

# Crowsnest

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ROYAL CANADIAN  
**NAVY**

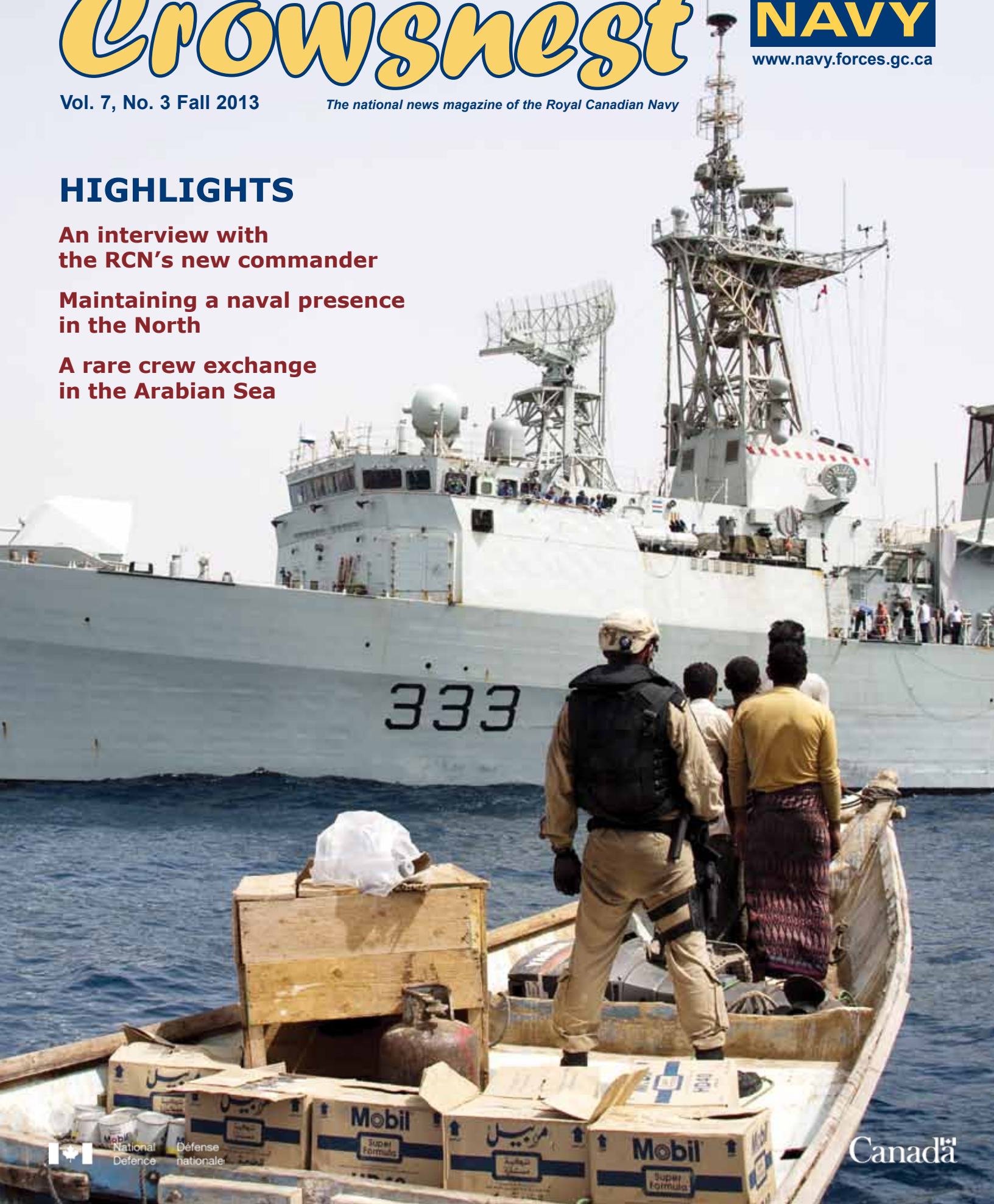
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## HIGHLIGHTS

**An interview with  
the RCN's new commander**

**Maintaining a naval presence  
in the North**

**A rare crew exchange  
in the Arabian Sea**



National  
Defence

Défense  
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Canada



*Vice-Admiral Mark Norman took command of the Royal Canadian Navy (RCN) in June. Since then, he has forged ahead in planning for challenges associated with the most comprehensive period of peacetime modernization and renewal in the RCN's history.*

**1. What are your main priorities as the new commander of the RCN?**

My main priorities centre around a number of inter-connected challenges that we must address simultaneously. Briefly, we need to:

- ◆ Ensure continued excellence in operations at sea. This speaks not only to maintaining high levels of performance, but also keeping sufficient naval forces available at the required readiness to provide to Government a set of viable response options for contingencies at home and abroad, even as we advance the modernization of the Halifax-class frigates at full speed.

- ◆ Enable our transition to the future fleet, which includes moving forward with all dispatch on the delivery of the Arctic and Offshore Patrol Ship, the Joint Support Ship and the Canadian Surface Combatant, as well as preparing ourselves as a navy to operate all the new capabilities these projects will deliver. Inherent in the latter point is the need to protect our most precious asset – the seagoing and war fighting competency of our people – while there are fewer ships

at sea in which they can perfect their craft.

- ◆ Evolve the “business of our business” by continuing to advance towards what we’re calling “one navy” as our contribution towards defence renewal, as we look to better, leaner and smarter ways to organize, train and equip naval forces for operations.

- ◆ Finally, while not an institutional challenge, but rather a personal priority, I spoke at the RCN change of command in June about “energizing the institution”, which is all about embracing the essential role we play in securing Canada’s security and prosperity; celebrating our history and our part in the broader Canadian story; promoting our ethos and recognizing our people; and empowering our sailors, as well as our friends and stakeholders, to engage in an ongoing conversation with Canadians about their navy.

**2. How do you view the RCN's current combat readiness, and how is it impacted by fleet modernization?**

The heart of the RCN's mission – to



*Vice-Admiral Mark Norman*

generate combat-effective maritime forces for operations – as well as navy culture, is exemplified by our motto “Ready Aye Ready”. On both counts, we’re working hard to ensure our performance on operations and exercises will continue to make Canadians proud of their navy. Let's look, for example, at HMCS *Toronto*'s superb performance in the Arabian Sea. She's been deployed on Operation Artemis for several months, where, thanks to great theatre intelligence cueing, she's put a major dent into the narco-supply chains through which regional and global terrorist organizations fund their operations. She's become a “go-to” ship in the multinational coalition Combined Task Force 150 because we train as we intend to fight, across the full spectrum of naval operations.

As for fleet modernization, we're on track to modernize all 12 Halifax-class frigates by 2017. Four of the ships



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Cover page: A member of HMCS *Toronto*'s boarding party guards individuals on board a skiff during a narcotics seizure in the Red Sea as part of Operation Artemis. Photo: Cpl Malcolm Byers



have already been delivered back to the navy from Irving and Victoria Shipyards on the east and west coasts respectively.

### 3. What does the future fleet look like?

We're really excited by the *Canada First* fleet that we're working hard to deliver. Sailors joining the RCN today will be witnessing the introduction of new classes of warships and new capabilities through their entire careers and beyond. That's a direct consequence of the shipbuilding approach that's at the heart of the Government's National Shipbuilding Procurement Strategy, as we put "boom or bust" shipbuilding in the RCN's wake for the first time since the Korean conflict. It also has tremendous implications for our agility as a war fighting institution in this volatile and uncertain, but indisputably maritime, 21st century.

As recent sea combat operations off Libya demonstrated, strategic trends indicate that Canada will continue to require a globally deployable sea control navy in the decades to come. Our understanding of the future maritime security environment suggests that future maritime threats and challenges – air, sea and undersea, conventional and non-conventional – will multiply and

The heart of the RCN's mission – to generate combat-effective maritime forces for operations – as well as navy culture, is exemplified by our motto "Ready Aye Ready".

intensify, especially in the "contested littorals", that region astride the world's coasts where the vast majority of humanity resides. So we need to examine the acquisition of weapons, sensors and other joint capabilities that will permit the RCN to contribute effectively, even decisively, to joint and combined operations ashore, even as we retain that capacity for decisive maritime action at sea.

### 4. Should the RCN be training more for domestic or overseas missions?

The short answer is that we must do both. Canada is not just one of the world's most globalized nations, with all that means in terms of its interests around the world. Canada is also one of the world's largest coastal states, and one of the few nations that has developed a highly integrated approach to the management of ocean policy at the federal level. The

RCN has been assigned a key role in supporting its partners who have jurisdictions and mandates for ocean management, to ensure that Canada's sovereignty – in short, our rights and obligations for the stewardship of our home waters – is respected by all.

In fact, I would emphasize that protecting our sovereignty is our most fundamental task, and one for which we must be properly trained, equipped and prepared. In this vein, I'd say we're in pretty good shape in our Pacific and Atlantic home waters, even as we've well and truly begun that process of learning how to operate in the Arctic in preparation for the arrival of the Arctic and Offshore Patrol Ships.

In relation to operations abroad, we've looked very closely at NATO's Libyan campaign, not only to validate our current approach to readiness, but

*Continued on page 4*

*Protecting Canada's sovereignty is the RCN's most fundamental task.*



Photo: MCpl Holly Canning

*Continued from page 3*

also to assess how future maritime operations are likely to evolve in contested coastal waters. That assessment is shaping the development of naval requirements.

### **5. Is the RCN flexible enough to be prepared for roles such as humanitarian aid, both at home and abroad?**

One of the key lessons we have learned from operations conducted over the past several years, from East Timor in 1999 to Haiti in 2010, is the need to broaden the fleet's ability and flexibility to support operations ashore across a range of missions in relatively permissive environments, including humanitarian assistance and disaster relief.

As a complement to its primary role of supporting the combat logistics requirements of the task group, the Joint Support Ship will be capable of delivering a limited amount of cargo ashore, and it will have the space and weight reserved to accommodate the potential inclusion of a modest joint task force headquarters for command and control of forces deployed ashore.

Capabilities of a similar incremental nature will also be examined for the remainder of the surface fleet. Among these could include the design of more flexible deck arrangements, the acquisition of larger and more versatile small craft, as well as the incorporation of sufficient reserved volume for humanitarian stores and accommodations. These could be coupled with sail-away joint mission modules such as an air/sea transportable medical/dental facility, as well as packages for military construction and environmental disaster response.

### **6. How do Reserve Force sailors contribute to the overall capability of the RCN?**

The Naval Reserves are an integral part of our "one navy", and they have been ever since Walter Hose established them as the RCN's visible footprint across Canada in the 1920s.



*Vice-Admiral Mark Norman inspects members of the Canadian Armed Forces during a visit to CFB Esquimalt, B.C., September 16.*

Photo: Cpl Michael Bastien

In many cities and towns, the Naval Reserves are the navy, and that speaks to one of their most enduring functions. I'm really proud of our Naval Reserves – those who have chosen to make a difference by serving as part-time sailors within their own communities, as well as those serving full-time in the fleet and elsewhere in the Canadian Armed Forces (CAF).

From their stellar performance in responding to domestic floods and providing maritime security during Op Podium (the CAF mission in support of the 2010 Winter Olympics), our part-time sailors have demonstrated

the importance and utility of having a strategic Reserve whose competence is centred in sea service. At the same time, the full-time reservists who make up the overwhelming majority of our Kingston-class maritime coastal defence vessel crews have developed indispensable skills in coastal defence and mine warfare.

### **7. What does it mean to you to have the "Royal" designation back, along with a return to the Naval Ensign?**

Part of what makes the RCN a national institution is a sense of belonging to something that's bigger than any one of us. Part of that includes a strong sense of our own history and the role our navy has played in the making of the larger Canadian story, and equally the whole set of expectations we have of ourselves that comes from knowing what previous generations of sailors accomplished in peace and war, for most of our history as part of the RCN.

So the Government's decision to restore the historic title "Royal Canadian Navy" was a very welcome one, as was the more recent decision to return to the practice of using a distinctive service device as the Naval Ensign (see *Crowsnest* Vol. 7 No. 2, Summer 2013).

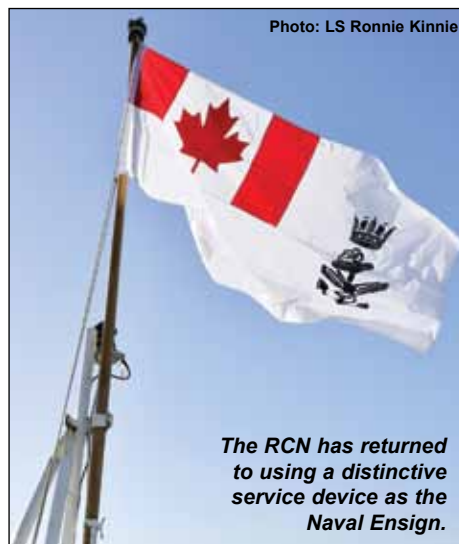


Photo: LS Ronnie Kinnie

*The RCN has returned to using a distinctive service device as the Naval Ensign.*





**Commander Maritime Forces Atlantic Rear-Admiral John Newton, left, congratulates the new Commander Canadian Fleet Atlantic Commodore Scott Bishop.**

## Leadership changes take place on the coasts

**T**he leadership at Maritime Forces Atlantic (MARLANT) and Maritime Forces Pacific (MARPAF) underwent significant changes over the summer.

In MARLANT, Rear-Admiral John Newton assumed the duties of Commander Maritime Forces Atlantic and Joint Task Force Atlantic (JTFA) from RAdm Dave Gardam, who has held the position for the past three years. RAdm Gardam will continue his naval career in Ottawa as Director General International Security Policy.

Speaking for the first time as Commander MARLANT/JTFA, RAdm Newton said, "I'm humbled because anyone who has studied the history of our navy knows it has done great things, and its legacy of great deeds has continued; there are indeed many big shoes to be filled. I am confident that I now stand ready to embrace this command challenge because my mentors have dutifully and conscientiously shared their own leadership experiences with me in the best traditions of the Royal

Canadian Navy."

As well, a new Commander Canadian Fleet Atlantic took over as Commodore Scott Bishop replaced Cmdre Darren Hawco, who is now Director General Cyber Warfare in Ottawa.

In MARPAF, RAdm Bill Truelove continues as Commander MARPAF and Joint Task Force Pacific, where he has had the watch since 2012. Along with a busy operational schedule, his command team switched out this summer. Among the many changes, Cmdre Bob Auchterlonie replaced Cmdre Bishop as Commander Canadian Fleet Pacific, and Captain (Navy) Luc Cassivi replaced Cmdre Auchterlonie as Base Commander.

"I am blessed with a great group of leaders who support me every day with a sense of camaraderie and shared commitment that allows us to tackle issues in a calm, but deliberate manner," said RAdm Truelove. "I am very proud to work with them."

*With files from Shauna Waterman and Shelley Lipke*

## Did you know?

- ◆ The Commanders of Maritime Forces Atlantic and Maritime Forces Pacific are responsible to the Commander of the Royal Canadian Navy (RCN) in Ottawa for generating ships and sailors, as well as command and control capabilities for domestic and international missions. They also have command of all RCN units within their formations, including the Atlantic and Pacific fleets, along with CFB Halifax and CFB Esquimalt respectively, to achieve operational success at sea and to support ongoing missions.
- ◆ The Commanders of the Atlantic and Pacific fleets are responsible for the operation and readiness of their respective fleets. They are also the task group commanders for any deployment of ships to exercises or operations in their areas.



**Rear-Admiral Bill Truelove, centre, oversees the change of command for Commander of Canadian Fleet Pacific between Commodore Scott Bishop, left, and Cmdre Bob Auchterlonie.**

# Maintaining a naval presence in the North

By Darlene Blakeley

A 39-day mission north of the 60th parallel for two maritime coastal defence vessels this summer marked the Royal Canadian Navy's longest uninterrupted Arctic naval presence in recent years.

Her Majesty's Canadian Ships *Summerside* and *Shawinigan*, crewed primarily by naval reservists, left Halifax in late July for Operations Nanook and Qimmiq. Their northern deployment showcased the RCN's ability to operate effectively in the challenging Arctic environment, providing valuable training opportunities for sailors. As well, it strengthened links with government partners by enhancing cooperation and facilitating support in response to potential future threats and hazards such as disaster relief and security operations.

Op Nanook is the Canadian Armed Forces' annual sovereignty operation held in Canada's North. It is the key whole-of-government operation for the region, involving multiple government departments along with provincial, territorial, municipal and other key stakeholders. Op Qimmiq is a year-round surveillance and presence operation charged with gathering surveillance information and

providing a Canadian presence in remote Arctic regions. It also supports mutual defence and bilateral agreements with Canada's international allies.

This year Op Nanook involved more than 1,000 personnel and took place from August 2 to 23 in four separate areas of the North: Whitehorse, Yukon; and Cornwallis Island, King William Island and Resolution Island, all in Nunavut.

"The 2013 edition of Op Nanook showcased the diverse capabilities the Canadian Armed Forces (CAF) bring to the table on land, in the air, and at sea," said Captain (Navy) Derek Moss, Deputy Commander of Joint Task Force North. "From responding to public safety emergencies in Whitehorse to supporting RCMP and Environment Canada law enforcement mandates across Nunavut, the CAF performed a variety of tasks designed to enhance compatibility with various departments and organizations, as well as to promote public confidence in our ability to respond anywhere and anytime when called upon."

He added that the RCN's presence in the Arctic "continues to provide sailors with valuable training opportunities and unique memories of northern scenes and people that will last a lifetime."

During the deployment, *Summerside* logged approximately



Photo: Capt Dennis Noel



Photo: Cpl Ian Thompson

**WORKING TOGETHER** Top left: Lieutenant-Commander Suzanne Otchenash, second from left, Commander of Joint Task Force North Detachment Nunavut, coordinated activities with RCMP officers Sergeant Rick Head, Constable Christian Moreau and Inspector Gerry Kerr during Op Nanook. Top right: Members of the Iqaluit RCMP talk to sailors from HMCS Shawinigan.





Photo: MCpl Holly Canning

25 days north of the Arctic Circle, traveled more than 4,600 nautical miles, and exceeded 78 degrees north.

"Most of our mission focused on underwater survey operations to bring northern charts up to modern survey standards, ensuring safe and precise navigation to shipping, as well as providing a better understanding of Canada's sovereign waters," explained Lieutenant-Commander Jason Karle, *Summerside's* commanding officer.

Additionally, *Summerside* engaged in various community visits throughout her deployment, including Pond Inlet, Arctic Bay and Grise Fiord. "This provided an excellent opportunity for our presence to be seen in the North," LCdr Karle added. "It also offered many wonderful and enriching moments between the local community and members of the ship's company to relate and share our experiences."

*Summerside* also conducted two days of operations and exchanged sailors with Danish Navy Ship *Vaederren*. "This experience dramatized, on a small scale, the enthusiasm and commitment between our navies," said LCdr Karle.

One of the highlights of *Shawinigan's* participation in Op Nanook was the transfer of members of the Arctic Response Company Group (35th Canadian Brigade Group) and elements of the RCMP from Canadian Coast Guard Ship *Pierre Radisson* to her own deck while the two ships were tied together at anchor. *Shawinigan* subsequently conducted a beach landing of all personnel, while *Pierre Radisson* simultaneously disembarked the Canadian Ranger Patrol Group and their associated equipment by helicopter.

"The overwhelming success of this operation, and the professionalism with which it was executed, once again demonstrates the ability of various federal government departments to work closely together and accomplish difficult tasks in Canada's Arctic on short notice," said LCdr Frank Campbell, *Shawinigan's* commanding officer. "This whole-of-government approach is critical to Canada's ongoing efforts to provide physical and environmental security of Canada's Arctic waters and exercise our sovereignty in the area."

Both ships were back in Halifax by mid-September.



Photo: MCpl Holly Canning

*HMCS Summerside sails through ice to get to Arctic Bay, Nunavut to host a community event.*



Photo: Capt Dennis Noel

*Canadian Coast Guard Ship Pierre Radisson, right, and HMCS Shawinigan sail off the coast of Resolution Island during Op Nanook.*

New crew members cross the brow of HMCS Toronto in Kuwait July 27.

Photo: LS Dan Bard

## Rare crew exchange in the Arabian Sea

By Darlene Blakeley

The ship stayed, but the crew went home.

In a scenario that occurs only rarely, crew members of HMCS *Toronto* flew home from the Arabian Sea region in July at the end of their six-month deployment, leaving the frigate behind to welcome a new crew.

*Toronto* has been deployed since January 2013 in support of the multinational Combined Task Force 150, contributing to maritime security missions and counter terrorism efforts as part of Operation Artemis.

The crew exchange of approximately 250 sailors and air personnel, called a "Relief in Place" by the Royal Canadian Navy (RCN), happened in July when crew members from HMCS *St. John's* flew to Kuwait City from their home port of Halifax. Commander David Bowen took command of the ship from Cdr Jeff Hamilton.

During her time at sea with partners and allies during the first rotation, *Toronto* helped detect, deter and protect against terrorist activity by patrolling and conducting maritime

security operations in the Arabian Sea, the Gulf of Oman, Gulf of Aden, Southern Red Sea and the Indian Ocean, an area that contains some of the world's most important shipping lanes. This mission continues with the new crew.

While not undertaken frequently, the RCN uses Reliefs in Place from time to time to rotate its personnel in order to sustain operations.

"Conducting a crew replacement via Relief In Place instead of a ship replacement for this rotation of Op Artemis was the most effective and expeditious way to sustain maritime operations in the Arabian Sea," says Captain (Navy) Rich Feltham, Commander Maritime Operations Group Five in Halifax.

He points out that several Halifax-class frigates have entered a class modernization program, leading to a temporary reduction in the number of ships available for overseas deployments. "Many ships are already tasked on other operations or are undergoing routine maintenance and refits," he says. "But we are flexible and responsive; able to continue our part in maintaining maritime security in

the region despite challenges. This is a success story."

Carrying out a Relief in Place requires the cooperation and coordination of many agencies at Maritime Forces Atlantic in Halifax and the Combined Joint Operations Command Headquarters in Ottawa. "Planners built and executed the Relief in Place drawing extensively on lessons learned from previous joint naval experiences," says Capt(N) Feltham. "This one required several round-trip flights using Canadian Armed Forces' air assets and strategic lift capabilities from Halifax to the theatre of operations to exchange crew, switch over the embarked CH-124 Sea King helicopter, and resupply the ship."

For the sailors and air personnel, boarding an airplane and flying home was a vastly different experience from sailing their ship back across the Atlantic Ocean. And it was a similar experience for those being deployed.

"In my experience sailors have always been eager to serve their country in whatever capacity the government should decide," says Capt(N) Feltham. "In this case the



route to their ship may have been a little different than normal, but it didn't change their overarching desire to serve."

Flying to and from the theatre of operations also meant that important family departure and arrival rituals held dockside did not take place. "However," explains Capt(N) Feltham, "the Military Family Resource Centre in Halifax worked closely with planners to ensure families were able to greet the incoming flights and say farewell to departing ones."

Capt(N) Feltham says the method by which the new crew entered the theatre of operations was taken in stride by their families. "The strong family support necessary to for all service members to deploy has long been a hallmark of our naval community and as such little thought was given by the families to the methods of arrival or departure."

Along with a new crew, *Toronto* also required a visit by 37 technicians from Fleet Maintenance Facility (FMF) Cape Scott while alongside in Kuwait City. Ships require routine maintenance after a sustained period of operations to address/repair defects and other mechanical issues before resuming operations. This maintenance cannot be performed at sea. FMF Cape Scott, based in Halifax, supports the operations of the Atlantic fleet and is responsible for repair and maintenance services, as



*HMCS Toronto as seen through the porthole of a cargo dhow in the Arabian Sea.*

Photo: MCpl David Singleton-Browne

well as naval engineering support.

While Reliefs in Place in support of maritime operations are not common, the RCN has used them on a few occasions. In January 1991, a Relief in Place was conducted when the crew of HMCS *Preserver* replaced HMCS *Protecteur's* crew in the Persian Gulf during Operation Friction as they participated in UN sanctions against Iraq. More recently, a Relief in Place was conducted between HMCS *Goose Bay* and HMCS *Summerside* during Op Nanook 2011 in Canada's North.

*Toronto* is expected to sail home, with her crew, early next year.

## Quick facts

**HMCS *Toronto's* first rotation on Operation Artemis:  
January to July 2013**

- ♦ Departed Halifax January 14
- ♦ Joined Combined Maritime Forces/Combined Task Force 150 February 3
- ♦ Travelled over 45,000 nautical miles
- ♦ 147 days at sea
- ♦ 14 port visits
- ♦ Tracked, searched and conducted six interdictions and seized over seven tonnes of illicit narcotics.
- ♦ Helped detect, deter and protect against terrorist activity by patrolling and conducting maritime security operations in the Arabian Sea, the Gulf of Oman, Gulf of Aden, Southern Red Sea and the Indian Ocean.
- ♦ Focused on combining accurate intelligence, careful observation and monitoring to carry out activities such as flag-verification boardings.
- ♦ Crew change in-theatre in July.



Photo: MCpl David Singleton-Browne

*A boarding party member climbs aboard HMCS Toronto in the Arabian Sea as part of seamanship skills training for crew members.*

# What happens to narcotics seized at sea?

By Erin Abercrombie

From the end of March 2013 to the beginning June 2013, HMCS *Toronto* apprehended over 1.3 tonnes of heroin and approximately seven tonnes of hashish while conducting counter-terrorism operations with Combined Task Force 150. As part of her duties, *Toronto* not only intercepted illegal narcotics, but also destroyed them.

The Indian Ocean region is known for being one of the busiest naval passages in the world. Each year, the area hosts over 23,000 shipping movements. In spite of all the maritime activity, *Toronto* has been consistently successful in disrupting the movement of narcotics in the region.

*Toronto* benefits from the seasoned skill and experience that each member of the ship's team brings to the table. In most cases, narcotics are hidden extremely well on the ships, but boarding party members are trained in finding them. "They have become proven experts in finding well-concealed narcotics in the most unlikely areas," said Commander Jeff Hamilton, commanding officer of *Toronto* during her first rotation in the area.

When narcotics are first apprehended, they are catalogued, inventoried and placed into a secure lock-up in *Toronto* until the order is given to destroy them. Once the order is received, the drugs are re-inventoried and readied for disposal.

The methods used to destroy narcotics vary depending on the type of narcotics, the environment and weather. In most cases, drugs are dumped overboard and the crew ensures they sink.

In some cases, they are destroyed using explosives by the naval demolitions team consisting of specially trained officers and boatswains from the deck department.

On May 24, the ship destroyed 300 kilograms of heroin using explosives. In this case, they came up with a viable design to destroy the heroin that focused the blast inward from all directions and vaporized the illicit substances in an ensuing fireball. They placed the narcotics in boxes, sealed them and destroyed them on a raft.

Safety is the number one priority. Until the raft was off the ship and ready to be initiated, the number of personnel on deck was kept at a minimum and explosives and fuses remained separate.

Prior to the detonation, a series of checks were made using airborne surveillance, verifying visually from the surface and listening to underwater sound systems to ensure no marine life was near the demolition site or other vessels were in the area. These are standard procedures to ensure environmental stewardship.

Because the blast itself vaporized the contents, there was very little debris. "Given the raft composition and design, along with the blast design, very little risk exists of



**Top: Crew members transport loads of hashish across HMCS Toronto's flight deck in preparation for disposal in the North Arabian Sea.**



**Right: Bales of hashish are stacked on the quarterdeck of HMCS Toronto in preparation for disposal.**

Photos: Cpl Malcolm Byers

contaminating the environment and sea life with the narcotics. The narcotics are completely consumed in the explosion," explains Cdr Hamilton.

Nevertheless, shortly following each demolition operation, a small team is sent using the ship's rigid-hull inflatable boat to verify that no plastic or debris is left floating on the surface. On 24 May, everything was consumed in the explosion – mission success.

Drug interceptions are one of many operations performed by *Toronto*. Narcotics smuggling in the Arabian Sea and the surrounding region is a recognized source of funding for terrorist organizations. Destroying the narcotics is the final step in ensuring that drugs funding terrorist organizations do not make it to the intended recipients.

As Cdr Hamilton puts it, "the interception of illicit narcotics sends a powerful message to terrorist organizations that the world's sea lines of communication will not be a freeway for sustaining the financial capital for terrorist activity and organizational growth."

**UPDATE:** On October 5, HMCS *Toronto* intercepted and boarded a suspected smuggling vessel approximately 500 nautical miles east of the Horn of Africa and discovered 154 bags of heroin weighing more than 180 kilograms. The illicit narcotics were catalogued and destroyed.

Follow HMCS Toronto on Facebook: [www.facebook.com/HMCSToronto](http://www.facebook.com/HMCSToronto)



# Searching for the LOST FRANKLIN VESSELS



Photos courtesy of Parks Canada

*Corporal Patrick Euler, left, Petty Officer 2nd Class Jamie Keeping and PO2 Yves Bernard assisted Parks Canada this summer in the search for lost vessels HMS Erebus and HMS Terror.*

By Darlene Blakeley

It was a unique deployment for three members of the Canadian Armed Forces who joined Parks Canada underwater archaeologists in Canada's Arctic this summer to continue the search for lost vessels HMS *Erebus* and HMS *Terror* from the ill-fated Sir John Franklin voyage.

For six weeks beginning August 10, Petty Officer 2nd Class Jamie Keeping, bridge watchman; PO2 Yves Bernard, diver; and Corporal Patrick Euler, cook; were aboard the Arctic Research Foundation's vessel *Martin Bergmann* to help in the search.

Unfortunately, the two lost ships remained elusive again

this year, but it was nonetheless a rewarding experience for those who continue to hope that someday they will be found.

"Being part of the Arctic research for the lost Franklin expedition was a great honour and truly remarkable opportunity," said PO2 Bertrand of Fleet Diving Unit Atlantic.

The two ships, lost in the mid-1800s, are designated together as a national historic site of Canada – the only such "undiscovered" national historic site. A number of attempts to locate the ships have been unsuccessful to date, but an increasing area of the seafloor has been systematically ruled out, narrowing the search.

For the fifth field season Parks Canada's Underwater Archaeology Service participated with the Arctic Research Foundation, Government of Nunavut, Canadian Coast Guard, Canadian Hydrographic Service, Canadian Ice Service and Canadian Space Agency. This year for the first time, Parks Canada was also supported by the Royal Canadian Navy (RCN) and Defence Research and Development Canada (DRDC).

Personnel from the RCN and DRDC provided technical assistance with some of Parks Canada's newly acquired remote-sensing technologies. DRDC has also provided Parks Canada with an additional military-grade, side-scan sonar system that allowed significantly more area to be covered on any given survey day.

"Primarily as a diver, and later as a remotely operated vehicle and side-scan sonar operator, I was proud to represent and promote the Royal Canadian Navy," said PO2 Bernard. "Our joint participation with Parks Canada and the Arctic Research Foundation is, in my opinion, a very constructive approach to Arctic operations, and I am certain it will be a benefit to us all."

The search areas included both the southern area near O'Reilly Island, west of the Adelaide peninsula and where Inuit oral tradition places one of the shipwrecks, and further north to Victoria Strait and Alexandra Strait, where the other vessel is believed to be located.



*Petty Officer 2nd Class Yves Bernard, right, and Ryan Harris from Parks Canada fit the winch on the Martin Bergmann.*

*HMCS Toronto, left, and the United States Ship Stockdale, right, are hooked up to United States Naval Ship Cesar Chavez for a replenishment-at-sea in the Gulf of Oman. The Royal Canadian Navy routinely works with allies as part of its engagement efforts.*

Photo: MCpl David Singleton-Browne



# DEFENCE DIPLOMACY

## A direct impact on international peace and stability

By Darlene Blakeley

**A** Canadian warship docks in Kuwait City. A sailor is posted to the United States. An exercise is held in the North Atlantic with ships of the United Kingdom. A flag officer sits down to talk with his counterpart in Chile.

What do these things have in common?

They are all part of the Royal Canadian Navy's plan to engage in "defence diplomacy", a term used to denote the peaceful application of defence resources to achieve positive outcomes in the development of a country's bilateral and multilateral relationships.

Since 2011 the RCN's defence diplomacy efforts have been guided by the Department of National Defence's Global Engagement Strategy (GES), which, in line with Government of Canada policy objectives, is designed to bring focus and coherence to Canada's defence diplomacy activities by providing strategic guidance across the Defence team. The GES and its related directives divide the world into regions, within which there are areas of focus (countries and defence institutions alike) that are assigned priority for engagement.

Among the engagement tools available to the RCN are high level visits, navy-to-navy talks, exercises, port visits, personnel postings outside of Canada, and training exchanges.

"Port visits are likely the most outwardly visible engagement tool," says Commander Mike Cope of the Directorate of Naval Strategy in Ottawa, "particularly if a flag officer is involved. And, of course, in a foreign port a warship offers a 'home ice' venue for activities such as

official receptions, bilateral meetings and industry exhibits."

According to Cdr Cope, developing these relationships provides strategic effect for the nation and projects leadership abroad for the Government of Canada. "Every warship deployment, multinational exercise, port visit – indeed every navy-to-navy contact – creates an opportunity for development, diplomacy and capacity building in support of the government's policy objectives," he says.

Maritime forces provide the government with a unique and effective military means through which its influence and leadership can be projected on an ongoing basis. The same enduring attributes of maritime forces that provide governments with a wide range of diplomatic options to prevent or contain conflict also make them ideal instruments of a nation's diplomacy.

"Operationally," Cdr Cope adds, "developing relationships with those nations with which we normally conduct maritime business ensures that we remain interoperable and able to communicate freely."

Currently, the RCN's engagement efforts cover a broad range of nations, from allies such as the United States and Australia, to partners such as Chile, as well as countries of interest such as China, with whom the Canadian Armed Forces (CAF) are now developing a defence coordination dialogue.

"Of particular interest is the expanded relationship with the Armada de Chile," says Cdr Cope. "Our ships worked together during RIMPAC [Rim of the Pacific] 12, a number of high level visits were conducted over the course of the last year, and so were navy-to-navy talks."

He explains that in 2012 the RCN sent a team to Chile to deliver unclassified-level operator and technical instruction



***“Operationally, developing relationships with those nations with which we normally conduct maritime business ensures that we remain interoperable and able to communicate freely.”***

on common ship weapon systems and sensors, and will do so again this year. As well, beginning in 2012 under the Regulus Program, RCN junior officers have embarked on Chilean ships to maintain their skills during the Halifax-class modernization program. Two groups of six officers have completed their deployments, with a third group's deployment now under way.

Similarly, the Chilean Navy has been invited to send junior officers to the RCN's Naval Officer Training Centre for further training and embarkation in its training vessels.

“In the near future our two navies will be partnering for capacity building in Guatemala, to better enable its small fleet to contribute to the campaign against transnational criminal organizations and narcotic trafficking,” says Cdr Cope. “For next year's RIMPAC exercise, the RCN will undertake the role of Combined Forces Maritime Component Commander (CFMCC), while the Chilean Navy is expected to assume the Deputy CFMCC role.”

He explains that although North America, NORAD and NATO will continue to remain at the forefront of engagement efforts, DND and the CAF are committed to the nurturing of growing defence relationships in the Americas, and to the development of new defence relationships in the Asia Pacific region.

So when an RCN warship sails into port – whether it be in Kuwait City, Honolulu, Valparaiso, Sydney or Boston – it carries with it the profound ability to generate the goodwill upon which trust and confidence among nations is built.

“The dialogue created through defence diplomacy can



Photo: MCpl Chris Ward

**Admiral Edmundo Gonzalez, left, Commander-in-Chief of the Chilean Navy, Petty Officer 1st Class Carlos Esquivel, a Royal Canadian Navy sailor of Chilean descent, and Chilean Vice-Admiral Fransisco Garcia-Huidobro meet on the bridge wing of HMCS Calgary in Esquimalt, B.C., this summer during a goodwill visit from the Chilean Navy.**

have a direct impact on international peace and stability,” says Cdr Cope.

To this end, the RCN's push forward in defence diplomacy provides a useful tool for the government's foreign policy objectives.



**Naval officers from Japan's Maritime Self-Defence Force speak with Chief Petty Officer 1st Class Rob Robinson, right, during a recent goodwill visit to Halifax.**

Photo: MS Max Murphy

# JOINTEX 13

Photo: Sgt Norm McLean



*Leading Seaman Paul Johnson indicates how close the Zodiac Mark 5 boat is to the shore as he helps bring soldiers of the Royal 22nd Regiment to conduct a beach landing near CFB Esquimalt, B.C.*

By Michelle Ferguson

Approximately 7,500 Canadian Armed Forces (CAF) members from across the country participated in JOINTX 13 late this spring, a multi-stage joint training exercise meant to change the way the CAF train and fight.

The first in a series of nation-wide joint training and readiness events, JOINTX 13 was created to further the CAF's ability to conduct complex full-spectrum operations within a multinational, coalition environment.

The exercise was designed to develop joint capabilities between the navy, army, air force and Special Operations, as well as to prepare the 1st Canadian Division Headquarters for its future role in leading a Canadian Combined Joint Inter-Agency Task Force Headquarters.

"I think the impressive part is how we did it," said

Colonel Ken Chadder, exercise director. "What we were trying to do was exercise within a synthetic environment, in a way that we need to do in the future: distributed across the country, integrating live, virtual and constructive activities."

The final stage of JOINTX 13 combined a computer assisted exercise, a command post exercise and three live force-generator exercises – the Royal Canadian Navy's Trident Fury conducted off the Pacific Coast (see next page); the Canadian Army's Maple Resolve conducted in Wainwright, Alta; and the Royal Canadian Air Force's Maple Flag conducted at 4 Wing Cold Lake, Alta.

The combination of both simulated and live activities was accomplished using a synthetic environment – a digitally created world – which linked together all the different events taking place across the country. This was something the CAF has never done before.

"JOINTX 13 started off as an ambitious project," said Lieutenant-General Stuart Beare, Commander Canadian Joint Operations Command. "The CAF really capitalized on this opportunity to grow as a joint, interoperable force. And it is my intention to continue to build upon this foundation to create a stronger, more integrated force that is ready to deploy at any second, whether here at home or halfway across the world."

Photo: MCpl Patrick Blanchard



*Army, navy and air force officers coordinate a simulated joint attack plan while on board HMCS Algonquin.*



# Trident Fury breaks new ground

By Shawn O'Hara

**T**rident Fury 2013, the largest joint Canadian-U.S. military exercise on the West Coast, broke new ground this year. The exercise featured cooperative training exercises between the Canadian Armed Forces (CAF), the U.S. Navy (USN) and the U.S. Coast Guard along the coast of Vancouver Island in late spring.

Exercises included ship-to-shore assaults, littoral exercises, shoreline infantry extractions, and various maritime and aerial exercises focusing on the interplay between U.S. and Canadian military assets and personnel.

Littoral exercises included composite military teams never before seen in the Canadian military, such as those partnering Royal Canadian Navy clearance divers and Royal Canadian Army Patrol Pathfinders.

"Littoral exercises take our troops from the wet to the dry," said Lieutenant (Navy) Michael St-Pierre of Fleet Diving Unit Pacific. "This is a brand new type of exercise for the Canadian military. We're writing a whole new book here."

The exercise was part of JOINTEX 2013, the first in a series of nation-wide joint training and readiness events designed to change how the CAF train, develop and prepare for future operations.

A total of 2,000 personnel from both the Canadian and American militaries participated in Trident Fury, including five Canadian warships, along with four USN ships, and two U.S. Coast Guard vessels. HMC Ships *Algonquin*, *Ottawa*, *Nanaimo*, *Saskatoon* and *Edmonton*, and Her Majesty's Canadian Submarine *Victoria* were joined for

the exercise by USNS *Carl Brashear*, *Ford*, *Lake Champlain* and *Spruance*, and Coast Guard Cutters *Rush* and *Orcas*.

Trident Fury also featured a large air component including the CP-140 *Aurora*, CC-130 *Hercules*, CH-124 *Sea King*, CF-18 *Hornet*, F-15 *Eagle*, Alpha Jets, the EA-6B *Prowler*, and the EA-18G *Growler*.

**Right:** Leading Seaman Garrett Achneepineskum and Sub-Lieutenant Colin Knott handle dummy ammunition aboard HMCS *Algonquin* during Exercise Trident Fury.



**Below:** Captain Daniel Powell hoists a mailbag to Her Majesty's Canadian Submarine *Victoria* from a CH-124 *Sea King* helicopter during Exercise Trident Fury.



**HMCS *Ottawa* follows HMCS *Protecteur*, right, as they sail past HMCS *Algonquin* for a refueling-at-sea practice during Exercise Trident Fury.**



Photos: MCpl Patrick Blanchard



Photo: Cpl Anthony Chand

## Making meaningful contributions to continental security

**UPDATE:** In mid-September HMCS *Preserver* deployed from Halifax on Op Caribe. It wasn't long before the supply ship made a difference: on October 2 she worked with the U.S. Coast Guard in the seizure of 432kg of cocaine in the Caribbean Sea region.

**T**wo warships of the Royal Canadian Navy, one from the east coast and one from the west, sailed south this summer in support of Operation Caribe, Canada's contribution to the multinational campaign against illicit trafficking by transnational organized crime in the Americas and the Caribbean.

HMCS *Ottawa* departed Esquimalt, B.C., June 27 for the eastern Pacific Ocean, and HMCS *Ville de Québec* departed Halifax July 22 for the Caribbean Sea.

The Halifax-class frigates, with crews of approximately 220 each, worked with the U.S. Navy, U.S. Coast Guard, and other regional partners in a support role to locate and track vessels of interest.

"I'm proud of the part that the men and women of the Royal Canadian Navy play in improving security and combating threats in the area," said Vice-Admiral Mark Norman, Commander Royal Canadian Navy. "The operation also creates opportunities to form strategic partnerships with other nations in order to better suppress criminal activity at sea and keep illegal drugs off Canadian streets."

Op Caribe is the Canadian Joint Operations Command mission that supports multinational efforts led by the Joint Interagency Task Force South (JIATF South), a subordinate command of U.S. Southern Command based in Key West, Fla.

JIATF South's overarching operation, named Operation Martillo, brings Canada and other western hemisphere and European nations together in the Caribbean Basin, eastern Pacific and littoral waters of Central America. It is responsible for the detection and monitoring of suspect air and maritime illicit trafficking activities, and also collects and disseminates information to assist interagency and partner nation operations.

*Ottawa's* departure marked the start of Canada's 2013/2014 commitment to Op Martillo. "Canada has deployed ships, Sea King helicopters and Aurora aircraft on Operation Caribe...since 2006," said Rear-Admiral Peter Ellis, Deputy Commander Expeditionary, Canadian Joint Operations Command. "This mission continues our strong tradition of making meaningful contributions to continental security."

Transnational criminal organizations use the Caribbean basin, Central America, and the Eastern Pacific as a transshipment area for the illicit traffic of drugs, weapons, money and people. Illicit trafficking is a significant source of revenue for organized crime, which is a growing threat to North American, Canadian and international security.

Throughout 2013/2014, the Royal Canadian Navy will deploy a periodic rotation of warships from both east and west coasts, while the Royal Canadian Air Force will provide CP-140 Aurora aircraft from long-range patrol squadrons, all in support of JIATF South operations.



## Peter Bissonnette joins the Royal Canadian Navy as Honorary Captain

President of Shaw Communications Peter Bissonnette is the Royal Canadian Navy's newest Honorary Naval Captain, affiliated with the office of the Commander Maritime Forces Pacific in Esquimalt, B.C.

"I am humbled and proud to be appointed Honorary Naval Captain and look forward to working with my new shipmates in the navy," said Mr. Bissonnette. "Having spent the better part of my career at Shaw, I see the power that relationships, family values, conviction and commitment can have in making an organization successful."

He added that "as an Honorary Naval Captain, I will have the opportunity to see first-hand the significant role the navy plays in international and domestic affairs, and promote the virtues that make it such a great institution. I am grateful to the navy's leadership for nominating me and for providing the opportunity to appreciate the tremendous efforts and sacrifice that each member of the navy makes on behalf of all Canadians."



Photo courtesy of Shaw

*Vice-Admiral Mark Norman, left, Commander Royal Canadian Navy, presents the RCN's newest Honorary Navy Captain Peter Bissonnette with his appointment scroll.*

Mr. Bissonnette's experience in telecommunications and as a former Canadian Armed Forces member has helped him forge strong, successful relationships in his business, community and personal life.

Honorary Naval Captains act as a bridge between military and civilian communities, and help link diverse areas of Canadian society – from politics and business to journalism and the arts. They bring with them unique skills and connections that help strengthen the navy's ties to

Canadian communities in order to promote a better understanding of maritime defence issues.

Honorary Naval Captains are quite visible, attending significant naval, Canadian Armed Forces, and public events and ceremonies in uniform across the country. The Minister of National Defence, on the recommendations of the Chief of the Defence Staff and the Commander Royal Canadian Navy, is the approving authority for all appointments.

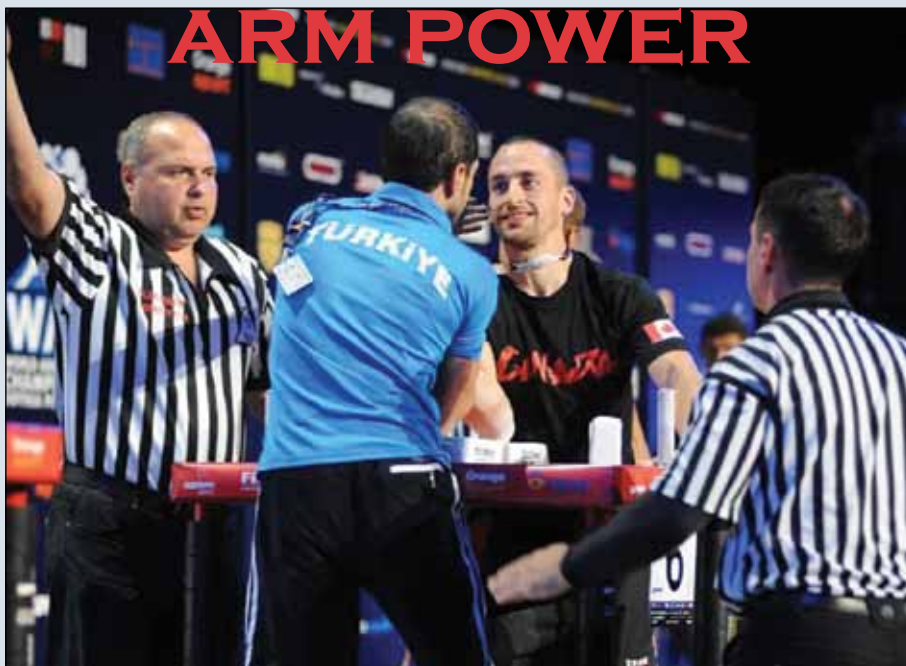


Photo courtesy of armpower.net

Sub-Lieutenant William Sarty, wearing his Canada shirt, competes in the World Arm Wrestling Championships in Gdynia, Poland. From September 1 to 8, over 2,200 athletes from more than 50 countries endured several days of gruelling arm wrestling in the qualifying rounds to compete for gold, silver and bronze medals.

SLt Sarty, participating in his third world championship, competed in the 55kg weight category and successfully competed for a bronze medal. He was also presented with the Team Captain Award for dedication, organization, motivation and sacrifice, supporting all members of Team Canada throughout the tournament.

SLt Sarty works as an administration officer at Canadian Fleet Atlantic Headquarters.



Chief Petty Officer 2nd Class Chris Preston, left, Target Cell manager, and Bryan Harder, on-site logistics technician for the Target Cell, stand next to a Barracuda remote-controlled target.

Photos: Shawn O'Hara

## Keeping the navy

# ON TARGET

By Shawn O'Hara

In peacetime, it's important to the Royal Canadian Navy (RCN) that sailors' skills are finely honed and ready for combat. While theory and technique are important, when it comes to weapons training nothing compares to live fire on a physical target.

But it's not just anything that is tossed into the water and brought into focus on scope.

The navy has developed some hi-tech gadgetry that is managed by Maritime Forces Pacific (MARPAF) Target Cell. From its humble one-office facility at CFB Esquimalt, B.C., the three-man mix of naval and civilian technicians at the Target Cell provides a variety of remote-controlled waterborne and aerial targets. Largely

designed to be fired on and destroyed, the targets provide realistic training to ships and crew.

"When you can look at a real target and see the effectiveness of your weapons, the training becomes much more real," says Chief Petty Officer 2nd Class Chris Preston, Target Cell manager. "It used to be that ships would throw whatever would float over the side and shoot at it. This is, obviously, a much more effective method."

The most common target is the Hammerhead. This 17-foot fibreglass speed boat can achieve 36 knots on a calm sea, and can be outfitted with different accessories, including a radar reflector that allows the vessel's signature to imitate a variety of warships.

"Having a mobile target that can

appear to be much larger on sensors allows operators to practise tracking vessels of a variety of sizes," explains CPO2 Preston. "It's about versatility, and the Hammerhead is an incredibly versatile machine."

The Target Cell stores 50-70 waterborne and aerial targets on rows of metal racks under a large, circus-like tent.

As demand for the destructible targets grows, the number fluctuates and the Target Cell can go through up to 25 targets a year as it works to ensure the proficiency and combat readiness of a ship's crew, and ultimately the safety of Canadians.

"A lot of time, money and resources go into preparing a ship and crew for deployment," says CPO2 Preston. "You want to know that investment is able to deliver. These targets help



them do that.”

Other targets provided by the Target Cell include the Barracuda, a rigid-hull inflatable boat operated remotely. While not meant to be destroyed, the Barracuda tows the more inexpensive and versatile high-speed inflatable towed target known as the HSITT.

Also in the Target Cell arsenal are the Vindicator II and DT aerial targets. These parachute-recoverable aerial targets provide a training threat on their own, but one of the versions of the DT targets can also be loaded with a non-explosive training missile to add an additional threat.

“Aerial targets represent a very real threat to modern armed forces, one which they need to be prepared for,” says CPO2 Preston. “With the Vindicator and DT aerial targets the crew is getting a level of training which is otherwise hard to replicate.”

While the targets are operable across the planet with the proper GPS relay equipment, the surface targets are operated by specially trained members of a ship’s crew, with the aerial targets flown by factory trained and Transport Canada certified pilots. The process to become a waterborne target operator is fairly simple, consisting of a seven-day course. There are three days of theory and four days of hands-on training.

“Ideally we’d like to see trades

taking this training that know the requirements for a gunnery exercise or a missile shoot,” says CPO2 Preston. “Then they know the best position to place the targets as they know the capabilities of the weapon systems and how to get the maximum benefit from the training.”

To pilot a Vindicator II or other aerial targets the operator needs to be a Transport Canada Certified Pilot, to ensure optimal safety when the targets are in the air. Ships across the RCN frequently take the targets out on deployment. CPO2 Preston says HMCS *Ottawa* is particularly keen, storing up to four Hammerhead targets on their upper-decks each time they set sail.

“Whenever *Ottawa* goes out they always take a few,” he says. “They’re getting a lot of use and worthwhile training out of them.”

The targets are also popular with other nations. During last year’s Rim of the Pacific exercise, RCN ships brought along a number of extra targets to assist as they trained with other navies. The navies of allied nations such as the United States and Russia took to the destructible targets with gusto.

For CPO2 Preston and his crew, their work is one of pride. “We’re helping the RCN get the training they need to stay sharp and efficient.”

HMCS Victoria



## Submarine contract extended

Babcock Canada Inc. has been awarded a five-year extension on its contract to refit and maintain Canada’s Victoria-class submarines.

The extension exercises the first five-year option period of the Victoria In-Service Support Contract that was competitively awarded in 2008. This contract extension has a value of approximately \$531 million. The contract includes a number of extension options that could bring the contract duration to 15 years, with a potential maximum value of \$1.5 billion.

All heavy maintenance work covered by the in-service support contract will take place at Victoria Shipyards Co. Ltd., in Esquimalt, B.C. Work under the contract includes planning and managing the refit periods of the submarines; materiel acquisition; all maintenance activities, including extended docking work periods; and engineering services. An extended docking work period involves the comprehensive maintenance, repair, overhaul or upgrading of each of the submarine’s more than 200 systems.



Racks of brand new Hammerhead remote-controlled waterborne targets stand ready at the MARPAC Target Cell.





Photo: MS Peter Reed

*Lieutenant-Commander Stephan Julien, left, Commander Fleet Diving Unit Atlantic, and LCdr Roland Leyte, former Commander FDU, unveil the plaque for the Petty Officer 2nd Class Craig Blake Memorial Park.*

## Park renamed in honour of clearance diver

By Captain Tyrone Grande

A park in Dartmouth, N.S., has been renamed in honour of a navy clearance diver who was killed by an improvised explosive device on May 4, 2010 while serving in Afghanistan.

Family and friends gathered on the grassy field of Montebello Park September 21 to remember Petty Officer 2nd Class Craig Blake. As a clearance diver at Fleet Diving Unit Atlantic (FDUA) in Halifax, PO2 Blake was trained and deployed as a highly specialized explosive ordnance disposal professional. Just over two weeks into his time overseas, his vehicle sustained an explosion on the way back to base that killed him and severely wounded a fellow comrade and friend.

"PO2 Blake wasn't just a member of the Royal Canadian Navy, he was also an active member of his community participating as a local hockey coach and triathlete. He was also a loving father and husband to his wife and two

sons," said Dartmouth city councillor Darren Fisher at a ceremony to rename Montebello Park the PO2 Craig Blake Memorial Park.

The ceremony, led by the Halifax Regional Municipality (HRM) and PO2 Blake's wife and two sons, Priscilla, Ty and Cain, was well attended by much of the local community where PO2 Blake resided, including HRM city officials, colleagues from FDU and members of PO2 Blake's former cycling club and the Dartmouth Whalers hockey team where he had volunteered as a coach.

"A navy doesn't stand alone without the support of its community," said Rear-Admiral John Newton, Commander Maritime Forces Atlantic. "Ceremonies like this help us to remember the continued dedication of our sailors and members of our community like PO2 Blake who have made the ultimate sacrifice in service to Canadians. It is our communities who enable us to continue serving at home and abroad. Thank you so much for your support."

*"A navy doesn't stand alone without the support of its community."*



# Chilean Navy presents Arturo Prat Award to Canadian naval officer

By Lieutenant (Navy) Daniel Turcotte

**T**he Chilean defence attaché to Canada, Captain (Navy) Ramiro Navajas, presented the Arturo Prat Award to Lieutenant (Navy) Andrew Foran June 7 during a ceremony held at Canadian Forces Fleet School (Québec). The award, now in its third year, is given to the top candidate on the navy's coastal operations course, phase three, at the school.

"The Arturo Prat Award not only symbolizes the professional connection and friendship between our two navies, but also recognizes the academic success of our young officers," said Capt(N) Jill Marrack, Deputy Commander of Canada's Naval Reserve. "It is an elegant way to acknowledge the dedication they have shown to the Royal Canadian Navy and the pride they take in wearing its uniform."

During the ceremony, with almost 100 military members on parade, Capt(N) Ramiro Navajas said, "This ceremony expresses the friendship and collaboration that have been built between the navies of Chile and Canada that will continue into the future with wind in the sails."

This year's recipient, Lt(N) Foran, is an operations officer on board HMCS *Summerside*, a Kingston-class maritime coastal defence vessel. A native of Summerside, P.E.I., he joined the navy in 2003 as a maritime surface and sub-surface officer. In the fall of 2012, he completed the coastal operations course, phase three, which evaluates students during operations specific to Kingston-class ships, both in a simulator and at sea.



Photo: LS Jean-Sébastien Lamontagne

**Lieutenant (Navy) Andrew Foran, right, receives the Arturo Prat Award from Chilean defence attaché Captain (Navy) Ramiro Navajas.**

By distinguishing himself on the course, Lt(N) Foran became the third recipient of the Arturo Prat Award, which recognizes leadership skills, seamanship and strong character – values embodied by Chilean naval hero Arturo Prat. Prat perished on May 21, 1879 at Iquique, Chile, during a famous naval battle in which his ship, an 868-tonne wooden corvette, was pitted against the *Huáscar*, a 1,200-tonne Peruvian armoured turret ship. Realizing that his vessel's manoeuvrability had been reduced by enemy fire, Prat surprised the Peruvians by ordering his decimated crew to board the *Huáscar*.



## New battle ensign!

HMCS *Fredericton* departs Halifax September 17 flying its new battle ensign.

The ensign was donated by Honorary Navy Captain and Speaker of the Senate of Canada, the Honourable Noël A. Kinsella, who makes his home in Fredericton.

The battle ensign is a much larger version of the naval ensign and is flown at sea for special occasions such as fleet manoeuvres and reviews.

Photo: Cpl Chris Ringius





Photo courtesy of the Elgin Military Museum

Close to 50 members of the Submariners Association of Canada squeeze into the forward torpedo bay of the decommissioned submarine Ojibwa in Port Burwell, Ont., August 18. The submariners were in town for their annual meeting and were thrilled to visit Ojibwa, a Cold War Oberon-class submarine which is now part of the Elgin Military Museum. Most of the submariners had crewed in Ojibwa during their careers, and it was their first time to see her since she was rescued from the scrap yard.



Photo: MS Max Murphy

The Maritime Command Museum in Halifax has been given a new name – the Naval Museum of Halifax. Museum director Richard Sanderson, right, and former Commander of Maritime Forces Atlantic Rear-Admiral David Gardam, unveiled the new name during a ceremony in July. With the change of the navy's name to the Royal Canadian Navy and the acknowledgment that Maritime Command doesn't exist anymore, it was decided that a new name was needed. There are currently five naval museums across the country.



Photo: Cpl Brandon O'Connell

Commander Maritime Forces Pacific Rear-Admiral William Truelove receives a salute from the parade contingent during a march past at the 21st Annual Peacekeepers Memorial Service at the B.C. Legislature in Victoria August 9. The ceremony recognizes the sacrifices of the Canadian Armed Forces and Canadian citizens in the service of peace.





Photo: SLT Guillaume Desjardins

Crew members of HMC Ships Fredericton and Moncton who participated in the fifth annual Bike for Wishes campaign gather with special guests, including several past and present Wish Kids, for a cheque presentation. The event took place August 11 to 17, raising over \$56,000 for the New Brunswick chapter of the Children's Wish Foundation. The Children's Wish Foundation is a charitable organization dedicated to fulfilling a favourite wish for children between the ages of three and 17 who have been diagnosed with a life-threatening illness. With each wish costing a maximum of \$10,000, the ships' contribution allows more than five children and their families to live out their dreams.



Photo: LS Alex Roy

HMCS Kingston navigates the Saguenay River en route to Chicoutimi, Que. For seven weeks in June and July, Kingston, along with HMCS Glace Bay, conducted a period of coastal operations and training exercises. As part of their deployment, the two Kingston-class maritime coastal defence vessels, and the naval reservists who crew them, visited various ports along the St. Lawrence Seaway and the Great Lakes, providing Canadians with opportunities to tour the warships and interact with crews.



Photo: DND

Lieutenant-Commander Greg Walker, left, works with Sub-Lieutenant François Mollema at the NATO Shipping Centre in Northwood, United Kingdom during Operation Artemis – Canada's contribution to NATO's counter-piracy operations. The naval reservists arrived in April and served six-month rotations as part of Task Force Northwood, a team of three Royal Canadian Navy personnel deployed at the Shipping Centre. (The other member of the team, not shown, is Sub-Lieutenant Mathieu Chénier.) Task Force Northwood is engaged in the multinational effort to ensure the safe passage of merchant shipping through the waters off the Horn of Africa, in the Gulf of Aden and in the Indian Ocean.

# Update: Design selected for Joint Support Ships

A ship design for the Joint Support Ships being acquired for the Royal Canadian Navy has been selected as part of the National Shipbuilding Procurement Strategy.

The selection of the Joint Support Ship design was conducted through a transparent assessment process, involving multiple government departments and third-party advisors, based on three criteria: operational capability, affordability, and the cost and schedule risks associated with building the ship. The process was monitored by audit firm KPMG, as an independent third-party. First Marine International, a recognized firm of shipbuilding experts, provided ship construction costing expertise.

Two viable ship design options were commissioned for the Joint Support Ships: an existing design and a new design by BMT Fleet Technology. Based on rigorous analysis and assessments by government officials and military experts, the proven, off-the-shelf ship design from ThyssenKrupp Marine Systems Canada was selected as the best design option for the Royal Canadian Navy and for Canadian taxpayers.

Canada will provide the design to Vancouver Shipyards Co. Ltd, to review in preparation for actual production. This design development work will be led by Vancouver Shipyards Co. Ltd., as part of the Joint Support Ship definition contract to be negotiated between Canada and the shipyard.

Once these steps are completed, Canada will acquire the required licensing for the ship design. This license will enable Canada to use the ship design and build, operate and maintain the Joint Support Ships right in here in Canada. This effort will also enhance technical skills and knowledge among Canadian shipyard staff, to be leveraged as the shipyard builds the subsequent ships assigned under the National Shipbuilding Procurement Strategy.

The Joint Support Ships, which will be built by workers at Vancouver Shipyards Co. Ltd, will supply deployed naval task groups with fuel, ammunition, spare parts, food and water. They will also provide a home base for maintenance and operation of helicopters, a limited sealift capability, and support to forces deployed ashore.

## Regina Naval Monument honours sailors of the RCN



Photo: MS Dave Carney

Friends of the Navy Chairman Doug Archer, left, joins Captain (Navy) Louis Christ, Lieutenant-Commander Linda Mushanski, Commanding Officer of HMCS *Queen*, and veteran Harold Hague in unveiling the Saskatchewan Naval Monument September 22 at Wascana Park in Regina. The monument is in honour of Saskatchewan sailors of the Royal Canadian Navy, past, present and future, and memorializes Second World War vessels HMCS *Regina* K234 and *Weyburn* K173. It stands on Wascana Centre Authority land, adjacent to HMCS *Queen*, Regina's Naval Reserve Division. The initiative was made possible by the Friends of the Navy, which raised funds through donations from private individuals, and through generous contributions from Veterans Affairs Canada's Community War Memorial Program, the Province of Saskatchewan, and the cities of Regina and Weyburn, Sask.

See exciting Royal Canadian Navy videos online! Visit <http://vimeo.com/thenavylamarine/videos>