

Halifax Sweden Project – November 1, 2016

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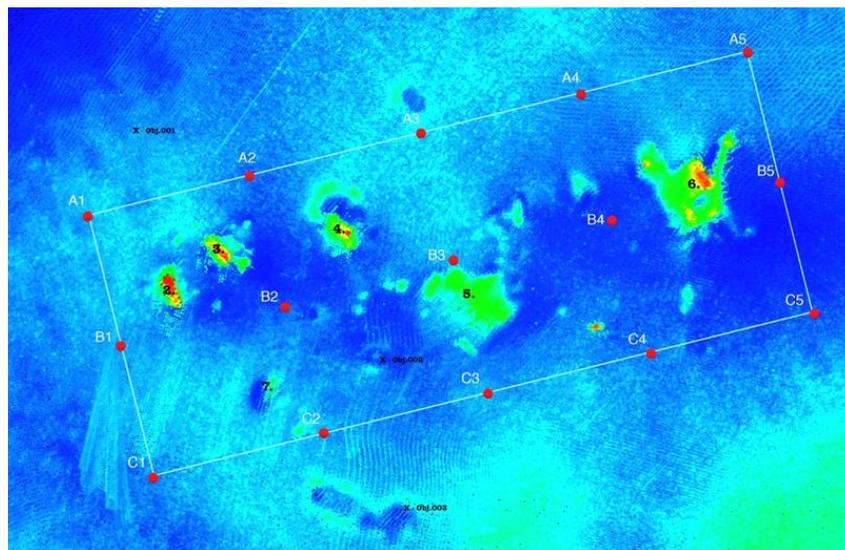
Belated greetings to all of you, our supporters and followers of our quest to save Halifax bomber HR871 from Swedish waters. We have had a very interesting summer in this adventure together and I wanted to give you news of the next steps planned for the recovery of the Halifax.

I apologize for the lack of reports lately as I was looking after my wife as she recovered from major surgery (she is healing well). Also, I was waiting for a report from our lead diver in Sweden Jan Christensen as he was waiting for any good weather that could be had in October off the south coast of Sweden. He has just reported to me this week.

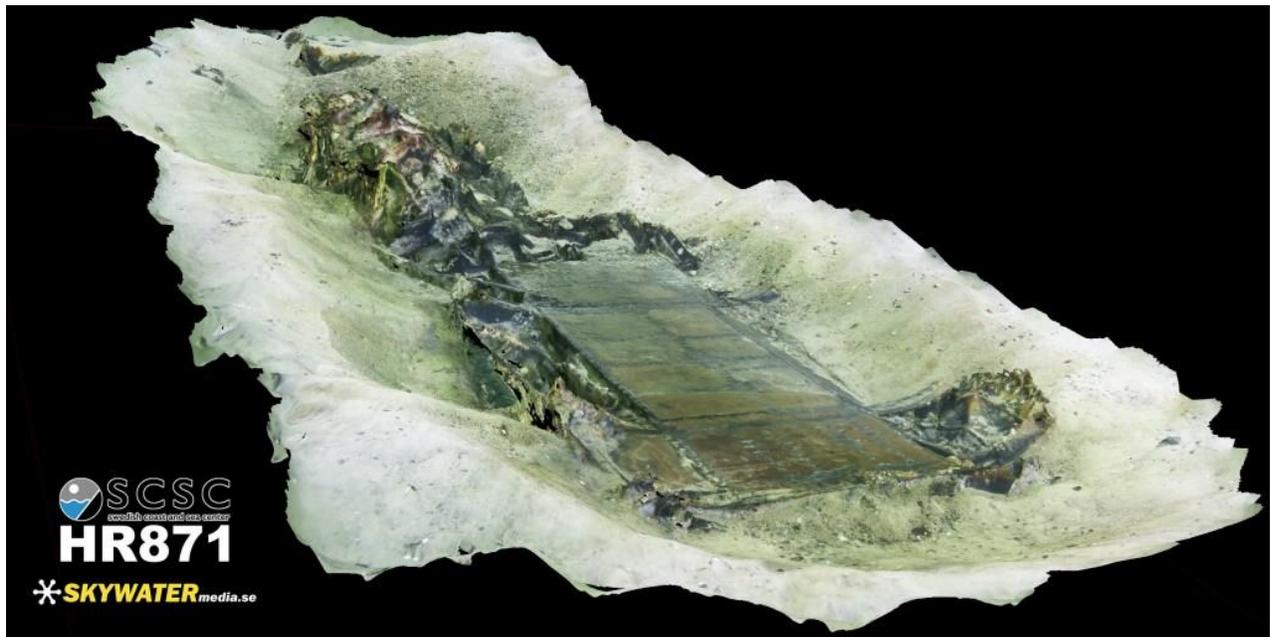
It appears that mother nature has NOT cooperated with us as we waited for some good weather windows these past 2 weeks or so after the Swedish Coast and Sea Center (SCSC) divers returned to Sweden from visiting us at our headquarters, the Bomber Command Museum of Canada (BCMC).

We all knew that our recovery efforts for the salvage of HR871 were progressing well but slowly due to weather, timing, and "pay as we go" funding for the project. We at Halifax 57 Rescue and SCSC have conferred on the next steps as we see that, although we have made all the preparations and Halifax site surveys steps required to do the salvage, we have only just begun on the recovery of the airframe (with 2 Merlin engines and various small pieces of airframe) returned to land at the Port of Trelleborg.

Here is the master map below of the Halifax bomber location with much of the airframe under the sand but all of the Halifax located ready for excavation.



See below one of the first wing pieces of the Halifax being uncovered from the sand in September, courtesy of our Swedish dive team, the Swedish Coast and Sea Center



Our team has now decided that we must go on hold for now as the weather is turning against us, funding is low but not critically low, and the vessels and boats are not available to do the diving work as winter approaches in Sweden.

I am pleased with our setting up of a complete recovery network of boats, divers, recovery site prep, and a recovery system that works (we have the Merlin engines!) with land bases of operations at the marina at Hollviken and further east at the Port of Trelleborg. All of this has been done on our budget, so far.

20 tons of Halifax bomber, underwater for 73 years, cannot be delivered presto on a set schedule so I hope you will not be impatient or disappointed as there are many variables we are dealing with over the past few months and into the future.

To deal with the future demands of finances on the recovery of this Halifax I will be seeking funding from the national government of Canada and also the government of Alberta. There is no way they can say "well, what have you done so far to make this recovery of the RCAF treasure a reality?" Folks, we are already there!

Now we just need a little help, say matching funds, from those governments who profess that saving our heritage and history is important. The precedent for funding from the Ministry of Canadian Heritage and Veterans Affairs Canada has already been set for they provided grants for the 2 Halifax bomber

recoveries we have already done, Halifax NA337 and LW682. Now we have a strong case for Halifax HR871!

Also, the 150th birthday of Canada is coming in 2017 and if this Canadian Halifax recovery is not worthy of support to celebrate Canada's great history then what other aluminium treasure out there could be more important?

So, even if we take a weather delay, we can plan and stick-handle our way to a better position as we renew our support for the recovery of Halifax HR871. SCSC has assured me we can renew our recovery in April 2017 without any problems and carry on to complete our mission.

In the interim and thinking of our future operations, I have strengthened and renewed our political ties at several levels and LGen Mike Hood, Commander of the RCAF, has offered his support and blessing on all our efforts to save more of our Air Force treasure, Halifax HR871, because of what we were able to initially show him this summer.

Oh yes, by the way, while all of this is going on, the Halifax rebuild shop of Knox Tech in Ottawa has already started the foundation of our Halifax with the rebuilding of a complete Halifax center-section. (30 feet X 10 feet). Have a look at the excellent and determined progress they are making!

See the photos below and look at "REBUILDSHOP" on Facebook at <https://www.facebook.com/Rebuildshop-1533756926866315/?fref=ts>



(Johnny Cash, when you are singing "One Piece at a Time" , you are singin' our song!)

So my stalwarts, we are in for the long run and we see the "prize" beginning, whether it is underwater off the coast of Sweden or at our rebuild shop in Ottawa. So please stay with us and support us. You will not be bored.

Finally, you will all be receiving your Halifax 57 Rescue tax receipts for your great donations this year in 2016, when I send them out by the 3rd week in January 2017.

You can still add to your support with a further donation before the end of this year and then your tax receipt will be adjusted upwards in value and our project will be strengthened even more. So hope you will check your budget and see what additional funds you would consider giving before Dec. 31.

Above all, please share our Halifax recovery project with the world on social media and beyond. We are gaining support all the time thanks to your "shares" so we are counting on you.

Halifax 57 Rescue (Canada) cannot recover this Halifax unless we can raise more funds for the planned salvage next summer starting in April. Please help us save our RCAF Halifax history!

I hope to report to you soon as things are moving forward on all Halifax fronts.

And remember, WE LEAVE NO HALIFAX BEHIND.

Cheers, Karl Kjarsgaard - Project Manager 57rescuecanada@rogers.com

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www.57rescuecanada.com