masseuse for future missions. (especially for construction zones)

22:11 Approaching “Fancy Gaps”

22:12 Signal traffic from DELPHI via landline:

*Further to request for interesting activities to do in Buffalo, DELPHI recommends we visit the USS Croaker at the Buffalo Naval and Military Park. Phone 716-847-1773. Admission is \$6 US and it opens at 10:00. This is a submarine that can be toured through. Way cool. DELPHI requests we advise END OP when mission complete.*

22:15 Lt Robillard advises we are in the mountains now....future drivers should take note not to utilize the cruise control as it is behaving poorly....especially in the mountains.

22:18 The senior FART (Ens Bride) FARTed.

**23 Apr 2000**

00:09 Exiting in Beckley (exit 42) for fuel and a watch rotation.

**Navigation Log – Gilded Cage Task Force**  
**My Mother's Great Great Grandfather's "Sunday-goin-to-church"**  
**platinum pocket watch 23 Apr 2000**  
**Recorded by A/Lt S Clarke, Navigator, USS Mae West**

00:35 Begin hunt for Bathroom. Place where gas was purchased does not have access to washrooms. Get directions to second gas station which is out of order. Suggests 24-hour Hardy's (just 2 stop lights down the road)



00:39 Dock at Hardy's. Washroom break commences.

00:46 Leave Hardy's with chicken fried steak.

01:14 Toll \$1.50

01:18 FAdm Mike suggests colour change paint for next mission so we can hide from the escort.

01:23 Need to check out [www.gritxxx.com](http://www.gritxxx.com) for some pictures to send to Mike (help his grits fetish).

01:41 Note: brakes are squeaking.

02:33 Munn going off shift has turned in the DOA arm band. As all of the off-duty staff is now asleep we have no one to be DOA. The skipper has been contacted and has instructed that "in war time situations people are required to do exceptional things". He then proceeded to appoint A/Lt Clarke as both DOA and Nav. This being the case, the "My Mother's Great Great Grandfather's 'Sunday-goin-to-church' platinum pocket watch" has hereby and forthwith declared war in order to justify the exceptional measures thing. The multiple bearing continuum middle of the night time space distortion corridor war is code named AMMA. BATTLESATIONS called very very quietly. We know how to fight this war. OUR OBJECTIVE: have as many of the crew remain in active sleep mode as possible. Our crew must stay asleep if we are to succeed. (Thus the reason we are not waking senior officers). Lt(JG) Munn has volunteered for a special assignment, unfortunately his assignment has one problem: the details of said assignment are classified to officers ranking above Lt Commander.

Defensive Personnel on MaeWest: Clarke, Munn and Bride  
Offensive Personnel on MaeWest: MacGillivray<sup>3</sup>, DOSEnbach, Robillard, and  
Robertson  
Unwitting Defense Corps: Oelrich, Sharkey and Tuckey

- 02:40 Deer appear to be on the enemy side, as is light fog. These could force us to wake senior staff.
- 02:45 Skipper recommends purchase of deer whistles. After deer sighting. Skipper still in the dark.
- 02:55 We have found a new enemy.....WAKE UP strips. Ens Bride successfully defeats this enemy by deftly avoiding these strips.
- 02:57 Out look is positive. We have allies. Multiple Dreadnoughts are screening the flagship. Suspect King George is responsible.
- 03:00 Dreadnought forces slow down to give us a smoother ride.
- 03:01 Enemy Dreadnought sighted. Dreadnought carrying load of unsawed logs. Ens. Bride slowed to maneuver away from dreadnought, just as the enemy captured some logs and woke up Ken.
- 03:04 Passing enemy dreadnought with logs. He is loud.
- 03:06 Enemy dreadnought buzzes Mae West again, Ens Bride maintains his lane, but Ken begins to sleep walk.
- 03:09 Could not figure out why escort was not taking lane reduction. Must have something to do with Dan's special mission. Escort made hole without being asked and we took it. Ens Sharky saves our butt.
- 03:11 Ken sleep reads next to A/LT Clarke as fog doubles in density.
- 03:15 Ken becomes DOA. The war has been won. VICTORY is ours. Skipper notified of great success of war.
- 03:45 Pass Black Water Falls....ewwwwwwwwhhhhhhhhhh yeachhkkjhgkllskjdfh.
- 03:52 Skipper wants Ice Cream
- 04:19 Cdr Oelrich for some unknown reason, possibly battle stress from the recent war. Has seen fit to attempt sabotage of the current mission. He seemed to think that he was in command of Cylon raider and the Mae West was the Battle Star Galactica. He then proceeded to commence strafing the Battle Star Galactica. Ens Bride maintained course while Lt Robertson contacted Oelrich and asked him



to declare his intentions. Cdr Oelrich replied, “we are in a Cylon raider and you are the Battle Star Galactica. We have been strafing your ship for the last 5 minutes (this would account for the bumps)” He then made that Cylon sound Vmmmm, Vmmmmm. Recommend he be relieved of duties until a psychiatric evaluation can be made.

04:41 Ens Bride comments “Driving conditions are excellent”, Lighting conditions however, leave something to be desired.

04:43 Ens Bride asks to be made a hole. Ken obliges.

04:51 Watch rotation. Greg farted.

**Navigation Log – Gilded Cage Task Force**  
**Odd watch 23 Apr 2000**  
**Recorded by Ens G Tuckey, Navigator, USS Mae West**

05:18 Nav very tired, no sleep, recommend observer for Nav next time.

05:36 Roadkill spotted. Possibly raccoon

05:44 Fuel Stop: FAdm. Dosenbach declared war on Blimpie toilets.

**Navigation Log – Gilded Cage Task Force**  
**The Not-Quite-Gold Watch 23 Apr 2000**  
**Recorded by Cdr MacGillivray, Fleet Navigator**

06:10 Depart fuel stop -- Mae West now staffed with Ens Bride and Cdr MacGillivray...Half Moon crewed with Lt Robertson in command, and A/Lt Clarke and Ens Tuckey aboard for the Mars EVA

06:13 MARS EVA GO – (as we passed Coke Plant) Mae West to 90kph Half Moon to 120kph. Failsafe rendez-vous set for Meadville

06:25 Coca-Cola dreadnought passes on port side – presumably to clear a corridor for us

06:57 Passed RV storage facility on port side

Half Moon has 20km accumulated on us upon arrival in Mars.

07:05 Cow spotted on starboard side

07:10 EVA +57 min. Assumed Half Moon back on the I-79...Mae West with a 28.5km lead. Calculating rate of closure now at 30kph

- 07:14 Time to intercept with Half Moon estimated at EVA +1:54:00 (08:11). (trip OD 118 from Mars)
- 08:04 Exit at Meadville to RV with the Half Moon. Station Keeping at Motel 6 EVA time 01:50
- 08:15 Radio contact with Half Moon.....Overdue by 4 minutes ...report under separate cover.

Breakfast while at station-keeping . Multiple passes by friendlies.

**Navigation Log – Gilded Cage Task Force**  
**Gold Watch 23 Apr 2000**  
**Recorded by Cdr MacGillivray, Fleet Navigator**

09:15 rollout

09:17 I-79 north. Gold Watch has the ship now with the Fleet Com conning the Half Moon assisted by Chief MacGillivray. Only a couple of hours out of Buffalo now. The plan is to rendez-vous with and board the USS Croaker (as per a new mission profile furnished by DELPHI). Following that, the Half Moon will deposit the Fleet Com at the Buffalo airport for his return to SFD and regroup with the Mae West for border crossing and the last leg into Llamatown.

09:30 Following in the footsteps of our fearless leader (Fadm Dosenbach), the Skipper is preparing for one of those extra-dangerous, extra-exhilarating cold showers while in motion. Gray water level is at 2/3 and there is plenty of fresh water. He's more man than I am.

09:40 Skipper emerges from the shower. Gray water level unchanged. Keith changed.

09:59 Note to King George: This is one kick-ass laptop.

10:22 Robertson called for directions to the USS Croaker to find that they do not have a sub there right now....just a guided missile cruiser and a destroyer. Shucks. I guess we'll just have to cope.

Shore leave at the Buffalo Navel Park.





12:30 Cdr MacGillivray transports FAdm Dosenbach to the Buffalo airport aboard the USS Half Moon with Lt(JG) Munn along to provide security.

13:00 Fleet Com successfully deposited at the airport. Send off with much fanfare, pomp and ceremony.

13:30 USS Half Moon regroups with the Mae West. The ships are readied, and the crews briefed for border crossing. MOM to run the border alone aboard the Half Moon and form up with the Mae West immediately after crossing.

14:29 Border crossing is very smooth. Both Half moon and Mae West are cleared in under a few minutes.

**Navigation Log – Gilded Cage Task Force**  
**The Last Watch 23 Apr 2000**  
**Recorded by A/Lt S Clarke, Navigator, USS Mae West**

Clarke takes Nav and Robillard the helm. Cdr Mac commands the Half Moon with the Robertson Unit at the helm. This is the last watch for the Mae West crew.

14:37 USS Half Moon breaks formation to run ahead and secure a berth at the Op Ctr for the Mae West.

14:43 Note: it would be a great improvement to schedule into the plan rest stops and have them set up in the spreadsheet. This way we can accurately project shift changes.

14:45 Paul would REALLY like to have the west virgina mountains eliminated. He would settle for a single tunnel that would go under the mountains.

15:15 Paul's feeling that long trips like this one should not occur more than once every two years. However he would be interested in more regular "short trips" that would be a maximum drive of 12 hours one way.

15:43 Contact re-established with the Half Moon. Station-Keeping at the Op Ctr.

Fuzzyboxers removed from cold storage and formed up with the Half Moon with the following complement and departed for Byetown by way of MOM's place:

Half Moon: MOM  
              Ens Sharkey  
Fuzzyboxers: Robertson  
              Robillard  
              Oelrich  
              Munn

Cdr MacGillivray, A/Lt Clarke and Ens Bride restored the Mae West to her original configuration and returned her to the Reserve depot while Ens MacGillivray and Ens Tuckey did their best to keep the Op Ctr afloat.

END LOGS

USS Fuzzyboxers

OPERATION: Iron G-String (in support of Gilded Cage)

Revised 00/02/24

Lt Robertson, K.

This document is classified "Bravo Sierra"  
You must be BS cleared before reading.

**Mission Outline:**

**This mission is a vital precursor to Operation Gilded Cage. The crew of the USS Fuzzyboxers is tasked with delivering personnel and cargo to the USE Operations Centre no later than 1130 21 April 2000.**

**Crew Chief:** Cdr Oelrich, K.

**Pilot:** Lt Robertson, K.

**Co-Pilot:** Ens Sharkey, K.

**Navigator:** Lt Robillard, P.

**Cargo:** Lt(JG) Munn, D.

Departure Station: O-Heigh-Ho Drydocks

Departure Time: 0330 21 April 2000

Checkpoint Alpha:

10 Acre Truckstop, Belleville ON

ETA: 0600 21 April 2000

Crew disembarks for refueling & waste disposal as needed. Depart Alpha: 0620 21 April 2000

Checkpoint Bravo:

Toronto City Limits

ETA: 0830 21 April 2000

No disembarkation scheduled for this checkpoint

Depart Bravo: 0831 21 April 2000

Arrival Station: USE Operations Centre

ETA: 1030 21 April 2000

Crew disembarks for reassignment to USS Mae West

Crew Chief relinquishes command of USS Fuzzyboxers  
Stealth Tender Crew to take command of USS  
Fuzzyboxers for the duration of Operation Guilded  
Cage.

Standing Orders: Do not feed the cargo.

---

TO: LLAMATOWN/USE OP CTR/2IC//CDR MAC//

FROM: MONTSURREAL/DELHI/ORACLE//CAPT PAT//

UM, I KINDA JUST GOT THIS IN THE MARTIAN MAIL  
TODAY...

-- Forwarded message follows --

FOR IMMEDIATE RELEASE

DATELINE: MARS 19 APR 00

HIS ROYAL BIGNESS MARVIN XIII HAS GROWN WEARY OF  
HAVING TO DO ALL THE WORK HIMSELF. SURE, MARS HAS  
BEEN PRETTY GOOD AT RESISTING INVASION FROM THE  
EVIL COHORTS OF THE NEW ALIEN SNAIL ASSOCIATES  
(NASA), BUT IT DIDN'T HELP SLABOVIA UNSIGN THE  
TREATY OF MICHIGANOPOLIS FOR NOTHIN'. MARS IS  
TIRED.

AND BORED. IT IS THEREFORE WITH NO REGRETS THAT  
MARS RECALLS CAPTAIN PAT, ITS LONGTIME AMBASSADOR TO  
SLABOVIA, AND SENTENCES HIM TO EXILE ON THE PLANET  
EARTH. ALL MARTIAN STANDING, SITTING, SQUATTING,  
AND KNEELING FORCES ARE INSTRUCTED TO SHOOT TO  
DISCOMBOBULATE ON SIGHT. THEY MIGHT NOT BE REAL  
HAPPY ABOUT SEEING ANYBODY ELSE WHO KNOWS HIM  
EITHER.

CAPTAIN PAT = TRAITOR WITH BAD HAIR! US NO LIKE NO  
MORE!



- 30 -

I THINK I'M IN TROUBLE.

WHATEVER YOU DO, DO NOT GO TO MARS! I CAN'T BE HELD  
RESPONSIBLE FOR THEIR ACTIONS!

CAPT PAT

NO DUFF NO DUFF NO DUFF

TO: USS MAE WEST//CDR K OELRICH//

FROM: CICCUSE

COPY: LLAMATOWN/USE OP CTR/2IC//CDR R  
MACGILLIVRAY//

SUBJECT: COMMAND OF USS MAE WEST

210400 08:13:27LOC

AUTHENTICATE: KLH49DFJG

1. REGRET TO INFORM YOU THAT CAPT GODDARD HAS BEEN RE-ASSIGNED AND WILL NO LONGER BE COMMANDING THE USS MAE WEST FOR THE DURATION OF OPERATION GILDED CAGE.
2. EFFECTIVE IMMEDIATELY, YOU ARE TO ASSUME COMMAND OF THE USS MAE WEST ALONG WITH THE GILDED CAGE TASK FORCE AND CARRY OUT THE MISSION OBJECTIVES. YOUR XO WILL BE CDR MACGILLIVRAY AND YOU MAY STAFF THE USS HALF MOON AS YOU SEE FIT.
3. GOOD LUCK AND GODSPEED.
4. VICTOR SENDS.

---

S E C R E T

TO: COMMANDER, USS MAE WEST

FROM: CICCUSE

COPY: SAM FROG'S DISCO/CINCSPEC//FADM M  
DOSENBACH//

SUBJECT: COMMAND OF GILDED CAGE TASK FORCE

210400 16:42:19LOC

AUTHENTICATE: 88GK4LFGUGN

1. MISSION TO MARS NOW IMPERATIVE. ALL HASTE FOR MARS.
2. UPON ARRIVAL IN MARS YOU ARE TO MAKE CONTACT WITH FADM  
M DOSENBACH AND TAKE HIM ABOARD. HE WILL RELIEVE YOU OF YOUR COMMAND OF THE GILDED CAGE TASK FORCE. YOU WILL HOWEVER REMAIN IN COMMAND OF THE USS MAE WEST.
3. DO NOT DISCUSS THE CONTENTS OF THIS MESSAGE UNTIL  
CONTACT HAS BEEN MADE WITH FADM DOSENBACH.
4. VICTOR SENDS.

---

FROM: MONTSURREAL/DELPHI/ORACLE//CAPT PAT//

TO: USS MAE WEST//ANYONE//

SUBJECT: GILDED CAGE

DATE: 24 APR 2000

Hello? Guys? Anyone? Are you still okay? I had a horrible

dream that you all had a good drive with no obstacles,

problems, emergencies, near-fatal collisions or fatal near-

collisions. In fact, the worst thing that happened was you

had to spend some time in -- Good Lord (choke!) -

Buffalo... It was awful. Just terrible. Please tell me

something went horribly, horribly wrong. And then I can get

back to sleep.

Capt Pat

---

---

TO: MONTSURREAL/DELPHI/ORACLE//CAPT GODDARD//

FROM: LLAMATOWN/OP CTR/2IC//CDR MACGILLIVRAY//

DATE: 25 APR 2000

SUBJECT: MAE WEST

1. USS MAE WEST HAS BEEN RETURNED TO RESERVE  
STATUS AFTER  
    SUCCESSFUL COMPLETION OF OPERATION GILDED CAGE.
  2. I REGRET TO INFORM YOU THAT EVERYTHING WENT  
HORRIBLY,  
    HORRIBLY RIGHT.
  3. FULL DOCUMENTATION AND REPORTS TO FOLLOW WHEN  
AVAILABLE  
    - ALL THE GRIZZLY DETAILS.
  4. NIKNAR SENDS.
-

---

TO: ALL MEMBERS OF OPERATION GILDED CAGE

FROM: ENS. G. BRIDE, Driver SS MAE WEST

DATE: 24 APR 2000

SUBJECT: POST MISSION UNUSUAL PHENOMENON

1. I HAVE OBSERVED AN UNUSUAL PHENOMENON AFTER OUR RECENT MISSION: SLEEP, SLEEP AND MORE SLEEP.
  2. I HAVE SOME EXCELLENT MEMORIES FROM MEETING NEW PEOPLE (LIKE MIKE, PAUL, & KATHLEEN) AND AM PLEASED TO GET BETTER AQUATINTED WITH THE REST OF YOU LOUTS.
  3. THE SOUND OF HUMMING STILL PERSISTS IN MY HEAD.
  4. I HAD A PRETTY GOOD CHUCKLE TO MYSELF WHEN I PUT THE
-



CLEARCOM ON AT WORK TODAY AND PREPARED TO CALL  
A SHOW.

5. MARVIN SENDS

ENS G. BRIDE G.U.E.L.P.H.  
DRIVER - MY MOTHER'S GREAT-GREAT-GRANDFATHERS,  
SUNDAY-GOIN'-TO-CHURCH, PLATINUM POCKET WATCH  
(FORMERLY KNOW AS RED WATCH)

---

TO: NIKNAR

FROM: DEMON

RE: END-OP BYETOWN

DATE: 26 APR 2000

1. VERIFICATION OF SUCCESSFUL END-OP CONFIRMED.  
ALL  
PERSONNEL ENDED UP WHERE THEY WERE SUPPOSED TO  
BE,  
LATER THEN THEY WERE SUPPOSED TO BE, AND HOW  
THEY WERE  
SUPPOSED TO BE.
  2. VERIFICATION OF MATERNAL UNIT SUCCESSFUL  
REPLANTING IN  
SLABOVIAN SOIL CONFIRMED. REMEMBER TO WATER HER  
AND PLENTY OF SUNLIGHT.
  2. NO LOGS WHERE TAKEN DURING THE BYETOWN LEGS OF  
THE  
MISSION. RETROACTIVE LOGS ARE BEING INITIATED.  
(RIGHT  
KEN?)
  4. DEMON OUT
-

TO: ALL MEMBERS OF OPERATION GILDED CAGE

FROM: THE KING

DATE: 25 APR 2000

1. CONGRATULATIONS ON A SUCCESSFUL MISSION.
2. CONGRATULATIONS ON NOT GETTING ANYONE KILLED,  
JAILED,  
OR TATTOOED.
3. CONGRATULATIONS ON YOUR RETURN TO MORE-OR-LESS  
FRIENDLY  
TERRITORY.
4. I CAN'T THINK OF ANYTHING ELSE TO CONGRATULATE  
YOU ON.

KING SENDS.

---

---

TO: HIS MAJESTY, KING GEORGE

CC: ALL MAE WEST CREW MEMBERS

FROM: FADM MIKE DOSENBACH, FLEET COMMANDER

DATE: 25 APR 2000

1. GILDED CAGE WENT WELL. TOO WELL. BETWEEN THE COMPANY AND COWS, THE ASO'S WERE UNABLE TO CAUSE US ANY PROBLEMS (WELL, OTHER THAN THE CHAOS THEY MADE WITH MY FLIGHT SCHEDULES, BUT THAT'S ANOTHER STORY....). NO COLLISIONS WITH SEMI'S, NO BREAKDOWNS IN THE MIDDLE OF THE DESERT. IT WAS DOWNRIGHT BORING.
2. IF I CAN SPEAK FOR THE CREW, I BELIEVE A GOOD TIME WAS HAD BY ALL.
3. PRIMARY OBJECTIVE WAS OBTAINED, BUT MANY SECONDARY OBJECTIVES HAD TO BE PASSED UP DUE TO LACK OF TIME. IF THERE WERE ANY PROBLEMS WITH THE MISSION, IT'S THAT IT WAS TOO RUSHED.

4. I WOULD LIKE TO COMMEND THE ENTIRE CREW,  
WITHOUT

EXCEPTION, FOR HARD WORK IN THE SLABOVIAN  
TRADITION. AS

THE SCHEDULE CHANGED ALMOST MINUTELY IN A FINE  
DISPLAY

OF SLABOVIAN INEFFICIENCY AND CHAOS, THE CREW  
KEPT

THEIR COMPOSURE AND ADJUSTED TO THE NEW  
ENVIRONMENTS.

5. I WOULD LIKE TO SUBMIT TWO PROPOSALS FOR  
IMMEDIATE

PROMOTION:

A. LT PAUL ROBILLARD TO LCDR. LT ROBILLARD  
AGAIN TOOK THE MOST DIFFICULT DRIVING  
ASSIGNMENTS AND COMPLETED THEM WITH FLYING  
COLORS AND A MINIMUM OF WHINING. WHILE HE WAS  
NOT REQUIRED TO SINGLE-HANDEDLY SAVE THE LIVES  
OF THE ENTIRE CREW LIKE HE DID DURING SINKME,  
THE DRIVE WAS SO SMOOTH THAT THE MAJORITY OF  
THE CREW SLEPT RIGHT THROUGH THE WORST PART OF  
THE DRIVE, BLISSFULLY UNAWARE OF THE DANGER  
THAT THEY WERE IN. IT HAS BEEN 5 YEARS SINCE LT  
ROBILLARD'S LAST PROMOTION (A FIELD PROMOTION  
GRANTED AFTER THE "WHY-WHY-WYOMING INCIDENT" IN  
THE AFOREMENTIONED SINKME), AND HE IS MORE THAN  
DUE.

B. CDR MACGILLIVRAY TO CAPT. THERE ARE TWO  
REASONS HERE. FIRST, HE WAS ABLE TO ORGANIZE  
AND PULL OFF THE PLANNING OF THIS EXERCISE  
(WITH HELP, OF COURSE), ALLOWING FOR THE  
EXECUTION OF THE TRIP TO BE ALMOST TRIVIAL.  
SECOND, HE TOLD ME "I DO NOT WANT A PROMOTION;  
I LIKE BEING A COMMANDER". COMPLACENCY LIKE  
THAT CAN

NOT BE TOLERATED IN THE NAVEY.

7. MORE PROMOTIONS MAY BE RECOMMENDED AFTER A MORE THOROUGH CONTEMPLATION OF THE MISSION.

8. THANK YOU FOR THE OPPORTUNITY TO LEAD THIS MISSION. I

WAS HONORED TO BE PICKED AS THE ADMIRAL IN CHARGE OF

THIS FLEET, SINCE THE COMPETITION WAS FIERCE. I UNDERSTAND, BEING THE ONLY ADMIRAL IN THE SLABOVIAN

NAVEY, THAT THE CHOICE BETWEEN ME AND NO ONE WAS

DIFFICULT. I'M GLAD YOU WENT WITH THE CHOICE MORE IN

LINE WITH THE SLABOVIAN IDEALS OF INCOMPETENCE AND

INEFFICIENCY.

FADM MIKE DOSENBACH

CINCSPEC

SAM FROG'S DISCO, SLABOVIA

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---

TO: SUPER/SUPER//Lt P Robillard

FROM: CICCUSE

DATE: 26 APR 2000

SUBJECT: PROMOTION

1. EFFECTIVE IMMEDIATELY YOU ARE PROMOTED TO LCDR ON ACCOUNT OF YOUR LONG SERVICE AND GOOD CONDUCT AS A LT AS WELL AS YOUR PERFORMANCE ABOARD THE USS MAE WEST DURING OPERATION GILDED CAGE.
  2. THIS PROMOTION WAS ENDORSED BY FADM M DOSENBACH AND CDR R MACGILLIVRAY.
  3. CONGRATULATIONS.
  4. VICTOR SENDS.
-

---

TO: MORONTO/CNIB/SCORE//A/LT S CLARKE//

FROM: LLAMATOWN/USE OP CTR/2IC//CDR R  
MACGILLIVRAY//

DATE: 26 APR 2000

SUBJECT: PROMOTION

1. I REGRET TO INFORM YOU THAT YOUR PROMOTION HAS BEEN EXPEDITED PAST ALL THE RED TAPE DUE TO THE EXEMPLARY PERFORMANCE OF YOUR DUTIES ABOARD THE USS MAE WEST DURING OPERATION GILDED CAGE.
  2. YOU ARE NOW A FULL LT WITH ALL THE PRIVILEGES (?) AND RESPECT (?) THAT ACCOMPANIES THAT RANK. CONGRATULATIONS.
  3. NIKNAR (FOR THE KING)
-



---

TO: CREW, USS MAE WEST

FROM: CICCUSE

DATE: 26 APR 2000

SUBJECT: AWARDS AND DISPATCHES

1. THE FOLLOWING CREW MEMBERS ARE ELIGIBLE FOR AND SHALL SOON RECEIVE THE "GILDED CAGE CAMPAIGN MEDAL":

FADM M DOSENBACH

CDR K OELRICH

CDR R MACGILLIVRAY

LCDR P ROBILLARD

LT S CLARKE (WITH CLASP FOR MARS EVA)

LT K ROBERTSON (WITH CLASP FOR MARS EVA)

LT(JG) D MUNN  
ENS G BRIDE  
ENS A MACGILLIVRAY  
ENS K SHARKEY  
ENS G TUCKEY (WITH CLASP FOR MARS EVA)

2. THAT IS ALL.

3. VICTOR SENDS.

Distribution

Internal:

MOM  
5 Vanalstine Drive  
Trenton, Ontario  
K8V 6K4

Cdr R MacGillivray, 2I/C  
USE Operations Centre  
1206-7 Robinson Street  
Hamilton, Ontario  
L8P 4T2

Lt K Robertson

FAdm M Dosenbach, CINCSPEC  
263 Timberhead Lane  
Foster City CA 94404  
USA

Cdr K Oelrich  
S<sup>10</sup>  
1202-1180 Ohio Street  
Ottawa, Ontario  
K1H 8N5

Lt P Robillard

Military Attaché, NOSE  
507-101 Sacre-Coeur Blvd  
Hull, Quebec  
J8X 1C7

A/Lt S Clarke  
SCORE  
404-1901 Bayview Avenue  
Toronto, Ontario  
M4G 3E4

Ens G Bride  
A-42 Caledonia Street  
Guelph, Ontario  
N1G 2C9

Ens K Sharkey  
S<sup>10</sup>  
1202-1180 Ohio Street  
Ottawa, Ontario  
K1H 8N5

External:

Capt P Goddard  
ORACLE at DELPHI  
3-211 Fairmount West  
Montreal, Quebec  
H2T 2M8

SUPER  
303-1801 Riverside Drive  
Ottawa, Ontario  
K1G 0E7

Lt(JG) D Munn  
KUSMC  
11A Hotel-de-Ville Street  
Hull, Quebec  
J8X 2C6

Ens A MacGillivray  
USE Op Ctr  
1206-7 Robinson Street  
Hamilton, Ontario  
L8P 4T2

Ens G Tuckey  
SCORE  
404-1901 Bayview Avenue  
Toronto, Ontario  
M4G 3E4