

Crowsnest

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Chief of the Maritime Staff

CANADIAN
NAVY

Reaching into the *HEART* of Canada

*HMCS Ville de Québec alongside in downtown
Toronto during the 2009 Great Lakes Deployment.
For more photos and the story, see page 4.*



Photo: Pte Dan Bard

INSIDE THIS ISSUE

The navy in the
North: Operation
NANOOK

PAGE 6



The Naval
Reserve:
a familiar face

PAGE 8



HMCS *Calgary* sets sail for Central and South America

Ship to participate in PANAMAX and multinational drug interdiction operations

HMCS *Calgary* set sail Aug. 17 for a three-month deployment to Central and South America. An important stop in September will be Panama, where the ship will join other navies for PANAMAX 2009, a joint multinational exercise which runs from Sept. 13-21.

PANAMAX is designed to strengthen the naval interoperability of nations that have security interests in the Panama Canal. The annual exercise is co-sponsored by U.S. Southern Command and the Government of Panama. Crisis response scenarios will test the alliance's ability to counter maritime-based threats to the Panama Canal, an invaluable international trade route. Exercise participants from 16 countries will be deployed on both sides of the Isthmus of Panama and



Photo: Acting Sub-Lieutenant Mark Fifield

HMCS Calgary prepares to pass under the Bridge of the Americas, which spans the Pacific entrance to the Panama Canal.

will practice a range of joint coalition activities including command and control, surveillance and monitoring, and naval boarding operations.

The deployment will also see *Calgary* participating in multinational drug surveillance and interdiction operations led by U.S. Joint Interagency Task Force South (JIATF-S). With assistance from international partners including Canada, the United Kingdom, the Netherlands, Spain and France, JIATF-S has stopped more than 200 metric tonnes of cocaine from entering North America since 2007.

"The deployment of HMCS *Calgary* is a reflection of the Government of Canada's commitment to stability and prosperity in Central and South America," said Commodore Ron Lloyd, Commander Canadian Fleet Pacific. "Canada's continuing involvement in exercise PANAMAX improves cooperation and interoperability between the Canadian Forces and our international partners."

In October, *Calgary* will conduct diplomatic visits at a number of ports in Peru, Chile and Mexico before returning to Esquimalt in November.



Photo: Acting Sub-Lieutenant Mark Fifield

Sub-Lieutenant Nicola Stankov, a bridge watch-keeper aboard HMCS Calgary, scans the horizon.



Senior Advisor
Commander Denise LaViolette
Director, Navy Public Affairs

Senior Editor and Writer
Darlene Blakeley
Directorate of Navy Public Affairs

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Directorate of Navy Public Affairs
National Defence Headquarters
10ST, 101 Colonel By Dr., K1A 0K2
or 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.

Banner photo, page 1: HMCS *Toronto* departs St. John's Harbour en route to Operation NANOOK in Canada's North. Photo by Cpl Dany Veillette
All articles written by Darlene Blakeley, except where otherwise noted.

Home sweet home!**HMCS *Winnipeg* returns from overseas deployment**

Photo: Cpl Alex Crockery

It's a scene played over and over again in the navy, but it never gets old. Crowds of family and friends, who haven't seen loved ones for months on end, line the jetty to welcome sailors home. A carnival atmosphere of expectation fills the air as music plays and those waiting strain to see the first glimpse of a warship home from a demanding overseas deployment.

As the ship finally approaches, "Welcome home" signs and banners are waved in the air, children screech when they catch sight of a parent on the deck of the ship, and kisses are blown into the tangy salt air. As the lines are secured and sailors begin to cross the gangway onto home soil, the two groups – those arriving and those waiting – merge into one giant group hug.

And so went the arrival of HMCS *Winnipeg*, returning to her home port of Esquimalt, B.C., on Aug. 21, following more than six months at sea. After leaving in February, the ship spent two months as part of a NATO squadron fighting piracy in the Gulf of Aden and took part in two major international military exercises.

Through April and May, the crew took part in the NATO-led counter-piracy mission Operation Allied Protector. *Winnipeg*, along with warships from the United States, Spain, Portugal and the Netherlands, interdicted pirates operating in international waters off the Horn of Africa. In addition to maintaining a patrol presence with other coalition ships, *Winnipeg* escorted numerous merchant vessels and ensured the safe delivery of over 5,000 tonnes of life-saving

humanitarian assistance to Somalia in support of the United Nations' World Food Programme.

"The NATO operation *Winnipeg* contributed to is an excellent example of the Canadian Navy deploying around the world to defend and advance Canada's interests in a manner that should make every Canadian proud," said Vice-Admiral Dean McFadden, Chief of the Maritime Staff. "The men and women returning home from this deployment are a priceless asset and they too should be proud of the way they represented Canada abroad."

In recognition of the ship's company's accomplishments, *Winnipeg* was awarded the Canadian Forces Unit Commendation by Chief of the Defence Staff, General Walt Natynczyk. Nine servicemen were individually recognized for their conspicuous performance. As a result, five pirate ships were disarmed, disrupting the capacity of 25 pirates in three separate incidents.

"I am extremely impressed with the manner in which *Winnipeg* worked with warships from other NATO countries to contribute to counter-piracy operations," said Rear-Admiral Tyrone Pile, Commander of Maritime Forces Pacific. "On this deployment, not only did she reach deep into the Indo-Pacific, but she also built upon Canada's strong relationships with countries in the Asia-Pacific region as well."

Over the course of her deployment, *Winnipeg* sailed more than 90,000 km and had stops in Japan, South Korea, Pakistan, as well as various ports in Africa and Australia.

HMCS Ville de Québec passes by Percé Rock on its way to Gaspé, Québec, the first port of call of the 2009 Great Lakes Deployment.



Ville de Québec and the 2009 Great Lakes Deployment

By Lieutenant (Navy) Al Blondin

“**W**hat is that uniform you’re wearing?” asks someone standing next to a Canadian sailor during a visit to one of central Canada’s urban centres.

This is a scenario too often reported by members of Canada’s navy. Canadian warships and sailors are a familiar sight to citizens of Victoria, Vancouver, Halifax and St. John’s, but remain a rare sight in the high density population centres along the St. Lawrence Seaway and Canada’s Golden Horseshoe region.

Although Canada boasts the world’s longest coastline according to the 2006 Census, 75 per cent of the population, or roughly 25 million out of some 32 million Canadians, live in areas that are over 1,000 km from Halifax, Victoria or Nanisivik (the navy’s new deep water port in Arctic Bay, near the Northwest Passage). This population distribution means that many Canadians have little awareness of the importance of their maritime environment and the role the navy plays in their daily lives.

“Canada is a maritime country but, because of our geography, many Canadians are unfamiliar with the maritime environment and their maritime forces,” says Rear-Admiral Paul Maddison, Commander of Maritime Forces Atlantic and Joint Task Force Atlantic. “It is important that Canadians know their navy and what it does for them. Since it’s not practical for us to bring central Canada to the navy, we are bringing the

navy to the heart of Canada.”

From Aug. 26 to Oct. 9, the frigate HMCS *Ville de Québec* will sail through the St. Lawrence Seaway to the Great Lakes to allow citizens from these regions to visit the warship and to meet sailors. The ports of call for this journey include Gaspé, Toronto, Sarnia, Windsor, Oshawa, Montréal, Trois-Rivières, Québec City, La Malbaie, Saguenay and Matane. Since *Ville de Québec* is the only French language ship in the Canadian Navy, this year’s deployment includes seven ports in the province of Québec.

The other major issue that the Great Lakes Deployment (GLD) is addressing is the significant shortage of technicians the navy is currently facing. During the GLD, *Ville de Québec* serves as a dynamic floating navy recruiting centre. The ship’s helicopter hangar contains a series of multi-media recruiting displays and a team from Canadian Forces Recruiting Group

HMCS Ville de Québec’s Commanding Officer, Cdr Luc Cassivi, greets visitors to the ship in Gaspé, including an actor dressed as Jacques Cartier, right.

Photos: Pte Dan Bard



(CFRG) is accompanying the ship for the whole trip.

"During *Ville de Québec's* Great Lakes Deployment we plan on taking advantage of every opportunity to inform Canadians about the professional and secure jobs we currently have available," says Commodore Dan MacKeigan, Commander of CFRG. "Our recruiters will be on hand so that potential candidates who express a desire to serve their country at sea will receive the best possible information. People applying for our top technical trades will receive priority processing."

Much of the recruiting effort during the GLD will be centred on promoting the Non-Commissioned Member Subsidized Education Plan (NCM-SEP) for naval technicians. Through this entry program, qualified applicants are paid to go to school and receive a fully subsidized education in a technical occupation through an approved civilian program at colleges throughout Canada. On successful completion, participants are promoted to leading seaman, earn an attractive salary, and begin their careers as trained technicians. The trades that qualify for this program are marine engineering mechanic, naval weapons technician and naval electronic technician (sonar, radar and communications).

"The navy is committed to being a world-class employer offering compelling career options for Canadians coast to coast to coast," says Commander Luc Cassivi, Commanding Officer of *Ville De Québec*. "The Great Lakes Deployment is the best way we have to bring the navy to central Canada in order to help fellow Canadians better understand what we sailors do to serve our country. I'm convinced that many would choose to join us if they had a better idea of what we



Leading Seaman Rob Chadwick, a naval weapons technician, carries out routine maintenance on HMCS Ville de Québec's close-in weapons system during the Halifax to Gaspé transit of the 2009 Great Lakes Deployment.



Petty Officer Second Class Pat Arseneault, right, from Canadian Forces Recruiting Centre Montréal, talks to young people in HMCS Ville de Québec's hangar.

do and why we do it. It's a fantastic job!"

The GLD also includes several ceremonies and events. This year the deployment was spearheaded by participation in the commemoration of the 475th anniversary of Jacques Cartier's arrival on the Gaspé Peninsula. In many cities, the ship will also serve as the venue for citizenship and enrolment ceremonies. Later, on the return trip in the Seaway, *Ville de Québec's* crew will participate in Trois-Rivières' 375th anniversary celebrations.

Ultimately, however, the purpose of the trip is to give Canadians a chance to interact with the ship and its sailors. The ship is open to the public in every port and tours will be given to groups of potential recruits and stakeholders.

For more information on the Great Lakes Deployment, the ports of call, timings and jobs the navy has available, please visit:
<http://www.forces.ca/experience/en/index.aspx>

The navy in the NORTH

During the month of August, three naval vessels played a major role in the sovereignty exercise Operation NANOOK in Canada's North. Held in the Baffin Island region, the operation included sovereignty patrols, a military exercise, and a whole-of-government exercise designed to demonstrate Canada's ability to operate in the North. The frigate HMCS Toronto, along with the maritime coastal defence vessel HMCS Glace Bay and the submarine HMCS Corner Brook, took part in military operations, including an anti-submarine warfare exercise. Land forces, including Canadian Rangers and the Arctic Reserve Company Group from Ontario, deployed forward with the navy and in the Canadian Coast Guard Ship Pierre Radisson. The air force flew CP-140 Aurora, CH-124 Sea King, CC-138 Twin Otter, CF-18 Hornet and CC-130 Hercules aircraft, while Transport Canada flew the Dash-7 throughout the exercise.



Top left: Cdr Alex Grant, Commanding Officer of HMCS Toronto, Prime Minister Stephen Harper and Minister of National Defence Peter MacKay, view HMCS Corner Brook and Canadian Coast Guard Ship Pierre Radisson as three CF-18 Hornets fly overhead during Operation NANOOK.
Top right: A Sea King helicopter hoists Cdr Alex Grant down onto the flight deck.

Photos: Cpl Dany Veillette



Ordinary Seaman John Mcrae observes an iceberg while aboard HMCS *Toronto* in the Davis Strait.



Canadian Coast Guard Ship *Pierre Radisson* pulls alongside HMCS *Toronto* in Frobisher Bay just outside of Iqaluit.



Top photo and background photo: Cpl Dany Veillette
Bottom photo: Cpl Andrew L. Davis

The Naval Reserve: A familiar face in communities across Canada



Naval reservists practise port security operations.

Photo: DND

Young people today are well-informed, open to options and looking for a different kind of experience that offers opportunities for personal challenge. Many of them do not want nine-to-five jobs, but rather something with an edge, something adventurous, something that takes them beyond normal routine. Coincidentally, these are exactly the type of people that Canada's Naval Reserve is hoping to attract.

The Naval Reserve currently has about 4,200 members in 24 Naval Reserve Divisions (NRDs) across the country. The number of people in each division is usually reflective of the local demographics, size and location of the city. For example, a larger unit like Ottawa has nearly 300 members, while a smaller unit in Regina has about 75 members. However, there is room for growth at all units, depending on the type of occupation a new recruit would like to pursue.

The Naval Reserve is involved in a diverse range of activities, both at home and abroad, that create the challenging environment sought by many young people. These jobs can be part-time, carried out after school or regular work hours, or full-time. Leadership opportunities, humanitarian aid in times of natural disaster, engagement in community events and voluntary involvement in military operations are compelling reasons why many people join the Naval Reserve.

Traditionally, the Naval Reserve has been very successful in recruiting, bringing in 500-600 recruits each

year. "The local economy is impacting our attraction and naturally, some communities have more success than others, but nationally, our recruiting campaign is going well," says Commodore Jennifer Bennett, Commander of the Naval Reserve. "We still recruit a large number of students looking for part-time work, but we are also seeing mid-career men and women who are interested in a change and a challenge. A large number of people also join the Reserve before committing to a full-time career and transferring to the Regular Force."

Since the navy's ships, including the maritime coastal defence vessels crewed mainly by naval reservists, are located on the east and west coasts, bringing the navy's message to Canadians can be more challenging for in-land communities. However, the Naval Reserve does use smaller vessels such as rigid-hulled inflatable boats in most locations, and works hard to bring in dive vehicles and equipment for local displays.

Cmdre Bennett is particularly proud of the fact that recruiting for the Naval Reserve is very personal and involves more direct and consistent contact with the recruit and their family from the time they walk through the door. "Unit recruiters will walk the recruit through each step of the processing, coordinate the enrolment ceremony, be part of the training team in the unit and then, for summer basic and officer training, be part of the instructor cadre," she says. "This contact with a familiar, local face throughout the process helps us

Interested in joining the Naval Reserve? Visit www.navy.forces.gc.ca/navres/

ensure that recruits and their families have a sense of belonging and continuity that is extremely valuable and important.”

Ask any current member of the Naval Reserve and there will be a wide variety of reasons why they joined. For most, it started out as a part-time job for students looking to make some money and have an interesting job while attending high school or university. The compensation package is far more comprehensive and attractive than most student part-time jobs, and includes such things as paid employment while you undergo military training, a reimbursement program for a portion of tuition and academic expenses for post-secondary education successfully completed, access to training and courses that enhance employability, annual pay incentives and promotions when you qualify in your military occupation and the opportunity for full-time employment. There is no fixed period of service like the Regular Force, and all service outside of Canada is strictly voluntary.

Other reasons for joining may include an awareness of the importance of the navy in the global economy; a desire to serve Canada; the versatility of employment opportunities on a part-time or full-time basis locally, nationally or internationally; leadership opportunities;



Photo: DND

Maritime coastal defence vessels such as HMCS Edmonton, above, are manned largely by naval reservists.

and training that provides highly marketable skills in the civilian job market.

“Civilian employers benefit from not only the training the Naval Reserve provides to their employees, but the confidence, leadership and experience that they bring to the job,” stresses Cmdre Bennett.

The Naval Reserve is different from other Primary

Continued on page 10



Continued from page 9

Reserves such as the army or air force in that it has its own unique operational roles which are different from the Regular Force navy. These include manning of the maritime coastal defence vessels, naval cooperation and guidance to shipping and maritime picture compilation, port security and port inspection diving. Naval Reserve sailors also have a role to play in the 2010 Olympics in Vancouver, employing their skills in such tasks as waterborne security and port inspection.

"People are proud of their Canadian Forces and looking for a way to serve their country," adds Cmdre Bennett. "The Naval Reserve trades are often very different than any other civilian occupation and joining a local unit allows the member to work and live at home and continue their studies or work in their civilian career."

While you are joining the Canadian Forces as a member of the Naval Reserve, the commitment can be less intimidating and more attractive for those wishing to "try out" a military career with flexibility. To be eligible to join you must be either a Canadian citizen or permanent resident of Canada; 16-57 years of age; and have a



Photo: DND

Cmdre Jennifer Bennett, Commander of the Naval Reserve, in Canada's North.

minimum of a provincial Grade 10 or Secondary III (Québec) education.

If you are interested in joining the Naval Reserve or would just like to read more about it, you can check in with your local NRD or Canadian Forces Recruiting Centre, or visit www.navy.forces.gc.ca/navres/

New Chief of the Maritime Staff takes the helm

Vice-Admiral Dean McFadden took command of the Canadian Navy during a ceremony at Cartier Drill Hall in Ottawa in late June.

Before a large crowd, VAdm McFadden signed the change-of-command certificates with former Chief of the Maritime Staff (CMS) VAdm Drew Robertson, and General Walt Natynczyk, Chief of the Defence Staff.

VAdm Robertson is confident that he is passing the navy's future into capable hands. "I could not be more confident in the leadership of our service or its contribution to the CF as [VAdm McFadden] works along-

side our colleagues Generals Andy Leslie and Angus Watt. A friend, shipmate and colleague for 30 years, Dean is an officer of immense talents," he said.

His final thoughts, as his flag was about to be lowered for the last time, were with the navy's sailors at sea. "I conclude where I began – with thoughts of those far distant ships and submarines, away from home, and the sailors, airmen and women, who every day work for our nation's security and defence while under way at sea."

As VAdm McFadden took to the podium for his first address as CMS, he reflected on the past, but with an eye firmly fixed on the future and next year's navy centennial. "I am but I one in a line of admirals, whose title has changed but whose focus has remained almost unaltered: the building of ships and the assembling and training of officers and sailors to put them to sea, to demonstrate this country's resolve, to help enforce her laws to prevent conflict where possible, but to prevail in combat when necessary," he said.



Photo: Cpl Tanya Tobin

From left: VAdm Dean McFadden, Gen Walt Natynczyk and VAdm Drew Robertson.

Navy family *treasures* famous photograph

There are many ties that can bind one generation of sailors to another – but how about a famous photograph?

In 1952, Yousuf Karsh, one of the masters of 20th century photography, took a photograph aboard the navy cruiser HMCS *Québec* while alongside in Halifax. The photograph featured a clean-cut young sailor being given his rum issue, with the ship's superstructure towering in the background. That sailor was Able Seaman John Douglas Newton – the father of CFB Halifax Base Commander Captain (Navy) John Newton.

According to Capt(N) Newton, Mr. Karsh was being toured around HMCS *Québec* by the ship's commander, Capt Patrick David Budge, and as they came onto the deck they encountered the men of B Gun being issued their daily rum issue, or tot, as it was known. AB Newton, dressed in his white singlet, was a member of the turret crew, and was also the ship's diver and the jeep driver for the commanding officer.

"As the touring delegation encountered the gun's crew, Capt Budge ordered my father to take his tot," says Capt(N) Newton. "Dad protested – his mug was full because he had already been issued his tot. Nonetheless, Dad's mug was filled with a second tot and at that instant Karsh snapped the photo."

Mr. Karsh, who died in 2002, is famous for his portraits of accomplished men and women, including Winston Churchill, Fidel Castro, Ernest Hemingway, Pablo Picasso and Jackie Kennedy.

Mr. Newton, who turns 80 in September and still lives in Halifax, is tickled to be included in a body of photo-

graphic work that has defined a generation.

"I knew most of those guys Karsh took photos of – and liked them all – except for Fidel Castro," Mr. Newton says. "In the future when people look at that photograph of me they will say 'that's what a sailor looked like in 1952'. I wasn't so excited about it back then, but I

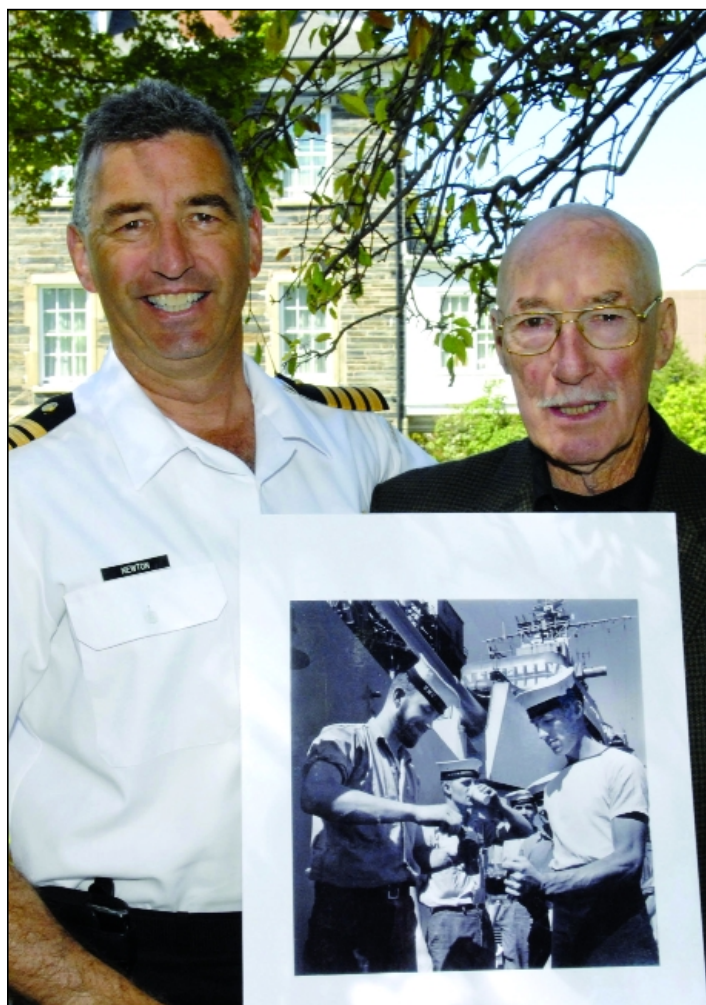


Photo: Mike Bonin

Capt(N) John Newton, left, and his father John Douglas Newton hold a copy of the photograph taken by world-renowned photographer Yousuf Karsh in 1952.

think it's kind of neat now."

Sometime after the photo was taken it appeared in Maclean's Magazine, much to the dismay of at least one member of the Newton family. "My grandmother, a member of the Temperance League of Canada, was enraged that her son was depicted for all to see taking a rum issue," says Capt(N) Newton. "Nonetheless, my father survived any ill effects of taking his tot for 20 years of his 25-year career in the navy and the photo remains a treasure to our family."

The photo was subsequently reprinted in 1962 in the book "Yousuf Karsh and John Fisher See Canada", and was also featured in the "My Karsh" exhibit at the Canadian Museum of Science and Technology in Ottawa this summer.

"In the future when people look at that photograph of me they will say 'that's what a sailor looked like in 1952'."



Yousuf Karsh, Self-Portrait

"My gift and my passion"

Artist shapes sculpture for navy centennial

By Shelley Lipke

Tucked in his Central Saanich studio on southern Vancouver Island, artist and sculptor Nathan Scott spends his days crafting the father and daughter figures which are the centrepiece of the 2010 Naval Centennial Homecoming Statue.



The statue depicts a sailor kneeling on a dock with outstretched arms ready to embrace his daughter, who is running towards him. As Mr. Scott shapes the clay structures, details and expressions emerge on the child and father. "Being able to create and

make something come alive is my gift and passion," he says.

Modeling the sculpture and then casting it in bronze will take a year. On May 4, 2010, it will be revealed in Victoria's Inner Harbour in celebration of the navy's 100th birthday.

"It's very honouring to do this sculpture and to have it displayed in such a prominent place," Mr. Scott says. "This project will relate to tourists as well as locals, and it crosses borders because military life and this emotion of homecoming is a global thing."

Scott easily relates to the emotion the characters convey. "My dad did 33 years with Princess Patricia's Canadian Light Infantry, and while I never met him at the dock, I'd meet him at the airport," explains Mr. Scott. "Twenty or 30 years ago everybody had someone in their family who was in the military, and I think Victoria is well suited for this project."

Now into his eleventh year as a sculptor, and with 15 public sculptures throughout Canada including the Terry Fox sculpture at Mile Zero, Mr. Scott is a sought-after artist.

"I began this project with photographs," says Mr.

Scott. "I had the base get some sailors together to pose as models to photograph. I then had my five-and-a-half-year-old daughter Acacia run towards me while a professional



Photo: Shelley Lipke

Sculptor Nathan Scott works on the 2010 Naval Centennial Homecoming Statue.

photographer captured pictures of her in motion."

After 320 photos, Scott found the emotion and detail needed and started the armature this summer, an internal frame or skeleton made of rebar covered in styrofoam that supports the modeled sculpture.

"When I work with the clay it's like framing a house. It is starting to take shape, but doesn't have incredible detail yet," explains Mr. Scott. "Sculpting to me is a matter of capturing emotion. I am trying to imagine what it would feel like to me after six to nine months of deployment, and then seeing my children."

The photographs serve as reference for details such as wrinkles in the skin and clothing.

Once the clay sculpture is complete, Mr. Scott will make the mold. The sculpture will be brushed with a polyurethane rubber, and then backed up with a fibre-glass mother mold to support the shape of the flexible rubber. This negative mold is then taken off, the clay discarded and the mold filled with wax.

"Once completely reconstructed in wax, I cut it into workable pieces that will be dipped into ceramic to create a negative ceramic shell," he says. "The ceramic shell is then heated up to 1,800 degrees Fahrenheit to melt the wax out of the ceramic mold. It's then ready for pouring. The bronze is heated up to about 2,100 degrees and poured into the 1,800 degree ceramic shell mold. Once cool, the ceramic shell is removed from the casting and the laborious job of welding the pieces of the sculpture back together begins."

Grinding and re-texturing each area to create a seamless sculpture takes weeks. The final steps are sand-blasting to get rid of impurities and adding a patina to give it depth and beauty. Then it will take a prominent place in Victoria's Inner Harbour for all to see and enjoy.



Fleet Facts

Orca-class patrol vessels

The Orca class is a ship class of eight steel-hulled Canadian Navy patrol boats constructed by Victoria Shipyards between November 2004 and November 2008. All eight are based at CFB Esquimalt, B.C., and replace the 50-year-old wooden-hulled Yard Auxiliary General (YAG) training vessels. They operate primarily as training platforms.

The ships' names perpetuate those of the armed yachts of the Second World War, while representing the culture of the West Coast First Nations.

The primary use of the Orca class is the training of naval officers and at-sea familiarization for sea cadets. The ships may also be assigned to support other operations if required. While primarily used for training, they provide commanders greater ability and flexibility to

maintain a naval presence in coastal areas and to quickly respond to maritime events when required. Maneuverable and capable of relatively high speed, the Orca class is a valuable asset when incorporated into port security operations, search and rescue, exercises, and other similar activities.

Orca-class ships provide the navy with a training platform that replicates the capability found in the bridge simulator at the Naval Officer Training Centre and on the bridges of the larger ships of the fleet. This allows officers and sailors to train in an environment similar to that in which they will eventually serve.

The ships are manned primarily by Regular and Reserve Force junior officers training at the Naval Officer Training Centre, sailors of the Naval Tender Section and Naval Reserve Divisions, and teenage members of the Royal Canadian Sea Cadets.

Ships in Class

Orca (PCT 55)
Raven (PCT 56)
Caribou (PCT 57)
Renard (PCT 58)
Wolf (PCT 59)
Grizzly (PCT 60)
Cougar (PCT 61)
Moose (PCT 62)



Displacement: 210 tonnes **Length:** 33 metres **Beam:** 8.6 metres **Draught:** 2.5 metres
Propulsion: 2 x Caterpillar 3516B rated to 1825 kW at 1,600 rpm **Speed:** Over 20 knots (37 km/h)
Range: 750 nautical miles (1,389 km) at 15 knots (33 km/h) **Complement:** 4 crew, 16 trainees
Armament: None; however, the foredeck is strengthened to accept a 12.7 mm M2 machine gun

Photo: DND

Freeze frame

Photo: Heather Fitzsimmons-Hunter



The navy sail training vessel HMCS Oriole hoisted the Canadian Naval Centennial spinnaker for the first time July 27. The wind picked up to fill the 6,000-square foot sail on the foremast, proudly revealing the colourful centennial logo. The new spinnaker, ordered from UK-Halsey North West of Sidney, B.C., travelled across three continents before arriving on Oriole. This international endeavour began in Germany where the cloth was made. It was then sent to Hong Kong, where it was plotted and cut. On returning to Europe, the Canadian Naval Centennial logo was computer printed in Denmark. All the parts were sent back to Hong Kong for assembly and finally sent to Esquimalt, B.C., to be delivered to the historic Oriole. At 88 years old, Oriole is the oldest and longest commissioned ship in the Canadian Navy.

Ship's bell from HMCS *Patrician* returned to the navy

A priceless piece of naval heritage was returned to the Navy in a special ceremony held at the HMCS Bytown Naval Officers' Mess in Ottawa Sept. 4.

The ship's bell from HMCS *Patrician*, a destroyer that served the navy from 1920-1929, was presented to Rear-Admiral Nigel Greenwood, Assistant Chief of the Maritime Staff, by Jeff Gillin, owner of Ottawa's Lord Elgin Hotel.

"It's a privilege for my family to be returning the ship's bell," said Mr. Gillin. He explained that the bell was given to his great grandfather George J. Desbarats, a former Deputy Minister of National Defence, sometime in the late 1920s or early 1930s.

"It is my family's sincere hope," explained Mr. Gillin, "that this symbol from the earliest days of Canada's fleet will serve as a reminder for future generations of our country's distinguished naval heritage as our navy

enters its second 100 years."

RAdm Greenwood said the bell would be displayed prominently, likely in the Maritime Command Museum.



Jeff Gillin, left, and Rear-Admiral Nigel Greenwood

Photo: Jacek Szymanski

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