



Vol. 2, No. 2 Summer 2008

Chief of the Maritime Staff

CANADIAN
NAVY

Leadership at sea



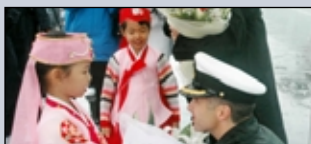
En route to its mission in the Arabian Sea, a Canadian Task Group including HMC Ships *Iroquois*, *Calgary* and *Protecteur*, exercised in the Mediterranean Sea with several NATO allies including Germany, Greece, Italy, Portugal, Spain, Turkey, the United Kingdom and the United States. For the full story on the task group and its mission, see pages 2 and 3.

Photo: MCpl Robin Mugridge

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En route to the *Arabian Sea*

Photo: MCpl Robin Muirbridge



HMC Ships *Iroquois*, *Protecteur* and *Calgary*

Canada's largest naval contribution to the war against terrorism since 9/11 is now conducting maritime security operations in the Arabian Sea.

The destroyer HMCS *Iroquois* from Halifax, the frigate HMCS *Calgary* and the supply vessel HMCS *Protecteur*, both from the west coast fleet, have joined Combined Task Force (CTF) 150, a naval coalition task force that typically includes ships from nations such as France, Germany, Pakistan, the Netherlands, the

Rear-Admiral Tyrone Pile, Commander Maritime Forces Pacific, and Vice-Admiral Drew Robertson, Chief of the Maritime Staff, bid farewell to HMCS Protecteur as she departs Esquimalt Harbour on her overseas mission.

United Kingdom and the United States.

The command of CTF 150 rotates among the participating navies, and in early June, Canadian Commodore Bob Davidson assumed its leadership.

"Such leadership is not granted to just anyone," says Vice-Admiral Drew Robertson, Chief of the Maritime Staff. "Rather it is a privilege earned through excellence demonstrated at sea. Canada is assuming leadership of coalition warships from like-minded nations because, in the eyes of our friends and allies, we have the capacity to lead them effectively, and their complete confidence that we will lead them well."

According to Cmdre Davidson, the main goal of the overseas mission is to bring stability to the region through maritime security operations and theatre security cooperation. "We will continue to counter the terrorist threat through a sustained presence and surveillance on the seas in the region," he says.

He also notes that the presence of the coalition task force will serve to suppress any illicit activity and piracy in the region, while at the same time giving confidence to those who work in the maritime environment by letting them know what Canada is doing and how they can help. They will also contribute to safety through search and rescue if required.

"The free and safe movement of trade on the sea is in the interests of everyone in the region," says Cmdre Davidson. "Indeed, since Canada is a maritime nation also dependent on international trade, it is in the interests of Canadians here at home as well."

VAdm Robertson stresses that Canada's contribution to CTF 150 and its maritime security operations in the Arabian Sea is important. "Our presence matters –



Photo: Ed Dixon



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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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every day. It's simply too late when a crisis emerges to begin thinking about building the cooperation that might have helped prevent conflict in the first place," he explains. "Navies deploy as much to prevent conflict as to be ready to end it through force; to reassure friends as well as to deter those who might wish us harm; and to understand distant regions – neighbourhoods really, that are strategically important to Canada."

The last Canadian naval vessel to operate in the region was HMCS *Charlottetown*, which returned home in May.



Photo: MCpl Robin Mugridge

Above: Acting Sub-Lieutenant Mike Collins, right, and Sub-Lieutenant Nadia Shields, both maritime surface and subsurface officers, calculate Iroquois' course.

Left: An allied helicopter sits on the flight deck of HMCS Iroquois. Two helicopter air detachments deployed with the Canadian ships, one aboard Iroquois and one aboard Calgary.



Photo: MCpl Robin Mugridge



Photo: Master Chief Nathan Schaeffer

From left: Rear-Admiral Jean-Louis Kérignard of France, outgoing commander of Combined Task Force (CTF) 150; Vice-Admiral Kevin Cosgriff, U.S. commander of Combined Maritime Forces; and Commodore Bob Davidson of Canada, incoming commander of CTF 150, participate in the ceremony marking the handover from French to Canadian command of the multinational task force.



Canadian, U.S. and Japanese ships exercise together in Asia-Pacific waters.

Canadian Navy makes history in the Far East

HMC Ships *Regina* and *Ottawa* arrived in Okinawa, Japan, in early May to participate in Westploy, a month-long naval deployment in the Western Pacific.

Westploy is part of a strategy to build strong bilateral and multilateral ties between the Canadian Navy and the navies of Asia-Pacific countries, promoting peace and security in the region.

This year, sailors on HMC Ships *Regina* and *Ottawa* will blaze a trail for deployments to come when they exercise with the Japanese Maritime Self Defence Force and the United States Navy.

"Westploy is more ground-breaking than previous deployments of this kind," says Lieutenant-Commander Melisa LaFleur, Operations Officer with Canadian Fleet Pacific. "For the first time, Canada will participate in a trilateral naval exercise with Japan and the United States."

Throughout the exercise, personnel will be exchanged between the three navies to enhance interoperability and to gain insight on combined operations. Shipborne helicopter detachments will meet similar challenges.

"This exercise provides an opportunity for the Canadian Navy to exercise with our Pacific partners in an effort to build mutual confidence and understanding," explains LCdr LaFleur. "It is also a tangible representation of Canada's commitment to global maritime security in an increasingly important part of the world."

Between the two Canadian ships, port visits will be

made in six Northeast Asian ports including China, Japan, South Korea, the Philippines, Singapore and Vietnam.



Commodore Nigel Greenwood, top right, Commander Canadian Fleet Pacific, and Commander Martin Teft, commanding officer of HMCS *Ottawa*, are greeted by children in traditional dress as they arrive in Incheon, Korea for a port visit on May 21.



This exercise provides an opportunity for the Canadian Navy to exercise with our Pacific partners in an effort to build mutual confidence and understanding."

Lieutenant-Commander Melisa LaFleur, Operations Officer, Canadian Fleet Pacific



Above left: HMCS Regina departs Hong Kong.

Above: Commodore Nigel Greenwood, right foreground, Commander Canadian Fleet Pacific, and Commander Martin Teft, commanding officer of HMCS Ottawa, are greeted by Senior Captain Wu Wei Hua and staff of Shanghai Naval Base at the Yangtze pier in Shanghai.

Left: British Columbia Premier Gordon Campbell tours HMCS Ottawa with the ship's commanding officer, Commnder Martin Teft, during a recent visit to Korea. The premier was in that country helping to strengthen social, cultural and economic ties between B.C. and Korea.



Photo: SLt Ryan Stanley

Original *Crowsnest* now on-line

Full editions of the Canadian Navy's original *Crowsnest* newspaper, published from 1948-1965, are now available on-line.

Go to www.navyheritage.forces.gc.ca, choose your language, click on "Document Archives" on the left side of the page, and then "*Crowsnest*".

You will be able to download every year the newspaper was published, divided into six month periods, in a word-searchable PDF format.



From icebergs to tropical islands

Submarine excels in both warm and cold waters

What do icebergs and tropical islands have in common? Both now provide a realistic backdrop for the operational capabilities of Canadian submarines.

HMCS *Corner Brook*, one of Canada's four Victoria-class submarines, recently earned her spurs in the warm waters of the Caribbean Sea. Designed primarily for cold-water operations in the north, the submarine was able to fit temporary coolers onboard in order to maintain reasonable temperatures, thus increasing her ability to operate in diverse areas of the world.

Fittingly, *Corner Brook* departed her home port of Halifax during a snowstorm in early February and returned in May after steaming more than 7,800 nautical miles. During her time away, the submarine operated in support of Joint Interagency Task Force (JIATF) South, a U.S. government agency responsible for countering drug trafficking, terrorism, migrant smuggling and piracy.

"*Corner Brook* is the first Canadian submarine to work with this agency," explains Lieutenant-Commander Christopher Robinson, the submarine's commanding officer. "In 2007, the multinational counter-drug operation stopped more than 200 metric tons of cocaine from entering North America."

Addressing threats before they reach Canada's

borders is a key focus of the Canadian Forces (CF).

"(CF support to JIATF South) demonstrates Canada's continuing commitment to international security," said the Honourable Peter MacKay, Minister of National Defence, prior to the boat's departure. "It also shows our dedication to promoting a safe and secure maritime environment off our own coasts, at the same time reinforcing ties with regional friends and allies."

While supporting JIATF South, *Corner Brook* was under the control of Canada Command, which is responsible for routine and contingency CF operations throughout North America. "Canada Command was created two years ago with a view to making North America a single theatre of operations for the CF, and to offering our defence and security partners in Canada and the United States a single point of contact," said Lieutenant-General Marc Dumais,



Above: On the bridge of HMCS *Corner Brook* as she exits San Juan, Puerto Rico, earlier this year.

Left: HMCS *Corner Brook* at sea.



Commander, Canada Command.

Since Canada has interests that include all three of our oceans and the Caribbean (approaches to Canada), "it's important that our submarines can operate safely and efficiently in both warm and cold waters," says LCdr Robinson.

Two of the other Victoria-class submarines, *Victoria* and *Windsor*, have been in the warmer waters of the Caribbean before. "As a result, we've learned a lot of lessons," says LCdr Robinson. "Primarily it's the same people who have migrated from crew to crew so there's enough corporate memory there that we kept the temperatures not cool, but reasonable. One of the biggest successes of this deployment was how well the boat performed in warm water."

Before the departure, there were several modifications made in the engine room where the equipment doesn't react well to high temperatures, and LCdr Robinson says it worked out well. "The average temperature in *Corner Brook*'s living spaces was approximately 30 degrees and in the engine room, 50 to 60 degrees," he notes.

Maritime picture compilation, monitoring and

surveillance in the fight against drug trafficking and piracy are normal roles for submarines. "Submarines excel at surveillance and intelligence gathering because they are nearly invisible to an adversary," explains Commander Luc Cassivi, Commander Submarine Division in Halifax. "They can provide information that simply cannot be collected by any other means."

Submarines are useful to the government, as they can be deployed or withdrawn anywhere in Canadian waters or on the high seas where Canada has national interests without diplomatic cost or commitment to any specific course of action. "Protecting sovereignty is concerned with making sure that Canada can control all of the activities occurring in waters under Canadian jurisdiction," says Cdr Cassivi. "This includes the enforcement of Canadian laws, as well as the protection of our offshore natural resources from exploitation, illegal harvesting or damage by others."

After its successful foray into tropical climates, *Corner Brook* is now in a dedicated work period which will include routine maintenance and the replacement of her main battery. She will return to the fleet later this year.

Naval ships from five countries gather in Québec City

Her Majesty's Canadian Ships *St. John's* and *Preserver* are docked in the shadow of the Château Frontenac in Québec City, two of the seven ships participating in *Rendez-vous Naval de Québec*.



Photo: Cpl Marc-André Gaudreault

Approximately 180,000 people attended the event, a gathering of naval ships from five countries which took place from May 29 to June 1. The international flotilla of ships was part of Québec City's 400th anniversary celebrations, taking place exactly 100 years after the first such gathering was held for the city's 300th anniversary. Seven ships docked in the city's old port for the event, including HMC Ships *Summerside*, *Preserver* and *St. John's*, French frigate *Cassard*, Irish patrol vessel *Roisin*, English frigate HMS *Richmond* and American assault ship USS *Mesa Verde*.

*Naval reservists patrol
Vancouver's inner harbour*



Photo: Cpl Pier-Adam Turcotte

Canada's Naval Reserve helps

Protect Our ports

There are no seaports in Calgary, Winnipeg or Ottawa, but naval reservists there still have to learn how to safeguard vessels, harbours, ports and waterfront facilities from destruction and sabotage. Why?

One of the primary functions of Canada's Naval Reserve, a part-time organization that assists the regular force navy in safeguarding Canada's maritime security, is the protection of our naval ports and harbours.

In 24 Naval Reserve Divisions across the country, from Victoria to St. John's, approximately 4,000 part-time sailors (who also routinely hold down civilian jobs) are trained to help ensure the sovereignty and safety of our coastal havens. They work alongside officials from

other organizations such as the RCMP, local police departments, port authorities, the Canadian Border Services Agency, the Canadian Coast Guard and Transport Canada to protect ship movements and related infrastructure in an effort to enhance existing maritime security.

"Port security provides a mechanism for our naval reservists to maintain core skill sets within their particular occupation while participating in joint operations and providing assistance to other government departments," says Commodore Jennifer Bennett, commander of the Naval Reserve. "This capability lends itself to expanding the average naval reservist's breadth and depth of knowledge in the larger context of Canadian Forces operations without the need for relying solely on valuable, and limited, at-sea resources."

There are four port security units (PSUs), two on each coast, that are manned primarily by part-time sailors from across the country. Their main jobs include:

- command, control and communications;
- surveillance;
- reconnaissance;
- contact analysis and reporting;
- diving operations;
- waterborne patrols;
- escorting and interdiction; and
- force protection.

"PSUs can be organized in a variety of ways in order to meet a specific threat level and duration of deployment necessary to achieve an assigned mission," explains Commander Dale Turetski, Assistant Chief of Staff, Personnel, Training and Readiness at Naval



Photo: HMCS Donnacona

Naval reservists practice their port security skills in Montreal.

Reserve Headquarters in Québec City. "They provide our naval fleet with a water-borne security capability that can provide secure berths, anchorages and moving havens within a controlled access zone (CAZ) designated by the Minister of National Defence for safety and security reasons." (A CAZ, which includes all corresponding air-space above, water and land below, is the area in which the Canadian Forces have law enforcement capabilities. Anything outside this zone is controlled by the RCMP or other law enforcement agency.)

Each PSU uses four rigid-hull inflatable boats, with a fifth immediate reaction craft on standby at all times, along with a port inspection dive capability. These dive teams can accomplish a number of missions including underwater searches and surveys of the ocean bed; underwater inspections of jetties and ships' hulls; locating, surveying and salvaging military aircraft; mine recognition; underwater photography; repairs to ships' hulls; exercising ships in defence against underwater attack; and body searches.

"The port security capability is flexible and mobile," says Cdr Turetski. "It can easily be leveraged to support military, law enforcement and other government departments when and where it is needed."

Port security training is conducted continuously at all Naval Reserve Divisions, with large annual exercises providing an opportunity for sailors to practice small boat and diving skills, command and control, and joint operations with other government departments as an

Naval reservists work in Petty Harbour near St. John's.



Photo: HMCS Cabot

integrated team.

Port security is a job well suited to part-time sailors according to Cmdre Bennett. "It works well because they can train as individuals or teams locally or regionally, on weekends and in the evenings," she explains. "The maintenance and development of skills doesn't necessarily require extended periods away from their home unit and it provides our part-time members with valuable 'hands on' navy-related training opportunities."

This means that Canadians who want to join the navy as part-time sailors, regardless of whether they live on the coasts or in land-locked communities, have the opportunity to learn valuable port security skills as part of their overall training with the Naval Reserve.

"This capability lends itself to expanding the average naval reservist's breadth and depth of knowledge in the larger context of Canadian Forces operations..."

***Commodore
Jennifer Bennett,
Commander
Naval Reserve***



Photo: A/Slt Wright Eruebi

Force protection sentries guard the perimeter during a recent exercise in Vancouver.

NAVY DIVERS

Recognized for work in Afghanistan

The navy clearance diver community has been recognized by the Navy League of Canada for its lifesaving explosive ordnance disposal (EOD) activities in Afghanistan.

Earlier this year in Ottawa, four navy divers were on hand to receive the J.J. Kinley Award on behalf of their colleagues.

This honour is awarded by the National Board of Directors of the Navy League of Canada to members, employees or units of the Canadian Coast Guard, Department of Fisheries and Oceans or the Canadian Forces who have made remarkable contributions in support of naval and maritime interests.

This marks the first time the honour has been given to an entire trade, rather than a ship or individual.

"The navy clearance divers have been called upon to perform dangerous missions in an environment that is very different from what they were trained for," says Jerrod Riley, National Deputy Director of the Navy League of Canada. "The dedication, bravery and skill that they have applied to combating improvised explosive devices in Afghanistan are a credit to the service, and have brought national and international recognition for the important role the Canadian Navy continues to



From left: Navy clearance divers Petty Officer 2nd Class Dale Thomas, Master Seaman Rob Williams and Lieutenant-Commander Roland Leyte in front of a Blackhawk helicopter in Afghanistan.

play in the fight against terrorism."

Divers present at the event included Lieutenant-Commander Roland Leyte, Petty Officer 1st Class Paul Walsh, Petty Officer 2nd Class Dave Poole and Master Seaman Kevin March – all four decorated sailors who have served in Afghanistan.

"We are humbled and honoured to have been selected by the Navy League of Canada for this award," says LCdr Leyte.

The clearance diving community, specialists in diving, mine warfare and EOD, has been providing assistance to the Canadian Forces effort in Afghanistan since 2005, according to LCdr Leyte. "Although our efforts have been heralded as heroic and lifesaving, the branch is proud to serve as part of one team, the Canadian Forces, utilizing our specialized training to support the team wherever we are required to do the job."



Navy clearance diver Petty Officer 2nd Class Dale Thomas with an improvised explosive device in Afghanistan that has been rendered safe.

Photo: LCdr Roland Leyte

Fleet Facts

Halifax-class frigates

The 12 Halifax-class frigates, commissioned between 1992 and 1995, form the backbone of the Canadian Navy. The ships were originally designed to accomplish the Cold War missions of anti-submarine warfare and anti-surface warfare, primarily in the open ocean environment.

In the years following the end of the Cold War, the role of the Halifax-class has changed. Current and evolving threats are faster, stealthier, more manoeuvrable, and are moving from open ocean areas to the littoral (near-shore) environment. The littoral environment poses challenges to sensors and weapons systems due to higher traffic density and proximity to shore-based threats. In addition, ships now face asymmetrical threats, such as terrorist attacks, that had not been envisaged when the ships were designed.

Innovations in procedures and tactics have enabled

the frigates to operate effectively in the new threat environment, despite equipment limitations. However, sensor and weapons enhancements are needed in order to enhance the ships' ability to deal with these new threats into the future.

Halifax-Class Modernization Project

The Halifax-Class Modernization Frigate Life Extension (HCM/FELEX) Project will manage both the modernization of the combat systems and a planned mid-life ship refit program to ensure the frigates remain effective to the projected end of their service life. This work will encompass modernization of the ships' platform, including ships' systems

Speed: 29+ knots

Endurance: 7,100 nautical miles at 15 knots (diesel), 4,500 nautical miles at 15 knots (turbine)

Crew: 225

Range: 9,500 nautical miles

Displacement: 4,770 tonnes (full load)

Length: 134.1 metres

Beam: 16.4 metres

Draught: 4.9 metres (keel)

Armament: Eight MK 141 Harpoon surface-to-surface missiles

16 Sea Sparrow surface-to-air/surface-to-surface missiles

One Bofors SAK 57 mm

One Phalanx close-in

weapon system (Block 1)

Eight M2 Browning machine guns

Aircraft carried: One CH-124 Sea King helicopter

Active: Halifax, Vancouver, Ville de Québec, Toronto, Regina, Calgary, Montréal, Fredericton, Winnipeg, Charlottetown, St. John's, Ottawa



Photo: MCpl Colin Kelley

upgrades, acquisition and installation of new capabilities such as enhanced radar, changes to the platform needed to accommodate the new capabilities, and integration of all aspects of the ships' operations into an upgraded command and control system.

There are five major contract elements that are essential to the project's success:

- Two multi-ship refit contracts which will involve the on-going maintenance and refit of the frigates. The first contract, awarded to Halifax Shipyards, has a total estimated value, including options, of \$549 million. The second contract, awarded to Victoria Shipyards Company Limited, has a total estimated value, including options, of \$351 million.
- A Combat Systems Integrator (CSI) contract estimated at \$1.1 billion. This contract will involve the upgrade of the command and control system of the 12 frigates, a redesign of the operations room and reconfiguration of the ships' mast to accommodate a new radar suite. A request for proposal (RFP) for this contract was issued in February 2008, with a contract award expected in fall 2008.
- A contract estimated at \$300 million for the provision of long-term in-service support for the command and control system (CCS). The RFP for this contract was incorporated in the same CSI RFP (see information above) issued in February 2008, with a contract award expected in fall 2008.
- A platform system design agent contract valued at \$150 million. This contract, awarded to Fleetway Incorporated in October 2006, is for the provision of numerous system engineering and technical documentation management services for the Halifax-class frigates.



Freeze frame

Photo: David Snashall

Vice-Admiral (retired) Ralph Hennessy, left, and Vice-Admiral Drew Robertson, Chief of the Maritime Staff, speak together at the National War Memorial in Ottawa on May 4 during ceremonies marking the 65th anniversary of the Battle of the Atlantic. These ceremonies, held in various locations across the country, commemorate the sacrifices of sailors and merchant seaman, and Royal Canadian Air Force and Canadian Army personnel, who gave their lives in the North Atlantic during the Second World War. VAdm Hennessy, 89, earned a Distinguished Service Cross for his efforts in ridding the North Atlantic of enemy submarines.

Feedback

Editor's Note: Many thanks to the retired sailors who pointed out this error. Your keen eyes help ensure we keep *Crowsnest* as accurate as possible. The photo in question is reprinted below.

Dear Editor:

Re: *Crowsnest*, Vol. 2, No. 1, Spring 2008, Page 6:
Where have all the old ships gone?

Those two ships shown alongside awaiting disposal have been misidentified as being St. Laurent-class ships. They are probably *Gatineau* 236 and *Terra Nova* 259 of the follow-on Restigouche-class, and later reconfigured to Improved Restigouche (IRE), as shown in the photo. Their main mast is a distinctive identifier; not a fixture of St. Laurent-class.

In the best tradition of the naval service, I shall keep a "weather eye cocked".

Douglas Stewart



Feedback is always welcome and can be sent to blakeley.d@forces.gc.ca