

# Crowsnest

Vol. 2, No. 1 Spring 2008

Chief of the Maritime Staff

CANADIAN  
**NAVY**

## Canadian Navy lends a helping hand



Photo: Cpl Robert LeBlanc

Boarding party member Leading Seaman Alexander Moore from HMCS *Charlottetown* prepares to board a drifting boat in the Gulf of Aden as members of the crew wave to signal their distress. The Somali crew had been without food or water for days. Stocked by *Charlottetown* with enough supplies and fuel to get them to their destination, the Somalis were able to get under way. For more information on *Charlottetown* and her activities as part of Canada's contribution to the war against terrorism, see pages 4 and 5.

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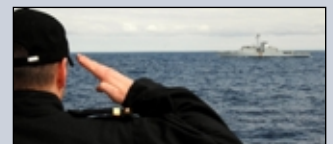
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The destroyer HMCS Iroquois, which will lead the coalition task force in the Middle East, encounters heavy seas during a recent exercise.

Photo: MCpl Eduardo Mora Pineda



## Canada to lead coalition task force in Middle East

Canada will be the next country to lead Combined Task Force 150 (CTF 150), a naval coalition task force currently operating in the Middle East.

The deployment, which will last from June until September, includes three Canadian warships and more than 850 sailors, soldiers and airmen and women. They will be assigned to monitor shipping and help detect, deter and protect against unauthorized activity.



Commodore Bob Davidson

The destroyer HMCS *Iroquois*, based in Halifax, will act as the command platform for the task force. HMCS *Calgary*, a frigate, and HMCS *Protecteur*, an auxiliary oil replenishment ship, both from Esquimalt, B.C., will round out this fourth rotation of Operation ALTAIR, Canada's contribution to the maritime portion of the global

war on terrorism.

Commodore Bob Davidson, along with his staff aboard HMCS *Iroquois*, will lead the Canadian Task Group on its assigned mission.

"It is an honour to lead such a superb group of Canadians on this mission," says Cmdre Davidson. "Canada has a reputation of excellence in all that we do and this is no exception. Our sailors, soldiers and airmen and women are the best at what they do and I know that they will do an outstanding job on this deployment. I feel great about the mission and know that the three ships we send will be ready to get the job done."

Cmdre Davidson explains that the mission is important to all Canadians. "Canada is a maritime nation and the unhindered movement of trade at sea is of critical importance to our economy. Equally important in my view is the fact Canada is a rich nation and a member of the G8. As such we have a responsibility to do our part to help bring stability to regions in need," he says.

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*Crowsnest* is published quarterly on the authority of the Chief of the Maritime Staff, Vice-Admiral Drew Robertson. Comments are welcome and can be sent to:  
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# Sailors contribute to mission in land-locked Afghanistan

A land-locked country like Afghanistan may seem like an unusual place to find sailors, but approximately 60 members of the Canadian Navy are currently serving there in a variety of roles.

"There is definite value to having sailors in Afghanistan," says Chief Petty Officer 1st Class Robert Cleroux, Maritime Command Chief Petty Officer. "They feel like they are part of the team. In Afghanistan, it doesn't matter if you're army, air force or navy – it is one mission and everyone contributes."

CPO1 Cleroux returned in late January from a five-day visit to Kandahar and a forward operating base (FOB) close by, where he met sailors and talked to them about their mission. There were 10 sailors at the FOB, working in such diverse areas as human intelligence, defence and security, and cooking.

"The two petty officers working in human intelligence have a dangerous job," Chief Cleroux says. "They gather information by talking to people, listening to their gripes, and building profiles of certain individuals. Basically, they are trying to identify potential bombers. Those working defence and security stand eight-hour watches defending the FOB."

For sailors, these are not typical jobs, and they require additional training. Before heading overseas, they undergo months of training at army bases such as Kingston and Petawawa, Ont., and Valcartier, Que. But since the sailors have volunteered for these positions, they already have the willingness and motivation necessary to undertake the challenge.



Photo: MCpl Robert Bottrill

LCdr April Inglis, a lawyer with the Kandahar Provincial Reconstruction Team, exchanges information through an interpreter (foreground) regarding issues of the Afghan justice system with Najee Bulah, left, Chief Justice of the Kandahar Primary Court, and Abdul Jalil Moulawvi Zada, right, Chief Justice of the High Court of Kandahar.

"Sailors are gaining new skills like weapons handling and hand-to-hand combat – things they might not normally learn in the navy. It has increased their confidence and really given them a chance to contribute," Chief Cleroux says.

Chief Cleroux also spent time in Kandahar, where he says sailors are "almost invisible – and that's a good thing". "They are doing things like logistics, communications and intelligence," he says, "and because everyone is wearing a tan uniform, the only way I can tell they are sailors is by the anchor on their name tag."

Although the job is not always easy and losses take a heavy emotional toll, Chief Cleroux says morale among sailors is good. "Every sailor feels that they are part of one team. They know the mission is important and they feel they are contributing. They really appreciate the opportunity to be over there supporting the soldiers."



Photo: MCpl Robert Bottrill



Photo: MCpl Robert Bottrill

Petty Officer Second Class Diane Jalbert, above left, and Lieutenant-Commander Pierre Babinsky, are among the sailors currently deployed to Kandahar, Afghanistan.





Leading Seaman Michael Murphy, a member of Charlottetown's force protection team, observes the banks of the Suez Canal while going under the Mubarak Bridge.

## Stopping smugglers and saving lives: warship continues busy mission

**S**topping drug and alcohol smugglers, rescuing stranded seamen near death, boarding suspicious vessels with suspected links to terrorism – these are just a few of the tasks that HMCS *Charlottetown* and her crew of 250 sailors have been carrying out over the past few months in waters of the Persian Gulf and Arabian Sea.

*Charlottetown*, one of Canada's 12 patrol frigates, is approximately half way through her mission as part of Operation ALTAIR, Canada's maritime contribution to the continuing U.S.-led campaign against terrorism known as Operation ENDURING FREEDOM.

The ship left Halifax on November 1 under the command of Commander Patrick St-Denis, and has been monitoring shipping, escorting commercial vessels, and helping to detect, deter and protect against terrorist

activities in an effort to bring long term stability to the area.

The ship and her crew have been busy – by the end of February they had carried out 55 approach operations, five boardings and three dramatic sea rescues which saved 25 lives. One boarding unearthed 2,000 cases of smuggled alcohol, while another discovered 4.3 tons of hashish hidden in fuel tanks and under deck planking.

"The ship has been very successful in putting a dent in illegal activity with ties to terrorism," says Lieutenant-Commander Mike Davie, *Charlottetown's* executive officer. "We could not have accomplished this without the excellent work of the ship's company."

*Charlottetown* is participating in operations off the coast of Pakistan with six ships, five helicopters and maritime patrol aircraft under her control in supporting maritime security in the region.

LCdr Davie emphasizes that the security of Canadians begins overseas. "*Charlottetown's* contribution to Operation ENDURING FREEDOM is a longstanding part of our involvement in the campaign against terrorism," he explains. "Our participation helps defend our country and prevent future attacks on Canada and her allies by working to eliminate or disrupt these illicit activities which may in the end harm Canadians in other parts of the world or at home."

Throughout the deployment, HMCS *Charlottetown* has also conducted port visits designed to reinforce established regional relations and demonstrate Canada's ongoing commitment to international security.

HMCS *Charlottetown* is the fourth Canadian ship to deploy on Operation ALTAIR. The first ship was HMCS *Toronto*, which deployed with the USS *George Washington* Carrier Strike Group from January to July 2004. In April 2005, HMCS *Winnipeg* deployed for six months with the 5th Fleet of the United States Navy. And the third ship, HMCS *Ottawa*, deployed from September 2006 to March 2007.

*Charlottetown* is expected home in May.

**"The ship has been very successful in putting a dent in illegal activity with ties to terrorism."**

**LCdr Mike Davie, Executive Officer,  
HMCS Charlottetown**



*Clockwise from top right: HMCS Charlottetown crew members bring a Pakistani sailor onboard after he and another sailor were rescued from a drifting barge in the northern Arabian Sea; HMCS Charlottetown at sea; a member of Charlottetown's boarding party pries up deck boards while searching a dhow suspected of smuggling drugs; the bags of drugs that were found beneath the deck boards.*





# Where have all the *old ships* gone?

**H**MCS *Huron*, a ship that once served as an anti-submarine warfare vessel during the Cold War, now lies at the bottom of the ocean 150 kilometres off the west coast of Vancouver Island. Her Iroquois-class sister ship, HMCS *Algonquin*, ironically using the main deck gun which had once belonged to *Huron*'s own armament, fired the final blasts that sent her over 2,000 metres to the bottom of the ocean on May 14, 2007.

An ignoble end for a once proud warship, or the continuation of a fine tradition of service, duty and honour?

*Huron*, the most recent Canadian Navy vessel to be disposed of after decommissioning (a general term for removing a vessel from active service), provided the realistic focal point for a large-scale naval training exercise which saw a variety of ships and aircraft bombard her with naval gunfire, missiles and strafing fire.

"In her final mission at sea, *Huron* completed her service by providing valuable training for the next generation of naval ships and sailors," Captain (Navy) Paul Hendry, commanding officer of HMCS *Algonquin* at the time said after the event. "It was an honorable way to contribute one last time to the future of the navy."



Photo: Cpl Rod Doucet

*Two decommissioned St. Laurent-class destroyer escorts await disposal at HMC Dockyard in Halifax.*

Using a decommissioned ship as a valuable training tool is just one use for those vessels that find themselves surplus to the navy according to Lieutenant-Commander Chris Learn, a naval disposals expert. "There can be several reasons why certain vessels are no longer needed," he says. "For example, they may no longer be required operationally, they may have become obsolete, spare parts may no longer be available, or repairs costs may have become uneconomical."

So what do you do with a warship that you don't want anymore? Weighing several tons and with a rather undeniable profile, you can't hide them very easily and you can't just leaving them lying around. Well the navy, after completing a meticulous and often lengthy administrative process, can dispose of these vessels through Crown Assets, part of Public Works and Government Services



*Four Oberon-class submarines, ready for disposal, at HMC Dockyard in Halifax.*

Photo: Cpl Rod Doucet

Canada. This group can then sell or release these vessels in a variety of ways.

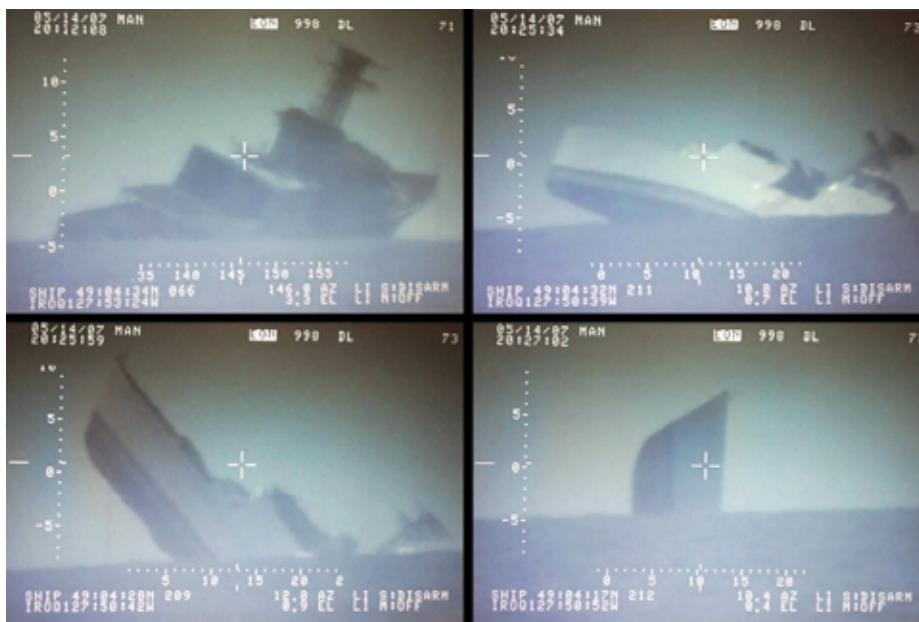
"Some ships have been sold for scrap, while others have been sold for use as artificial reefs," says Pat MacDonald, Disposal Coordinator, at National Defence Headquarters in Ottawa. "Another ship, HMCS *Fraser* (a St. Laurent-class destroyer escort that served in the navy from 1957-1994), was transferred to a group in Nova Scotia for preservation as a museum. Some boats, mainly smaller non-warships, have been sold in operational, de-militarized condition for further use."

These ships can't just be sold to anyone, however. "Factors such as what country an interested party resides in and the intended use of a ship are taken into consideration," Mr. MacDonald explains.

In the case of major vessels, the return has varied widely, with most selling in the \$150,000 to \$200,000 range, although two have sold for more than \$600,000 each. The money goes to the Department of National Defence's general coffers.

Before any vessel is disposed of, equipment that has a purely military application and therefore cannot be sold on the open market, as well as equipment that is required for further use is removed, according to Mr. MacDonald.

The navy also takes its environmental stewardship very seriously. Before offered for sale, all hazardous materials are either removed from decommissioned



*This photo, taken by HMCS Algonquin's bridge camera, shows HMCS Huron sink beneath the waves, 150 km off the coast of Vancouver Island.*

warships or they are identified and their locations specified in the ship's environmental portfolio and accounted for by an environmental assessment. These documents are provided to the purchaser of the vessel.

"For example," says Mr. MacDonald, "all known PCBs are removed from the ships while asbestos containing materials are left undisturbed but catalogued. Agencies such as Environment Canada will inspect a vessel before allowing it to be sunk in Canadian waters as a diving attraction. In the case of HMCS *Huron*, additional cleaning and removal work similar to what would be performed by a reef society was performed by DND, and the vessel's condition was approved by Environment Canada prior to her sinking."

Since 1991, 18 major war vessels have been disposed of, along with 68 other boats. Currently, there are three destroyer escorts awaiting disposal: one at CFB Esquimalt, B.C., which will soon be sold to the Artificial Reef Society of British Columbia, and two others in Halifax whose final purpose has not yet been decided. There are also four decommissioned Oberon-class submarines, three of which will be broken up for scrap, and the fourth which has tentatively been sold to a group in Quebec for preservation as a museum. A few smaller, non-ocean going boats will also be coming up for sale at both Esquimalt and Halifax.

Whatever the fate of these once-proud naval vessels, it is obvious that their usefulness persists, even after they are no longer needed by the navy. Recycled into scrap metal, sunk as artificial reefs for divers to enjoy, or blasted to the bottom of the ocean in an important training exercise, these old vessels continue to prove their worth.



Photo: MCpl Robert Bottrill

*Sub-Lieutenant Jay Yates salutes the former HMCS Huron before she is sunk in a training exercise.*



## The navy's honorary captains

# Bridging the gap between military and civilian communities

**W**hat do seven distinguished men and women of diverse professional backgrounds from across the country have in common? They are all currently serving as honorary captains in the Canadian Navy.

The appointment of honorary naval captains originates in Britain in 1673 when it was not uncommon for the King to appoint naval officers regardless of their ability to function at sea. The captains were selected from gentlemen of the landlord class, who would have had no training or experience. Typically, fathers and eldest sons would not qualify, as they needed to tend to their businesses, so younger sons would don a naval uniform to serve the Crown. Captains would command a ship for a prescribed period of time and then return to civilian life.

Canada's appointment of honorary naval captains is relatively new. The Chief of the Maritime Staff, Canada's top sailor, appoints them for a period of three years; however, extensions may be granted. The appointment does not come with any real authority like it used to in Britain, but honoraries are entitled to the rights and privileges of the Canadian Forces'

Supplementary Reserve List.

So why give a civilian, sometimes with little or no naval background, the rank of a senior naval officer? These Canadians, well known in such areas as politics, business, journalism and the arts, have the unique skills and connections to strengthen the navy's ties to Canadian communities and to promote a better understanding of maritime defence issues. They are quite visible, attending in uniform significant naval and Canadian Forces events and ceremonies across the country, bridging the gap between military and civilian communities. In the years leading up to the Canadian Navy's centennial in 2010, the number of appointments to honorary captain are expected to increase.

One of the seven honorary captains is Captain (Navy) Bill Wilson, and he describes the captains as "a mixed bag with completely different backgrounds but with an identical objective: to contribute to our service in every way we can."

"Our men and women (in the navy) are the very best, and deserve nothing less than our complete personal and collective support," Capt (N) Wilson says. He is one of the current honorary captains who does have a



Photo: MCpl Serge Tremblay

*HCapt(N) Bill Wilson; HCapt(N) Sonja Bata; HCapt(N) Moise Tousignant; Cmdre Kelly Williams, Assistant Chief of the Maritime Staff; Cmdre Rene Marin, Special Advisor to the Chief of the Maritime Staff; HCapt(N) Cedric Steele; and HCapt(N) Vic Suthren. Missing: HCapt(N) Hugh Segal and HCapt(N) Myra Freeman.*



lifelong connection with the Canadian Navy, serving during the Second World War and then staying on as a member of the Naval Reserve. "During my years with the Naval Reserve I developed a great admiration and respect for what the navy stood for as well as a great affection for sailors. I personally have benefited in a great many ways from having had the privilege of serving in Canada's Navy."

As with most reservists he also had a "day job", working mainly at high levels within the transportation industry at Canadian Pacific. He has been an honorary captain since 1992, and since his retirement from his civilian job the following year, has been able to maintain close ties with the navy in Calgary through a wide variety of events such as annual cadet inspections, changes of command and Battle of the Atlantic ceremonies. He also works with the Naval Museum of Alberta which, having doubled in size since it opened in 1988, will be moving to a new location later this year.

Like most honorary captains, Capt (N) Wilson also provides an interface between the navy and the local community, in his case connecting the mayor's office, city council and the city's namesake Canadian patrol frigate HMCS *Calgary*. "I routinely arrange for a meeting with the mayor in chambers for visiting flag officers and I have periodically arranged timely meetings with the editorial board of the *Calgary Herald*," he says. "I also sit as a member of the Advisory Board of the Centre for Military and Strategic Studies at the University of Calgary."

The longest serving honorary captain is Capt (N) Sonja Bata, who has held the appointment since 1989. As a member of the board of directors of the Bata Shoe organization, and with a vast number of ties to other businesses including Alcan Aluminum, Canada Trust and the Canadian Commercial Corporation, she is uniquely positioned to tell the navy's story to the business community.

"I firmly believe that a well-equipped navy is crucial not only for Canada's sovereignty but also our long-term prosperity," Capt (N) Bata says. "We are a trading

## Current serving honorary captains

**HCapt (N) Bill Wilson**

**HCapt (N) Sonja Bata**

**HCapt (N) Moise Tousignant**

**HCapt (N) Cedric Steele**

**HCapt (N) Vic Suthren**

**HCapt (N) Hugh Segal**

**HCapt (N) Myra Freeman**

nation surrounded by oceans and the free and unimpeded security of our maritime approaches is vital to our economy."

Capt (N) Bata is also active in many volunteer organizations, and her military affiliations include the Royal Military College of Canada, the Canadian Forces Liaison Council and the Canadian Naval Memorial Trust. She believes strongly in the navy's mission, and says it is a "privilege" to serve as an honorary captain.

"In this capacity I strive to create greater awareness of our naval activities in the minds of the private sector and the public at large, particularly in central Canada, where people have less contact with ships and sailors," explains Capt (N) Bata. "I sometimes have the opportunity to visit our ships and talk to our sailors. Their enthusiasm to serve our country and their willingness to try to make the world a better place is most impressive and encouraging for the future."

Last year Capt (N) Bata was recognized for her extraordinary commitment to the navy when the Governor-General of Canada presented her with the Meritorious Service Medal (Military Division). In part, her citation read: "Her devoted, selfless and professional advocacy has greatly benefited the navy and the Canadian Forces as a whole."

These seven honorary captains are considered by the navy to be valuable assets. "These prominent individuals are proud of Canada's navy and consider it both satisfying and challenging to share their passion with ordinary Canadians across the country who may not know much about the navy," says Commodore Kelly Williams, Assistant Chief of the Maritime Staff. "By bridging the gap between military and civilian communities, they are providing a priceless service to both the navy and their country."

***These prominent individuals are proud of Canada's navy and consider it both satisfying and challenging to share their passion with ordinary Canadians across the country..."***

***Commodore Kelly Williams,  
Assistant Chief of the Maritime Staff***

## New Naval Reserve Commander thrilled with “opportunity of a lifetime”

**W**hat started out as a summer job has turned into “the opportunity of a lifetime” for the new commander of Canada’s Naval Reserve, Commodore Jennifer Bennett.

Taking the helm at a change of command ceremony on December 1 at HMCS *Montcalm* in Quebec City, Commodore Bennett is the first logistician and first woman to command the Naval Reserve as a formation.

“I take great pride in being a mentor and role model,” says Cmdre Bennett. “As the first logistician to hold this appointment, there is a very positive message to the support trade community. While being the ‘first’ in anything comes with a whole set of responsibilities and increased attention, it also means blazing a trail and facilitating future employment and appointments for others.”

Her new command position is also a point of family pride for Cmdre Bennett, as her father, Judge Ross Taylor Bennett, held the position of Senior Naval Reserve Advisor in the 1970s. “He was the commodore when I joined the Naval Reserve so I am now following his legacy. Some have reported that this is the first time that a daughter has achieved the same flag rank as her father.”

Cmdre Bennett, a native of Hamilton, Ont., first joined the Naval Reserve in 1975 as a communicator in HMCS *Star*. She transferred to the Naval Reserve Officer Cadet program for training as a logistics officer and was commissioned in 1979. Service with Maritime Command has included staff positions with Naval Reserve Training Centre, Officer Training Division, Katimavik, Maritime Forces Pacific Headquarters and on the directing staff of the Canadian Forces Staff College. She has also served as commanding officer of HMCS *Malahat* and Director Reserves in Ottawa.

Like many naval reservists, Cmdre Bennett also has a civilian job: Head of School (principal) at Fern Hill School, a private school in Oakville, Ont.

“It has been a challenge to work in two demanding



Photo: PO1 Willis Lynch

*Commodore Bennett, foreground, with Lieutenant-Commander Barry Walsh, commanding officer of HMCS Cabot, during a recent Naval Reserve exercise in St. John’s.*

careers but I’ve had supportive employers and the experience and training in my military career has been beneficial to my civilian career and my civilian employers,” she says. “The military has provided me with a range of experiences and opportunities that have complemented my teaching career. The school community has been very supportive and my students are very interested in my naval career.”

As commander of the Naval Reserve, Cmdre Bennett plans to continue the work of her predecessor, Cmdre Robert Blakely, and move forward with various initiatives as a new strategic plan is launched. These will include increased recruiting, providing a naval presence across Canada, and ensuring that naval reservists are fit, well trained and ready for duty.

“We will be working to establish the Naval Reserve as an attractive career, continue to develop our training for full and part-time sailors, increase the Navy’s profile across Canada to ensure our public is informed of our need for a maritime force, continue to improve HR practices and policies, and develop and improve the operational readiness of our part-time and full-time sailors,” Cmdre Bennett explains. “My term will see the 400th anniversary of Quebec City, the 2010 Olympics and the Naval Centennial, so we will continue to work on the planning, training and requirements for these major events.”

For now, Cmdre Bennett is ready to meet the challenge of her new job. “Command is a huge responsibility, but it is also a great honour.”



*Commodore Bennett, right, during the change of command ceremony with outgoing Naval Reserve commander Commodore Robert Blakely, left, and Vice-Admiral Drew Robertson, Chief of the Maritime Staff.*

Photo: Pte Kate Duggan



## Canadian “super store” provides replenishment at sea

In early January, HMCS *Protecteur* left her home port of Esquimalt, B.C., for a two-month task as the mid-Pacific tanker responsible for replenishment at sea (RAS) to Canadian and allied navy warships.

This marks the second time in 10 years that *Protecteur*, one of the navy's two auxiliary oil replenishment ships, has provided this service in the mid-Pacific.

The Pacific Ocean is the largest ocean in the world, making refuelling at sea a necessity. “Many people have no idea how vast it is and how difficult it is to get warships across it without tanker support,” says Commander Chris Peschke, Chief Staff Officer Operations, Canadian Fleet Pacific. “These ships need the right kind of good quality fuel that meets stringent military standards.”

This fuel is not something easily obtained at any port. A ship re-supplied by *Protecteur* is guaranteed top quality fuel, he adds. Food, medical, mechanical and administration supplies are all also available on this Canadian super store of the ocean.

Four decks of warehouse loaded with pre-packaged pallets of stores – everything from canned peaches to printer paper is systemically piled, organized and strategically placed to ensure an efficient RAS.



HMCS *Protecteur* at sea off the west coast.

Photo: DND

“The idea is for *Protecteur* to go out full and come back empty,” explains Cdr Stan Bates, Current Operations, Maritime Forces Pacific.

While RAS is *Protecteur*'s primary duty, Cdr Bates says there is another benefit to her mid-Pacific reign. “We get an opportunity to train and apply operations with other partner navies.”

During the deployment *Protecteur* re-supplied an entire allied battle group, as well as a number of independent ships and Canadian frigates. The ship completed a total of 13 replenishments, 11 with American allies. As well, over 9.2 million litres of fuel were transferred during the operation, 6.8 million to the Americans and the remainder to Canadian frigates HMC Ships *Vancouver* and *Ottawa*, which were also operating in the area.

In total, *Protecteur* traveled more than 8,600 nautical miles (over 16,000 kilometres) and used 1.8 million litres of fuel during the deployment.

*With files from Lieutenant Marguerite Dodds-Lepinski and Acting Sub-Lieutenant Jim Smith.*



Photo: Cpl Pier-Adam Turcotte

HMCS *Protecteur*, right, conducts a replenishment at sea with HMCS *Calgary*.



Photo: HMCS *Protecteur*

Sailors at work aboard HMCS *Protecteur*, getting ready to conduct replenishment operations.

## Freeze frame



Photo: RCMP

*Orca-class training vessel Renard, followed by RCMP rigid hull inflatable boats, conducts maritime boarding exercises near Victoria in late January. The exercise was part of the RCMP Emergency Response Team's Maritime Operations course. The navy routinely conducts exercises with other government departments, including the RCMP, to ensure the compatibility of skills and knowledge in the event of local or national emergencies.*

## Canada to lead coalition task force in Middle East

*Continued from page 2*

Sharing Canadian values and doing "our share of the heavy lifting" is what the deployment is all about according to Cmdre Davidson. "Let's remember that the mission is foremost one of countering terrorism and building the framework for peace and stability in the region. It is an honour for Canada to be asked to lead this combined force and we will do our best to represent Canada as Canadians would want and expect."

CTF 150 is typically comprised of ships from such nations as France, Germany, Pakistan, the Netherlands, the United Kingdom and the United States. It operates in the Gulf of Aden, Gulf of Oman, the Arabian Sea, Red Sea and the Indian Ocean. Canada will relinquish command of the task force to Denmark in September.



*HMCS Calgary, one of the ships heading to the Middle East, fires a Sparrow missile during a recent exercise.*

Feedback is always welcome and can be sent to [blakeley.d@forces.gc.ca](mailto:blakeley.d@forces.gc.ca)