



## Fighting piracy and protecting others



*HMCS Winnipeg and her Sea King helicopter approach suspicious skiffs in the Gulf of Aden. The Canadian Navy frigate spent from April to June deterring and disrupting piracy as part of a NATO coalition. See the story on page 2.*

Photo: WO Carole Morissette

### INSIDE THIS ISSUE

An enduring  
symbol in an  
ever-changing world

PAGE 4



Vancouver  
honours navy  
with 80-foot mast

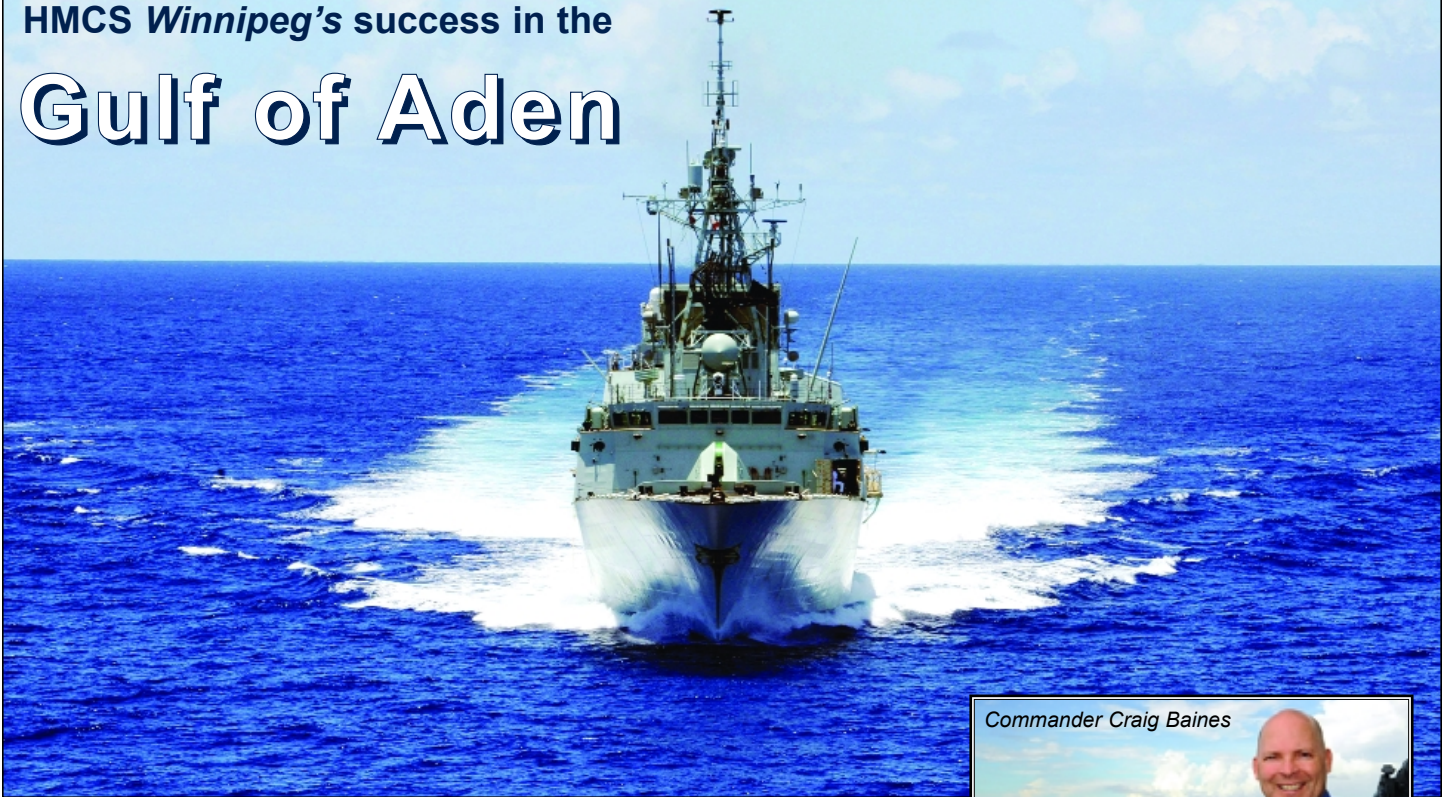
PAGE 12





## HMCS *Winnipeg*'s success in the **Gulf of Aden**

Photo: WO Carole Morissette



Commander Craig Baines



Photo: WO Carole Morissette

**W**hen we think about pirates, we often think of Hollywood's swashbuckling movies like *Pirates of the Caribbean*, *Blackbeard's Ghost* or *Treasure Island*, but in this day and age pirates are still all too real.

In some of the most pirate-infested waters of the world – the Gulf of Aden off the north coast of Somalia – a Canadian Navy warship has been fighting to keep waterways safe for maritime traffic. Since April 12, HMCS *Winnipeg*, a 5,000-tonne frigate based in Esquimalt, B.C., has been in the Gulf of Aden with Standing NATO Maritime Group One (SNMG1). This multinational, integrated maritime force made up of vessels from various allied nations training and operating together as a single team, performs a wide range of tasks from participating in exercises to crisis response and real-world operational missions.

*Winnipeg's* mission with SNMG1 ended in early June,

but during her two months with the force she was directly involved in several piracy

incidents, in addition to providing the general deterrence of an armed warship in the area. She also escorted a ship belonging to the World Food Programme (WFP) between Berbera and Bosasso, Somalia, as well as numerous other vessels that required safe passage through the internationally recognized transit corridor.

"Our mission was to deter and disrupt piracy as part of a NATO coalition in the Gulf of Aden," says *Winnipeg's* commanding officer, Commander Craig Baines. "There is no question that this objective has been met and that NATO has definitely had an impact



### Senior Advisor

Commander Denise LaViolette  
Director, Navy Public Affairs

### Senior Editor and Writer

Darlene Blakeley  
Directorate of Navy Public Affairs

*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:  
Directorate of Navy Public Affairs  
National Defence Headquarters  
10ST, 101 Colonel By Dr., K1A 0K2  
or [darlene.blakeley@forces.gc.ca](mailto:darlene.blakeley@forces.gc.ca)

For the PDF version of this publication and for more information about the Canadian Navy, visit [www.navy.forces.gc.ca](http://www.navy.forces.gc.ca).

Banner photo, page 1: HMCS *Winnipeg* crew members provide cover for the ship's boarding party as it approaches a pirate skiff in the Gulf of Aden. Photo by SLT Michael McWhinnie.  
All articles written by Darlene Blakeley, except where otherwise noted.



in countering piracy in this region.”

Cdr Baines credits the ship's success with the “fantastic serviceability” of her Sea King helicopter, the effort and teamwork of the ship's crew, and the well-trained boarding parties which did “outstanding work in adverse conditions while boarding pirate skiffs during both the day and night”.

*Winnipeg* was well integrated into SNMG1, working closely with other ships of the force to coordinate efforts in both surface and air operations. “In addition,” he

says, “the ship often worked with units from the European Union and Combined Task Force 151 that were also operating in the area. In one counter-piracy event, ships and helicopters from four different countries and two coalitions worked together to seamlessly disrupt a piracy attack.”

Cdr Baines has high praise for his crew, which spent an enormous amount of time training for various contingency operations before the mission began. “The crew was able to apply this training and experience to effectively carry out the counter-piracy mission,” he says. In particular, he recalls an event in April when the ship's helicopter and the ship itself fired multiple warning shots, culminating in the boarding of a pirate vessel that had carried out an attack against Motor Vessel *Front Ardenes*. “The ship's company performed flawlessly in



Master Corporal John Hall, flight deck director, removes a torpedo from a Sea King helicopter for storage onboard HMCS Winnipeg.

bringing about a successful conclusion to this operation,” he says. “Their calm under pressure and professionalism carried them through a complex event that spanned a seven-hour period. This event included both the interdiction of a piracy vessel and the close escort of a WFP vessel, accomplished by close coordination with other SNMG1 assets.”

*Winnipeg* will now spend a month participating in a major exercise with U.S. and Australian forces off the east coast of Australia, before heading home to Esquimalt in August.



A member of the naval boarding party climbs down a ladder into a rigid-hulled inflatable boat from HMCS Winnipeg.

effectively carry out the counter-piracy mission,” he says. In particular, he recalls an event in April when the ship's helicopter and the ship itself fired multiple warning shots, culminating in the boarding of a pirate vessel that had carried out an attack against Motor Vessel *Front Ardenes*. “The ship's company performed flawlessly in



Above: Two members of HMCS Winnipeg's naval boarding party prepare to investigate a suspicious vessel in the Gulf of Aden.

Right: HMCS Winnipeg escorts the Swedish ship *Hoburgen* through the Gulf of Aden.





## The Queen's Colour

# An enduring symbol in an ever-changing world

**F**or the fourth time in 70 years, the Canadian Navy will gather to accept a Sovereign's Colour (consecrated flag) – a compelling reminder to all ranks of their loyalty and duty to Sovereign and country.

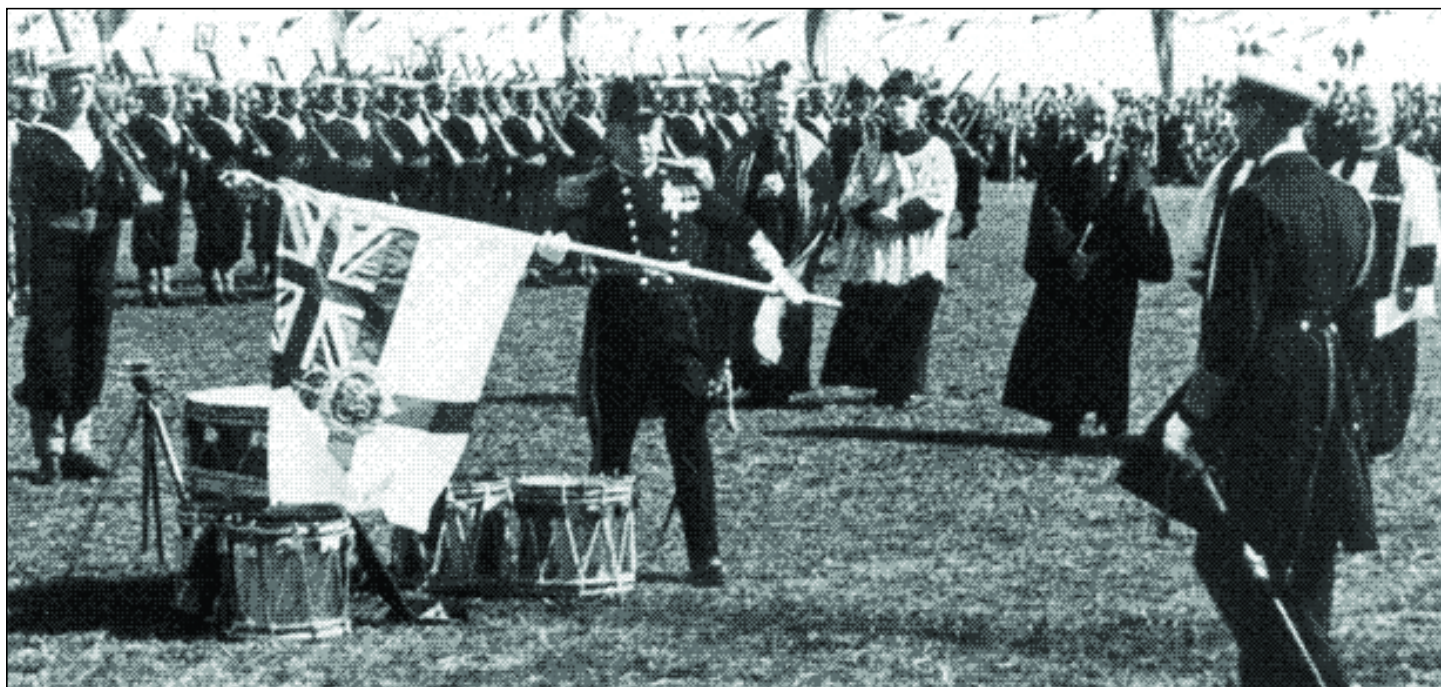
On June 27 in Halifax, a replacement Queen's Colour will be consecrated and presented to Maritime Command in a ceremony that will mark a significant and historic event for the navy.

"Colours are traditionally recognized as a unit's most prized possession," says Lieutenant-Commander Graeme Arbuckle, the navy's heritage officer. "In olden times they were a rallying point for a unit on the battlefield. When a ship of the line struck her colours in battle, it was the recognized symbol of defeat. Today, while no longer carried into action, the preservation of the Queen's Colour as a military icon of significance is a visible demonstration of pride, honour and devotion to Sovereign and country."

All units of the Canadian Forces are allowed Colours according to LCdr Arbuckle, and many army regiments each have their own. The navy, however, has only one. "The Queen's Colour is highly valued, carefully guarded and treated with great respect," he says.

*The Queen's Colour is a special naval jack (flag) of white silk fringed with blue. In the centre is the Royal cipher in gold on a blue disc within a floral chaplet. The Royal cipher is identical to that used on the Queen's personal Canadian flag.*

The presentations of the first three Colours were occasions of great ceremony for the navy. When the late King George VI presented his Colour to the Royal Canadian Navy (RCN) in Victoria just before the Second World War in 1939, it was the first time a Sovereign had personally made such a presentation outside of Great Britain. In 1959, Queen Elizabeth II presented her Colour to the RCN in Halifax. With the



King George VI, right, presented his Colour to the Royal Canadian Navy in Victoria in 1939.



adoption of a truly national Canadian flag and a change from the RCN to Maritime Command, a significantly altered Queen's Colour was presented by the Queen Mother in Halifax in 1979 before a crowd of 60,000 spectators. Now, having served for 30 years, the current Queen's Colour is ready to be replaced.

It coincides with an historic time for the navy. "In June we will gather to accept the Queen's Colour, just one year before we celebrate the navy's centennial," says Captain (Navy) Craig Walkington, Maritime Forces Atlantic Coordinator of the Canadian Naval Centennial. "This will be a once-in-a-career experience. Her Excellency, the Right Honourable Michaëlle Jean, Governor General and Commander-in-Chief of Canada, will preside over the ceremony. Four hundred sailors representing Maritime Forces Pacific, Maritime Forces Atlantic and the Naval Reserve will parade in a display of military discipline, pomp and ceremony. One hundred musicians of a massed band formed from the navy's Naden, Stadacona and Naval Reserve bands will provide the musical backdrop, while a 21-gun vice-regal salute, a *feu de joie* [a spectacular display of timing and sequenced rifle and artillery fire], and flypast of maritime aircraft will enhance the spectacle for the viewing public expected to gather in the Garrison Grounds at the foot of historic Citadel Hill."

The consecration and presentation of the Queen's Colour is a significant event in the continuing story of Canada's navy, according to Rear-Admiral Nigel Greenwood, Assistant Chief of the Maritime Staff. "It is the perfect way to acknowledge formally the

*With the adoption of a truly national Canadian flag and a change from the Royal Canadian Navy to Maritime Command, a significantly altered Queen's Colour was presented to the navy by the Queen Mother in Halifax in 1979.*



*Above and right: Queen Elizabeth II presented her Colour to the Royal Canadian Navy in Halifax in 1959.*



past, while looking ahead to the future," he says. "It allows us to pay homage to the hundreds of thousands of

men and women who have served Canada aboard Her Majesty's ships, in maritime aircraft and ashore. It also sends a strong signal of pride in service, esprit de corps and unity of purpose to our sailors serving overseas in Afghanistan, off Somalia and in many other missions."

For all Canadians and more poignantly for those in the navy, he says, it is a strong reminder of the great personal sacrifices made by sailors who rose to confront significant challenges over the past 70 years since the first Sovereign's Colour was presented.

"It really is an enduring symbol in an ever-changing world," says RAdm Greenwood.

**“ (The Queen's Colour) also sends a strong signal of pride in service, esprit de corps and unity of purpose to our sailors serving overseas in Afghanistan, off Somalia and in many other missions.”** RAdm Nigel Greenwood

# Out of the board room and off to sea

*Canadian business leaders gain an appreciation for unique challenges facing the navy*

It's not exactly the venue they're used to. No downtown skyscrapers. No plush board rooms. No executive secretaries. Just the constant roll and pitch of a warship at sea. What would make the chief executive officers, directors and senior partners of some of Canada's largest companies leave their demanding jobs for a few days to sail with the Canadian Navy?

For the most part, it's to gain an understanding of the unique challenges facing Canada's military, including the navy, says Blake Goldring, CEO of AGF Management Ltd. and the founder and chairman of Canada Company. "Especially with so much media attention on Canada's mission in Afghanistan, it is important that we not forget the key role our navy plays in protecting not only Canada's waters, but also those internationally."

Canada Company is a not-for-profit, apolitical organization first established in May 2006 with a pledge "to stand shoulder to shoulder with our troops for the sacrifices they make every day". There are currently 130 members of the organization, whose goal is to build a bridge between those who serve in the Canadian Forces and the business community.



Photo: Cpl Peter Reed

Gathered aboard the destroyer HMCS Athabaskan off the shores of Bermuda earlier this year were, from left to right: Claude Vezeau, Partner, Exceleton; Derek Brown, Corporate Director; Honorary Navy Captain Ron Joyce, Chairman, Jetport Investment; David Ippolito, CEO, The Ippolito Group; Honorary Navy Captain Sonja Bata, Director, Bata Ltd.; Honorary Navy Captain Myra Freeman, former Lieutenant-Governor of Nova Scotia; Larry Freeman, Senior Partner, McInnes Cooper; and Rodney Birrell, Director, Anpero Capital Ltd.

As part of that effort, Mr. Goldring was instrumental in getting the Canadian Leaders at Sea Program under way with Commodore Ron Lloyd, Commander Canadian Fleet Pacific.

"In order to ensure that Canada Company understood the navy better I discussed with Blake whether or not he would be interested in participating in a program that provided members with an insight into what their navy does on behalf of Canadians 24/7 at home and abroad," explains Cmdre Lloyd. "He indicated that he would be favourable to participating and providing support, and that was basically the genesis of the Canadian Leaders at Sea Program."

Essentially, the leaders sail with the navy, learning what life is like for sailors at sea. They are given tours of the ship and are invited to observe shipboard routine, exercises and demonstrations. "My time at sea was truly a once-in-a-lifetime



Photo: Cpl Peter Reed

Claude Vezeau, Partner, Exceleton, stands with a sailor aboard HMCS Athabaskan as the supply vessel HMCS Preserver and the frigate HMCS St. John's pass by.



experience,” says Mr. Goldring. “Activities during the trip included firing the weapon systems, steering ships, going under the sea aboard the HMCS *Corner Brook* submarine and riding in a Sea King helicopter. By far, my favourite part was having the opportunity to meet so many of our sailors and listen to them explain their role in the Canadian Navy.”

Cmdre Lloyd also hopes the business leaders gain an appreciation of the navy’s mission, both at home and abroad. “We want them to understand the importance of the navy as an extension of Canadian diplomacy abroad, the fact that it is a symbol of our interest in the Canadian maritime approaches, including the protection of Canada’s interest in international trade, as well as the potential for the extension of sovereignty in the Arctic waters,” he explains.

He adds that the feedback from Canada Company has been “universally positive about the tremendous performance of our sailors.”

Mr. Goldring agrees. “Life in the navy is difficult and the men and women who choose to make it their career have unique challenges. I was inspired by their professionalism, dedication and sense of mission.”

Cmdre Lloyd, along with Cmdre Mark Norman,



Photo: Cpl Peter Reed

Honorary Navy Captain Sonja Bata, right, Director, Bata Ltd., enjoys a visit with sailors aboard HMCS Athabaskan.

Commander Canadian Fleet Atlantic, remain committed to the Canadian Leaders at Sea Program and continue to plan more opportunities for members of Canada Company.

## Navy honours its past

Every year, on the first Sunday in May, members of the Canadian Navy gather to mark the sacrifices made by the many who fought on their behalf in the epic Second World War Battle of the Atlantic.

The Battle of the Atlantic, the fight for supremacy of the North Atlantic, was waged from 1939 until 1945 and pitted Allied naval and air forces against German U-boats, whose primary targets were the convoys of merchant ships carrying vital life-sustaining cargo from North America to Europe.

Much of the burden of fighting the Battle of the Atlantic fell to the Royal Canadian Navy (RCN). At the outbreak of war, the RCN was comprised of only six destroyers and a handful of smaller vessels. By the end of the war, the RCN was the third largest navy in the world. The Battle of the Atlantic ended with V-E Day on May 8, 1945.

As the Canadian Navy commemorated the sacrifices and historic accomplishments of Canada and her allies during Battle of the Atlantic Sunday services across Canada on May 3, it also recognized the fact that the 99th



Vice-Admiral Drew Robertson, Chief of the Maritime Staff, greets veterans at the National War Memorial in Ottawa.

Photo : Cpl Tanya Tobin

anniversary of the founding of the Canadian Navy on the following Monday, May 4, marked the one-year countdown to the Canadian Naval Centennial in 2010.



# Looking for heart

## Clearance divers in the Canadian Navy

One can be found in the dusty fields of Afghanistan, flat on his stomach, defusing an improvised explosive device (IED) with the tip of a bayonet. Another can be found in Vancouver Harbour, searching underwater areas around sites that will be used during the 2010 Olympic Games. Still another can be found in the Gulf of Aden off the coast of Africa, conducting operations around the hull of a warship.

Who are these multi-talented specialists? They belong to a small but elite group in the Canadian Navy: clearance divers.

The navy has about 120 clearance divers and 40 clearance diving officers employed in two Fleet Diving Units (located in Halifax and Esquimalt, B.C.), at the Dwyer Hill Training Centre near Ottawa, the Defence Research and Development Canada (Toronto) Experimental Diving Unit, and the Explosive Ordnance Disposal (EOD) School in Gagetown, N.B. They have three core responsibilities: diving, naval mine countermeasures and EOD.



Photo: Pte Malcolm Byers

Navy divers work in Vancouver Harbour during a recent exercise to prepare for the 2010 Olympics.

"Clearance divers are extremely well trained," says Lieutenant-Commander Roland Leyte, of the Directorate of Maritime Policy, Operations and Readiness in Ottawa. "They maintain their skills and proficiency through continuous training, exercises and operations. This keeps their skills highly toned and makes them ready to deploy immediately to any theatre of operation, including Afghanistan."

Clearance divers take a one-year course in diving, which includes SCUBA, surface supplied diving and rebreather diving. They also receive basic IED/EOD qualifications, followed by an eight-month advanced training course at Eglin Air Force Base in Florida.

For the three core responsibilities, the tasks are varied. Diving includes search, salvage and inspection. Naval mine countermeasures involves clearing sea mines from waters through which the navy needs to navigate. And EOD tasks, the divers' warfare mission, are conducted all over the world in the water, on the beach and in-land. "We are bomb technicians and explosive post-blast investigators," says LCdr Leyte.

Given the obvious dangers inherent in the occupation, what characteristics make an effective navy clearance diver? "When we are choosing people to become divers, I think the biggest thing we look for is heart, which is a hard one to explain," says LCdr Leyte. "We want someone to do the tasks and missions we need them to do, and we need to know that they will endure in physically and mentally gruelling tasks."

Navy divers are making a name for themselves in



Photo: LCdr Roland Leyte

Navy clearance divers Petty Officer Second Class Dale Thomas, left, from Fleet Diving Unit (Pacific) and PO2 Rob Williams from Fleet Diving Unit (Atlantic) render safe a radio-controlled improvised explosive device with a 122mm rocket warhead in Afghanistan.

Interested in becoming a clearance diver? Visit [www.forces.ca](http://www.forces.ca) for more information on this and other naval trades.



Afghanistan and have been recognized with several awards and decorations for bravery. They will also have a big responsibility with the Olympics in Vancouver next year, conducting underwater inspections of waterside venues and accommodations vessels, as well as being ready to respond to any underwater explosive threat. They have already begun intensive exercises to practise these critical tasks.

LCdr Leyte, a trained clearance diver himself, equates navy divers with "bare knuckle fighters, the last of the ballroom dancers, race car drivers, motorcycle enthusiasts and all-around good guys". With a laugh he adds, "The impossible we do right away, miracles take a little time!"

### The Star of Courage

The latest navy clearance diver to be recognized for bravery in Afghanistan is Petty Officer Second Class James Leith of Shearwater, N.S., who was awarded a Star of Courage earlier this year. This decoration, one of Canada's highest awards for bravery, recognizes acts of conspicuous courage in circumstances of great peril.

His citation read: "On Sept. 28, 2006, Petty Officer

Second Class James Leith risked his life to prevent the loss of civilian and military lives by dismantling an improvised explosive device (IED) on a road in the Pashmul area of Afghanistan. After his vehicle had been struck, PO2 Leith discovered an unstable IED. As his equipment had been destroyed in the original blast, he dismantled the IED using only his bayonet. His courageous actions enabled the reopening of a vital route for coalition forces."

PO2 Leith's response to the decoration? "I was just doing my job. That's what I'm supposed to be doing over there."



Photo: DND

*Petty Officer Second Class James Leith was awarded a Star of Courage for his work in Afghanistan.*

## Community college group sails with HMCS Regina

Members of the Association of Canadian Community Colleges gathered on Vancouver Island in late May to go to sea with the navy in the frigate HMCS Regina.

The day sail provided an opportunity for the Canadian Forces Recruiting Group to generate awareness of navy technical occupations and to introduce the educators to the Non-Commissioned Member Subsidized Education Plan (NCM SEP).

NCM SEP offers suitable applicants the opportunity to enrol in the Canadian Forces and receive a technical education in many sought-after fields. Candidates receive a salary while going to school: \$31,020 for the first year and \$37,932 during the second year. Their tuition, books and academic equipment are paid for, and they are guaranteed summer employment between their academic years. Upon graduation they will be employed in their specialty with the Canadian Forces.

Onboard HMCS Regina, participants were introduced to several occupations including: naval electronics technician (tactical), naval electronics technician (acoustic), naval electronics technician (communications), naval weapons technician and marine engineering mechanics. The operational readiness of the ship depends on technicians in these occupations.

If you're a college student interested in NCM SEP, visit [www.forces.ca](http://www.forces.ca) or call 1-800-856-8488 to apply.



*Members of the Association of Canadian Community Colleges are given a tour of HMCS Regina by Lieutenant-Commander Allan Dale.*

Photo: Cpl Roderick Hopp



# Evolution of a WARSHIP

Photo: LCDr Rick Wall



By Lieutenant-Commander (Retired) Rick Wall

A familiar sight in Esquimalt Harbour for the last decade is the stripped-out hull of the former HMCS *Annapolis*. Paid off in 1998, she has been tied up to the Fleet Diving Unit jetty in Esquimalt, B.C., for eight years – a reminder to many of the days when steam-powered ships dominated the world's navies.

*Annapolis* was the last of the West Coast-based steam-powered helicopter destroyers (DDH). Her design can be traced back to the successful St. Laurent-class destroyer escorts (DDE), which, in addition to being the first postwar destroyer design in the world, was also the first major class of warship designed and built entirely in Canada (seven were built between 1955 and 1957). Ordered in 1948, the St. Laurent design was similar to the British Type 12 Whitby-class frigate but used more American equipment. Of note were such innovations as the incorporation of an operations room from which the captain fought the ship and the provision of chemical, biological and radiation/nuclear protection. With the advances in fighting capabilities and the crew comfort that were integrated into the class, these ships were commonly referred to as the “cadillac of destroyers” by the sailors who sailed in them.

Being a successful design, a further seven anti-submarine ships were ordered in 1951 by the Canadian Government. Referred to as the Restigouche class, they were built between 1953 and 1959. Wishing to capitalize on the investments made in building these two classes of ships, the Government decided in 1958 to order an

additional six ships, similar in design to the Restigouche class. This final flight of destroyers gave the navy a combined fleet of 20 modern anti-submarine destroyers. The first four of these ships became the MacKenzie class and the final two the Annapolis class.

The advent of the nuclear submarine during the early days of the Cold War posed a significant problem to any navy with an anti-submarine capability. With an adversary that could travel submerged at speeds that far exceeded any surface vessel of the day, a new capability needed to be developed. The solution was to mount the ability to search out and engage a submerged target into a helicopter that operated in concert the anti-submarine destroyer. It was not considered feasible to operate a helicopter the size of the CH-124 Sea King from a hull as small as a destroyer until the navy partnered with Canadian industry to develop a haul-down and securing device (known within the navy as the “bear trap”).

Once the concept of operating a large helicopter off a small deck was proven practical, a major conversion program was started in 1962 to convert six of the St. Laurent class from DDEs to DDHs. At the same time, the decision was made to build the two Annapolis-class destroyers from the keel up as DDHs. Typical of all these ships, the machinery plant featured compact twin boilers, steam turbines, hardened ground gearing and two shafts driving fixed pitch propellers. With a propulsion plant rated at 30,000 shaft horsepower, these ships were capable of speeds of about 28 knots. Fitted with twin rudders, the result was a fast, highly manoeuvrable platform. When commissioned in December



1964, *Annapolis* was the last of the 20-ship building program initiated in 1948 and incorporated many improvements over the previous three classes. With her sister ship *Nipigon*, these two ships were considered the most capable anti-submarine destroyers in the world.

In 1985, *Annapolis* had a major overhaul to extend her service life and enhance combat capabilities. Known as the Destroyer Life Extension Program, the major changes included the removal of the variable depth sonar system and Mark 10 limbo mortars so that the Canadian Towed Array Sonar System could be installed. As well, the mast was changed and the ship fitted with a "masker" noise suppression system. This system consisted of two underwater belts below the engine and boiler rooms that released blankets of compressed air to attenuate machinery noises entering the water.

Built in Halifax, *Annapolis* served on the East Coast until she was transferred to the West Coast. Arriving in Esquimalt on Sept. 25, 1989, she was the first towed array ship to be stationed on the West Coast. Although intended to remain in service beyond 2000, *Annapolis* was laid up into extended readiness on Dec. 19, 1996.

Over her 32-year service life, *Annapolis* steamed over 750,000 nautical miles (1,389,000 km) participating in numerous taskings, including the NATO Standing Naval Force Atlantic, Royal Yacht Escort, Great Lakes deploy-

ments, United Nations embargo duties off Haiti, and major exercises on both coasts.

Following de-commissioning ceremonies in 1996, *Annapolis* was berthed alongside on the Colwood side of Esquimalt Harbour and held in reserve until she was finally paid off the navy's rolls in 1998. She remained there awaiting de-militarization prior to disposal. The demilitarization was carried out in 2001 by the Fleet Maintenance Facility in Esquimalt and involved over 8,000 hours of work over six months to remove in excess of 80 tonnes of materials (weapons, petroleum products, hazardous materials and serviceable equipment).

Once completed, the ship was turned over to Crown Assets for disposal. This proved to be a lengthy process but in the end, the Artificial Reef Society of British Columbia (ARSBC) was the successful bidder for the ship and took possession of *Annapolis* on the April 1, 2008. She left Esquimalt Harbour at sunrise on June 8, 2008 when the ARSBC towed her to Long Bay on Gambier Island in Howe Sound for final preparations before being sunk. Plans are to have *Annapolis* serve as a new reef habitat for rock fish and other aquatic animals in the Howe Sound region.

The sinking of *Annapolis* will take place sometime this year, coinciding with preparations for the 100th anniversary of the Canadian Navy and the 20th anniversary of the ARSBC.

## Supply ship sails on unique deployment

**O**n March 31, HMCS *Protecteur* departed her home port of Esquimalt, B.C., for a unique three-month deployment to the western Pacific Ocean. The supply ship provided at-sea oiler replenishment services for allied warships in the area.

The Pacific Ocean is a vast area and warships need tanker support to extend their range and stay at sea. *Protecteur* can carry enough provisions to supply a task force of four frigates or destroyers for a month, without having to return to port for resupply.

Part of *Protecteur's* deployment involved a rare honour – being the sole warship representing Canada at the Chinese Navy International Fleet Review Qingdao, China, from April 19 to 23. More than 30 navies celebrated the 60th anniversary of the Peoples Liberation Army Navy. Along with ships from Australia, Bangladesh, Chile, Indonesia, New Zealand, United Kingdom, United States, Japan, Philippines and Malaysia, *Protecteur* took part in an array of planned activities with the Chinese Navy.

After China, the ship's company visited Japan and Guam before heading to the mid-Pacific region near

Hawaii to support the U.S. Navy's Third Fleet with replenishment-at-sea duties.

The ship will return home to Esquimalt in late June.



Photo: U.S. Navy

HMCS *Protecteur* conducts an underway replenishment with the guided missile destroyer USS *Fitzgerald* in the Pacific Ocean May 26.



## Vancouver honours navy with 80-foot mast

**T**he City of Vancouver recognized its historical connection to the maritime heritage of Canada's Pacific gateway with the dedication of an 80-foot naval mast at Prospect Point in Stanley Park on June 5.

The mast will fly a giant Canadian flag for all to see on entering Vancouver Harbour. The event marked the beginning of the celebration of the Canadian Navy



Centennial that will continue through 2010, and demonstrates the profound and long standing relationship between the City of Vancouver and the Canadian Navy.

The ceremony coincided with the visit of His Royal Highness Prince Edward, the Earl of Wessex. A former member of the Royal Marines, Prince Edward holds a number of honorary military appointments in both Canada and the United Kingdom. He was joined by the Lieutenant-Governor of B.C., Steven L. Point and Mrs. Gwen Point, Mayor Gregor Robertson, dignitaries of the City of Vancouver and First Nations' representatives.

After passage from Victoria to Canada Place in the frigate HMCS *Calgary*, the official party travelled by motorcade to Stanley Park. On arrival at Prospect Point they were welcomed by a navy ceremonial guard of honour and the Naden Band of Maritime Forces Pacific. Vancouver area youth were represented by members of



Photo: Cpl Roderick Hopp

*A ceremony was held at the foot of the new 80-foot naval mast at Prospect Point in Stanley Park on June 5.*

the Royal Canadian Sea Cadets.

The first sailors to visit Stanley Park were the First Nations people who sailed the Pacific Coast in their huge dug-out canoes carved from a single cedar tree. They were followed by Spanish sailors and later by the sailors of the British Royal Navy. All are represented in the geographic names of British Columbia including the City of Vancouver, named for Capt. George Vancouver.

For the second half of the 19th century and until 1910, the Royal Navy was responsible for the maritime defence of British North America. The tract of land known as Stanley Park was set aside as a military reservation to provide masts and spars for Royal

Navy sailing ships and where fortifications could guard the entrance to Vancouver Harbour. HMCS *Discovery*, Vancouver's Naval Reserve Division perpetuates the name of Capt. Vancouver's ship. Located on Deadman Island, the establishment continues to serve in support of Canada's maritime defence.



Photo: Cpl Roderick Hopp



Photo: City of Vancouver

*His Royal Highness Prince Edward, the Earl of Wessex, left, inspects naval veterans during the ceremony at Prospect Point.*



## Fleet Facts

### Auxiliary oiler replenishment ships

Canada's Navy currently has two auxiliary oiler replenishment (AOR) ships: HMCS *Protecteur* on the west coast and HMCS *Preserver* on the east coast. The vessels are used by the navy to resupply both Canadian and allied warships at sea with food, munitions, fuel and spare parts.

Mobility and time on station are essential factors in the conduct of effective operations at sea. These ships substantially increase the warfare capability of Canada's maritime forces by enabling warships to remain at sea for longer periods of time without returning to port for fuel, supplies and maintenance. They can also carry three maritime helicopters, which can be employed in task group operations.

The AOR ships are large vessels, displacing nearly five times the tonnage of one frigate. This allows them to carry enough provisions to supply a task force of four frigates or destroyers for a month, without having to return to port for resupply. They also have sophisticated medical and dental facilities.

The AOR ships will eventually be replaced by three new multi-role vessels under the new Joint Support Ship Project. As well as its traditional at-sea resupply

HMCS *Protecteur* sails with HMCS *Calgary* in the Strait of Juan de Fuca.



Photo: Cpl Leona Chaisson

role, the new ships will also provide a sealift capability, support to forces ashore, and command facilities for a joint force or naval task group.

**Length:** 171.9 m  
**Beam:** 23.2 m  
**Displacement:** 7,800 tonnes light; 23,000 tonnes full load  
**Speed:** 20 knots  
**Range:** 5,000 nautical miles at 20 knots; 7,500 nautical miles at 11.5 knots  
**Complement:** 365  
**Cargo Capacity:**  
 11,000 tonnes fuel  
 500 tonnes aviation fuel  
 200 tonnes dry cargo  
 150 tonnes ammunition  
**Armament:**  
 2 x Phalanx Close-In Weapons Systems  
 6 x .50 calibre machine guns

HMCS *Protecteur*, right, provides fuel to the destroyer USS *Russell* off the coast of California.



Photo: Cpl Pier-Adam Turcotte



## Freeze frame

Photo: Cpl Peter Reed



With a supply ship in the far background and a frigate beside it, the submarine HMCS Corner Brook surfaces in waters off Bermuda during a recent task group exercise. The Canadian Navy routinely conducts task group exercises in order to develop unit-level and multi-unit proficiency in all areas of maritime warfare.

Dear Editor;

I just finished reading the latest issue of *Crowsnest*, which I thoroughly enjoyed. Although I have never served in the Canadian Armed Forces, I consider myself a military enthusiast and I subscribe to numerous magazines on the subject. It is difficult to find Canadian content in the magazines and newspaper articles available today. The

Canadian Navy is the most active that it has been in years, both close to home and on the world stage. There is often much more to a story than the few headlines from a daily newspaper. A magazine that is dedicated to the people and efforts of the Canadian Navy adds a new insight into their daily operations. I look forward to the next issue.

**Kerry Miller**  
Whitcourt, Alta

**Feed Back**



An artist's sketch of a naval centennial statue project called "The Homecoming" was unveiled May 4 in Victoria. Nathan Scott will sculpt and cast the statue over the next year. It will pay tribute to the men and women of the navy and will be displayed in the high profile location of the Inner Harbour. Members of the public can purchase bricks to surround the statue. Each brick will be engraved with either the name of the person donating, or the names of people they wish to remember. Aside from purchasing one of two sizes of bricks for \$200 or \$350, people can also purchase a pewter miniature of the statue for \$200. For more information, visit [www.homecomingstatue.com](http://www.homecomingstatue.com).

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