

Crow'snest

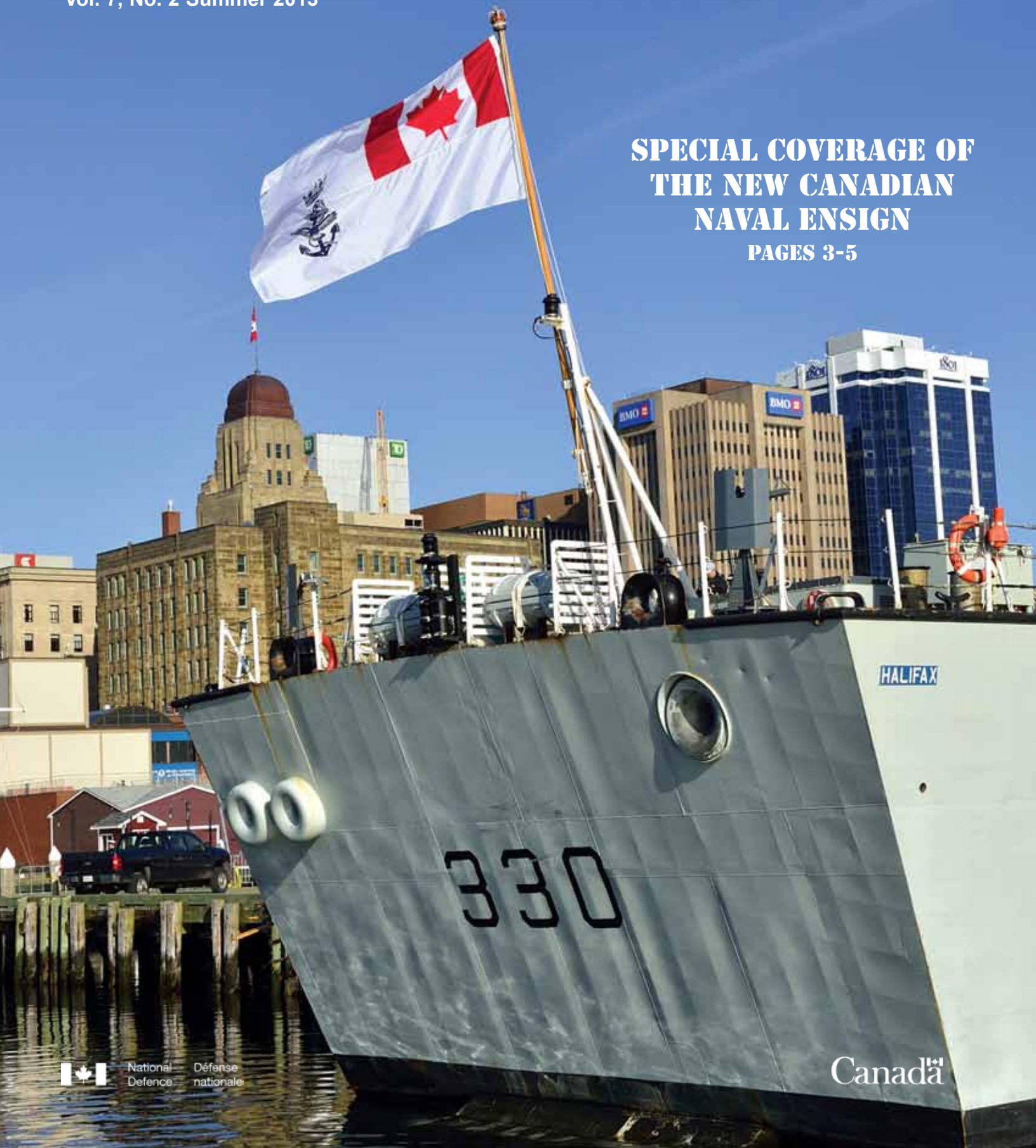
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NAVY

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SPECIAL COVERAGE OF THE NEW CANADIAN NAVAL ENSIGN

PAGES 3-5



National
Défence

Défense
nationale

Canada

"A great debt that must never be forgotten"

It was an evening to remember. More than 50 veterans of the Battle of the Atlantic, including Vice-Admiral Ralph Hennessy, who was awarded the Distinguished Service Cross for the sinking of *U-210* in August 1942, were honoured during a gala dinner May 2 at the Canadian War Museum in Ottawa.

The event was organized by the Naval Association of Canada and the Royal Canadian Navy (RCN), and was attended by Peter MacKay, Minister of National Defence. "Our veterans deserve our most sincere appreciation for what they accomplished on behalf of Canadians during the longest campaign of the Second World War," he said. "It is important to remember the sacrifice of our veterans in what was a defining moment in the history of the Royal Canadian Navy."

Also attending was Vice-Admiral Paul Maddison, Commander RCN. "It is a great honour for me to have this opportunity to express our thanks to the veterans of the Battle of the Atlantic who sacrificed so much for Canada during this difficult campaign

in which our navy truly came of age as a force. Canadians owe them a great debt that must never be forgotten."

The gala also provided an opportunity to highlight the contributions of past and present members of the RCN.

♦ The 2013 recipient of the Admirals' Medal was presented to Commander (Retired) Fraser McKee. Established in 1985, the Admirals' Medal provides a means by which outstanding achievements in Canadian maritime activities can be publicly recognized. In 1943, at the age of 18, Cdr McKee enlisted in the Royal Canadian Naval Volunteer Reserve as an ordinary seaman and was subsequently commissioned in 1943. During that time, he served in a number of ships including HMCS *Wallaceburg*, which was part of the last convoy of the Second World War. He retired in 1970 and remains active in the Navy League of Canada.

♦ A portrait bust of Rear-Admiral Leonard Murray, designed and created by Christian Corbet, one of Canada's preeminent artists and sculptor-in-residence for the RCN, was unveiled. RAdm Murray played a significant role in the Battle of the Atlantic as the only Canadian to command an Allied theatre of operations during either of the First or Second World Wars.

♦ Honorary Navy Captain Bill Wilson received the Navy League of Canada's Robert I. Hendy Award for Distinguished Service. He is a decorated veteran of the Second World War and an active member of the Military Museums of Calgary.



Vice-Admiral (Retired) Ralph Hennessy

Photos: Jacek Syzmanski



Commander (Retired) Fraser McKee, left, receives the Admirals' Medal from Vice-Admiral Paul Maddison, Commander Royal Canadian Navy.



Louise Mercier, National First Vice-President of the Navy League of Canada, presents Honorary Navy Captain Bill Wilson with the Navy League of Canada's Robert I. Hendy Award for Distinguished Service.



Minister of National Defence Peter MacKay, left, Christian Corbet, Associate Minister of National Defence Kerry-Lynne Findlay, and Commander Royal Canadian Navy Vice-Admiral Paul Maddison unveil a portrait bust of Rear-Admiral (Retired) Leonard Murray.



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For the PDF version of this publication and for more information about the Royal Canadian Navy, visit www.navy.forces.gc.ca.

Cover page: The new Canadian Naval Ensign flies from the stern of HMCS *Halifax*. Photo: LS Ronnie Kinnie

The new Canadian Naval Ensign will now take rightful prominence as a significant national symbol for years to come.

Royal Canadian Navy adopts new Naval Ensign

The Royal Canadian Navy (RCN) has adopted a new Canadian Naval Ensign.

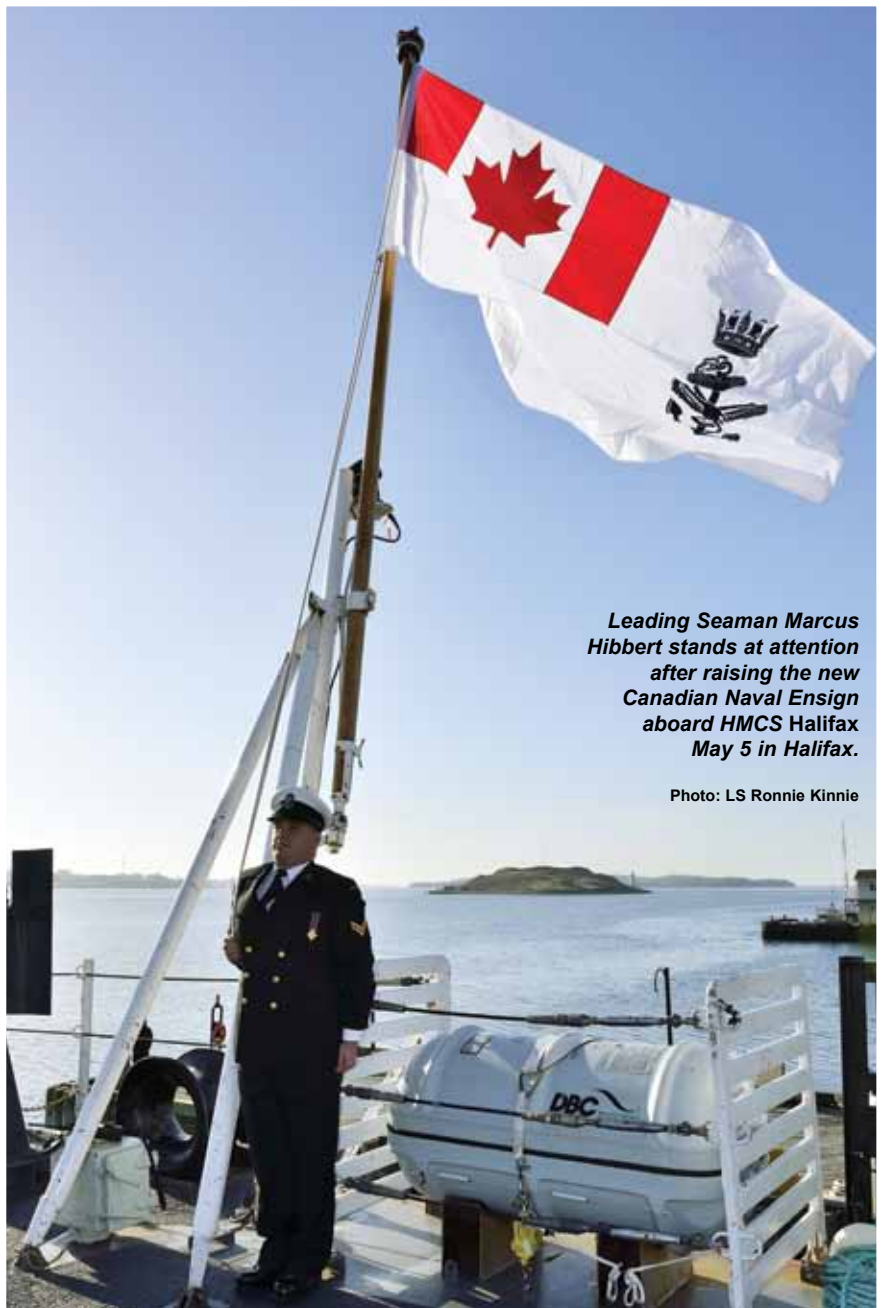
The announcement was made May 2 in Ottawa by Peter MacKay, Minister of National Defence. The new Naval Ensign will now be worn by Her Majesty's Canadian Ships, naval vessels, Naval Reserve Divisions and other designated units.

The new Naval Ensign was raised for the first time May 5 as Canadians across the country commemorated the 68th anniversary of the Battle of the Atlantic.

"Canadian warships have unique roles, responsibilities and powers compared to other Canadian flagged vessels," said Minister MacKay. "The adoption of a new Canadian Naval Ensign demonstrates our deep attachment to a widespread tradition among navies of the world. The new Canadian Naval Ensign will become the flag under which our navy will defend Canada's interests at home and abroad."

Vice-Admiral Paul Maddison, Commander RCN, added: "The men and women of the Royal Canadian Navy can be proud to serve their country under this new Canadian Naval Ensign. We are restoring the use of a standard Commonwealth practice and an important symbol recognizing our rich naval heritage and the historical roots of the modern Royal Canadian Navy."

This is an historic moment for the RCN, which flew the White Ensign from 1911 until the adoption of the National Flag in 1965. From that point onward, the National Flag was adopted as both the Ensign and the Jack. In 1968, as part of efforts to emphasize the importance of military ensigns and flags, while also reflecting the new National Flag, a distinctive Naval Jack was adopted by the Canadian Armed Forces.



Leading Seaman Marcus Hibbert stands at attention after raising the new Canadian Naval Ensign aboard HMCS Halifax May 5 in Halifax.

Photo: LS Ronnie Kinnie

The Naval Jack incorporated the Maple Leaf in the canton with a badge in the fly of the flag.

Today, the flag previously known as the Naval Jack is adopted as the new Canadian Naval Ensign, and the National Flag becomes the new Naval Jack, which mirrors a standard practice amongst Commonwealth nations. The change will most importantly distinguish Canadian warships from other Canadian flagged vessels. It will also promote and strengthen the Canadian naval identity, while underscoring the unique commitment of the men and women at sea who serve as members of the Canadian Armed Forces in RCN ships and vessels. The new Canadian Naval Ensign will now take rightful prominence as a significant national symbol for years to come.

The Canadian Naval Ensign

A Naval Ensign is a flag worn by a warship to indicate its nationality. Most Commonwealth nations wear a distinctive Naval Ensign on their warships that include elements of their National Flag. This is an internationally accepted practice that is also observed by many non-Commonwealth nations throughout the world such as Japan, China and Russia. That said, not all nations have a distinctive Naval Ensign and some nations, such as the United States and France, choose instead to wear their National Flag as the Naval Ensign on their warships.

Wearing a distinctive Naval Ensign which incorporates the National Flag distinguishes Canadian warships from other Canadian flagged vessels or foreign navies. It also recognizes the special status of Canadian warships under international maritime law which stipulates that warships on the high seas have complete immunity from the jurisdiction of any other state other than their flag state. Because Canadian warships are units of the Canadian Armed Forces (CAF) and are crewed by military personnel who deploy throughout the world in furtherance of Canadian national policy, they are deemed to have special status under international maritime law.

Additionally, the Canadian Naval Ensign promotes and strengthens our Canadian naval identity and

underscores the unique roles, responsibilities, liabilities and powers of the crews who serve in Her Majesty's Canadian Ships and other naval vessels. As serving members of the CAF, military personnel deployed in Canadian warships have accepted to be subject to an unlimited liability for service. This means that they are accountable to the government and people of Canada for the successful execution of their primary duty and are sworn to defend Canada and Canadian interests. As a result, CAF members are obliged to obey all lawful commands, including those which might take them into harm's way and lead to death or serious injury. This is unique to the military profession and no other organizations in Canada share the same level of responsibility towards service.

Two distinct symbols

There are now two distinct symbols that signal Canadian nationality on board Canadian warships and other naval vessels. The first is the Canadian Naval Ensign, which is worn at the masthead while at sea, or at the stern when alongside, moored or at anchor. The second is the National Flag (also known as the Maple Leaf Flag) which is worn as the Naval Jack at the bow when the ship is alongside, moored or at anchor. Additionally, while not specifically required by law or

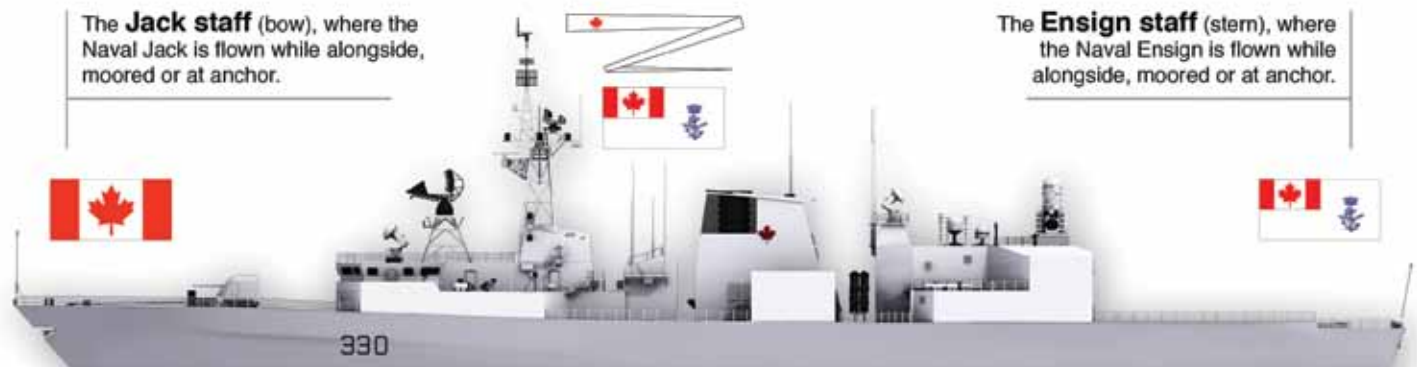
DISPLAY OF NAVAL FLAGS ON HER MAJESTY'S CANADIAN SHIPS AS OF MAY 5, 2013

The three main positions for flags on a Canadian warship are:

The **Masthead** (top centre of ship), where the Commissioning Pennant is flown, and where the Naval Ensign is flown while at sea.

The **Jack staff** (bow), where the Naval Jack is flown while alongside, moored or at anchor.

The **Ensign staff** (stern), where the Naval Ensign is flown while alongside, moored or at anchor.



maritime custom, Canadian warships have historically displayed a Maple Leaf badge on or near the main ship's funnel.

With regard to Canadian practices since Confederation in 1867, the Canadian Marine Service had used a Blue Ensign since 1870 to designate the special government status of its vessels, and when the Naval Service of Canada was established on May 4, 1910, it continued this practice. At the Imperial Conference of 1911, there was a naval agreement whereby Canadian warships would fly the Royal Navy White (Naval) Ensign at the stern and the flag of the Dominion (the Canadian Blue Ensign) at the jack staff located at the bow. Canadian merchant vessels flew the familiar Red Ensign, indicating their non-governmental status.

Following the conference, on August 16, 1911, King George V authorized that Canadian naval forces be designated the Royal Canadian Navy (RCN). On December 16, 1911, the Canadian Government ordered the following:

All ships and vessels of the Royal Canadian Navy shall fly at the stern the White Ensign as the symbol of the authority of the Crown, and at the jack staff the distinctive flag of the Dominion of Canada, such distinctive flag being the Blue Ensign with the arms of the Dominion inset in the fly. The White Pendant will be flown at the masthead. (Canadian Order-in-Council PC 2843 of December 16, 1911. Published in the Canadian Gazette on December 30, 1911.)

The authorization of the White Ensign and Blue Jack in 1911 included the statement that "The White Pendant will be flown at the masthead." The ship's pennant (to use the modern spelling) is the mark of a commissioned ship and also symbolizes the captain's authority to command the ship. This pennant, also known as the captain's pennant, the masthead pennant or the commissioning pennant, is really the distinguishing flag of the captain.

If the Sovereign or a more senior officer in the chain of command were aboard, their distinguishing flag would displace the captain's pennant at the masthead. Together, the Ensign at the stern, the Jack at the bow, and a distinguishing flag at the masthead form a part of the ship's "suit of colours".

While the White Ensign was unchanged until its use was discontinued in 1965, the Blue Jack underwent a series of changes: the four-province badge was used on the fly until 1922; thereafter the shield of the Canadian arms was used. The maple leaves on that shield changed from green to red soon after 1957.

The RCN continued using the White Ensign and the



Canadian Blue Jack up until the adoption of the Maple Leaf Flag as the new National Flag on February 15, 1965. The Maple Leaf Flag was also adopted as both the Ensign and the Jack, as it is a common Commonwealth practice to wear the National Flag as a Jack. As part of post-1965 efforts to develop military ensigns and flags, a distinctive Naval Jack that incorporated the Maple Leaf Flag was created in 1968 and flown by commissioned warships when alongside or at anchor.

Coincidentally, in 1968 the CAF were reorganized into one service and the RCN ceased to exist as a separate service, with all naval forces being assigned to the CAF Maritime Command. In 1985, an Order-in-Council authorized the CAF Naval Jack to be flown ashore as the Maritime Command flag, in addition to flying it on board commissioned warships. The National Flag remained as the ensign and was flown by all Canadian naval vessels.

In the early 1990s, the British Royal Navy style commissioning pennant was phased out in favour of a new Canadian designed commissioning pennant, which featured a Maple Leaf instead of the Cross of St. George. Only commissioned warships fly the commissioning pennant.

On August 16, 2011, the historic name of the RCN was restored and Maritime Command became known as the "Royal Canadian Navy." On May 5, 2013, the Government of Canada restored a standard Commonwealth naval practice by authorizing RCN vessels to fly a distinctive Canadian Naval Ensign and fly the National Flag as the Naval Jack. Essentially, the flag previously known as the Canadian Naval Jack became the Canadian Naval Ensign, whereas the National Flag became the Canadian Naval Jack.

New RCN commander to take over in June

A new commander will take over the Royal Canadian Navy (RCN) in June.

Rear-Admiral Mark Norman, who will be promoted vice-admiral, is expected to take command during a ceremony in Ottawa June 20. He will replace VAdm Paul Maddison, who is retiring after 33 years of service.

As well, RAdm Ron Lloyd will be appointed Deputy Commander of the RCN, currently RAdm Norman's position.

RAdm Norman joined the Naval Reserve in 1980 and transferred to the Regular Force in 1985. A specialist in above water warfare, his experience at sea includes a variety of appointments in HMCS *Nipigon*, HMCS *Halifax*, executive officer of HMCS *Iroquois*, commanding officer of HMCS *St. John's* and Commander Canadian Fleet Atlantic.

His staff experiences feature a variety of both naval and joint appointments. Junior appointments include assignments to Maritime Command Headquarters, the Maritime Warfare Centre and the Directorate of Maritime Requirements. He has held senior appointments at National Defence Headquarters in Ottawa as Director - Maritime Training and Education on the Maritime Staff, Director - International Plans on the Strategic Joint Staff, Director Transformation and Strategic Planning in the Vice-Chief of Defence Staff organization, and most recently the Assistant Chief of Transformation.

RAdm Norman is a graduate of Queen's University with a degree in Economics, the Operations Room



Rear-Admiral Mark Norman

Officer Course, the Above Water Controller Course, the Canadian Forces Command and Staff Course, and the National Security Studies Program at the Canadian Forces College in Toronto. Most recently he was a Fellow of the U.S. Capstone and Pinnacle Programs.



Admiral receives U.S. Legion of Merit

Vice-Admiral Paul Maddison, left, who retires this summer, is congratulated by U.S. Chief of Naval Operations Admiral Jonathan Greenert after receiving the U.S. Legion of Merit during a ceremony at the Washington Navy Yard April 26.

VAdm Maddison was honoured with the award for his dedication to superior maritime partnership and security cooperation efforts with the United States during his time as the Commander of the Royal Canadian Navy.

Photo: U.S. Navy



Preparing NATO forces to work together

HMCS St. John's is on the offensive during a fast attack craft exercise in the North Sea. Inset: A Sea King helicopter prepares to land on HMCS Preserver's flight deck.



Photos: MCpl Max Murphy

More than 900 Canadian sailors, airmen and airwomen of the Canadian Armed Forces participated in the largest tactical exercise in Europe from April 15 to 25. Exercise Joint Warrior, a joint multinational NATO exercise that took place in the United Kingdom, is designed to prepare NATO military forces to work together in a variety of missions from providing humanitarian aid to full combat operations.

"Exercise Joint Warrior sets the stage for a broad range of evolving crisis and conflict scenarios that could be realistically experienced by our sailors and aircrew in future operations," said Vice-Admiral Paul Maddison, Commander Royal Canadian Navy (RCN). "These joint exercises allow participating NATO forces to become familiar with each other's personnel and platforms, which will pay future dividends as we continue to develop mutual trust and confidence in each other's operational capabilities."

Joint Warrior was organized by the United Kingdom and involved the participation of close to 13,000 military personnel, 55 vessels, and up to 40 aircraft from various NATO nations. Ships from the RCN included Her Majesty's Canadian Ships *Preserver*, *Iroquois* and *St. John's*. They were accompanied by Royal Canadian Air Force personnel and aircraft, including two CH-124 Sea King helicopters from 12 Wing Shearwater, N.S., on board *Iroquois* and *St. John's*. In addition, two CP-140 Aurora aircraft from 14 Wing Greenwood, N.S., and 19 Wing Comox, B.C., joined the ships upon their arrival in the United Kingdom.

Commodore Darren Hawco, Commander Canadian Fleet Atlantic, assumed command of one of the main Joint Warrior task groups, consisting of six Canadian and United Kingdom warships.

A highlight for the crew of *St. John's* was the fast attack craft simulated exercise conducted on the ship off the coast of Scotland. *St. John's*, working with the other warships of her task group, was forced to defend herself and her consorts from a large number of fast-moving small boats carrying out a simulated attack. The exercise was a first for many on board, who were not used to seeing that scale of training.

"It showed us that the organizations within the ship are able to effectively fight and defend the ship whenever called upon," said Lieutenant (Navy) Damon O'Brien, deck officer in *St. John's*. "It was a great training opportunity for the ship and something that is invaluable for the crew."

With files from Sub-Lieutenant Sean Ritchie

JOINT W

“These joint exercises allow participants to become familiar with each other’s personnel and procedures, pay future dividends as we continue to build confidence in each other’s capabilities.”



Commodore Darren Hawco, Commander Canadian Fleet Atlantic, assumed command of one of the main Joint Warrior task groups.



Crew members



A Sea King helicopter receives fuel from HMCS Iroquois.

WARRIOR

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s operational capabilities.”

Vice-Admiral Paul Maddison,
Commander Royal Canadian Navy



Photos: MCpl Max Murphy

Master Seaman Scott Ramsey cuts a section of pipe in the heavy
machine shop of HMCS Iroquois during Joint Warrior.



Photo: Cpl Anthony Chand

Sub-Lieutenant Tyler Stevens checks bearings on the bridge of HMCS
Iroquois in the North Atlantic.

Below: Crew members from HMC Ships Iroquois and Preserver work
together.



HMCS *Toronto* makes history with massive narcotics haul

HMCS *Toronto* successfully disrupted a massive narcotics shipment in the Indian Ocean March 29 as part of counter-terrorism operations with Combined Task Force (CTF) 150.

Toronto made the seizure after boarding a suspect dhow on the high seas off Zanzibar Island, Tanzania. When the crew searched the vessel, they found almost 500 kilograms of heroin with an estimated street value of \$100 million stowed in hidden compartments. The narcotics were confiscated without incident and will be destroyed.

“Seizing such a huge haul is significant on many levels,” said Commander David Patchell, *Toronto*’s commanding officer. “This seizure will have a sweeping impact on terrorist organizations at all levels and demonstrates Canada’s commitment both to our allies and to ensuring the seas are used for legitimate purposes.”

Cdr Patchell added that this was the largest maritime interception of narcotics in the Combined Maritime Forces (CMF) area of operations,



Photos: Cpl Malcolm Byers

HMCS Toronto's boarding party approaches the suspect vessel in the Indian Ocean.

and one of the largest heroin seizures in the maritime environment. “It keeps the drugs off the streets and out of the hands of criminals, but it also has a massive impact on the finances of international terrorist organizations,” he said.

Toronto and Royal Australian Navy frigate *Toowoomba* were operating off the coast of Tanzania for over a week tracking and boarding suspect drug smugglers. “HMCS *Toronto* was positioned by CTF 150 based on narcotics-related intelligence and historical patterns of smugglers in the area,” said CTF 150’s commander, Commodore Charles McHardie, of the Royal Australian Navy. “*Toronto*’s tactical exploitation of this information has paid off.”

Cmdre McHardie added that *Toronto*

also had the assistance of an embarked Seychelles Coast Guard officer and a special agent from the United States Naval Criminal Investigative Service (NCIS) at the time. “The ability to exploit detailed local knowledge of the area and expertise in maritime smuggling operations available to our ships at sea is invaluable.”

CTF 150, a combined Australian and Canadian staff, is one of three task forces commanded by CMF, a 27-nation partnership that promotes security, stability and prosperity across the Arabian Gulf, the Gulf of Oman, the Red Sea and the Indian Ocean. The area encompasses some of the world’s most important shipping lanes.

The deputy commander of CMF, Commodore Simon Ancona, Royal Navy, said: “This significant achievement highlights the effectiveness of our multinational force. A Canadian warship, under an Australian-led task force, drawing on U.S. and Seychellois expertise, has disrupted a massive heroin shipment off the coast of Tanzania. This ability to operate together to the benefit of the global community is exactly what the 27-nation Combined Maritime Forces is all about.”



Approximately 500 kilograms of heroin were seized during the operation.

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On hand when the naval collection was presented were, from left to right: Commander (Retired) Greg McKenzie, Naval Museum Society of Alberta; Commodore David Craig, Commander of the Naval Reserve; Lieutenant-Governor of Alberta His Honour Colonel (Retired) the Honourable Donald S. Ethell; Dr. Elizabeth Cannon, President and Vice Chancellor of the University of Calgary; and Vice-Provost Tom Hickerson of the University of Calgary.

Naval collection provides rare glimpse of social history aboard Canadian ships

One of Canada's largest naval collections has been donated to the University of Calgary, a landlocked Prairie institution thousands of kilometres away from the nearest ocean.

The university will receive the naval collection as a gift from the Naval Museum of Alberta Society.

This collection offers a unique perspective on Canada's maritime history and the Royal Canadian Navy from the late 1800s to the early 21st century. It is comprised of the Naval Museum of Alberta Society archives, the John Burgess Library – which is made up of close to 5,000 books and meticulous records – and the Ken Macpherson photographic collection consisting of approximately 50,000 photographs, as well as ship plans and correspondence. Both men were revered naval historians whose records provide a rare glimpse of social history aboard Canadian ships.

"We chose to make this donation to the University of Calgary's Library and Archives in The Military Museums because of their experience and capacity to support and safeguard a collection of this size and significance," says Commander (Retired) Greg McKenzie from the Naval Museum of Alberta Society, located in

Calgary. "And with their international reputation in military and strategic studies, we know that the university is the most appropriate place for researchers and the public to access one of the most important naval archives in Canada."

The Lieutenant-Governor of Alberta, His Honour Colonel (Retired) the Honourable Donald S. Ethell, a decorated soldier, acknowledges the importance of preserving this extraordinary piece of Canadian history. "The true value of this gift lies in its impact for future generations," he says. "It is our duty to commemorate the

contributions of the men and women in our Canadian Forces, in peace and in war, past and present. I commend the Naval Museum of Alberta Society and the University of Calgary for honouring the sacrifices of those who serve by sharing their stories with all Canadians."

The new collection complements the university's existing military archives at The Military Museums and strengthens the area of naval history and research. It also builds on another significant acquisition of military archival material – the Chicksands collection – a donation of more than 50,000 books and manuscripts made to the university by the British Ministry of Defence in fall 2010.

The naval collection is available for public viewing at the University of Calgary's Library and Archives at The Military Museums. For more information visit: www.themilitarymuseums.ca.



Visitors to the University of Calgary's Library and Archives in The Military Museums, along with Lieutenant-Governor of Alberta His Honour Colonel (Retired) the Honourable Donald S. Ethell, second right, and his aide, Lieutenant-Commander Nancy Olmstead of HMCS Tecumseh, view the naval collection.

Photos: Courtesy of the University of Calgary



Master Seaman Ian Fletcher rings the HMCS Margaree ship's bell during the Battle of the Atlantic ceremony in Halifax.

Photo: LS Ronnie Kinnie

Canadians remember the *Battle of the Atlantic*

On May 5, Canadians from across the country gathered to commemorate the sacrifices made by those thousands of Canadians who fought so valiantly during the Battle of the Atlantic, which ran from 1939 to 1945.

Each year on the first Sunday in May, Canada and its naval community commemorate those lost at sea in the longest single campaign of the Second World War. Today, the legacy of the Battle of the Atlantic is upheld by those currently serving, pledging themselves "Ready, Aye, Ready" to face today's security challenges with pride and professionalism.

The Battle of the Atlantic was the fight for supremacy in the North Atlantic and lasted 2,075 days. It pitted Allied naval and air forces against German and Italian submarines, ships and aircraft, 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) which, at the outbreak of the war, was comprised of only six destroyers and a handful of smaller vessels. By the end of the war, Canada's navy had grown to become the fourth largest navy in the world.

During the Battle of the Atlantic, the RCN destroyed or shared in the destruction of 33 U-boats and 42 enemy surface craft. In turn, it suffered 2,210 fatalities, including six women, and lost 33 vessels.

The Battle of the Atlantic ended with VE-Day on May 8, 1945.



Photo: MCpl Angela Abbey

Patricia Van't Haaff from the Royal Canadian Women's Naval Service lays a wreath in Victoria.

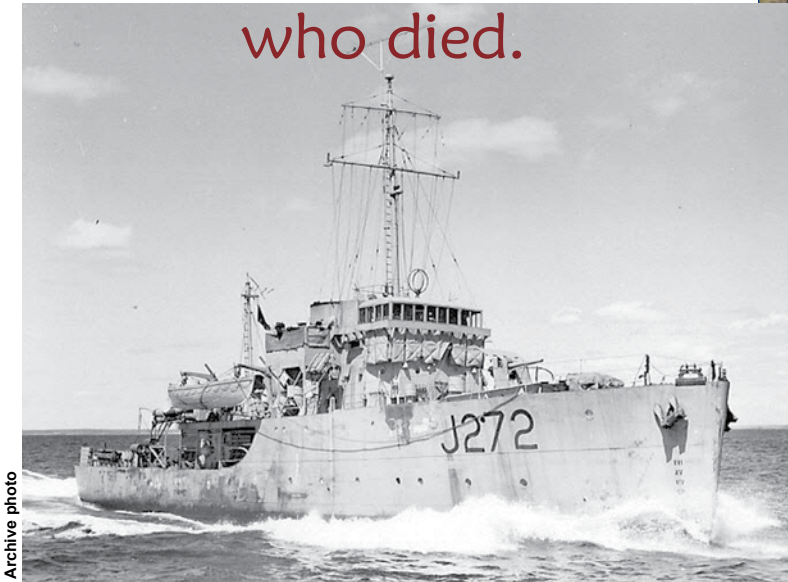


Photo: Cpl Heather MacRae

Sailors of the Royal Canadian Navy lead the Guard of Honour to the Battle of the Atlantic ceremony at the National War Memorial in Ottawa.

HMCS *Esquimalt* remembered

Being here today
allows me to remember
him and the other men
who died.



Archive photo



Photo: Cpl Charles A. Stephen

Above: CFB Esquimalt Base Commander, Captain (Navy) Bob Auchterlonie, right, and Chief Petty Officer 1st Class Shawn Taylor, salute after placing a wreath at the HMCS Esquimalt memorial cairn. Left: HMCS Esquimalt at sea during the Second World War.

By Shelley Lipke

Veterans, serving military members, dignitaries and family of the crew of HMCS *Esquimalt* gathered outside Esquimalt, B.C., City Hall April 16 to commemorate the sinking of the last Canadian warship lost to enemy action during the Second World War, and to honour the lives of the men who died.

"On April 16, 1945, HMCS *Esquimalt* was torpedoed at Chebucto Head, Nova Scotia. She was sunk within sight of home," Captain (Navy) Bob Auchterlonie, Base Commander of Canadian Forces Base Esquimalt, told the crowd. "For those individuals who were there, the sinking was an experience they will never forget, and neither should we forget their sacrifice."

The Bangor-class minesweeper operated on the Atlantic coast conducting anti-submarine patrols in the approaches to Halifax Harbour. In the early morning of April 16 she was torpedoed and sunk by *U-190*. The explosion knocked the power out, making it impossible for the crew to send out a distress signal. It listed heavily to starboard, pushing the lifeboat under water, but the crew managed to get four Carley floats [life rafts] away from the sinking ship.

Within five minutes *Esquimalt* was gone, sinking into the harbour and taking with her 28 sailors. With no distress signal to alert the mainland of their situation, the survivors spent six hours adrift in the frigid waters.

Sixteen more died from exposure, leaving only 27 men when help arrived.

"The last of the 27 surviving members passed away last year," said Capt(N) Auchterlonie. "Today we remember the 44 sailors who perished and celebrate the peace their sacrifice has brought us over the last 70 years."

Esquimalt Mayor Barb Desjardin spoke to the crowd as well. "The bond between the ship *Esquimalt*, the community and Township of Esquimalt stretches across our country and through the generations," she said. "Today we offer our sympathy to the friends and the relatives of the crew, and we will continue to commemorate the lives of these young men."

Widow Cathey Meyer was the wife of stoker Monty Meyer, who survived the sinking and died in 1998. "Over the years he told me lots of stories about the ship and the crew," she said. "When the ship sank his mom phoned me and told me that she received a telegram saying that he was safe. Being here today allows me to remember him and the other men who died."

Ralph Zbarsky brought a photo of his uncle Ralph Zbarsky, after whom he was named. "My uncle was one of the last remaining alive, but because of the disastrous amount of time between the ship sinking and the rescue, he succumbed to hypothermia. He was 21 years old. Every year I come over from Vancouver to pay tribute to him."

HMCS *Ottawa* honoured with prestigious award

Ottawa was chosen largely due to the recent work off the coast of Costa Rica as part of Operation Caribbe, and in seizing over \$26 million worth of cocaine.

By Shawn O'Hara

HMCS *Ottawa* received a prestigious commendation in April when the commanding officer, Commander Scott Van Will, and his crew were honoured with the J.J. Kinley Award.

Captain (Navy) Art McDonald and Chief Petty Officer 1st Class Tom Riefesel accepted the award from the National Board of Directors of the Navy League of Canada (NLC) on behalf of *Ottawa*.

"*Ottawa* was chosen largely due to the recent work off the coast of Costa Rica as part of Operation Caribbe, and in seizing over \$26 million worth of cocaine," says Louise Mercier, National First Vice President of the NLC. "Cdr Van Will and his crew demonstrated their commitment to Canadian and North American security, and solidified the many opportunities Canada leverages to partner with other nations and organizations to suppress criminal activity at sea and keep illegal drugs off our streets."

The J.J. Kinley Award is presented each year by the NLC to members, employees or units of the Canadian Coast Guard, Department of Fisheries and Oceans or the Canadian Armed Forces who have made contributions to support naval and maritime interests.

The nomination process for the award is handled exclusively by NLC executives, past presidents and the Royal Canadian Navy.

According to Ms. Mercier, the choice was not hard. "*Ottawa* played a major role in suppressing trafficking in international waters and airspace," she says. "It's easy to reward and recognize heroism. It's only difficult because other ships are also engaged in equally valuable work with strong crews."

Chief Petty Officer 1st Class Sid Tobias, coxswain in *Ottawa*, says the award came as a surprise to the crew. "The crew was more than happy to receive the award. I think they feel they aren't always recognized for the sheer variety of tasks they undertake, so it came as a welcome surprise."

Ottawa was away from her home port of CFB Esquimalt, B.C., for 190 days last year, 170 of which were spent at sea.

"Other ships were deployed on major missions that focused on a singular task, while *Ottawa* was ready for anything at the drop of a hat," CPO1 Tobias says. "The crew is proud of that, and this award solidifies and justifies that pride."



Captain (Navy) Art McDonald, centre, and Chief Petty Officer 1st Class Tom Riefesel, right, accept the J.J. Kinley Award from retired Vice-Admiral Ron Buck, National President of the Navy League of Canada.

Photo: Gillian Bourke

OPERATION CARIBBE:

FIGHTING AGAINST ILLICIT TRAFFICKING

HMCS Summerside, recently deployed on Operation Caribbe, practises maneuvers at sea.

Photo: DND



Two maritime coastal defence vessels (MCDVs) were deployed for 36 days earlier this year in support of Operation Caribbe, Canada's continued commitment to combat illicit trafficking in the Caribbean Basin and Eastern Pacific.

Her Majesty's Canadian Ships *Kingston* and *Summerside*, crewed primarily by sailors of the Naval Reserve, were assisted by a Royal Canadian Air Force CP-140 Aurora maritime patrol aircraft. The deployment marked a number of achievements for the MCDVs, including the embarkation of a United States Coast Guard law enforcement detachment team and the use of side-scan sonar to search for sunken objects associated with counter narcotics trafficking in the Caribbean Basin.

"This deployment demonstrates to Canadians and our allies the important contributions the men and women of Canada's Naval Reserve make in ensuring our coastal waters are protected," said Peter MacKay, Minister of National Defence. "Canada will continue its contribution to Operation Caribbe so we can defend against all threats and security challenges to Canada, North America and its approaches."

The Canadian Armed Forces' participation in this operation is part of Canada's goal to strengthen security

and institutions, a cornerstone of its foreign policy priority of deepening engagement in the Americas. In collaboration with other government departments and agencies, the Department of National Defence and the Canadian Armed Forces have increased their engagement in the hemisphere by participating in exercises and operations, as well as through military training and cooperation.

Op Caribbe directly supports the Canadian Armed Forces' mission to defend against threats and security challenges to Canada and North America and its approaches. As well, it helps strengthen international and continental partnerships, and demonstrates Canada's specific commitment to improving security in Mexico, Central America and the Caribbean. It also creates opportunities to partner with other nations to suppress criminal activity at sea and keep illegal drugs off Canadian streets.

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Frigate heads in for MIDLIFE REFIT



HMCS Vancouver

Photo: DND

By Shawn O'Hara

When you reach middle age in the navy, it's time to get a little work done.

HMCS *Vancouver* has reached that half-way point and was handed over to Victoria Shipyard May 7 for upgrades as part of the Frigate Life Extension Program (FELEX).

"A lot of work goes into preparing for something like FELEX," says Lieutenant (Navy) Lucas Pang, engineering officer in *Vancouver*. "There are a million moving pieces that need to be accounted for."

About 30 per cent of the crew has been posted out, bringing the total from 220 personnel to a modest 120. Most of those posted out are from hard sea trades such as boatswains and combat operators. "We really only need those trades when we're actively at sea, so when we're alongside they're not necessarily fully employable," explains Lt(N) Pang.

During times of refit, hard sea trade sailors are either sent to other

**It's going to be
really cool.**

ships or given time to upgrade their education. "It's a better use of their time and their skills," he says.

While most of *Vancouver's* crew will be posted to other ships before the frigate returns to Pacific fleet custody in 2014, a core group of personnel will be maintained at the shore office in Esquimalt, B.C. "It's more of a hands-off job for us at that point," says Lt(N) Pang, who will be working from the shore office.

"Without the ship in our custody it's more about ensuring the refit is going well and preparing for when the ship is back."

Lt(N) Pang and other engineering officers will still have a hand in the ship's refitting, but in a less direct capacity. "We'll attend weekly meetings with Victoria Shipyard personnel to make sure the work is going according to schedule," he says.

With no crew to feed, the ship's supplies have to go somewhere too. Canned goods and non-perishable foods currently on the ship will be packed up and distributed among the fleet, ensuring little goes to waste.

The main focus of FELEX is to update the ship's capabilities to standards of the day. Some parts of the ship will be gutted, and equipment not being switched out will be packed in crates and shipped off to a warehouse. "Every piece of equipment on the ship will be in that warehouse or returned to the stores system," says Lt(N) Pang. "Once we get the ship back in 2014 we'll bring all the bits and pieces back and fill the ship up again."

Lt(N) Pang says when the ship returns to the navy with new equipment and capabilities, it will provide new experiences for the ship's engineers. "It's a chance to play with state-of-the-art equipment," he says. "Not just in the Canadian fleet, but in the world. It's going to be really cool."

SLEEP SCIENCE

Navy studies work schedules in submarines

Life aboard Canada's submarines can be challenging, especially when you're hard-pressed to find time to sleep.

The Royal Canadian Navy (RCN) recently implemented a new watch schedule on submarines to improve conditions and allow crews to get better sleep and, in turn, operate more effectively. As it was working through this issue, it turned to Defence Research and Development Canada (DRDC) scientist Michael Paul for assistance.

Canada's Victoria-class submarines have a crew of 48, and most follow one work schedule. The schedule has submariners working a total of 12 hours per day in two shifts. According to Commander

Alex Kooiman, Deputy Director of Submarine Operations, for decades the navy had been using a submarine work schedule where submariners would work for six hours and then get a six-hour rest period, and then repeat. This schedule however, can cause problems because crew must also take care of other things like eating, conducting administrative work and seeing to personal business during their rest periods. The old schedule might actually mean crew only get three or four hours of sleep at a time during each off-duty period.

Mr. Paul had been studying sleep science for years for the Royal Canadian Air Force when he was asked by the RCN in 2007 to study submarine work schedules. During a 13-day transatlantic trip on board HMCS *Corner Brook*, Mr. Paul used small watch-sized devices on the crew's wrists to measure their sleep and activity while on duty. The collected data was inputted into a tool that measured the crew's ability to think and concentrate on tasks.

Results indicated that after 24 hours, the crew were operating at 75 per cent, and this level continued to decline over seven days, until it reached 65 per cent. It was clear that the submarine crew members were not getting the sleep required to do their job effectively.

"I always suspected the people on the back watch would be somewhat

tired, but the study results showed both watches with increased levels of fatigue," stated Commander Christopher Robinson, who commanded *Corner Brook* during the transatlantic study.

The results from the study in *Corner Brook* were discussed during a meeting of other allied navies at DRDC Toronto in 2009.

A new watch schedule was developed with one eight-hour rest period per day, ensuring at least a daily single six-hour time for crew to sleep. The new watch schedule was also designed to increase crew's attentiveness by making sure they were less tired when working.

In 2010, *Corner Brook* tried the new schedule during training. "When we implemented it, I noticed it was the most significant improvement in operational effectiveness I had ever seen," said Cdr Kooiman, who commanded the submarine during the trial. "The crew was more alert and demonstrated a phenomenal improvement in their ability to do their job. The crew liked it too. As part of the trial, we were supposed to go back to the old schedule after a few days, but they asked to return to the new schedule, they were so impressed with it."

The new watch schedule developed by DRDC has now been adopted by the Canadian Submarine Force for use in Victoria-class submarines.



Photo: DND



Photo: Jacek Szymanski

The new watch schedule was designed to increase crew's attentiveness by making sure they were less tired when working.

SHORT Takes

HMCS Victoria draws alongside Canada Place in Vancouver April 25 for a port visit. Victoria, along with HMCS Algonquin and four patrol craft training vessels of the Royal Canadian Navy, anchored in Vancouver along with United States Ship Lake Champlain. Approximately 1,000 Canadian and American sailors were in Vancouver from April 25 to 28 to meet members of the public in a goodwill visit.



Photo: Duncan Ayre

Photo: Capt Doug Keirstead



Chief Petty Officer 1st Class Chantae Garland, 17, of Caplin Cove, NL, was the navy cadet engineer aboard Orca-class patrol craft training (PCT) vessel Caribou during a recent visit to the West Coast. Thirty-four cadets from Atlantic Canada, aged 15 to 18, became crew members of PCT vessels Caribou and Moose on a seven-day journey off the coast of Vancouver Island. The experience was designed to improve the cadets' maritime awareness and seamanship skills.

Photo: Cpl Malcolm Byers



Runners from HMCS Toronto gather in front of the warship April 19 in Dubai, United Arab Emirates, following the Terry Fox Run. The Terry Fox Foundation helps to keep Terry's dream alive by staging annual runs in over 30 countries. During Toronto's repair and maintenance period in Dubai, the ship's crew learned of the event through the Canadian Embassy and jumped at the chance to get sailors involved. Runners attended the event wearing jerseys showing off the ship's crest and any Canadian themed apparel they could find. The run raised approximately \$137,000 Cdn.



Photo: Cpl Pierre Letourneau

Ordinary Seaman Tommy MacLeod from HMCS Preserver helps out Operation Nunavut's food services department April 13 in Resolute Bay, Nunavut. Op Nunavut is a major sovereignty operation conducted every year by the Canadian Armed Forces (CAF) in Canada's North. This year's operation ran from April 2 to 30 in the northwestern portion of the Arctic Archipelago and involved approximately 120 members of the CAF, including those of the Royal Canadian Navy, under the Command of Joint Task Force (North).

Sailors of the Royal Canadian Navy march through Toronto during a parade to commemorate the 200th anniversary of the Battle of York on April 27. In one of the largest military parades ever organized in Toronto, the Canadian Armed Forces honoured all those who died during the Battle of York on April 27, 1813, and the 200 years of military presence in Toronto since the war. More than 1,500 sailors and soldiers from 25 units marched from Queen's Park down University Avenue and across Richmond Street, south on Portland Street past the War of 1812 monument at Victoria Memorial Square and on to the Fort York Armoury. The parade included 13 marching bands, and a flourish of ceremonial uniforms and regimental colours.



Photo: MCpl Dan Pop

Photo: U.S. Navy



Admiral Cecil D. Haney, right, commander of U.S. Pacific Fleet, discusses the history of the USS Missouri with Vice-Admiral Paul Maddison, centre, Commander Royal Canadian Navy, during a tour of historic Pearl Harbor sites April 21. While visiting Hawaii, VAdm Maddison also received briefings and took part in discussions concerning maritime security issues of mutual concern.



Photo: MCpl Chris Ward

Admiral Edmundo Gonzalez, right, Commander-in-Chief of the Chilean Navy, poses with Petty Officer 2nd Class Nelson Harvey, a sailor in HMCS Victoria, during a tour of the submarine in Esquimalt, B.C. Adm Gonzalez also toured HMCS Calgary, visited Fleet School Esquimalt and the Naval Officer Training Centre Venture, and embarked in the patrol craft training vessel Raven to observe junior officer training at sea. He also travelled to Ottawa where he met with Commander Royal Canadian Navy Vice-Admiral Paul Maddison and his senior staff to explore a range of strategic issues and opportunities for mutual collaboration at the tactical, operational and strategic levels.

Photo: MCpl Max Murphy



Chief Petty Officer 2nd Class Boulay, left, of the Royal Canadian Sea Cadets, gets a lesson on the protective gear worn by firefighters aboard ship from Private Matthew Nadeau in HMCS Preserver. Nine sea cadets from Ontario, Quebec and Atlantic Canada joined Preserver on a 40-day voyage that saw them sail the Atlantic, tracing the historic routes of Second World War convoys, while learning about life at sea as Preserver participated in Exercise Joint Warrior, a multinational training exercise in waters off the United Kingdom.



Photo: Pte Dan Moore

Ships at work

Above: A Royal Canadian Air Force CH-149 Cormorant helicopter from 442 Transport and Rescue Squadron hovers over the deck of HMCS Edmonton as search and rescue technicians are hoisted on board during an exercise April 30. Members of the Royal Canadian Navy and Royal Canadian Air Force joined members of the Canadian Coast Guard, U.S. Coast Guard and United States Air Force for the search and rescue exercise near Prince Rupert, B.C.

Below: Orca-class patrol craft training vessels sail in formation with a Cormorant helicopter overhead off the coast of B.C. recently. The maneuvers were part of an exercise designed to train junior officers in the final stages of their maritime surface and subsurface training.



Photo: Shelley Lipke