

Crow'snest

Vol. 6, No. 2 Summer 2012

ROYAL CANADIAN
NAVY

www.navy.forces.gc.ca

**HMCS CHARLOTTETOWN
HEADS FOR THE ARABIAN SEA**
Page 2

**OPERATION CARIBBE:
PROUD FRIENDS IN ARMS**
Page 8

**MCDV RECOGNIZED FOR
SUPPORTING FISHERIES PATROLS**
Page 15



National
Defence

Défense
nationale

Canada

HMCS *Charlottetown* deploys to the Arabian Sea

*HMCS Charlottetown transits
through the Suez Canal
April 23 en route to the
Arabian Sea region.*

Photo: Cpl Ronnie Kinnie



HMCS *Charlottetown* has now joined Combined Task Force 150 (CTF 150) in the Arabian Sea region to conduct maritime security operations.

CTF 150, a multinational coalition fleet, was established in October 2001 in the early days of Operation Enduring Freedom. It conducts maritime security and counter-terrorism operations in the Gulf of Aden, the Gulf of Oman, the Arabian Sea and the Indian Ocean.

Canada has regularly contributed ships to CTF 150 since its inception. Most recently, HMCS *Fredericton*

was deployed to the region under CTF 150 from October 2009 to April 2010. Notably, from June to September of 2008, Canada commanded CTF 150.

Charlottetown has been supporting Operation Active Endeavour, NATO's counter-terrorism effort, since late January. In that time she has travelled more than 13,000 nautical miles, conducting maritime security operations and helping to set the conditions for security and stability at sea in the region.

For more information on CTF 150, please visit:
<http://combinedmaritimeforces.com/ctf-150-maritime-security/>



Senior Advisor
Commander Hubert Genest
Director, Navy Public Affairs

Senior Editor and Writer
Darlene Blakeley
Directorate of Navy Public Affairs

Crowsnest is published quarterly on the authority of the Commander Royal Canadian Navy, Vice-Admiral Paul Maddison. Comments are welcome and can be sent to: Directorate of Navy Public Affairs
National Defence Headquarters
11ST, 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 Royal Canadian Navy, visit www.navy.forces.gc.ca.

Front page: HMC Ships *Summerside* and *Moncton* participate in Exercise Frontier Sentinel in Sydney, N.S. Photo: Cpl Martin Roy
All articles written by Darlene Blakeley, except where otherwise noted.

Charlottetown intercepts narcotics shipment

By Lieutenant (Navy) Jessica MacDonald

“UAV flying stations.” The pipe echoes throughout HMCS *Charlottetown*.

There is a small boat in the vicinity of the Canadian warship suspected of illegal activity, and the ScanEagle unmanned aerial vehicle (UAV) is being sent to investigate.

On May 5, during her first couple of days operating with Combined Task Force 150 (CTF 150), *Charlottetown* successfully intercepted a narcotics shipment in the Gulf of Aden and the UAV played a key role in the operation.

“The patrol area is difficult to search because it is so vast – 2.5 million square miles of international waters,” says Lieutenant (Navy) Ian Bilodeau, above water warfare officer in *Charlottetown*. “The vessels that we are searching for are so small they can be difficult to pick up on our radars – it’s like searching for a needle in a haystack. However, the UAV, with its incredible stealth and operating endurance, was able to covertly look at a large piece of the haystack, zoom in with incredible detail, and determine that a vessel was suspicious.”

The UAV located the skiff (smaller boat typically with an outboard motor) and gave command eyes on the contact to make an assessment of suspicious activity. *Charlottetown*’s CH-124 Sea King was sent to search and locate the dhow (larger fishing-type vessel commonly used for transporting goods in the region) to continue to investigate the developing situation.

“When the ship gave us permission to go overt and proceed to the vessels they were already exchanging packages,” says Major David Holmes, air officer in the ship and one of the pilots flying during the operation. “We gathered intelligence and then the vessels left in opposite directions.”

The skiff continued on a course towards *Charlottetown*, but when it realized it was heading towards a warship, the crew rapidly began dumping the cargo. The helicopter was able to retrieve two packages from the water and *Charlottetown*’s rigid-hulled inflatable boat retrieved the remaining eight packages. All packages contained a total of 270 kilograms of hashish.

Later, *Charlottetown* conducted a boarding on the suspicious dhow. The boarding team established the



Above: HMCS *Charlottetown*’s boarding party conducts a search of a suspect dhow while its Sea King helicopter provides cover.

Right: Drugs recovered by HMCS *Charlottetown* contained a total of 270 kilograms of hashish.



Photos: Cpl Ronnie Kinnie

vessel to be stateless and carried on with an extensive search of the vessel under Canadian law.

“By being here we are making a difference,” emphasizes Commander Wade Carter. “Ninety per cent of global trade is conducted by sea. The world depends on maritime shipping to transport vital supplies such as food and fuel. Operations such as these help ensure that maritime security is maintained by ensuring that profit isn’t made by harmful substances and that these activities do not become a conduit for facilitating terrorism.”

This year alone, CTF 150 has seized nearly 700 kilograms of illegal narcotics with an estimated value of nearly \$50 million. “Although our mission here is much the same as it was in the Mediterranean – to participate in maritime security and counter-terrorism – we’re now in a tougher neighbourhood,” says Cdr Carter. “I’m proud of how my crew reacted to this drug interdiction operation. They put their training to the test and executed our plan seamlessly.”

U.S. Navy Captain John Carter, Chief of Staff, Combined Maritime Forces, adds: “As a CTF 150 asset, HMCS *Charlottetown* unquestionably demonstrated the awesome and cohesive reach that a 26-nation maritime partnership can achieve in support of preserving the inviolate security of the globe’s critical sea lines of communication, and deterring and disrupting the illegal narcotics trade.”

At sea with HMCS Charlottetown



Clockwise from top left: Lieutenant (Navy) Ryan Stanley, navigation officer, calls out the bearing of a contact. Master Seaman Stephen Hawco, a weapons engineering technician, conducts maintenance on a close-in weapons system compressor motor. Leading Seaman Uriah Temple, front, and LS Matthew Martin conduct maintenance on the 57mm gun. LS Matthew Martin, a weapons technician, helps unload the close-in weapons system. Major David Holmes, a pilot aboard HMCS Charlottetown, flies a Sea King helicopter as the ship sails through the Red Sea.



Photos: Cpl Ronnie Kinnle

New monument a *TRIBUTE* to RCN's proud history

Under grey skies with Parliament Hill providing the backdrop, Prime Minister Stephen Harper unveiled the Royal Canadian Navy Monument on Richmond Landing in Ottawa May 3. The monument pays homage to the hundreds of thousands of Canadian sailors who served Canada during the navy's first century of existence.

The Prime Minister was accompanied by Peter MacKay, Minister of National Defence, General Walter Natynczyk, Chief of the Defence Staff, and Vice-Admiral Paul Maddison, Commander Royal Canadian Navy (RCN).

"For more than 100 years, members of the Royal Canadian Navy have served our country with pride, bravely defending national waters and promoting freedom, democracy, human rights and the rule of law around the world," said Prime Minister Harper. "The Royal Canadian Navy Monument is a tribute to our navy's proud history and a reminder that members continue to put themselves in harm's way every day for the good of our great country."

In true navy tradition, the monument was officially named by a member of the service during the dedication ceremony. Elsa Lessard, 89, who served in the Women's Royal Canadian Naval Service during the



Photo: Jacek Szymanski

Elsa Lessard, left, takes great pleasure in christening the new Royal Canadian Navy Monument as Prime Minister Stephen Harper and Master Seaman Stephanie Comeau-Savoie look on.

Second World War, christened the monument by breaking a bottle of nylon-wrapped champagne over its prow.

"While there are other memorials across the nation dedicated to those who lost their lives during various periods of conflict," the Prime Minister said, "this monument demands that the navy's full story be told and understood, and serves as a reminder to all Canadians that the navy is always there – over the horizon – today as in the past at the first sign of trouble to say 'Ready Aye Ready' in the service of our great country, as it says there on the west face of this striking design."

VAdm Maddison likened the monument to a warship at sea. "This monument brings to mind the strength and flair of one of our warships under way with a bone in her teeth, at speed, crewed by ordinary Canadians doing extraordinary things in enabling and defending Canada's national interests at sea."

He added that the monument "tells the story of a ceaseless vigil that successive generations of Canadians have maintained these 100 plus years at sea and ashore, and from which we who serve today draw our inspiration to excel."

Jointly sponsored by the National Capital Commission and the RCN to mark the navy's centennial, the Royal Canadian Navy Monument was designed by artist Al McWilliams, and architects Joost Bakker and Bruce Haden, all from Vancouver. The monument, which is located in the heart of Canada's Capital Region, will act as a lasting tribute to Canada's navy – both past and present.



Photo: Jacek Szymanski

Peter MacKay, left, Minister of National Defence; Prime Minister Stephen Harper; General Walter Natynczyk, Chief of the Defence Staff; and Vice-Admiral Paul Maddison, Commander Royal Canadian Navy, stand in front of new Royal Canadian Navy Monument.



Photos: Cpl Martin Roy

HMCS *Windsor* marks major milestone

After an extended refit which began in 2007, Her Majesty's Canadian Submarine *Windsor* undocked from the syncrolift at HMC Dockyard in Halifax April 11. The operation began early in the day in order to coincide with the tides in Halifax harbour. *Windsor* was slowly lowered into the water throughout the morning. Once in the water, her hull and propeller were inspected by divers who ensured she was free of the lift. *Windsor* was then moved with the aid of tugs to a nearby jetty and secured alongside. The undocking process was completed by early afternoon.

This marks a major milestone in the submarine's work period, indicating that it is nearing completion. Further work will be conducted as the submarine enters the final phase of the work period such as extensive testing and trials of the submarine's seawater systems. *Windsor* is expected to commence a tiered-readiness program this year and be fully operational shortly thereafter.

SUBMARINE UPDATE

HMCS *Victoria* first to fire MK48 torpedo

Her Majesty's Canadian Submarine *Victoria* conducted a series of successful weapon system trials in mid-March, including multiple firings of the exercise version of the MK48 heavyweight torpedo at Canadian Forces Maritime Experimental and Test Ranges in Nanoose Bay, B.C.

"As the submarine fleet achieves steady-state it will be ready to act decisively at sea in defence of Canada, when and where needed," said Captain (Navy) Luc Cassivi, Director Canadian Submarine Force. "These trials represent a major milestone for the *Victoria*-class submarine program as *Victoria* is the first submarine in the fleet to fire a MK48 heavyweight exercise torpedo."

These torpedo firings are part of the technical and operational tests of *Victoria*'s weapon systems and additional weapon system trials are scheduled for the spring of 2012. In the exercise version of the torpedo, the warhead module is replaced with electronics for gathering test data.

Victoria also participated in training with a naval task group while off the west coast of Vancouver Island, focussing on coordinated anti-submarine warfare tactics. Equipment and crew trials continued throughout March as part of *Victoria*'s program to being declared fully operational later this summer.

The submarine fleet will achieve steady state in 2013, at which point Canada will have three of four submarines continuously available for operations. As part of the ongoing submarine operational cycle, the fourth submarine will be with industry, undergoing necessary deep maintenance.



Photo: David Malysheff

Above: Petty Officer 2nd Class David Johnston, foreground, a senior weapons technician, prepares the exercise version of the MK48 heavyweight torpedo onboard HMCS Victoria.

Below: HMCS Victoria sails into harbour at Esquimalt, B.C.



Photo: DND

The amphibious assault ship USS Wasp, left, the replenishment oiler USNS Big Horn and Royal Canadian Navy frigate HMCS St. John's perform a replenishment-at-sea April 16 while transiting the Gulf of Mexico.

Photo: U.S. Navy

Navy supports drug surveillance operation

Three ships from the Royal Canadian Navy (RCN) deployed to the Western Caribbean in early 2012 on Operation Caribe, supporting a U.S.-led multinational drug surveillance and law enforcement interdiction operation in the international waters of the Caribbean Basin and East Pacific Ocean.

HMC Ships *Goose Bay* and *Kingston*, maritime coastal defence vessels (MCDVs), deployed from Halifax in February. Following workups and training en route off the southern U.S. eastern seaboard, the two MCDVs were engaged on Op Caribe. They were subsequently joined by the frigate HMCS *St. John's*, with its ship-borne CH-124 Sea King helicopter.

Goose Bay and *Kingston* returned to Halifax in mid-April, but *St. John's* stayed on. "The efforts of HMCS *St. John's* and her crew will directly lead to the interruption of some illicit drugs destined for our shores," said Vice-Admiral Paul Maddison, Commander Royal Canadian Navy. "These are tangible results that will be felt in the communities of Canada and its allies. These are outcomes we can all be proud of."

Op Caribe is the Canadian Forces' contribution to Operation Martillo, a joint interagency and multinational collaborative effort among western hemisphere and European nations to counter illicit drug-trafficking in the Caribbean Basin. It's coordinated by Joint Interagency Task Force South, a subordinate command of U.S. Southern Command, based in Florida.

Every year partner nations intercept and seize millions of dollars in illicit drugs and play a major role in suppressing trafficking in international waters and airspace. Op Caribe helps strengthen international partnerships, builds partnership capacity, and demonstrates Canada's regional commitment to combatting transnational criminal organizations. The CF has participated in Op Caribe since November 2006.

This is *St. John's* second participation in Op Caribe. In 2011, she assisted in the recovery of a sunken self-propelled semi-submersible vehicle carrying drugs, and used her helicopter to medically evacuate an injured U.S. Coast Guard sailor to Honduras.

Proud friends in arms

It isn't every day you see a Canadian patrol frigate with anything other than a Sea King helicopter on the flight deck. But during Operation Caribe recently, HMCS *St. John's* had the privilege of welcoming a U.S. Coast Guard (USCG) HH-65 Dolphin helicopter for some much needed fuel.

USCG Dolphin helicopter units are attached to USCG cutters in much the same way Sea Kings and their air detachments embark in Royal Canadian Navy destroyers, frigates and supply ships. In both cases, the presence of an air asset extends operational capabilities far beyond the ship itself. This particular Dolphin embarks in USCGC *Gallatin*.

Both *St. John's* and *Gallatin* are working together as part of a multinational effort to prevent the flow of illicit



Photo: Cpl Dan Bard

Flight crews of HMCS St. John's and USCGC Gallatin gather on-board St. John's during Op Caribe.

drugs into North America. As proud friends in arms, their visit demonstrates that Canadian and American forces stand shoulder to shoulder from the strategic level all the way down to the tactical.

Navy League of Canada hands out prestigious awards

HMCS *Charlottetown* has been awarded the 2011 J.J. Kinley Award by the Navy League of Canada (NLC) for courageous actions under fire and conduct during her first deployment to Libya.

As well, the NLC awarded the Robert I. Hendy Award to a group of sailors for their work with Navy League Cadets and Sea Cadets.

Both awards were presented during the NLC's 2012 annual meeting in Ottawa April 13-15.

The J.J. Kinley Award is awarded by the National Board of Directors of the NLC 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.

Charlottetown's first deployment to Libya took place from March to August 2011 as part of Operation Mobile, the Canadian Forces' participation in Operation Unified Protector, the NATO-led effort to impose on the Libyan regime the arms embargo and no-fly zone authorized in U.N. Security Council Resolution 1973 of March 17, 2011, which called on the international community to protect civilians and civilian-populated areas in Libya.

The Robert I. Hendy Award is awarded to individuals who have accomplished feats or achievements of national or international significance in the area of maritime affairs. The recipients for 2011 included Chief Petty Officers 1st Class Tim Riefesel, Gerry Desorsey, Spike Bullen and Mike Feltham.

According to the nomination submitted by Lieutenant-Commander Marie Bourinot:

♦ CPO1 Riefesel, Maritime Forces Atlantic Formation Chief, has been a significant role model in shaping the ethics and values of those cadets he has engaged with. It is his visibility and his understanding of passing on



Photo: Navy League of Canada

Vice-Admiral Paul Maddison, left, Commander Royal Canadian Navy, along with sailors from HMCS Charlottetown's first deployment to Libya: Lieutenant (Navy) Nadia Shields, navigation officer; Chief Petty Officer 1st Class Alistair Skinner, coxswain; and Cdr Craig Skjerpen, commanding officer; hold the J.J. Kinley award. They are joined by retired VAdm Gary Garnett, Immediate Past National President of the Navy League of Canada.

“what's right” to our cadet youth and ensuring that both Sea and Navy League Cadets are well included in numerous noteworthy activities and events that has been so important to the growth of Sea Cadet numbers in recent years.

♦ CPO1 Spike Bullen, Base Chief Petty Officer in Halifax, has been exceptional in his influence and help in creating high profile opportunities that have promoted both the Sea and Navy League Cadet programs in Atlantic Region and nationally. Most significant was his involvement to ensure cadets were important participants in the presentation and consecration of the Queen's Colours, Freedom of the City and the International Fleet Review.

♦ CPO1 Mike Feltham, Atlantic Fleet Chief Petty Officer, for his mentoring and organizing skills in getting the cadets out on the blue water. He has helped the Sea Cadet program achieve progress in one of the most sought after experiences our Sea Cadets request: “engagement opportunities with the Royal Canadian Navy.”

♦ CPO1 Jerry Desorsey coxswain HMCS *Acadia*, for his endless hours of guiding, nurturing and caring for the staff cadets at *Acadia*. Truly an outstanding individual. As part of HMCS *Acadia's* command team, CPO1 Desorsey knows how to lead people and more importantly, knows where to take them.



Photo: Navy League of Canada

Earle Corn, left, President of the Navy League of Canada Nova Scotia Mainland Division (nominator); Chief Petty Officer 1st Class Tim Riefesel; CPO1 Gerry Desorsey; retired Rear-Admiral Fred Mifflin, Honorary Chairman of the Navy League of Canada; CPO1 Spike Bullen; CPO1 Mike Feltham; and Lieutenant-Commander Marie Bourinot (nominator) display the Robert I. Hendy Award.

The Battle of Atlantic parade marches past the Sailor's Peacetime Memorial in Halifax.

Photo: MCpl Peter Reed



Remembering the Battle of the Atlantic

Across the country on May 6, Canadians from all walks of life gathered to commemorate the sacrifices made by those who fought so valiantly during the Battle of the Atlantic.

The fight for command 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, it was the fourth largest navy in the world.

Through the end of this battle, over 3,000 Canadians were lost, 319 were wounded and 95 were taken prisoner. In addition, 33 ships of the RCN, 350 aircraft and 73 ships of the merchant navy were lost in the North Atlantic.

The Battle of the Atlantic ended with Victory in Europe Day on May 8, 1945.

Right: Vice-Admiral Paul Maddison, Commander Royal Canadian Navy, and a sea cadet get ready to place a wreath during Battle of the Atlantic ceremonies at the National War Memorial in Ottawa. Below: Veterans salute the Cenotaph in front of the provincial Parliament buildings in Victoria during Battle of the Atlantic ceremonies.



Photo: MCpl Serge Tremblay



Photo: Cpl Michael Bastien

Commodore up for Top Immigrant award

By Ben Green

Canadian Immigrant magazine has announced their shortlist for this year's "Top 25 Canadian Immigrants." Among the 75 candidates competing for the award is Commodore Hans Jung, Surgeon General of the Canadian Forces (CF), and the first visible minority to reach flag rank within the Canadian military.

The award, voted on by the public, celebrates the outstanding achievements of Canadian immigrants who have made a positive impact and are a source of leadership for all newcomers to the country. The nominees range from a variety of fields including health care, business, immigrant services, arts and culture, activism, government, engineering, and not-for-profit.

"I found out by e-mail from the award organization that I had been nominated and had been shortlisted," says Cmdre Jung from his office in Ottawa. "I was completely surprised, but honoured."

Born in South Korea, Cmdre Jung arrived in Canada with his family in 1970 at age 11, not knowing a word of English. He joined the Canadian Forces 11 years later, where he's spent more than three decades serving the country as a member of CF Health Services.

Nominated for the award by a senior member of Toronto's Chinese business community, Cmdre Jung says he's humbled just to be shortlisted and believes recognition in awards such as this highlight the abundant opportunities that exist in this country, even for the newest of citizens.

"It is a matter of role modelling and integration so that all immigrants and Canadians at large can realize, if not already, that opportunities exist in Canada for all Canadians to fully participate in every area of Canadian society," he says.

Being the only CF member among the nominees, Cmdre Jung says in due course more visible minorities will eventually reach the military's upper echelons. Until then, he's proud to lead the way.

"Given that the CF is the only career where everyone starts from the bottom up, it will take a long time to see sufficient numbers of minority groups in senior leadership/management to act as role models," he adds. "If I can play that role and encourage immigrant Canadians to consider a career in the CF so that the CF can better reflect Canadian society, then all the better."

Surgeon General since 2009, Cmdre Jung is the leader of more than 6,300 medical and dental Regular Force, Reserve, and civilians who provide health care to CF members.



Commodore Hans Jung

RCN makes list of historic designations

Two of the 10 new historic designations defining significant moments in Canada's military history belong to the Royal Canadian Navy (RCN).

Parks Canada announced March 27 that the Crow's Nest Officer's Club in St. John's and Canadian naval aviation during the Cold War made the list of new designations.

Other designations included Manitoba's Camp Hughes; secret intelligence activities at Camp X in Whitby/Oshawa, Ont.; the Siege of the City of Québec in 1759; the Battle of Sainte-Foy in 1760 in the City of Québec; Canada's Voluntary Aid Detachments; and the detention of Second World War military prisoners of war and enemy aliens sent from Great Britain.

According to Parks Canada, "The recognition of these historically important places, people and events enhances our understanding of our history and speaks to the founding of our military institutions, the training of our forces, and early battles on Canadian soil. These new historical designations will be included in Canada's family of national historic sites, persons and events on the recommendation of the Historic Sites and Monuments Board of Canada."

Valuable lessons learned in Canada-U.S. exercise

Mine countermeasure scenario plays out in Sydney Harbour

By Major Paule Poulin

An explosion sinks a ship in Nova Scotia's Sydney harbour. Local authorities investigate the cause, then request assistance to deal with the situation.

Such was the mine countermeasure scenario for Exercise Frontier Sentinel 12 (EX FS12), a combined Joint Task Force Atlantic (JTFA), U.S. Coast Guard Atlantic Area, and U.S. Fleet Forces Command full-scale exercise, led by JTFA from May 2-9.

In particular, this scenario consisted of a maritime security exercise in the North-West Atlantic and a mine countermeasure (MCM) exercise in the harbours of Sydney and Groton, Connecticut. The scenario started with an explosion that sunk a vessel in Sydney, simulated in this case by the partially sunken vessel *Cape Ann III*. Once the Cape Breton Regional Police investigated, they requested the RCMP's assistance.

The RCMP conducted a dive to further investigate, and then requested assistance from the Canadian



Photo: Cpl Martin Roy

RCN divers from Fleet Diving Unit Atlantic get ready for a dive during Exercise Frontier Sentinel in Sydney, N.S.

Forces through Public Safety, as per usual protocol. This caused the MCM task force to deploy and operations commenced. The suspected mine layer then headed towards the U.S. eastern seaboard and a U.S. Coast Guard boarding determined Groton had been mined.

"I am very pleased with the results of this exercise, which allowed all partners to validate plans, policies and procedures," said Rear-Admiral David Gardam, Commander JTFA. "The valuable lessons learned from this scenario will be applied to fine tune our existing collaborative plans and enhance our interoperability."

The Frontier Sentinel exercise series was initiated in 2006 to collaborate on information exchange, planning and coordinated responses between the operational commands, their tactical elements, and government and non-government agencies to secure and defend against threats in the maritime domain of Canada and the U.S.

During the exercise, Sydney was the scene for Canadian and U.S. MCM personnel and equipment, including HMC Ships *Moncton* and *Summerside*, unmanned underwater vehicles and lift tow beach operations, where mines are surfaced and brought to the nearby shore for analysis.

Canadian divers from Fleet Diving Unit Atlantic, U.S. divers, 4 Engineer Support Regiment and the U.S. Mobile Diving and Salvage Unit 2 will also train on *Cape Ann III* to raise her to the surface and then transfer her back to a civilian organization. JTFA leased the vessel in order to bring in realistic simulation to contribute to exercise objectives.

"The amount of work and preparation done by all agencies and partners to make Frontier Sentinel 12 a success is truly fantastic, and I look forward to further collaborating with them in future exercises," said RAdm Gardam.



Leading Seaman John MacLeod examines a maritime map of Sydney Harbour.

Photo: Cpl Martin Roy

Sailor punches above her weight

by Lieutenant (Navy) Ed Stansfield

While participating in Operation Caribbe in April, the crew of HMCS *St. John's* learned that one of their own is being honoured as the Sailor of the Quarter. Leading Seaman Boatswain Larissa Close was chosen from a long list of nominations from the ships of the East Coast fleet.

Winning this prize is no mean feat. The senior level Canadian Fleet Atlantic board was clear in its criteria: nominees must demonstrate professionalism, job performance, volunteerism within the home unit, community service and outstanding achievement. Clearly, in order to win this competition, the sailor must punch above their weight, and LS Close certainly does that. The diversity and depth of her contribution shows a fearless drive to step forward in any required direction.

Yet her immediate reaction to winning was surprise. "I still can't believe it," she says, standing on HMCS *St. John's* starboard bridge wing. "I didn't even think I was a candidate."

Given that the Sailor of the Quarter designation recognizes and celebrates the highest levels of occupational skill, drive, teamwork and civic duty among sea-going sailors, the criteria could have been made for her. As close colleague and mentor LS Paul Haynes says, "She has always gone above and beyond her duty, always volunteering to take on tougher challenges, never satisfied with being second best or doing a job at less than her full abilities. I am very proud to see somebody so deserving, so dedicated, be recognized for outstanding service to the Royal Canadian Navy."

Her introduction to the navy was a visit by a recruiter to her school in Watson Lake, Yukon during the 10th grade. She enrolled at 17 as a boatswain immediately after graduating and hasn't looked back, completing her training in Esquimalt, B.C., joining the East Coast fleet in 2008, and being advanced promoted shortly thereafter. In the intervening four years she served in six ships, deployed on Operation *Altair*, was senior boatswain's mate in the Orca-class patrol vessels, and amassed over 550 days at sea. Despite the pace of postings and operations, she says, "I couldn't imagine doing anything else."

Her time with *St. John's* has demonstrated that she is



Photo: Cpl Dan Bard

effective at the pointy end – members of the Deck Department are unanimous that she exceeds expectations as a boatswain, a boat coxswain, ship's team diver, rescue swimmer, and rescue boat coxswain during critical operations, often at night in poor weather conditions. Her divisional officer, Lieutenant (Navy) Lee Seymour, notes, "LS Close is a great part of our deck team and HMCS *St. John's*. The knowledge and leadership she brings is on par with sailors with many more years of experience."

She is also effective at the hilt, supporting her fellow crew members and community through volunteer and charitable action. Planning and executing ship baseball games, a ship's company dance, interdepartmental competitions and many fundraising events at sea for the Government of Canada Workplace Charitable Campaign (GCWCC) led to higher ship cohesion and to *St. John's* placing second in the fleet for GCWCC contributions. Her role on the "Run the Rock" committee required organizing and executing a half dozen fundraising events to raise much needed money for the Newfoundland and Labrador chapter of the Children's Wish Foundation.

When asked what motivates her to do so much, she says, "You have to appreciate it. You have to take advantage of opportunities." Gesturing towards the Caribbean Sea, she adds: "Who else but the navy gets to do this? There's so much you can do when you aren't afraid to try."

Commander James Clarke, commanding officer of *St. John's*, is keenly aware of the impact a fearless, forward-leaning attitude can have on a ship. "Leading Seaman Close is a top performer," he says. "Apart from her technical expertise, her tireless effort to plan and organize many charity and ship's company events has greatly improved the quality of life for our sailors, our families and our community."

Navy divers investigate sunken British ship

By Captain Matt Zalot

In 1845, Captain Sir John Franklin departed England on two state-of-the-art bomb ships, HMS *Erebus* and HMS *Terror*. Tasked by Sir John Barrow of the British Admiralty with locating a navigable Northwest Passage through the icy British North American (Canadian) Arctic waters, it was a mission from which neither Franklin nor any of the other 128 sailors who accompanied him ever returned.

Having heard no word of the expedition in England, the highest echelons of British power decided to send search parties in the spring of 1848, although many of these would-be rescuers met the same fate as Franklin and his crew.

Among the 11 British and two American ships eventually sent to look for Sir John Franklin over the seven years since his departure, HMS *Breadalbane* is perhaps the best known in Canada. Launched in early 1853, the 428-tonne, 38-metre barque found herself trapped in sea ice just a few months later, eventually sinking about two kilometres off Beechey Island, Nunavut, coming to rest in a well-preserved state about 100 metres below the choppy surface in Lancaster Sound.

While her crew of 21 managed to leave the wreck with their lives and some possessions in tow – they were rescued by their sister ship HMS *Phoenix* – the wreck of *Breadalbane*, first discovered by a Canadian Coast Guard cutter in 1980, has proven a popular site for explorers.

Interest in the wreck of *Breadalbane* continues unabated. In April, the eerily good condition of the northernmost shipwreck known was the site of a dive by Royal Canadian Navy divers, who used a remote operated vehicle (ROV) to investigate the chilly depths of the Northwest Passage in order to gain experience with the craft and see what secrets the *Breadalbane* still holds. The Combined Dive Team (CDT) operating the small submersible were in the High Arctic as a part of Operation Nunavut 2012, one of a series of Arctic sovereignty operations, this one designed to demonstrate the Canadian Forces' expeditionary capabilities in the North.

The 17 divers were drawn from both coasts and normally serve as either clearance divers or port inspection divers. Deployed on this operation, however, they were exploring beneath the thick pack ice near



Photo: MCpl Peter Reed

Lieutenant-Commander Roland Leyte, centre, controls the hot water ice cutter as other sailors and a Canadian Ranger put in ice screws in order to pull out a block of ice near Beechey Island, Nunavut.

Devon Island in support of the Government of Canada's Northern Watch Project and investigating the relics of failed 19th century navigation.

Since the wreck has not been visited by the CF since 1983, this was a perfect opportunity to make their research public and benefit a variety of public institutions (such as Parks Canada), thanks to permission of the Territory of Nunavut. By taking advantage of the various diving systems they had at their disposal, including the ROV and a specialized steam saw to breach the ice to allow diving and salvage operations, the CDT was able to showcase its abilities even in the remote and austere North.

Many Canadians have been fascinated by the doomed Franklin expedition over the past 150 years. The wreck of one of the ships sent to be the expedition's saviour, HMS *Breadalbane*, is no exception. Today, thanks to modern technology and the presence of naval divers on Op Nunavut 2012, the CF was able to explore the static remains, as we continue to expand our knowledge and capabilities while traversing and operating in the frozen North.

Summerside recognized for supporting fisheries patrols

By Virginia Beaton

In recognition of HMCS *Summerside*'s support of fisheries patrols in 2011, Allan MacLean, Director General of Conservation and Protection for the Department of Fisheries and Oceans (DFO) Canada, visited the maritime coastal defence vessel (MCDV) April 13 to address the ship's company and to present Lieutenant-Commander Luc Tremblay, the commanding officer, with a plaque.

"We come here today to show our appreciation for the work that you have done for us, and for the ongoing work that you are doing for us now, and into the future," said Mr. MacLean.

Summerside conducted some notable boardings in support of DFO in 2011, including the boarding of an Estonian trawler in the Davis Strait in August, and a night boarding of the *Scotia Harvester* in the Newfoundland offshore in November. DFO officers determined that there were violations, and charges were laid, said MacLean. "It was a job very well done and fisheries officers in the Newfoundland and Labrador region speak very highly of the work that they have done with DND."

Commodore Darren Hawco, Commander Canadian Fleet Atlantic, also addressed *Summerside*'s crew and congratulated them, noting that the navy's heritage has many connections to the fishery. "Our responsibility in terms of the Canada First Defence Strategy, is first and foremost to defend Canada."

Fisheries patrols and the support to DFO are part of



Photo: Cpl Martin Roy

Lieutenant-Commander Luc Tremblay, left, commanding officer of HMCS *Summerside*, receives a plaque from Allan MacLean, Director General of Conservation and Protection for the Department of Fisheries and Oceans.

the defence of Canada and the enforcement of Canadian law, he emphasized. "You represent what every MCDV in the fleet is capable of doing, and does do."

Canadian Forces (CF) support to Fisheries and Oceans Canada for fisheries patrols comes under CF domestic operations, which are the responsibility of Canada Command. DFO Canada also sent letters of appreciation for CF support in 2011 to Lieutenant-General Walter Semianiw, Commander Canada Command, and Rear-Admiral David Gardam, Commander Maritime Forces Atlantic.

Exercise hones emergency readiness skills

HMC Ships *Ottawa* and *Regina*, along HMC Submarine *Victoria* and U.S. Navy ships, took part in Task Group Exercise 1-12 (TGEX) off the West Coast of Vancouver Island in March.

In addition to anti-submarine and anti-aircraft warfare training at sea, a highlight of the exercise was



Sailors aboard a rigid-hulled inflatable boat take part in Task Group Exercise 1-12 off the West Coast of Vancouver Island.

the landing soldiers from ship to shore. Soldiers from two of British Columbia's infantry regiments, the Canadian Scottish Regiment of Victoria and the Rocky Mountain Rangers of Kamloops, landed on the beach at Rocky Point. Delivering troops ashore safely is a complex military operation that includes coordinating sea, land and air forces.

"The importance of interoperability between our three armed services and also with our allies cannot be overstated," said Commodore Peter Ellis, Commander Canadian Fleet Pacific. "It is evident in our shared coastline, shared challenges and shared goals for emergency readiness. A task group exercise accomplishes this, serving also to hone skills at the individual and unit levels."

The diesel starts to flow from FGS Rhön while the replenishment-at-sea team aboard HMCS Charlottetown monitors the fuel hose hanging by its travellers from the steel cable of the jackstay.

Ready to RAS!

Photo: Cpl Ronnie Kinnie

By Leading Seaman Norman Snook

The pipe is made: “Starboard watch, special sea-duty men, RAS teams three and five, close up for RAS with FGS *Rhön*! Dress: naval combat dress, negative ball caps!”

Personnel from all the messes in HMCS *Charlottetown* begin to take up their positions for a “liquid RAS” – replenishment-at-sea with fuel – with *Rhön*, the German refuelling ship accompanying Standing NATO Maritime Group 1. We all put on our game faces, for no one ever knows precisely what to expect: a calm, co-operative sea, or that stubborn windswept kind with spray tossing over the guardrails. Heavy weather can make the RAS much more difficult than it already is.

In my opinion, replenishment-at-sea is one of the riskiest things we do in a Canadian warship, and we do it all the time. On this deployment, *Charlottetown* is patrolling as a part of NATO task force, so we are usually at sea for more than two weeks at a stretch. To keep the fuel tanks topped up, the ship needs to RAS every three to four days.

To conduct a RAS, two ships with a combined mass equivalent to about 25,000 automobiles must maintain station about 50 metres apart for hours, often in difficult seas, while thousands of pounds of diesel fuel flows through 10-inch hoses suspended between them from heavy steel cables under tremendous tension.

The ships are never more than a few seconds from

colliding, so a mechanical failure or the smallest mistake by the bridge team could be disastrous. Nevertheless, with thoughtful preparations based on generations of experience, the crew of a Canadian warship minimizes the risk to the greatest extent possible before the refuelling ship is even in sight.

The bridge team isn’t the only group with an important job to do. On the RAS deck, where it all goes down, there are many hazards that everyone must be aware of.

We have to be particularly careful in the “dump” area, where the 10-inch hoses from the refuelling ship connect to the receiving ship. If either vessel lurches the wrong way, the cables that carry the hoses could snap in the blink of an eye and lash across the deck, tearing through everything (and everybody) in their path.

“A RAS certainly has the potential to be dangerous,” says Petty Officer 2nd Class Peter Strickland, *Charlottetown*’s chief quarter master and the petty officer in charge of the RAS deck. “It is critical that all personnel are trained and equipment is well maintained. Complacency or a mechanical failure could result in equipment damage, injury to personnel, or even loss of life. But with proper training, experience and confidence, it normally runs smoothly and without incident.”

As in every task *Charlottetown* undertakes, teamwork is the key to success in a RAS. It’s an all-ship evolution, which means the entire ship’s company works together as one. No matter what the circumstance may be, high winds or hard rains, *Charlottetown* is always ready to RAS.

Culinary warfare:

RCN sailor competes in New Orleans cook-off

By Lieutenant (Navy) Ed Stansfield

Never get between a Louisianan and their seafood. For generations, cooking seafood has been serious business in the South; part cultural ritual, part art form that must appeal not only to taste, but to the eye as well. Aromas and textures must blend together in just the right way to please a discerning Southern palate.

What could be more daunting for a Royal Canadian Navy (RCN) cook than to prepare a gourmet seafood dish on the turf of the finest seafood chefs on the continent? How about a high pressure, televised cook-off against other military cooks judged by expert seafood taste testers? That'll do it.

The Louisiana Seafood NOLA Navy Week Cook Off brought together military cooks from 11 U.S. and visiting units participating in War of 1812 Bicentennial events in New Orleans, Louisiana from April 17 to 23. The "friendly culinary warfare" took place in an outdoor pavilion in Woldenberg Park, just a stone's throw from the Mississippi River. Each cook was given 30 minutes to prepare, cook and present their dish to a panel of judges comprised of four senior U.S. military officers and three famous Louisiana taste testers. The only stipulation: seafood is a must.

Master Seaman Raymond Ferguson represented Canada against military cooks from the U.S., United Kingdom, France and Ecuador. A Red Seal certified cook, he has been with the RCN for six years. Before enrolling he spent several years at high-end restaurants in Halifax, including four-diamond rated *Bacchus*. The trip to New Orleans was his first deployment onboard HMCS *St. John's*.

All his RCN and civilian experience were brought to bear during an intense 30-minute culinary marathon, yet he was calm moments before the starting gun. "It's events like this that keep you moving forward and learning from others. I love discovering and working with new cuisines," he explains.

All the same, he recognizes the burden he is shouldering. "I am so proud to represent the ship and Canada. It's an honour to compete with experts in their own backyard and be surrounded by such skill levels and professionalism."

But he was not be alone. Each visiting military cook is paired with a local seafood chef, adding to the cook-off a veritable "who's who" of the best Louisiana culinary expertise. Chef Alfred Singleton of *Dickie Brennan's Steakhouse* was by MS Ferguson's side throughout the challenge.

He also had HMCS *St. John's* in his corner, with several members of the galley staff in attendance. "Having them here with me is making all the difference,"

he says. "It's a relief to look up and see your buddies there. It gives you the confidence and will to give it your all."

Video cameras start rolling, flashes start popping and celebrity emcees Chef John Besh and Chef John Folse of Food Network fame start the show. Before long, MS Ferguson and Chef Singleton are lost in the throes of gourmet cookery. Able to work seamlessly in near silence, one would never think they had met mere hours before.

Their chosen dish is an ambitious one: a "trifecta of Louisiana seafood", including traditional Louisiana crawfish maque choux, champagne-glazed blue crab and garlic-crusted redfish. Celebrity Chef John Folse gushes over the glistening dishes as they are carried to the judges' table.

Practicing F-18 fighter jets thunder overhead just as the judges take their first mouthfuls, a symbolism not lost on lead judge Poppy Tooker. "This dish deserves that fly past. I love it," she says over the microphone. "The taste and texture are amazing."

In the end the U.S. Navy cook from USS *Wasp* wins the day, but there is no doubt MS Ferguson represented Canada and *St. John's* admirably on the big stage. The impression his cooking and easy smile made on judges and spectators alike reminds us that the opportunity to share, laugh and challenge one another to do our best is what true winning is all about.

"I had fun and made great friends," says MS Ferguson. "This was a privilege, a career-high moment nobody can take away from me. I mean, I cooked seafood in New Orleans! What else can I say?"



Chef Alfred Singleton, left, and Master Seaman Raymond Ferguson prepare a gourmet seafood dish during the Louisiana Seafood NOLA Navy Week Cook Off in New Orleans, Louisiana.

Photo: Lt(N) Ed Stansfield

SHORT Takes



Photo: MCpl Angela Abbey

The Royal Canadian Navy's longest serving commissioned ship, HMCS Oriole, was re-launched at Point Hope Shipyard, B.C., May 8. The sail training ship has undergone a major refit and will be back in the water in time to celebrate the ship's diamond jubilee this summer. Originally launched as a private yacht for George Horace Gooderham on June 4, 1921, the 91-year-old sailing ketch was commissioned into the RCN 60 years ago in Halifax on June, 19, 1952, and was transferred to the Pacific fleet in 1954. Oriole perpetuates the Dieppe Battle honour of the Royal Navy's HMS Oriole.



Photo: Cpl Charles A. Stephen

Larry Sullivan, Chief Executive Officer of Rogers' Chocolates, left, and Rear-Admiral Nigel Greenwood, Commander Maritime Forces Pacific, right, show the label of the new Rogers' Chocolates Royal Canadian Navy Chocolate Bar while No. 5 Rainbow Royal Canadian Sea Cadet Corps members Petty Officer First Class Leif MacEachern, Chief Petty Officer Second Class Hailey Surgin, and Chief Petty Officer First Class Bevan Payter are among the first to sample the new bar April 13. The chocolate bar features a wrapper, designed by Lookout newspaper staff, with HMCS Vancouver on the cover.



Photo: Cpl Ronnie Kinnie

Commodore Ben Bekkering of the Netherlands, left, commander of Standing NATO Maritime Group 1 (SNMG1), presents the Olympic Cup to Commander Wade Carter of HMCS Charlottetown after the Canadian ship's company bested their allies at the NATO fleet sports day in Piraeus, Greece, March 16. Ships' companies from the Netherlands (HNLMS De Ruyter), Germany (FGS Rheinland-Pfalz) and Canada (HMCS Charlottetown) competed in soccer, basketball, ball hockey, tug-o-war and a relay race in a sports day held to build morale and team spirit among the sailors of SNMG1.



Photo: Kevin Hill

Jamie Webb, left, Maritime Forces Pacific Visits and Protocol Officer; Drew McVittie, son of marine artist Robert McVittie; Rear-Admiral Nigel Greenwood, Commander Maritime Forces Pacific; Angela King, daughter of Robert McVittie; and Barry Rolston, President of the Maritime Museum of B.C.; cut the ribbon to invite guests into a new exhibit featuring 22 Robert McVittie paintings at the Maritime Museum of B.C. in Victoria April 4. The paintings depict the ships and operations of the Royal Canadian Navy between 1985 and 2000. A former President of the Canadian Society of Marine Artists, Mr. McVittie died in 2002. The paintings will be on display at the museum from April until August.



Navy Captain Stephen Jordan, left, U.S. naval defence attaché, Commander John H. Ferguson, commanding officer USS Truxtun (current), and Command Master Chief Paulette Brock, senior enlisted advisor USS Truxtun (current), lay a wreath on behalf of the U.S. Navy at the base of a memorial cross erected on the cliffs of Chambers Cove, St. Lawrence, in Newfoundland February 18. Seventy years earlier, while en route to the American base in Argentia, NF, U.S. Ships Truxtun and Pollux ran aground in Chambers Cove during a winter storm. Of the 389 crew and officers, 203 died and 186 were rescued and cared for by local residents. A weekend of ceremonies and events, including a parade in which the Canadian Forces was granted Freedom of the City, were held to mark the 70th anniversary of this tragic event.



Rear-Admiral Andy Smith, Chief of Military Personnel, holds the game ball with the Toronto Raptors' team mascot during Canadian Forces Appreciation Night at the Air Canada Centre in Toronto March 21. Over 300 game tickets were donated to members of the Canadian Forces that included personnel from CFB Borden, CFB Trenton, Land Force Central Area, and the Naval Reserve Division HMCS York.



A pair of cadets sail into open water in their Echo-class dinghy as the scaffolding from HMCS Calgary looms in the background. On March 21, approximately 80 naval cadets aged 12-18 took to Esquimalt Harbour in search of earning various sailing qualifications. Coming to Victoria from Cadet Corps in northern and interior regions of British Columbia, the cadets used the opportunity to earn valuable sea-time which isn't readily available at sail stations near their hometowns.

Petty Officer 1st Class Paul Leblanc, Chief Clerk of Task Force Pristina, top left, in Kosovo, and head volunteer Nina Qrhi, top right, hold a Canadian flag with the children of the Women's and Children's Wellness Centre to thank knitters in the Nova Scotia communities of Tatamagouche, New Glasgow and Truro for providing hand-made slippers, mittens, scarves and hats. The generosity of this group of individuals brought a little comfort and joy to some children in Kosovo. This was not a huge project, but kindness is not measured by money or size; in this case, it was measured by knitting needles.



Ville de Québec commemorates anniversary of *Titanic* sinking



Commander Yves Germain, left, and Chief Petty Officer 1st Class Michel Vigneault place their hands in a barrel of freezing cold seawater, as crew members of HMCS Ville de Québec look on.

By Sub-Lieutenant Steve Argouin

HMCS *Ville de Québec* was on the site of the *Titanic* sinking exactly 100 years after the passenger liner struck an iceberg on April 15, 1912, to pay respects to those who were lost at sea.

At the exact moment of the anniversary, *Ville de Québec* was in position directly above the wreckage. The weather conditions and sea state were similar to those 100 years earlier.

Commander Yves Germain, commanding officer, was present on the bridge to represent the Royal Canadian Navy as the ship marked a page of nautical history. The honour fell to Lieutenant (Navy) Nikita Kovaloff, officer of the watch, to describe the circumstances of the sinking to all present. A minute of silence was then observed in tribute.

Later, the ship's company fell in on the flight deck to participate in a formal memorial service directly above *Titanic*'s final resting place. Lt(N) the Reverend Tim Parker, ship's chaplain, officiated, and Lieutenant-Commander Jean Couillard, executive officer, served as

parade commander.

Cdr Germain addressed the sailors, describing how the *Titanic* tragedy still has a significant influence on seamanship today. The captain had earlier ordered a barrel full of seawater brought aboard the ship and said, "As a sign of solidarity with the passengers and crew of *Titanic* who found themselves in the water, I invite you to put your hand in the freezing water in the barrel on the quarter deck for a minute at the end of the ceremony. The temperature of the water will be nearly 0 degrees; similar to that night 100 years ago. It is recorded that only 13 people who fell in the water survived."

While the ship's bell rang, the padre read aloud the names of those Canadians known to have died, and then read aloud the names of those who survived and told several of their life stories. He offered prayers on behalf of all and encouraged the crew to remember that "this ship is our life", and to reflect on their understanding of life and death. He blessed the memorial wreath of fresh flowers which was then piped into the sea and saluted by the captain and the coxswain, Chief Petty Officer 1st Class Michel Vigneault.

Correction

On page 20 of the Spring 2012 issue of *Crowsnest*, an image of HMNZS *Canterbury* was mistakenly identified as HMNZS *Te Kaha*. As well, contrary to what the article may have implied, the *Te Kaha*'s combined diesel or gas turbine propulsion system gives her both long range endurance and high speed capability when needed.

Follow the
Royal Canadian Navy's
Commander,
Vice-Admiral Paul Maddison,
ON TWITTER
http://twitter.com/#!/Comd_RCN