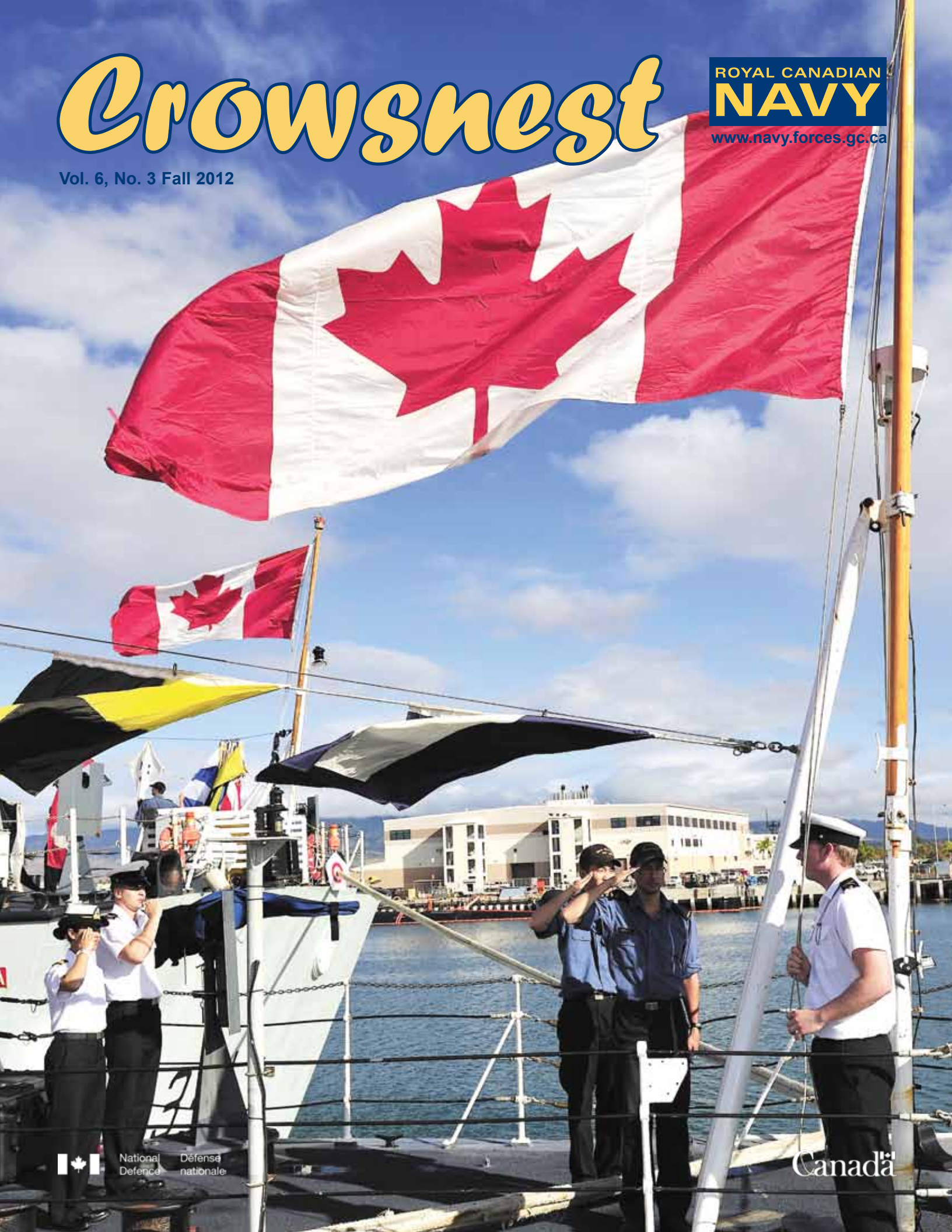


Crow'snest

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RIMPAC 2012

Largest multinational exercise breaks new ground

By Lieutenant-Commander Nathalie Garcia

After months of preparation and weeks of training, 25,000 personnel from 22 nations breathed a collective sigh of relief as Rim of the Pacific (RIMPAC) Exercise 2012 came to a successful end.

Conducted in the operating areas in and around the Hawaiian Islands and in the Southern California exercise areas, the world's largest maritime exercise officially ended August 3. It included more than 1,400 Canadian navy, army and air force personnel.

"I am truly pleased with what we have achieved as part of this exercise," said Rear-Admiral Ron Lloyd, the Deputy Combined Task Force Commander and the most senior Canadian participating in the exercise. "The challenging scenarios allowed Canadians and our Pacific Rim partners to develop the skills we will need to work successfully with each other, wherever we may be called upon to deploy."

Royal Canadian Navy (RCN) participation included Her Majesty's Canadian Ships *Algonquin*, *Ottawa*, *Brandon*, *Saskatoon*, *Victoria* and *Yellowknife*, as well

as two teams from the Fleet Diving Unit stationed in Victoria. The Royal Canadian Air Force provided four CF-140 Aurora long-range patrol aircraft from 14 Wing Greenwood, N.S., and 19 Wing Comox, B.C.; seven CF-188 Hornet fighter jets from 3 Wing Bagotville, Que., with augmentation from 4 Wing Cold Lake, Alta.; and two CH-124 Sea King detachments assigned to *Algonquin* and *Ottawa*.

The Canadian Army provided more than 122 members from the 2nd Battalion of Princess Patricia's Canadian Light Infantry (PPCLI), including augmentation from 1 PPCLI, 3 PPCLI, 1 Combat Engineer Regiment and 1 Field Ambulance. Finally, more than 100 members of the Canadian Forces occupied a variety of staff and leadership positions within the exercise.

"A significant highlight was HMCS *Victoria*'s Mk 48 torpedo shoot," said Rear-Admiral Peter Ellis, Amphibious Assault Task Force Commander for the exercise. "As an exercise participant, a submariner, and as the Commander of Canadian Fleet Pacific, I was truly proud of her efforts and of those who have supported her here and back home." (See sidebar



Left: HMCS *Algonquin* arrives at Joint Base Pearl Harbor-Hickam in Honolulu, Hawaii.

Below: A Royal Canadian Air Force CF-188 Hornet from 425 Tactical Fighter Squadron flies along the Oahu Island coast in Hawaii.



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: Colour parties aboard HMC Ships *Algonquin* and *Ottawa* raise Canadian flags on Canada Day in Honolulu, Hawaii, during RIMPAC. Photo: MCpl Marc-Andre Gaudreault

on page 6.)

Other naval highlights included *Ottawa* and *Algonquin* training as part of the multinational task group attached to defend USS *Nimitz* for the exercise. For them, RIMPAC 2012 provided an opportunity to train the sailors of tomorrow. The experience gained and lessons learned will serve to better prepare the RCN for future exercises and operations.

Off the coast of San Diego, HMC Ships *Brandon*, *Saskatoon* and *Yellowknife*, as well as a team from the Fleet Diving Unit Pacific, conducted more than three weeks of mine warfare training with U.S. and Australian counterparts, achieving a high level of proficiency and individual training.

For the first time in RIMPAC history, component commander positions were held by non-U.S. participants. Canada filled the position of Combined Forces Air Component Commander with Brigadier-General Michael Hood, a Royal Canadian Air Force (RCAF) officer currently employed as the Deputy Director General of International Security Policy at National Defence Headquarters in Ottawa.

“Working in a coalition setting has its challenges,” BGen Hood said. “Even native English speakers can sometimes interpret the same word differently. The fact that more than 200 aircraft were able to operate safely throughout the exercise is a testament to the 18 months of planning and the professionalism of air personnel from every country who participated in the exercise.”

From the RCAF’s perspective, the exercise provided many opportunities to meet national requirements. The maritime patrol and reconnaissance aircraft community had the opportunity to test the Block III variant of the aircraft while working closely alongside their Australian, Japanese, New Zealand, Korean, and U.S. counterparts. *Algonquin*’s air detachment had a landmark day when its Sea King helicopter dropped five exercise torpedoes in one morning during an anti-submarine warfare training and research event.



Commodore Peter Ellis, right, Commander of Canadian Fleet Pacific during the exercise, and Lieutenant-General Stuart Beare, Commander of the Canadian Expeditionary Force Command, observe exercises during RIMPAC.

For the Canadian Army, the exercise provided opportunities to conduct interoperability training with coalition partners, hone their war fighting skills at the section, platoon and company level, and conduct validation and continuation training in non-combatant evacuation, assisting Canadian civilians who need to be evacuated from areas of conflict.

The exercise followed a tiered training schedule that allowed participants to follow a crawl, walk and run pace. The first three weeks were dedicated to honing individual and unit level skills, followed by a week of force integration training. This phase, which brought together more than 25,000 personnel into one combined force, focused on command and control procedures, allowing the various units to adjust to the new construct. The final phase pitted the newly trained combined force against a fictitious foe in an elaborately developed scenario designed to challenge the entire force.

RIMPAC 2012 included forces from Australia, Canada, Chile, Colombia, France, India, Indonesia, Japan, Malaysia, Mexico, Netherlands, New Zealand, Norway, Peru, Philippines, Republic of Korea, Russia, Singapore, Thailand, Tonga, the United Kingdom and the United States.



Soldiers from Australia, Canada, Indonesia, Korea, Malaysia, New Zealand, Tonga and the U.S. march on the flight deck of USS Essex.

Photos: MCpl Marc-Andre Gaudreault

RIMPAC 2012



Left: Leading Seaman Stephanie Pring, right, a member of the casualty clearing team in HMCS Algonquin, applies first aid on a dummy during a man-overboard exercise.

Above: Leading Seaman David Eaglestick watches the sea for contacts on board HMCS Algonquin in the Pacific Ocean.

HMCS Algonquin sails in formation with ships from other countries during RIMPAC.

Photos: MCpl Marc-Andre Gaudreault

“The challenging scenarios allowed Canadians and our Pacific Rim partners to develop the skills we will need to work successfully with each other, wherever we may be called upon to deploy.”

Rear-Admiral Ron Lloyd



Victoria makes history with live torpedo launch

By Shawn O'Hara

In HMCS *Victoria*, the air was alive with excitement July 17. History was about to be made. The submarine was set to launch her first war shot torpedo. The target was a hulk, the decommissioned Mars-class supply ship formerly known as USS *Concord*.

After much preparation and a flurry of action, the projectile lanced out under the waves, detonating under the grey hulk in a spray of sea water – a successful engagement!

The weapon functioning took place during the Rim of the Pacific exercise (RIMPAC). The timing for the opportunity to test *Victoria's* systems and training was opportune for the boat's program and the success at RIMPAC signifies an important milestone in the Royal Canadian Navy's submarine program.

Captain (Navy) Luc Cassivi, Director Canadian Submarine Force, says that the launching of a war shot torpedo is not a regular occurrence. "It's expensive, involved, and environmental specifications have to be reached in order to get such targets," he explains.



USS Concord sinks after a direct hit by HMCS Victoria.

"RIMPAC provided an opportunity. For every exercise, the [United States Navy] makes targets available for those who want to use them and we seek those kinds of opportunities when they arise."

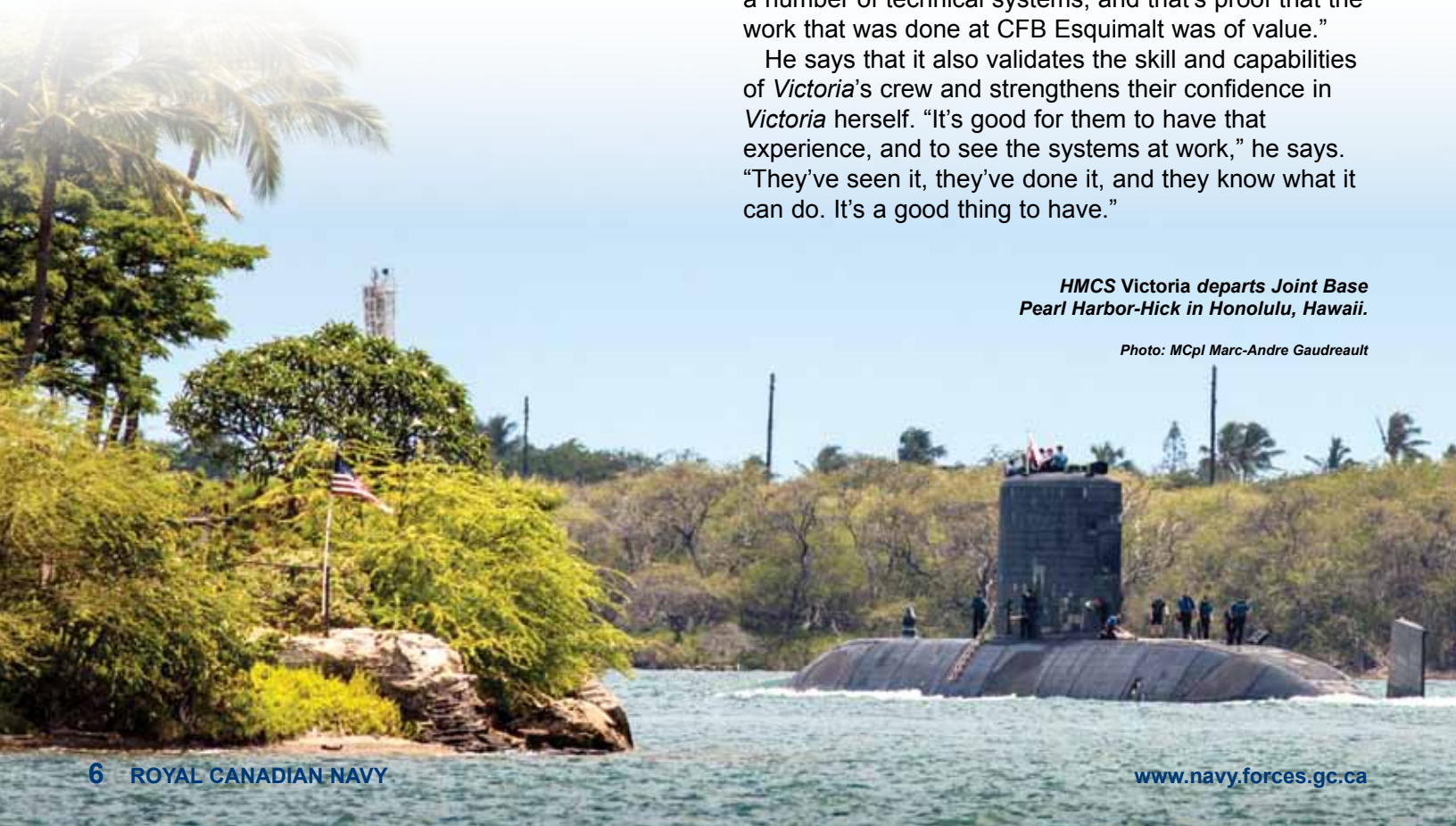
Not only did this exercise mark the first launch of a live war shot torpedo for *Victoria*, it marked the first launch of its type by a Canadian submarine in Canadian history. "We've had the Mark 48 torpedo in inventory for some time now and fired many exercise versions with the Oberon and Victoria classes, but we never got around to firing a live one," says Capt(N) Cassivi. "It's exciting because it's a first for the crew, and a first for the country."

Capt(N) Cassivi says that the completion of the exercise validates a few things. "Firstly, it's a validation of the accuracy of *Victoria's* combat system," he says. "To get this working properly requires the integration of a number of technical systems, and that's proof that the work that was done at CFB Esquimalt was of value."

He says that it also validates the skill and capabilities of *Victoria's* crew and strengthens their confidence in *Victoria* herself. "It's good for them to have that experience, and to see the systems at work," he says. "They've seen it, they've done it, and they know what it can do. It's a good thing to have."

HMCS Victoria departs Joint Base Pearl Harbor-Hick in Honolulu, Hawaii.

Photo: MCpl Marc-Andre Gaudreault



New commander takes over Maritime Forces Pacific

Photo: Cpl Charles A. Stephen



Rear-Admiral Nigel Greenwood, left, Vice-Admiral Paul Maddison, Lieutenant-General Walter Semianiw, and RAdm Bill Truelove sign the change of command certificates.

By Shawn O'Hara

With musical accompaniment from the Naden Band and a sail past from submarine HMCS *Victoria*, command of Maritime Forces Pacific was passed from one leader to the next June 4.

Friends, family and distinguished guests gathered to bid farewell to Rear-Admiral Nigel Greenwood and to welcome RAdm Bill Truelove as he accepted command of the most senior naval position on the West Coast.

Among the assembled dignitaries were representatives from the Esquimalt and Salish First Nations, visiting officers of allied fleets, and Lieutenant Governor of British Columbia Steven L. Point.

During the change of command ceremony, the Guard of Honour offered salutes to the official party, including RAdm Greenwood, RAdm Truelove and LGov Point, as well as presiding officers Vice-Admiral Paul Maddison, Commander Royal Canadian Navy, and Lieutenant-General Walter Semianiw, Commander Canada Command.

During his final address, RAdm Greenwood drew upon the sentiments of truth, duty and valor. "The truth of it is, I feel like a very lucky guy," he said. "To be here, to have had this experience with the navy, all the way from cadets, to Royal Roads, to my present position."

To RAdm Truelove he said, "Our careers have intersected at different times. I know you're going to be warmly welcomed, well respected, and you're going to have a heap of fun in this position."

For valour, he focused on HMCS *Victoria*. "It's such a pleasure to see *Victoria* sailing out of this harbour, on cue, and that's how it's going to be from this day on. In my mind *Victoria* represents our navy: small, powerful, deployable and potent."

Following his address, those gathered watched as RAdm Greenwood issued his last order, and Chief Petty Officer 1st Class Paul Helston hauled down the

Admiral's distinguishing flag and presented it to the outgoing commander, officially signaling his departure from the post of Commander of Maritime Forces Pacific and Joint Task Force Pacific.

Along with a bouquet of flowers, RAdm Greenwood handed this flag to his wife Deborah, who sat teary-eyed in the front row. The day before the change of command, RAdm Greenwood renewed his vows with his wife of 25 years, whom he met through her father – RAdm Robert Yanow – whom he served as a flag lieutenant. RAdm Greenwood and his wife plan to take a short break after his retirement before travelling to France.

As is customary, the official party signed over command to RAdm Truelove, who then took the podium to address the crowd as the incoming commander. "I'm excited to be taking the helm as we move through the next phase of transformation across the Canadian Forces, while also navigating a complex period of fleet renewal, and at the same time ensuring this formation remains as it always has, ready aye ready to respond when called upon by our nation."

RAdm Truelove recently returned from a one-year tour in Afghanistan, and both he and his family are glad to be back on the West Coast. "I'm excited to be rejoining this great community, at a time when this formation continues to move forward," he said. "To see these great soldiers, sailors, air men and women doing what they do so well each and every day, as they serve their country. As we all do. It's just really great to be back."

Also on the West Coast, RAdm Peter Ellis relinquished command of Canadian Fleet Pacific to Commodore Scott Bishop in a ceremony in Esquimalt, B.C., August 9. Cmdre Bishop was formerly Commander Fifth Maritime Operations Group at Canadian Fleet Atlantic in Halifax. RAdm Ellis has been appointed Deputy Commander (Expeditionary) Canadian Joint Operations Command in Ottawa.

HMCS *Regina* on station in the Arabian Sea

By Lieutenant (Navy) Chris Walkinshaw

HMCS *Regina* has assumed her duties in the Arabian Sea.

Commander Jason Boyd, commanding officer of *Regina*, reported for duty August 22 to Commodore Mukhtar Khan, Pakistani Navy, then Commander of Combined Task Force 150. This event marked the end of the Royal Canadian Navy (RCN) frigate's transit from Esquimalt, B.C., and the beginning of the effort for which the ship was deployed.

"The crew of HMCS *Regina* has been busy preparing for the last several months for this moment," explains Cdr Boyd. "Through plenty of hard work and superb support from training and maintenance facilities ashore, both the ship and the sailors, soldiers and air force personnel that sail on board are ready for any challenges this operational deployment may bring."

Regina brings a distinguished mix of experience and innovation to the Arabian Sea. This deployment marks the third time that *Regina* has been a member of the Combined Maritime Forces in the last decade.

For many of the crew, this is not their first time serving in this area of the globe. One of these sailors is Petty Officer 2nd Class Joe Dagenais, *Regina's* chief quartermaster. "It is very important to have personnel on board



Sub-Lieutenant Marjorie Gaulin-Riffou participates in an emergency stations drill in HMCS Regina.

that have operational experience as there are inevitably going to be some unforeseen circumstances that are going to arise," he says. "It is during these times that our senior leaders will use their expertise to guide the more junior members of the ship's company, so that they in turn can gather the necessary skills and operational experience to become the successful leaders themselves in future operations."

One of the new technologies that *Regina* brings with her on this mission is the unmanned aerial vehicle (UAV) Scan Eagle. This drone is manufactured by Boeing and operated by members of the Canadian



Photos: Cpl Rick Ayer

Master Seaman Pierre Lacombe, foreground, and Leading Seaman Matthew Denis load chaff launchers on HMCS Regina.



Members of the naval boarding party from HMCS Regina communicate with a fishing boat in the Arabian Sea on September 5.



Corporal Andrew Harton is hoisted from a CH-124 Sea King helicopter to the forecastle of Regina.

Army's 4th Air Defence Regiment from CFB Gagetown, N.B., and technicians from ING Engineering.

"The UAV brings an additional capability to HMCS *Regina*. It enables us to observe and identify vessels in our area of operations in order to gain a fuller appreciation of the maritime activities occurring around us," explains Captain Ian Haliburton, commander of *Regina*'s UAV detachment. "However, *Regina* is the first ship from the Royal Canadian Navy's Pacific fleet and second only to HMCS *Charlottetown* in the entire RCN to operate a UAV, so this brings new challenges. Serving on board a warship is a new experience for myself, and the four soldiers that form the UAV detachment. We are learning about the challenges of life at sea and together with the sailors on board we are learning how to most effectively operate the UAV in a maritime environment."



David MacDonald launches a unmanned aerial vehicle while deployed in HMCS Regina.



Ordinary Seaman Nathan Broda prepares for a dive to inspect HMCS Regina.

Regina is currently operating the Arabian Sea, Gulf of Oman, Gulf of Aden and the Indian Ocean as part of Operation Artemis, the Canadian Forces' participation in maritime security and counter-terrorism operations in the Arabian Sea region with the multinational Combined Task Force 150. The deployment contributes significantly to an important ongoing international maritime security operation, and provides the CF with the

situational awareness required to rapidly respond to future crises as directed by the Government of Canada.

The Esquimalt-based frigate is scheduled to return home in early 2013.



Photo: Cpl Ronnie Kinnie

HMCS *Charlottetown* returned to Halifax September 11 after an overseas deployment of more than eight months. Notably during her mission, *Charlottetown* disrupted the exchange of illicit cargo between a dhow and a smaller skiff in the Arabian Sea off the coast of Yemen on May 5. The frigate's actions resulted in the seizure and disposal of 600 pounds of hashish. After about three months on Operation Active Endeavour, *Charlottetown* was re-tasked to the Arabian Sea region to join Combined Task Force 150, with which she has operated since April 22.

The Royal Canadian Navy
heads North for

OP NANOOK

HMCS St. John's' embarked CH-124 Sea King helicopter hoists a ship's diver during operations off the coast of Greenland on August 11.

Photos: Cpl Malcolm Byers

By Lieutenant (Navy) Mark Fifield

Comprising over 40 per cent of Canada's territory and approximately 100,000 inhabitants, the Canadian Arctic is rapidly undergoing a period of significant change. Retreating ice cover has provided new opportunities for increased shipping, tourism and natural resource exploration, which has raised expectations among Canadians of the government's ability to respond to safety and security challenges in the North.

The Government of Canada has made Canada's North a cornerstone of its agenda through an integrated Northern Strategy that promotes the exercise of sovereignty, economic and social development, environmental protection, and enhanced governance in the region.

HDMS Triton manoeuvres ahead of HMCS St. John's for a towing exercise in the Davis Strait, east of Baffin Island, on August 15.

The role of the Canadian Forces (CF) is to support this agenda through its participation in surveillance and control operations such as Operation Nanook, which contributes to a more visible overall Canadian government presence in the North.

Op Nanook is Canada's premiere northern operation and the centrepiece of three CF sovereignty operations conducted annually in the Arctic. It is designed to strengthen preparedness, enhance interoperability with other governmental departments and agencies, and improve our ability to respond in a timely and effective manner when tasked to do so within a whole-of-government framework.

This year Op Nanook took place from August 1 to 26 and involved more than 1,250 participants from the Royal Canadian Navy, Canadian Army (including the Canadian Rangers), Royal Canadian Air Force, and Canadian Special Operations Forces Command. Naval assets included the frigate HMCS *St. John's* and the maritime coastal defence vessel HMCS *Kingston*.

It was held in two separate locations in Canada's Arctic. Land and air forces were deployed to the Western Arctic to communities such as Inuvik and Tsiigehtchic, N.W.T., while land, sea, air and special operations forces were deployed in the east to the Hudson Bay/Hudson Strait and Churchill, Man., areas.

In addition to working with other government departments and agencies, the CF continues to work



closely with international partners such as the Royal Danish Navy. In keeping with this theme, *St. John's* conducted various joint exercises and cross training with Her Danish Majesty's Ship *Triton* in the vicinity of Davis Strait, east of Baffin Island.

Members from each ship's company embarked the other's warship in order to gain an appreciation of how other navies operate and conduct various ship evolutions in the Arctic. Both ships also participated in a series of joint exercises over a three-day period, including a search and rescue exercise, a towing exercise, and various coordinated ship manoeuvres known as officer of the watch manoeuvres.

While some differences were noted from time to time, they were far outnumbered by the common ground shared by the navies of these two northern neighbours. In fact, during a recent port visit to Nuuk, Greenland, many Canadian sailors commented on how much the country's landscape reminded them of home.

"I was very impressed with the capabilities and professionalism displayed by the ship's company of *HDMS Triton*," said Commander Douglas Campbell, commanding officer of *St. John's*. "Both the Royal



Lieutenant (Navy) Patrick White, left, a navigation officer aboard HMCS St. John's, speaks with Danish Navy Sergeant Thor Bjorn Anderson of HDMS Triton on the bridge of St. John's during a crew exchange August 15.

Canadian Navy and the Royal Danish Navy benefit from sharing each other's knowledge and expertise of the unique operational and logistical challenges posed by Arctic geography, climate and vast distances."

A unique visit to Cape Dorset

By Lieutenant (Navy) Mark Fifield

The thick and ominous fog shrouded the barren and rocky shores of Cape Dorset as *HMCS St. John's* set her anchor in the bay and landed her ship's company ashore August 19 for an impromptu port visit during Op Nanook. For the fortunate sailors who had an opportunity to visit Cape Dorset, it was a unique experience they won't soon forget.

Cape Dorset is an Inuit hamlet located on Dorset Island near Foxe Peninsula at the southern tip of Baffin

Island in the Oikiqtaaluk Region of Nunavut. The Inuktitut name of the village means "high mountains" and it has a population of 1,236 according to the 2006 census. The community is renowned for being the "Capital of Inuit Art" as its main economic activities are the drawing, printmaking and carving of indigenous art.

Commander Douglas Campbell, commanding officer of *St. John's*, and Chief Petty Officer 1st Class Craig Pike, coxswain, were among the first sailors to be landed ashore. They were greeted by Sergeant Dwayne Helgeson, the local RCMP detachment commander, and a small gathering of children and families on ATVs.

From there both Cdr Campbell and CPO1 Pike were escorted to the local community centre to meet with the mayor and a delegation of elders. Cdr Campbell formally requested the council's permission to allow his crew to visit their town and the council then welcomed the ship and crew to their community.

It was noted during the meeting that this was the first visit to Cape Dorset by a major warship since *HMCS Protecteur* visited the community in the 70s.

"I've had a few hours ashore to experience a bit of Canada's northern indigenous culture and it was an amazing experience," said CPO1 Pike. "As a sailor, I've been all over the world and while I thoroughly enjoyed that aspect of the navy, one of my fondest memories will be *HMCS St. John's*' visit to Cape Dorset, Nunavut during Op Nanook. This place is part of my identity as a Canadian and I will forever cherish it."



Commander Douglas Campbell, commanding officer of HMCS St. John's, meets with the mayor and community elders of Cape Dorset, Nunavut.

HMCS *Ville de Québec* sails into the Great Lakes

By Sub-Lieutenant Patricia Corbeil

As August drew to a close, HMCS *Ville de Québec* left Toledo, Ohio, and headed for Toronto. The ship and her crew were entering the sixth week of the 2012 Great Lakes Deployment (GLD).

This year the tour will last for more than 10 weeks, and by the time it wraps up October 9, *Ville de Québec* will have visited 14 Canadian and American cities. The purpose of the annual deployment is to familiarize Canadians in Quebec and Ontario with the Royal Canadian Navy (RCN). GLD 2012 also commemorates the War of 1812 and the subsequent 200 years of peace and cooperation between Canada and the United States.

"This deployment allows our sailors to interact with Canadians who are not regularly exposed to the Royal Canadian Navy, and I know that the public will be extremely proud and impressed by the dedication and professionalism of our people," said Vice-Admiral Paul Maddison, Commander of the Royal Canadian Navy.

The annual voyage began in *Ville de Québec's* home port of Halifax on July 23. Three days after setting out,

the ship docked at Pointe-à-Carcy in Québec City for her first stopover. Several activities were organized in the ship's namesake city: some of the crew members visited patients at the Centre Mère-Enfant (mother and child health-care centre) or the Maison Paul-Trinquet veterans' hospital, while others participated in a friendly hockey tournament.

The entire crew was invited to meet members of the Naval Reserve who were involved in organizing the ship's stopovers at all Canadian ports visited. Ten crew members participated in a bike ride to raise money for the Children's Wish Foundation. The riders left from Québec City and met up with the ship again at the Clock Tower Quay in the Old Port of Montréal, the tour's second stop.

In Montréal, some crew members once again talked to veterans and cheered up sick kids, this time at Sainte-Anne's Hospital and Sainte-Justine hospital for mothers and children.

In each of the ports, the general public was invited to board the ship and take a tour of the upper decks. Waiting for them at the various stations were a dozen crew members happy to share their knowledge of the ship and their work. There were an average of 1,500

Right: A son is held by his father, Sergeant David Doré, left, while being baptized by Lieutenant (Navy) Félix Roberge aboard HMCS Ville de Québec during the Great Lakes Deployment.

Far right: The crew of HMCS Ville de Québec demonstrate the power of the ship with high-speed manoeuvring in Lake Ontario. Several guests were invited for a day sail during the port visit to Toronto.



HMCS Ville de Québec alongside the Old Port of Montréal.

Photos: Cpl Kristen McCord



visitors a day, so the crew answered a lot of questions about things ranging from the configuration of the machinery to the size of the crew stations.

During stops in Milwaukee and Toledo in the U.S., people were more curious about the length and type of deployments undertaken by the RCN, what life is like on an RCN ship, and whether all the crew members have to be bilingual. For the vast majority of visitors in both Canadian and American ports, it was the first time they had been on board a frigate.

In Thunder Bay, Ont., a few Second World War veterans visited the frigate and told the crew members that they had been in the RCN and had known sailors who served on the first *Ville de Québec*, a Flower-class corvette.

Crew members had the opportunity to take part in various community projects during the stop-overs in the various ports. Chief Petty Officer 2nd Class Patrick Britten worked on two Habitat for Humanity projects in Milwaukee and Toledo, along with other members of *Ville de Québec* and the U.S. Navy. The first, which involved painting the outside of a 100-year-old house, quickly turned into an exterior renovation project.

The second project was in a neighbourhood that has been hit hard by the recession in recent years. Because property values have dropped so drastically, the current owners felt that they could not justify investing in work on the house. But thanks to the remarkable efforts of our sailors, more than half the house was stripped and painted in one day.

CPO2 Britten saw the volunteer event as a way to do his part to help a community on the tour and, through a highly motivating experience, to reinforce the values of reliability and initiative promoted by the Canadian Forces.

After the ship arrived in Toronto in late August, a change-of-command ceremony was held. Commander Yves Germain handed over command of the ship to



United States Ship De Wert and HMCS Ville de Québec alongside in Toledo, Ohio.

Cdr Steven Thornton, who continued the voyage with the crew.

During the month of September, *Ville de Québec* will dock at Windsor, Buffalo, Hamilton, Oshawa, Cornwall, Trois-Rivières and Sept-Îles before returning home to Halifax.



HMCS Ville de Québec sails past Percé Rock during the Great Lakes Deployment.



Charles Maheu, captain of the day aboard HMCS Ville de Québec, takes control of the ship at the machinery control console, assisted by Petty Officer 2nd Class Denis Turcotte. Charles is a Children's Wish Foundation recipient whose wish was to sail aboard a warship. He joined the ship's company on the Great Lakes Deployment for their sail between Québec City and Montréal.



Commander Yves Germain, commanding officer of HMCS Ville de Québec, addresses sea cadets aboard the frigate. Eight sea cadets joined the crew for their voyage from Halifax to Montréal as part of an opportunity to sail with the ship during the Great Lakes Deployment. Cadets worked with the ship's crew, standing watch, painting and performing regular seamanship duties.



Photo: Orle Ikeda

Re-dedicating the Lieutenant Hampton Robert Gray Memorial August 24 were, from left: Kumio Kimura, President Onagawa Town Council; Onagawa Mayor Yoshiaki Suda; Captain (Navy) Bruce (Skip) Walker, Canadian Defence Attaché; Tadao Kato, President Onagawa Lion's Club; and Colonel Shinichi Nagata, commanding officer of the 22nd Regiment, Japan Ground Self Defense Force.

Treasured memorial re-dedicated in Japan

By Darlene Blakeley

Along with the tragic loss of life and catastrophic damage that occurred when an earthquake and subsequent tsunami hit Japan on March 11, 2011, a treasured memorial to a Canadian war hero was destroyed.

The Lieutenant Hampton Robert Gray, VC, DSC, Royal Canadian Navy Volunteer Reserve Memorial in Onagawa Bay, which stood just metres away from where his plane crashed on August 9, 1945, is the only memorial dedicated to a foreign serviceman on Japanese soil.

Lt Gray was posthumously awarded the Victoria Cross after leading an attack on a group of Japanese naval vessels, sinking the Etorofu-class escort ship *Amakusa* before his plane crashed into the bay. He was one of only two members of the Royal Navy's Fleet Air Arm to have been decorated with the Victoria Cross during the Second World War, and the last Canadian to receive it.

During the earthquake, the plaque fell off the memorial stone, was damaged and subsequently went missing. Dr. Rich Gimblett, Acting Director, Navy History

and Heritage at National Defence Headquarters in Ottawa, and Captain (Navy) Bruce (Skip) Walker, Canadian Defence Attaché in Japan, searched for ways to remanufacture the plaque.

"Through Rich's tireless efforts, he managed to establish contact with Captain (Navy) Don Smith, commanding officer at Fleet Maintenance Facility Cape Breton in Esquimalt, B.C.," says Capt(N) Walker. "His experts painstakingly recreated the plaque that now sits atop the original granite stone."

The stone had to be relocated from its original site to the centre of town as the park in which it stood was badly damaged in the earthquake and its aftershocks. "It now sits in front of the town hospital, still overlooking Onagawa Bay and Hammy's resting place, and is adjacent to the town's memorial to those who perished on March 11, 2011," explains Capt(N) Walker.

The new plaque was mounted on the stone in July, and was re-dedicated in a ceremony held August 24. "Erected by the Japanese for a Canadian, Lt Hampton Gray's memorial is a unique display of understanding of history, recognizing the horrors of war and hoping it does not repeat itself," says Capt(N) Walker.

Canadian divers make a splash in Barbados

By Warrant Officer Jerry Kean

The warm waters of the Caribbean Sea didn't keep 14 Canadian diving instructors and staff of Fleet Diving Unit Atlantic (FDUA) from concentrating on their 21 Caribbean students in June. Hailing from Jamaica, Barbados, Antigua, Belize, Haiti and many other local islands, the students were eager and willing to get on with their training.

In its 28th year, Exercise Tradewinds is a United States Southern Command-sponsored initiative designed to foster relationships amongst the Caribbean nations. The intent of the multinational joint exercise is to increase the capabilities of partner nations' security forces, as well as to facilitate increased interoperability between the U.S. and other militaries, including Canada's.

FDUA divers had the opportunity to share their knowledge with countries that do not have the facilities or depth in diving instruction that Canada has. The Barbados Coast Guard Station *Pelican* is an ideal backdrop for the training with its sheltered waters and controlled access.

The students were taken through diving drills such as equipment malfunction and self-rescue procedures. "Knowledge is power and any information that we can pass on will make them better divers," says Chief Petty Officer 2nd Class Andy Tiffin, chief instructor on Exercise Tradewinds. "Coming here allows the divers to get in the water right away. Back in Canada we would have a significant adjustment period for them; our waters are much colder."

The students were also given hands-on experience controlling a Seabotix 950 remote operated vehicle (ROV). Petty Officer 2nd Class Yves Bernard walked the students through its capabilities and uses. "It won't replace a diver," he explains, "but we can send it into areas where we don't know if it's safe." The ROV has a video camera and sensors that send back vital information to the operator about conditions and whether it's safe to send a diver into the water.

Students were also briefed on the role of an explosive ordnance disposal (EOD) technician. Master Seaman Doug Woodrow explained the functions of an EOD bomb suit and its advantages and disadvantages. He says that "the suit will keep you safe but you can lose a lot of fluids while wearing this suit in these temperatures (30C), so hydration is important."

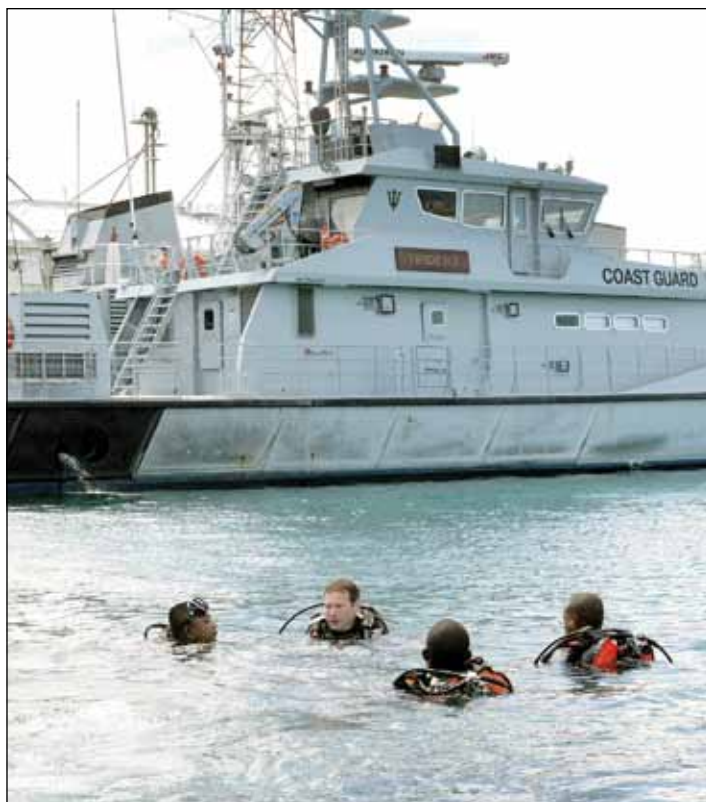


Photo: WO Jerry Kean

Leading Seaman Dave Pettit, second from the left, of Fleet Diving Unit Atlantic, instructs students of the Exercise Tradewinds 2012 dive class on proper procedures for clearing water from a dive mask in warm waters beside Barbados Coast Guard Station Pelican.

The students listened intently to the instructors. "These Canadian divers have expert knowledge about diving and I'm learning things I know I will use again," said Able Seaman Omar Holligan of the Barbados Coast Guard.

New French motto for the RCN

The motto of the Royal Canadian Navy (RCN), "Ready Aye Ready", now has an official new French equivalent.

Previously, the French motto was "Prêt Oui Prêt", but according to RCN Commander Vice-Admiral Paul Maddison, this motto "failed to fully capture the core meaning and institutional values that we so proudly ascribe to our official motto."

As a result, on July 12, the French motto was changed to "Toujours La, Toujours Prêt."

"This motto conveys the same sense of purpose and resolve as the English version, while also describing the RCN's core mission – to prepare combat capable maritime forces for operations – with the same elegance and economy of language," commented VAdm Maddison.

Arlene Dickinson named honorary navy captain

Arlene Dickinson was named the navy's newest honorary captain June 22, affiliated with the office of the Director General Maritime Strategic Management in Ottawa.

"I feel blessed to be given the opportunity to be involved and engaged with our Royal Canadian Navy," she said. "The men and women who serve our country are inspirations to me and I hope I can, in any way, use this honour to help elevate the good work they do on all of our behalf."

Ms. Dickinson is the owner and CEO of Venture Communications, one of Canada's largest independent marketing firms, a venture capitalist on the CBC television series *Dragons' Den* and a co-star on CBC's *The Big Decision*. Her success has been recognized many times, including multiple "Top 100" awards by *Profit* magazine and as one of Canada's top 100 most powerful women.

"I couldn't be happier to have Arlene become an honorary captain," said Vice-Admiral Paul Maddison, Commander Royal Canadian Navy. "I believe she will represent our men and women well as an ambassador to the Canadian people."

Honorary naval captains act as a bridge between military and civilian communities, who represent diverse areas of Canadian society from politics and business to journalism and the arts. They bring with them unique



Photo: Jacek Szymanski

Minister of National Defence Peter MacKay, Honorary Captain (Navy) Arlene Dickinson, and Commander Royal Canadian Navy Vice-Admiral Paul Maddison stand together after Ms. Dickinson's new appointment was announced.

skills and connections that help to strengthen the navy's ties to Canadian communities and to promote a better understanding of maritime defence issues.

Honorary naval captains are quite visible, attending significant naval, Canadian Forces and public events and ceremonies in uniform across the country. The Minister of National Defence, on the recommendations from the Chief of the Defence Staff and the Commander of the Royal Canadian Navy, is the approving authority for all appointments. These appointments are generally for a period of three years, although extensions may be granted.



Photo: MCpl Peter Reed

Chief Petty Officer 2nd Class Craig Atkinson watches a remote operated vehicle off Beechey Island, Nunavut, during Operation Nunavut 2012 in April.

Navy to acquire remote operated vehicles

The Royal Canadian Navy (RCN) will be acquiring six remote operated vehicles (ROVs). These small, remotely controlled, underwater robots will be provided by Aurora ROV Systems Ltd. of Lower Sackville, N.S., at a cost of approximately \$1.66 million.

Using the ROVs, the Canadian Forces are able to see and operate to depths of 950 metres below the water line. Examples of uses include locating aircraft lost at sea, and retrieving the aircraft's "black box." The ROVs are also able to retrieve objects jettisoned by smugglers, inspect suspicious objects (naval mines, mine-like objects or otherwise), deliver ordnance that can destroy naval mines, and survey the bottom hulls of ships.

Two of the same model of ROV were used in Operation Nunavut 2012, a major sovereignty and security operation that occurred in Canada's high Arctic. Fleet Diving Unit (Atlantic) ROV pilots, as part of the exercise, used the two ROVs to explore and probe the bottom of the Northwest Passage, 805 kilometres north of the Arctic Circle. The ROV units also explored the shipwreck HMS *Breadalbane*, a merchant ship that sank in 1853 (see *Crowsnest* Vol. 6 No. 2 for the full story.).

*United States Ship
Whidbey Island
docks in front of the
Château Frontenac in
the City of Québec
during Rendez-vous
naval de Québec.*



International fleet visits Québec

Photos: Sgt Norm McLean

By Lieutenant (Navy) François Ferland

An international fleet of military ships assembled in the City of Québec from June 7 to 10 for Rendez-vous naval de Québec (RVNQ).

In 2008, the 400th anniversary of the City of Québec, a group of Québec businessmen organized the first RVNQ, the goal of which was to highlight the close relationship between the people of Québec and the St. Lawrence River, along with the City of Québec's maritime heritage. The intent was to make it a biennial event.

For its third edition this year, RVNQ hosted ships from the United States, France, Germany and Canada. In particular, the event highlighted the 50th anniversary of the Canadian Coast Guard, represented by several

ships of different sizes.

Visitors were able to attend events on the piers and shows in the evenings (including an impressive daily projection on a water screen), as well as enjoy tours of the ships.

Logistical support was provided by the Royal Canadian Navy through the Naval Reserve Formation, whose headquarters is located in the City of Québec, and whose personnel contributed to its success. "I've heard nothing but praise for the personnel of the Pointe-à-Carcy Naval Complex from senior community leaders, the RVNQ organizers and commanding officers of visiting ships," said Captain (Navy) Chris Dickinson, Deputy Commander Naval Reserve. "We have set the standard in terms of [connecting] Canadians with their navy."

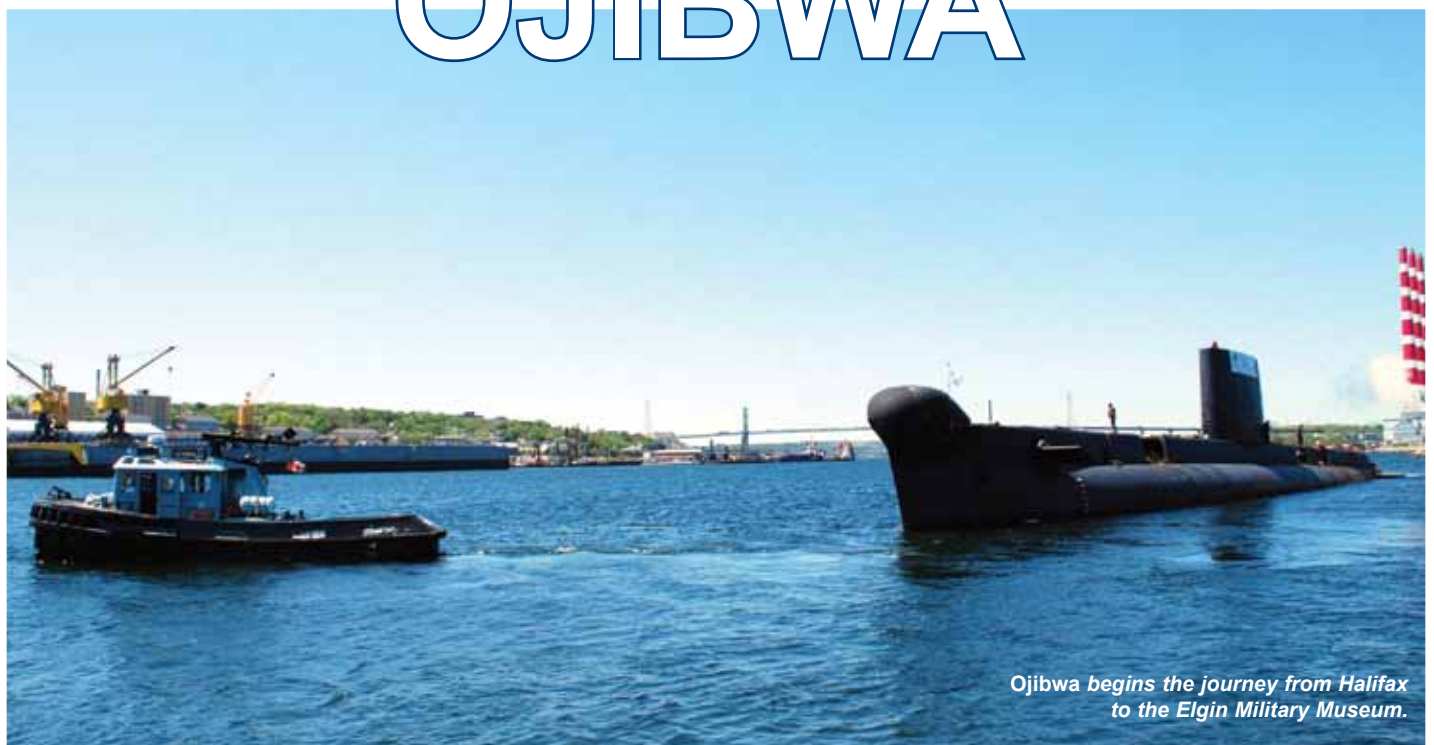


Canadian naval reservists help tie up the German Navy Ship Frankfurt during Rendez-vous naval de Québec.



Master Seaman Charity Balog, with Canadian Forces Fleet School Québec, answers visitors' questions about a simulator.

OJIBWA



Ojibwa begins the journey from Halifax to the Elgin Military Museum.

A short sail with a lifetime of memories

Chief Petty Officer 1st Class (retired) Jim “Lucky” Gordon joined a small but loyal group of submariners in Halifax May 26 to say goodbye to the decommissioned submarine Ojibwa as she began her last voyage. The Elgin Military Museum funded the transfer of the 90-metre Ojibwa from Halifax to a site at Port Burwell, Ont., where she will be established as a museum open to the public. As the only member of the original commissioning crew of Ojibwa, CPO1 Gordon was invited to sit in the submarine’s fin as she was loaded onto the Heddle Marine Dry Dock for her final journey. The following is his recollection of the experience.

Ojibwa had been laying at the Naval Armament Depot, in view of all who crossed the Angus L. MacDonald Bridge in Halifax, since her decommissioning 14 years earlier. I would often catch a view of her as I crossed the bridge. I always felt bad for her and pondered her fate. Having known her intimately for so many years I hoped she would not suffer the brutal torches of the breakers yard. She deserved so much better.

On this special day, May 26, 2012, I would have the pleasure of simply sitting on the fin as she was loaded aboard the Heddle Marine Drydock.

As I walked slowly down the jetty I observed that sections of her casing had been removed and I could see the flaking paint and rust showing through on her pressure hull and tank tops. The black of the remaining casing and her once proud fin had faded to large blotches of grey and white.

Civilian riggers and seamen from the Heddle Marine Drydock were fitting her with unfamiliar rigging required for securing to the dry dock that would transport her to her final destination in Port Burwell. She was sitting

high in the water, void of torpedoes, equipment, liquids and stores removed many years earlier. Ugly marine growth covered her ballast tanks up to her original waterline. Up close she was a dreadful and pitiful sight.

Her appearance was far from that when she first entered Halifax harbour on that cold windy day in January 1966. Even on that day she hadn’t looked her best though. The 11-day dived transit of the unforgiving North Atlantic, her first of many, had taken its toll on the linseed oil and lampblack over flat black paint I had applied back in [England’s] Chatham Yard to give her that sleek, black messenger-of-death look. But on that special occasion she wore her sea scars proudly. On that day I stood on her casing with heaving line in hand as she approached Jetty Four with authority. I could feel her swell with pride when the Stadacona Band broke into a rousing rendition of *Heart of Oak* and the inboard berthing party and dignitaries applauded and cheered.

And now, 46 years and four months later, I wanted to apologize for crossing her brow to invade her misery. I made my way up into the fin. I tried not to see the filth left behind by years of nesting birds. I was sorry that the

“And now I am content that her life will continue in a new role that presents the legacy of an era of the brotherhood of submariners who served her well.”

deck of the bridge was gone. I paused for a moment at the top of the ladder to recall the many times I had stopped there, on my way below, with main vents open, to shut the upper voice pipe cock and then proceed quickly below through the conning tower as she slipped quietly into her comfort zone below the surface. And at the bottom of the ladder in the control room, watching the diving officer of the watch in the tower, I would repeat his report to the captain, “Upper lid shut, one clip on, two clips on. Upper lid shut two clips on sir.” I could still hear the wash of the sea into the fin and over the conning tower as we slipped into an expanse very few would ever be privileged to know.

I hitched myself up onto the top of the fin and sat just forward of where the attack periscope would once silently rise for the final set-up on the surface target or one last all round look before going deep. It didn't take much imagination to see the compass repeat and the back of the officer of the watch's head as he took a fix on an edge of land. Just for a moment I thought I heard the much anticipated request through the voice pipe, “Bridge helm permission to relieve the lookout.” Great, my watch is over. I can't wait to get that cup of tea and watch the movie in the fore-ends. Wow, I want to stay in this place I'm in. It's hard to come back to reality.

Down below on the casing the Heddle crew were scurrying around, taking lines from the tugs and preparing to slip the berthing lines from the jetty. It didn't seem very seamanlike and it looked a bit confused. Damn! I wish I could go down and take charge of that lot. But I closed my eyes and imagined the orders from

the XO [executive officer] on the bridge at harbour stations, “Let go four, let go three, hold two, heave in on the capstan, slow ahead starboard.” Then, “Stop together, starboard 10, slow astern together. Let go two, let go one.” I felt a bit of a rush as the last line was gone and the tugs were setting us free of the jetty. The tugs moved us out astern and began manoeuvring us out of the chamber and around the jetty.

My last harbour stations in this fine lady was truly an honour. It gave me excellent opportunity to reflect on the eternal esteem and comradeship that lies in the hearts and souls of my underwater messmates. I submersed myself in a flood of exciting memories afforded by this magnificent vessel. And I appropriately rounded off my time with her. From commissioning on September 23, 1965 at Chatham, England where she was built, to her grand entrance to Halifax Harbour January 26, 1966, to now, the last time she would grace the waters of this historic sea port. She has always been such an important part of my life and who I am.

And now I am content that her life will continue in a new role that presents the legacy of an era of the brotherhood of submariners who served her well. She will represent the finest of professionalism and tradition as an example for the new breed to follow. Complete with a face lift, a little make-up and a fresh coat of flat black paint, she will stand proud at the Elgin Military Museum for all to see. Until we meet again lady, fair winds and a following sea.

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**Chief Petty Officer 1st Class "Lucky" Gordon
sits in Ojibwa's fin.**

Photos: Brenda Marchand



***Haida*: An irreplaceable historic artifact**

By Darlene Blakeley

For those who know little or nothing about the Royal Canadian Navy (RCN), stumbling across a vintage warship on the waterfront in Hamilton, Ont., can be a revelation.

HMCS *Haida*, a Tribal-class destroyer built in England, was commissioned into the RCN in 1943, serving in many theatres of operation through the Second World War. After a post-war refit, *Haida* continued in service through Korean War and Cold War until she was decommissioned in 1963. That year a group of Toronto businessmen formed an organization called Haida Inc and saved her from the scrap yard. The ship was later acquired by the Province of Ontario and moved to Ontario Place in Toronto in 1971. She was designated as a national historic site in 1984 and ownership was transferred to Parks Canada in 2002. *Haida* was moved to Pier 9 in Hamilton on August 30, 2003, the 60th anniversary of her commissioning.

"In our experience, many people who visit the ship have minimal to zero knowledge of *Haida* or the navy," says Darryl Jones, past president of Friends of *Haida*, an organization partnered with Parks Canada and devoted to the preservation of the ship. "When our volunteers inform the public about the history of the ship, her accomplishments and the living conditions aboard, they come away amazed and carry an appreciation of the ship and our navy that they never realized previously."

Haida is now an "irreplaceable historic artifact" managed and presented as a living, operating ship, according to Mr. Jones. Visitors can enjoy the unique opportunity of exploring, experiencing and learning

about the ship's inner workings and what life must have been like aboard a Second World War-era naval vessel.

"*Haida* is a direct result of the navy's ambitions when Canada's tiny navy was struggling for existence," says Mr. Jones. "No other warship has made a greater contribution to Canada's naval traditions than *Haida*. With her unmatched war record (sinking more tonnage than any other ship in the Canadian navy), *Haida* is Canada's 'fightingest' ship. Along with HMCS *Sackville* [a Second World War corvette located in Halifax], *Haida* represents the heritage of the navy."

Mr. Jones adds that the Friends of *Haida* organization works to preserve naval traditions and build links between the current Canadian navy and its past through ship visits and outreach to the fleet. "Its members and donors, some of them naval veterans and some with no naval experience at all, share a common belief that it is important to all Canadians, young and old, not only to preserve Canadian naval history and heritage, but to ensure that Canadians know about it."

Friends of *Haida* is vital to the continued preservation of the ship and needs support from contributors and volunteers. The organization has a school visit program and volunteers can help on the ship, work in the gift shop, research information, or help develop new skills. To join Friends of *Haida*, make a contribution, or simply learn more about the ship, visit www.hmcshaida.com.

No other warship has made a greater contribution to Canada's naval traditions than Haida.

Two hundred years of friendship and peace

"All this attention made us proud to serve our own country and remember those who went before us..."

By Sub-Lieutenant Jason Rankin

HMCS *Iroquois* fired a 21-gun salute as she sailed past Fort Independence upon entry into Boston Harbor June 28. The crowd on the waterfront cheered as the shore guns returned the honour and *O Canada* started playing over the loud speakers.

With that call of approval from Bostonians, the ship's crew turned out to line the rails in their tropical white uniforms for what began as a great week of festivities in Boston.

Photos: Cpl Dan Bard



HMCS Iroquois fires her ceremonial canon June 13 as the ship enters the city of Baltimore as part of the War of 1812 Bicentennial commemoration.



Sailors from HMCS Iroquois, including the ship's commanding officer Commander Jeff Hamilton, back right, head ashore during a visit to Boston in late June.

The ship had just finished a successful task group exercise called Fleetex 1812 and navies from Canada, the U.S., Britain, Denmark, Norway and Germany were ready to join together to commemorate 200 years of friendship and peace after the War of 1812.

For over a week these allied navies trained together on the high seas and were now ready to celebrate their accomplishments in Boston and to solidify relationships as sailors and allies. Each navy welcomed one another with open arms. Sometimes it was by way of a reception or a ship's tour; other times it was simply sharing a drink and conversation ashore.

Our sailors were kept busy in Boston. Along with the receptions, there were two national holidays: Canada Day and American Independence Day. Boston was bursting with events and festivities aimed at welcoming sailors from around the world during this festive period.

As we explored the city, our heads were held high and we were often embraced as heroes. We could not walk a block without being thanked for our service, stopped to shake a hand, answer a question, or pose for a picture. All this attention made us proud to serve our own country and remember those who went before us during times of war and who had given so much more.

The crew of *Iroquois* had been away from home for nearly a month and many of us desperately missed home. But we were not alone as our July 1 celebrations included sailors from HMC Ships *Preserver*, *Goose Bay*, *Gloucester*, *Summerside* and *Kingston*.

After earlier port visits to New Orleans, New York, Baltimore and finally, Boston, the crew on board *Iroquois* had made lasting friendship with sailors from around the world. These new bonds will make us all stronger. As we sailed back to Halifax, *Iroquois* crew members were anxious to rejoin their families and return home to celebrate and enjoy the freedoms we protect.

SHORT Takes

Students in a rigid-hulled inflatable boat approach HMCS Iroquois during a portion of the Patrol Pathfinder course held in Halifax July 11 to 13. The course, run by the Canadian Forces Land Advanced Warfare Centre, trains personnel to execute insertion/extraction techniques by air, land and sea in the context of adaptive dispersed operations in hostile environments.



Photo: MCpl Peter Reed



Photo: MCpl Peter Reed

Rear-Admiral David Gardam, left, Commander Maritime Forces Atlantic, welcomes Rear-Admiral Liao Shining of the Chinese ship Zhenghe to Halifax June 25. A naval training vessel from the People's Republic of China, Zhenghe visited Halifax as part of a goodwill tour of 11 nations.



Photo: Beth Crosbie

The Honourable John Crosbie, Lieutenant Governor of Newfoundland and Labrador, and his wife Jane are transferred back to HMCS St. John's after visiting isolated villages along Newfoundland's southern coast. Mr. Crosbie and his wife, along with their daughter Beth, sailed with the ship for five days, beginning July 31.



Photo: Ian Watson

Sea cadets and a group of wartime and post-war stokers including one merchant mariner who served in the Battle of the Atlantic and Rear-Admiral Mark Norman who joined the navy as a stoker in the Reserves, gather in front of the port propeller from the former HMCS Huron. The 4.3 metre-wide propeller was unveiled during a ceremony at the Naval Museum of Alberta in Calgary June 3, and is dedicated to the men and women who served in the boiler and engine rooms of the warships of the Royal Canadian Navy during the 20th century. Huron, one of four Canadian designed and built Tribal-class destroyers was decommissioned March 31, 2005 in Esquimalt, B.C. Used as a target, she was sunk by weapons fire during Exercise Trident Fury on May 14, 2007. Honorary Navy Captain Bill Wilson was instrumental in getting the propeller set up in Calgary after a two-and-a-half year process.

A boat crew from the Royal Canadian Navy (RCN) stands with the Royal Navy's First Sea Lord at HMS President (the London shore establishment of the Royal Naval Reserve) following the Thames Diamond Jubilee Pageant in London June 3. Her Majesty Queen Elizabeth and her husband Prince Philip, the Duke of Edinburgh, led the river pageant aboard the Spirit of Chartwell, navigating along the 11 km route through central London in celebration of the Queen's 60-year reign. The RCN boat crew, along with crews from the United Kingdom, Australia and New Zealand, provided close escort for Her Majesty's barge. From left to right: Master Seaman Jaclyn Hunter, Petty Officer 2nd Class Felix Rowsell, Admiral Sir Mark Stanhope, Leading Seaman Alecia Barlow, and Lieutenant-Commander Danny O'Reagan.



Photo: Capt(N) Harry Harsch



Photo: Cpl William White

A ceremony of remembrance and wreath laying to commemorate Merchant Navy Veterans Day was held at the National War Memorial in Ottawa August 26. In both the First and Second World Wars, the men of the Allied merchant navies faced the daunting task of supplying that sea-borne lifeline. Against almost overwhelming odds, not only from U-boat attacks, but also from the perils of storm, surface raiders, air attacks and mines, they transported millions of tonnes of food, munitions, petroleum and troops across the oceans of the world. Canadian merchant seamen also served during the Korean War.



Photo: Jacek Szymanski

Royal Canadian Navy personnel stand guard at the Tomb of the Unknown Soldier in Ottawa August 15. The tomb, located at the National War Memorial in Confederation Square, was created to honour members of the navy, army, air force and merchant navy who died or may die for their country in all conflicts – past, present or future. Eighteen sailors performed sentry duty for several days in mid-August.

Captain (Navy) Craig Baines, base commander of CFB Esquimalt, B.C., knocks on the front door of Esquimalt's town hall with the hilt of his sword following a parade of 500 members of the Canadian Forces through the town's streets. Maritime Forces Pacific (MARPAF) was granted Freedom of the Township by Mayor Barbara Desjardins as part of Esquimalt's centennial celebrations June 7. This is an ancient honour dating back to the laws of ancient Rome and is one of the most prized honours that a community can bestow upon a military unit. The ceremony signifies the respect and esteem held for the unit by the citizenry, and grants the privilege of marching through the community bearing arms with drums beating and Colours flying. The last time MARPAF was granted Freedom of the Township of Esquimalt was in 1972.



Photo: Cpl Alex W. Crockery

A unique enrollment ceremony

By Sub-Lieutenant David Lewis

Throughout the year and across the country there are remarkable young men and women who enroll in the Canadian Forces (CF). These ceremonies happen in large cities and small communities, and are important milestones for all involved. One such ceremony, unique among others, occurred recently in Québec City.

It was unique in that it occurred on the flight deck of the Royal Canadian Navy frigate, HMCS *Ville de Québec*. It was significant because the presiding officer was Captain (Navy) Chris Dickinson, Deputy Commander of the Naval Reserve, and it was inherently memorable because one of those enrolling was his daughter, Fay Dickinson.

Having the ceremony in *Ville de Québec* was of particular importance to both father and daughter. Capt(N) Dickinson is a former commanding officer of the ship, and Fay worked as a volunteer at sea and alongside during the ship's deployment to the City of Québec for its 400th anniversary in 2008.

There is an old Irish proverb which says, "A son is a son till he takes a wife, a daughter is a daughter all of her life." With that in mind, there was no doubt a wide spectrum of emotions which Capt (N) Dickinson must

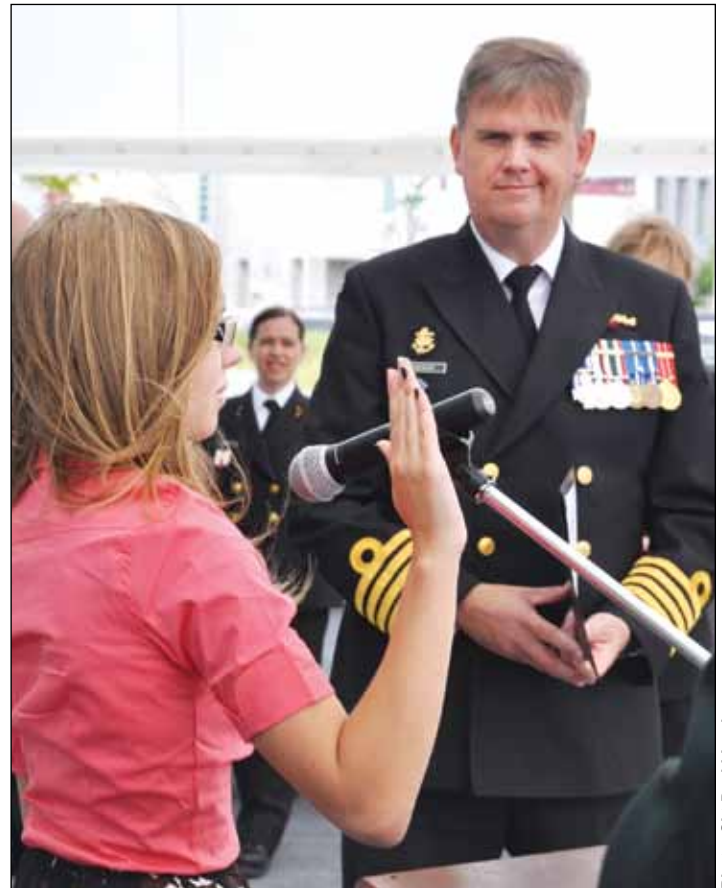


Photo: SLT David Lewis

Captain (Navy) Chris Dickinson looks on as his daughter Fay enrolls in the Royal Canadian Navy.

have experienced. His face disclosed only pride.

"She made the choice on her own. It was a huge decision and not one she made lightly," he says. "The CF is my passion and it is hard to describe my pride in the fact that Fay has embraced the idea of the navy being her second family and a force for good in the world to the point where she would enroll."

Challenges ahead for Fay will be both taxing and rewarding. The day following the ceremony she left for St-Jean, Que., where she has been accepted at Collège militaire royal du Canada. She was one of a small number selected from 2,000 applicants based on their strong academic and athletic achievements, and their leadership potential. She will attend orientation training before beginning her post-secondary education. In summer 2013, she and other officer cadets will undergo their Basic Military Officer Qualification training in Saint-Jean-sur-Richelieu, Que.

"Her name is from the French for fairy," adds Capt. Dickinson. "She has been my personal muse for several years. It is in that context that the fairy has also become my personal symbol of hope during the hardest of times on deployments or in facing life's challenges."

There are significant challenges ahead now for Fay and for all the promising young Canadians who recently joined the ranks of the CF. They begin their journey with eager anticipation, commitment and optimism. This can serve as an inspiration, a muse, to all of us.

LETTERS

As the author of a long-running series in *Legion Magazine* about the Battle Honours of the Canadian Forces, I must point out an error in *Crowsnest* on page 18 of Vol. 6, No. 2 of the Summer 2012 edition. While it is true that HMCS *Oriole* is the Royal Canadian Navy's longest serving commissioned ship, she does not wear the Battle Honour Dieppe, but the Battle Honour Dunkirk, 1940, as she perpetuates the name of two warships of the Royal Navy which previously carried that name.

The second HMS *Oriole* was the old (1910) Clyde River paddleboat *Eagle III* that had been converted to a minesweeper at the start of the Second World War. During the Dunkirk operation, *Oriole* made five cross-channel trips and saved between 2,500 and 3,000 troops.

Colonel (retired) John Boileau

Feedback is always welcome and can be sent to
Darlene.Blakeley@forces.gc.ca