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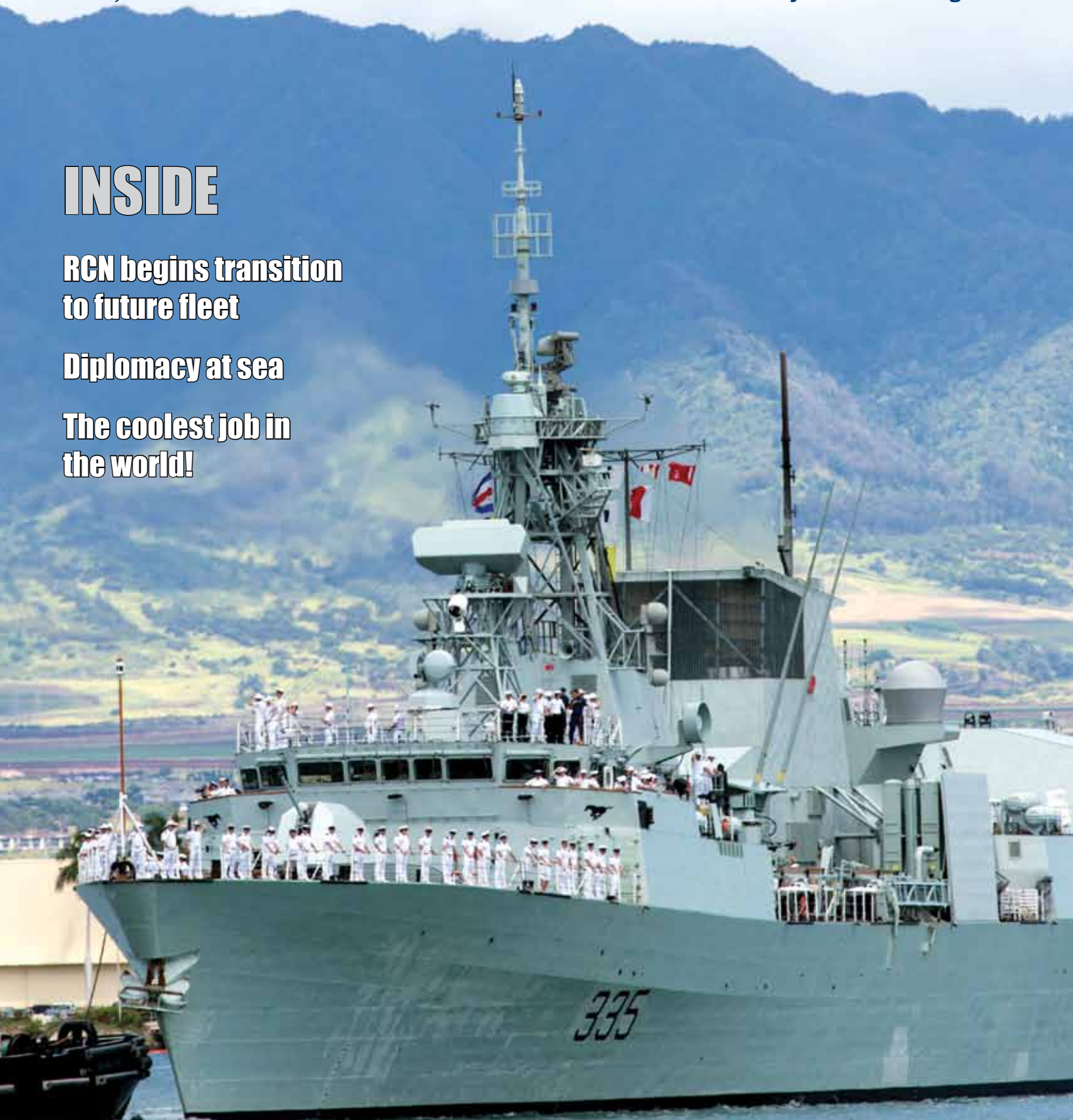
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INSIDE

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to future fleet**

Diplomacy at sea

**The coolest job in
the world!**



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Canada



RIMPAC 2014

By Lieutenant-Commander Desmond James and Jamie Cook

Building long-lasting relationships that will pay dividends during future operations is one of the main reasons for the Royal Canadian Navy's (RCN) long-standing participation in the biennial Rim of the Pacific (RIMPAC) exercise.

Held this year off the coasts of Hawaii and San Diego, Calif., from June 26 to August 1, the RCN has been participating in RIMPAC since its creation in 1971, making Canada one of the

longest continuously participating nations.

"With participation from 22 nations, who collectively sent 49 surface ships, six submarines, more than 200 aircraft and approximately 25,000 participants, RIMPAC allows Canada to be amongst a group of nations coming together to foster and sustain the cooperative relationships that are critical to ensuring the safety of sea lanes and security on the world's oceans," says Rear-Admiral Gilles Couturier, the Maritime Component Commander for RIMPAC 2014.

"RIMPAC also brings together military forces from countries that have real estate or significant interest in the Pacific Ocean," he continues. "The relationships we build now will aid us in the future to quickly come together as an effective maritime force whenever the governments of our respective countries ask us."

Relationship building

That relationship building spanned through all levels of the exercise from the senior ranks to the most junior as Canada was given considerable leadership, with staff officer and operator roles that involved almost every military rank. Canada had more than 200 staff officers from the navy, air force and army working in locations including maritime and air operations centres.

"The Canadian maritime contribution included divers, maritime patrol aircraft, surface and subsurface warships, and all the associated crews," explains RAdm Couturier. "For the RCN

Your opinion *Crowsnest* e-newsletter

Crowsnest is launching an e-newsletter edition. With this new format, we are considering dropping our printed edition.

We value the opinion of our readers and welcome your feedback on the possible change of format. You can send your comments to Darlene.Blakeley@forces.gc.ca.

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Cover page: HMCS *Calgary* arrives in Pearl Harbor, Hawaii for the Rim of the Pacific exercise. Photo: Jacek Szymanski

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Ships sail in close formation during RIMPAC.

Photo: U.S. Navy

specifically, it was another great opportunity to put our warships, crews and divers through a range of complex and challenging tasks meant to ensure we maintain our ability to deliver excellence at sea.”

The scenario this year was complex and revolved around one nation wishing to overthrow another through a variety of destabilizing actions. In the immediate vicinity were other neutral nations which were also affected by these actions. The role of RIMPAC nations was to work together, with United Nations support, to attempt to stabilize the region and sustain maritime commerce, while also building up enough firepower in the region that could be brought to bear upon the belligerent nation if needed.

The RCN contributed three surface ships, HMC Ships *Calgary*, *Nanaimo* and *Whitehorse*, one submarine, HMCS *Victoria*, as well as a team of clearance divers from Fleet Diving Unit (Pacific) (FDU(P)). This was one of Canada’s largest RIMPAC naval contributions, even as the RCN works through the challenge of upgrading its Halifax-class frigates, the workhorses of the fleet, and bringing its Victoria-class submarines up to a steady state of readiness.

Testing upgraded systems

HMCS *Calgary* used RIMPAC to continue testing her upgraded systems and training new crews on the state-of-the-art technology that all frigates will have as they complete the Halifax-Class Modernization (HCM) Project in the coming years.

“For HMCS *Calgary*, the operational training value was immense,” says Commander John Wilson, Commanding Officer of *Calgary*. “Our sailors gained critical experience operating with allied navies in large task group scenarios that were well planned and executed. In general, I would say the exercise went quite well and I am extremely pleased that *Calgary* was able to take part.”

The warship was even able to successfully complete a series of missile firings after RIMPAC, another milestone in the ship’s progress towards completing the HCM program.

“Overall, RIMPAC was an outstanding opportunity for *Calgary* to generate and

solidify some best practices for a modernized Halifax-class frigate,” adds Cdr Wilson. “The ship’s company really enjoyed the trip and gained valuable experience. We are going to take those lessons learned forward with us as we move into a high readiness role and continue to provide excellence to the RCN.”

Quiet and well trained

For HMCS *Victoria*, working with a variety of submarines from different nations was a rare treat.

“We don’t get to train very often with this many submarines. We are a

Continued on page 4



Photo: U.S. Navy

Combined Forces Maritime Component Commander for RIMPAC Rear-Admiral Gilles Couturier, second from right, speaks with Commander Joel Stewart, Commanding Officer of USS Anchorage while under way off the coast of San Diego.

Continued from page 3

high-end diesel-electric submarine, which means we're known to be quiet and well trained, and we know how to operate these boats. We've been doing it a long time," says Cdr Alex Kooiman, Commanding Officer of *Victoria*. "This also means it is a challenge for our allies as they try to locate us."

Victoria also used RIMPAC as another opportunity to continue developing the Canadian submarine program. Building upon her success at RIMPAC 2012 when *Victoria* successfully sank a decommissioned U.S. vessel with her Mark 48 torpedo, the submarine gained valuable at-sea experience and built upon lessons learned from her last two years of sailing time.

"This RIMPAC allowed *Victoria* to build upon the Canadian sub program success as we keep moving towards the steady state for the Canadian submarine force," Cdr Kooiman explains. "We were challenged as a platform and as a crew as we worked through some difficult anti-submarine exercises, with numerous surface and air assets trying to locate us before we could simulate firing upon them."

Faced with those challenges, *Victoria* rose to the occasion, using honed tactics to evade those forces trying to locate her. "The crew performed very well and I was proud to say we presented six sailors with their

submariner qualification, a notable achievement within the RCN and the submarine community as a whole," Cdr Kooiman adds. "We also built great relationships with sailors from other RIMPAC nations, which I know will be beneficial as we continue to work together in future operations and exercises."

San Diego scenario

Hawaii wasn't the only hub of RCN activity during RIMPAC 2014. Off the coast of San Diego, HMC Ships *Nanaimo* and *Whitehorse*, as well as a contingent from FDU(P), were kept busy dealing with a scenario in which hundreds of mines were laid to prevent vessels from operating in certain areas. *Nanaimo* and *Whitehorse* are maritime coastal defence vessels, small and nimble ships ideally suited to the task of minesweeping.

"Our primary mission was to contribute to freedom of navigation, providing safe routes and keeping the port of San Diego Harbor open for follow-on forces and merchant shipping," explains Lieutenant-Commander Jeff Hopkins, Commanding Officer of *Nanaimo*. "We employed our side-scan sonar to detect objects on the sea bottom, which the ship's analysis team classified, before we passed the information to our task group leadership, which helped them create a common

operating picture."

At times, *Nanaimo* was tasked to find the mines again using sonar so that they could be dealt with. "We used our Seabotix remote operated vehicle (ROV), which a team from FDU(P) operated," continues LCdr Hopkins. "Over the course of the exercise, the ROV team successfully prosecuted numerous mines."

From *Nanaimo's* perspective, this exercise was a complete success, "providing an outstanding opportunity to train, practise and develop RCN mine countermeasures (MCM) capabilities, while employed in a joint and combined and multinational environment," says LCdr Hopkins.

With a conglomerate of Regular and Reserve Force personnel from various parent units, *Nanaimo* successfully incorporated the "One Navy" concept and for many, this was their first RIMPAC and only exposure to MCM operations.

Clandestine divers and trained dolphins

Members of FDU(P) were also kept busy on board partner nations' vessels. RCN clearance divers embarked in USS *Anchorage*, a newly-commissioned San Antonio-class amphibious transport dock, for exercises simulating the detection and neutralization of sea mines located in close proximity to

HMC Ships *Whitehorse* and *Nanaimo* alongside at San Diego Naval Base in California.



Photo: Cpl Blaine Sewell

beaches.

The divers were part of a multinational shallow water sub-surface MCM component that included clandestine divers, autonomous underwater vehicles, and even specially trained dolphins capable of detecting sea mines.

"Most Canadian clearance divers could go through their entire career without seeing all the varied MCM systems we saw in operation during RIMPAC 14," says Lieutenant (Navy) David Findlay, Executive Officer of FDU(P). "Attending RIMPAC and embarking in USS *Anchorage* provided us multiple opportunities to interact with MCM professionals from other nations and across the entire MCM warfare spectrum."

With this year's RIMPAC concluded and valuable experience imparted to participating crews and commanders, the RCN will now look towards RIMPAC 2016.

RAcm Couturier underlines the importance of cooperative operations like RIMPAC. "No country is going to carry out large-scale military activities alone anymore. Coalitions are the way of the future, so it is vital that we practise now, and RIMPAC offers the biggest maritime venue in which to practise."

Top right: HMCS Victoria sails past Japanese Ship Ise during RIMPAC.

Right: HMCS Calgary fires her Bofors 57mm gun.

Below right: HMCS Calgary's bridge watch keeper, Sub-Lieutenant Sonja Maul-Wilson, works on the bridge.

Below: A side party sounds the pipes as visiting dignitaries are welcomed aboard HMCS Calgary.

View the RCN's Video Gallery, including the latest from RIMPAC 2014, at:
www.navy-marine.forces.gc.ca/en/multimedia/video-gallery.page



Photos: Sgt Matthew McGregor

RCN begins transition to **FUTURE FLEET**



HMCS Toronto sails in the Black Sea.

Photo: Sgt Matthew McGregor

The Royal Canadian Navy (RCN) is in the midst of the most intensive and comprehensive period of fleet modernization and renewal in its peacetime history, touching upon all elements of the fleet.

This period of transition includes the modernization of its 12 Halifax-class frigates; the upcoming retirement of two *Protecteur*-class replenishment ships and two *Iroquois*-class destroyers; and the procurement of three new classes of ships, including the Joint Support Ships, the Arctic/Offshore Patrol Ships and the Canadian Surface Combatants, as well as the integration of new maritime aircraft into fleet service.

During this intense period of transition, the RCN will count on its modernized Halifax-class frigates, Victoria-class submarines and Kingston-class maritime coastal defence vessels to carry out the tasks and missions set by the Government of Canada.

The modernization of the Halifax-class frigates represents an investment of \$4 billion, and the National Shipbuilding Procurement Strategy (NSPS) represents an investment of \$36.6 billion for the recapitalization of the federal surface fleet during the coming decades.

"We are extremely pleased with the ongoing progress of all of these major projects, and tremendously energized by the impressive new capabilities these activities will bring to the RCN," said Vice-Admiral Mark Norman, Commander of the RCN.

The RCN has a plan in place to address the many challenges of transition, according to VAdm Norman, including the need to maintain excellence in operations, to deliver the future fleet, and to prepare the RCN for the new capabilities and technologies that will be delivered through the NSPS over the next decade and beyond.

Retirement of four ships

As part of its transition to the future fleet, the RCN is accelerating the planned retirements of four ships that are fast approaching or have already reached the end of their operational lives. The ships are Her Majesty's Canadian Ships *Protecteur* and *Preserver*, two *Protecteur*-class auxiliary oil replenishment ships; and HMCS *Iroquois* and HMCS *Algonquin*, two *Iroquois*-class guided missile destroyers.

"The retirements of these ships will generate some loss in both capacity and capability for the RCN," said VAdm Norman. "These losses, however, will be mitigated in the short-to-medium term as the RCN builds toward the future fleet."

Task Group command and control will be managed through the use of the first four modernized Halifax-class frigates, which will have an enhanced command and control capability. (See story on page 10.) The designated ships are HMC Ships *Halifax*, *Calgary*, *Fredericton* and *Winnipeg*. The transition in area air defence capability will be mitigated through Canada-U.S. and NATO defence arrangements. The RCN is also currently investigating options to mitigate the replenishment-at-sea capability gap in order to sustain Canadian warships until the arrival of the Joint Support Ships in 2019.

"The withdrawal of these ships from active service is a natural step towards the introduction of new ships and capabilities set to be delivered through the National Shipbuilding Procurement Strategy over the coming years," explained VAdm Norman.

Each ship has a slightly different story, but the common theme is that all of these ships have served Canada and the RCN with honour and distinction; all of the ships are at, or are approaching, the end of their effective and productive service lives; and further expenditure of time or money in these ships no longer makes sense (fiscally or operationally).

"My best professional advice is that this is the most responsible approach given where we are," explained VAdm Norman. "It is a recognition of the RCN's commitment to the responsible use of public funds while maintaining Canada's naval readiness. But make no mistake, the RCN is continuing to fulfill its commitment to Canadians by demonstrating excellence at sea on a daily basis."



HMCS *Protecteur*, above, in 2009, and HMCS *Algonquin*, right, in 2007. Both ships, along with HMCS *Iroquois* and HMCS *Preserver*, will be retired.

Home from duty in the Mediterranean Sea



Photo: Cpl Michael Bastien

HMCS Regina's CH-124 Sea King helicopter deploys flares in the Indian Ocean.

After eight months at sea and two Canadian naval operations, the crew of HMCS *Regina* returned home September 17.

On hand for her arrival at CFB Esquimalt, B.C., were Rob Nicholson, Minister of National Defence, Commodore Bob Auchterlonie, Commander Canadian Fleet Pacific, and many friends and families, all eager to welcome home the crew.

As the ship arrived alongside, 40 members of the HMCS *Regina* Family Network surprised the crew with a flash mob to the song "Best Day of My Life" by the American Authors. The group had been practising the routine for months as they prepared for the homecoming of their loved ones.

Regina left Esquimalt in January for Operation Artemis, Canada's participation in counter-terrorism operations in the Arabian Sea. However, when tensions began to rise in the Ukraine this past April, the Government of Canada responded to NATO's request for enhanced reassurance to promote security and stability in Central and Eastern Europe, and *Regina* was given a short notice re-tasking to the region.

"As a forward-operating, high readiness unit we have the flexibility and capability to go where we're needed, when we're needed," says Commander Daniel Charlebois, Commanding Officer of *Regina*. "We'd been tracking the situation in the Ukraine for quite some time, so when the call came to lend a hand we were more than ready to help."

Joining up with a NATO task force in the Eastern Mediterranean, *Regina* took part in patrols and presence-building operations, tracking the movements and operations of Russian Federation naval vessels in response to Russian aggression.

Cdr Charlebois says the crew was ready for a "Cold War-esque" scenario with Russian Federation vessels, but everyone kept their distance. "We've seen Russian Federation vessels operating, but it has all been non-escalatory, professional and benign," says Cdr Charlebois. "We expected more interaction, but with the presence of so many NATO allies the situation became more about security and safety for the

Mediterranean region."

As a high-traffic maritime environment, the Mediterranean Sea is a complex region in which to operate. The professionalism of Canadian and NATO allies and their ability to work together ensured operational success, explains Cdr Charlebois. "There are a lot of private vessels, commercial operations and militaries operating in that region. Knowing who's who in the zoo requires us to coordinate our air units and those of our allies to build a clear picture of the environment."

Vice-Admiral Mark Norman, Commander Royal Canadian Navy, was quick to praise *Regina's* crew. "I am proud of your accomplishments. You have demonstrated excellence for Canada and made a valuable and enduring contribution to sustaining good order at sea."

As well, Rear-Admiral Bill Truelove, Commander Maritime Forces Pacific, commends the ship's crew for the flexibility and determination that made its contribution invaluable to Canada, the international community and the people who rely on safe seas every day. "Your involvement with NATO and the numerous port visits you conducted cemented relations with our international allies and sent a clear message that Canada is a capable force across the world," he says.

HMCS *Toronto* took over responsibility for Canada's naval contribution to Op Reassurance on August 5. (See story on page 9.)

With files from Shawn O'Hara and Captain Linda Coleman

Leading Seaman Cornelis Post embraces his wife as crowds gather following HMCS Regina's return from an eight-month deployment.



Photo: LS Zachariah Stopa

HMCS *Toronto*: DIPLOMACY AT SEA

By Lieutenant-Commander Sheldon Gillis

HMCS *Toronto* glides into position and reports to the Ukrainian warship *Hetman Sagaidachny* that she is “Alpha Station”, or in position. Sub-Lieutenant James Anderson has just maneuvered the 5,000-tonne frigate at full speed into a point station 500 yards from the Ukrainian destroyer, demonstrating that the ship’s workups conducted this spring have paid off.

This event marked the end of *Toronto*’s participation in Exercise Sea Breeze, a joint exercise held in the Black Sea from September 8 to 10.

Toronto and the Spanish frigate *Almirante Juan de Borbón* – both members of Task Unit 02 of NATO’s Standing Maritime Group 2 – participated in the exercise, alongside warships and aircraft from Bulgaria, Georgia, Romania, Turkey, Ukraine and the United States.

Exercise Sea Breeze 2014 was the 13th iteration of the Black Sea exercise. *Toronto*’s participation was a clear demonstration to regional allies of the Government of Canada’s commitment to NATO and to collective defence and security.

During the exercise, allied fleets confirmed interoperability on everything from communications and signaling to flight operations and warfare exercises. Although *Toronto* has only recently made the journey to the Black Sea, the frigate has seamlessly integrated into the network of NATO allies in the region, while performing her duties in Operation Reassurance.

UPDATE

HMCS *Toronto* has completed its 19-day participation in joint NATO operations in the Black Sea and will continue to take part in Operation Reassurance by participating in Operation Active Endeavour under Standing NATO Maritime Group 2. *Toronto* was in the Black Sea from September 6 to 25.

Furthermore, the reaction by NATO warships to Russian military activity in the vicinity of *Toronto* demonstrated why collective training exercises such as Exercise Sea Breeze are necessary to ensure proper responses to real-life situations.

On completion of the exercise, *Toronto* transited to Constanta, Romania to host a diplomatic engagement. The ship had the honour of hosting a function for Her Excellency Joanne Lemay, Canadian Ambassador to Romania, where the ship was transformed from an operational platform into a well turned-out stage for strategic diplomacy.

In an address on the flight deck to a crowd of over 100 senior Romanian government, defence and business representatives, Romanian State Secretary for Defence Policy and Planning, Valeriu Nicut, noted that as the first Canadian warship to ever come to Constanta, *Toronto*’s visit was historic and demonstrated the deepening commitment to Romanian security and cooperation.

On completion of the speeches, the ambassadors and guests observed the Canadian Naval Ensign being lowered at sunset – 5,000 nautical miles from home.

Following the visit, *Toronto* secured the red carpet and white uniforms, donned naval combat dress, assumed full power and proceeded back to sea to continue her mission demonstrating Canada’s steadfast commitment to NATO allies and affirming that Canada’s world class navy is on patrol to promote security and stability in Central and Eastern Europe.

LCdr Sheldon Gillis is the Executive Officer of HMCS *Toronto*.



The Romanian ship *Regele Ferdinand*, left, and HMCS *Toronto* conduct training exercises in the Black Sea during Operation Reassurance on September 18.

Photo: Sgt Matthew McGregor

Modernized frigates

Providing strategic effect for Canada

HMCS Halifax in dry-dock at Halifax Shipyard in 2010 for the beginning of her re-fit under the Halifax-Class Modernization/Frigate Life Extension Project.



Photo: Cpl Chris Ringius

By Darlene Blakeley

One of the Royal Canadian Navy's Halifax-class frigates is in the Mediterranean Sea with NATO forces. Another participated this summer in the largest international maritime warfare exercise in the world. Even as the RCN goes through one of its most intensive modernization programs in history, warships are still at sea providing strategic effect for Canada.

The 12 Canadian-built multi-role patrol frigates are considered the backbone of the navy and can deploy anywhere in the world – with NATO or with individual allied nations. Commissioned between 1992 and 1996, the class is currently undergoing a planned mid-life modernization that includes a new combat management system (CMS 330), new radar capability, a new electronic warfare

system, upgraded communications and missiles, and a new platform control system.

Project status

There are currently 11 ships in some phase of mid-life refit, according to Geoff Simpson, director of the Halifax-Class Modernization/Frigate Life Extension (HCM/FELEX) Project. The remaining ship, HMCS *Toronto*, currently deployed overseas, will enter the pre-mid-life refit phase in January 2015.

"As of October 2014, four ships – *Halifax*, *Calgary*, *Fredericton* and *Winnipeg* – are expected to be returned to the navy in a condition that will be deployable despite having some lower level trials outstanding," says Mr. Simpson. "Three ships will be undergoing the contractor portion of the mid-life refit: *Ville de Québec* and *St. John's* with Irving Shipbuilding Inc., and *Ottawa* with Seaspan - Victoria

Shipbuilding Ltd. Of the remaining four ships, *Regina* has just entered into the pre-refit phase, while *Montréal*, *Charlottetown* and *Vancouver* will be in the post-refit phase."

Mr. Simpson says the project is currently progressing on time and he expects all 12 frigates to be fully operational by January 2018. He is convinced that work undertaken during the mid-life refit will result in state-of-the-art warships that will successfully meet the needs of the RCN.

"The HCM/FELEX project manages both the modernization of the combat systems and a planned mid-life ship refit program to address capability enhancements and obsolescence issues, ensuring the frigates remain effective to the projected end of their service life," he explains. "This refit work will encompass modernization of the ships' platform control system and several ships' systems upgrades, as well

as the installation of new combat system capabilities such as enhanced communications, radar and sensor suite changes, and the integration of all aspects of the ships' operations into an upgraded combat management system."

First in line

HMCS *Halifax* was the first frigate to complete the mid-life refit, and the ship's Commanding Officer at the time, Commander Christopher Peschke, says that he is proud of both his ship and his crew. "We have done our standard readiness work-ups [a series of drills and exercises conducted on board warships to test and certify the ships' systems and crew] and the ship did extremely well. The platform itself performed very well in terms of the modernized equipment. So that was a real pleasure. It shows that we are on track with the Halifax-class modernization."

Halifax entered the mid-life refit program in October 2010 and returned in June 2012. Workups took place in March and April of this year. "Being first-of-class is extraordinarily difficult because you find out where all the issues and problems are in any mid-life refit, including all sorts of surprises," Cdr Peschke says. "But the big advantage is that you have a dedicated group of people who very quickly become experts in what they're doing."

Workups are designed around training the crew to ensure they can take on those jobs, adds Cdr Peschke. "It's about transitioning us from what has been a trials platform into a fighting unit that is capable of doing all those force generation and routine employment tasks that Commander Maritime Forces Atlantic would ask us to do."

A shared venture

During *Halifax's* refit, crew worked closely with a number of organizations including Irving Shipbuilding, Lockheed Martin, Fleet Maintenance Facility Atlantic and the HCM/FELEX project office.

From the beginning, the modernization of the 12 frigates was expected to be a shared venture. "We entered into a partnership with defence industry to create a shared sense of ownership in modernizing the frigates," says Vice-Admiral Mark Norman, Commander RCN. "From yard workers and software programmers building capabilities for the RCN, and the



Photo: Sgt Matthew McGregor

Naval electronic sensor operator Ordinary Seaman Roger Evans uses the "big eyes" to watch a U.S. Navy UH-60 helicopter as it flies past HMCS Calgary during the Rim of the Pacific exercise in July. RIMPAC offered Calgary the opportunity to test its upgraded systems after mid-life refit.

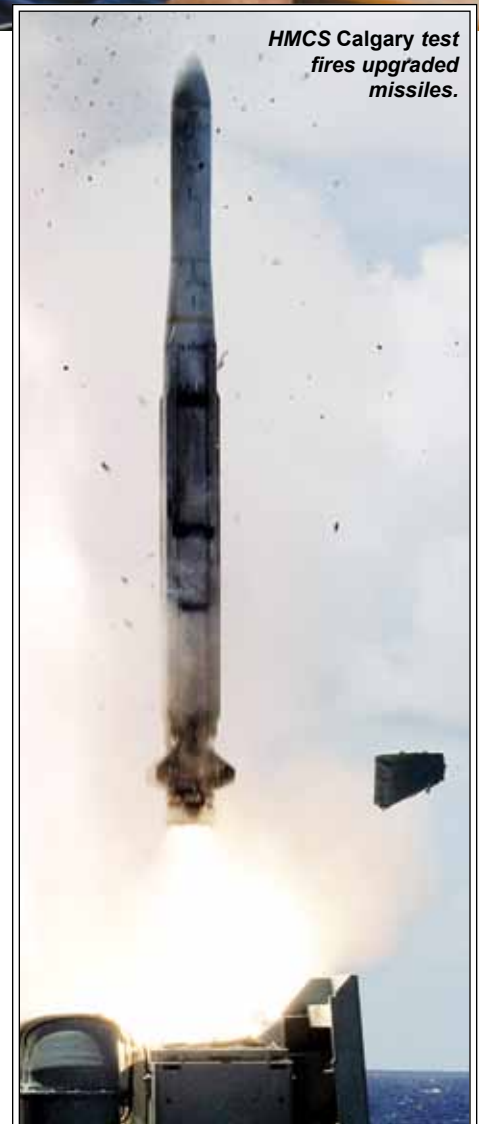
program management teams delivering them to the fleet, to technical staffs setting those capabilities to work, and finally to ships' companies getting rounds on target. As a result, we are on track to successfully complete this highly complex, multi-billion dollar activity."

Well positioned to succeed

The number one priority of the RCN is excellence in operations at sea. According to Commodore Art McDonald, Director General Naval Force Development, upgrading Canada's frigates is vital to maintaining the successful operational capability that has been evident since the Halifax class entered service in the early 1990s.

He notes that these upgrades will provide the men and women serving in the RCN today with the up-to-date systems and platforms they need at sea. "They will also ensure that the RCN continues to be well positioned to succeed, and indeed excel, in all

Continued on page 12



HMCS Calgary test fires upgraded missiles.

Photo: DND

The improved capabilities delivered as a result of the Halifax class mid-life update ensure that the RCN will remain a relevant contributor to the defence of Canada and its interests in close coordination with international partners and allies.

Continued from page 11

assigned missions,” he says. “New weapons and sensor systems better enable our ships to face emerging threats, while upgraded electronics facilitate improved interoperability with joint, allied and coalition partners.”

Interoperability has long been a hallmark of the RCN’s capability focus and will continue to underpin the flexible options the RCN delivers in support of *Canada First Defence Strategy* missions both at home and abroad. The improved capabilities delivered as a result of the Halifax class mid-life update ensure that the RCN will remain a relevant contributor to the defence of Canada and its interests in close coordination with international partners and allies, McDonald adds.

Operational challenges

There is no doubt that modernizing so many frigates at the same time has been a challenge. “Embarking upon a mid-life update for the Halifax class has posed considerable but not insurmountable challenges from operational, materiel and training perspectives,” explains Cmdre McDonald. “The RCN had to

carefully plan the sequencing of the mid-life update program in order to ensure fleet availability during the height of the HCM program was appropriately balanced so that the RCN was able to meet its operational commitments, while at the same time continuing to train effectively.”

He adds that this was particularly challenging given the small size of the RCN and the fact that the efficacy of the program demanded that a good proportion of principal RCN fleet units would be either entering, undergoing or exiting a major refit period. “A key enabling strategy that facilitated the success of the program was a strategic shift from a platform-centric to a sailor-centric training model, a shift that stimulated much innovation and resulted in the development of more flexible means of producing highly qualified and trained ships’ companies in short periods of time.”

This included training some sailors abroad in close cooperation with allies through a cooperative program called Operation Regulus. “Through detailed planning and innovative processes such as these, the RCN was able to meet

defence commitments assigned, evidenced by its continual international commitments to Operation Artemis [Arabian Sea], Operation Caribbe [Caribbean Sea] and, most recently, Operation Reassurance [Mediterranean Sea],” says Cmdre McDonald.

Not only has the program been a success for the RCN, but also for industry as evidenced by the recent procurement of the combat management system (CMS 330) software (which constituted a major component of the mid-life update) by an allied navy for a parallel modernization program of its own, according to Cmdre McDonald.

As the RCN begins what aspires to be the largest peacetime re-capitalization effort in its history, lessons learned and relationships established from the HCM/FELEX program will be directly beneficial to the navy as major shipbuilding programs including the Arctic/Offshore Patrol Ship, the Joint Support Ship and the Canadian Surface Combatant projects cut steel in the coming years.

With files from Virginia Beaton



HMCS Calgary departs Pearl Harbor, Hawaii.

Photo: Sgt Matthew McGregor

Class of new Arctic/Offshore Patrol Ships named after naval hero

The first of the Royal Canadian Navy's (RCN) Arctic/Offshore Patrol Ships (AOPS) has been named.

Her Majesty's Canadian Ship *Harry DeWolf* is named in honour of a wartime Canadian naval hero and is the first of the AOPS designed to better enable the RCN to exercise sovereignty in Canadian waters, including in the Arctic.

Prime Minister Stephen Harper made the announcement September 18 in Hamilton, Ont., at HMCS *Haida*, a Second World War-era destroyer that serves as a museum ship on the Hamilton waterfront.

The AOPS will be known as the Harry DeWolf class, with HMCS *Harry DeWolf* as the lead ship. Subsequent ships in the class will be named to honour other prominent Canadian naval heroes who served their country with the highest distinction.

This is the first time in its 104-year history that the RCN is naming a class of ships after a prominent Canadian naval figure.

A native of Bedford, N.S., Vice-Admiral Harry DeWolf was decorated for outstanding service throughout his naval career, which included wartime command of HMCS *St. Laurent* from 1939-40, and command of HMCS *Haida*, known as the "fightingest ship in the RCN" from 1943-44. He retired in 1960 after four years as Chief of the Naval Staff.

"Vice-Admiral DeWolf embodied the professional qualities and attributes that inspire all Royal Canadian Navy personnel to excel at sea and ashore today," said Prime Minister Harper.



DEWOLF

"Naming the Arctic/Offshore Patrol Ships after Canadian naval heroes recognizes the outstanding leadership and heroism of those who served with distinction in the navy as Canada was engaged in the First and Second World Wars. It also underlines the increasing responsibilities that our navy will take on to exercise Canadian sovereignty in the North."

Canada defends more coastline than any other country in the world, bounded as it is by three oceans. The AOPS will conduct sovereignty and surveillance operations in Canadian waters on all three coasts. They will also be used to support other units of the Canadian Armed Forces in the conduct of maritime-related operations and to support other government departments in carrying out their mandates, as required.

The AOPS will be built by Irving Shipbuilding Inc. in Halifax.



A 2009 artist's rendition of the Arctic/Offshore Patrol Ship.

The RCN's diverse mission

By Darlene Blakeley

Protecting Canadian sovereignty. Maintaining interoperability with mission partners. Improving coordination between government departments. Conducting surveys of Arctic sea beds. Helping to locate one of the lost vessels of Sir John Franklin's ill-fated expedition. And all of this before breakfast?

Well, maybe not *all* before breakfast, but there's no doubt the Royal Canadian Navy (RCN) pursued a busy agenda North of 60 during August and September.

Operation Nanook 2014

First off was Operation Nanook 2014, the annual Canadian Armed Forces (CAF) operation held in Canada's North that highlights the CAF's ability to exercise sovereignty and support the safety and security of northern Canadians. This year's operation, held from August 20 to 29, involved more than 800 participants, including personnel from the CAF and 12 federal and territorial departments and agencies.

The RCN's contribution to Op Nanook 2014 consisted of HMCS *Shawinigan*, Fleet Diving Unit (Atlantic) and various staff officers. *Shawinigan* sailed in the vicinity of Iqaluit and York Sound, as well as in the Davis Strait. The maritime coastal defence vessel also embarked colleagues from the Department of Fisheries and Oceans and Environment Canada to survey Arctic habitats.

Also from the RCN was a 17-member dive team composed of clearance divers and port inspection divers from Fleet Diving Unit (Atlantic), along with divers from various Naval Reserve units across the country. They played a pivotal role the operation's mission, providing real-life support to CAF assets and other government departments.

"In the Arctic, the navy has been supporting Joint Task Force North with the goal of enhancing Canada's ability to manage crises in the North," said Rear-Admiral John Newton,

Commander Maritime Forces Atlantic. "In the distant reaches of the Arctic, preparedness is annually honed for a broad range of emergency possibilities from natural disasters to maritime and aviation accidents."

Following *Shawinigan's* participation in Op Nanook, the ship supported Community Day in Iqaluit where it anchored in the harbour and conducted tours for community elders, town council members and the general public.

Shawinigan then broke an RCN record by transiting further north than any modern warship, reaching a latitude of 80 degrees 28 minutes north.

"Having a professional, highly trained and well-motivated ship's company was the key to our success working under the demanding conditions of the Arctic environment and breaking an RCN record," said Lieutenant-Commander Frank Campbell, Commanding Officer of *Shawinigan*.

A momentous discovery

Also in the Arctic, HMCS *Kingston* was tasked to support the Canadian Hydrographic Service by mapping the ocean floor and assisting with the search for the ships lost during the 19th century Franklin Expedition.

In a stunning turn of events, one of the ships was found. "This is truly a historic moment for Canada," said Prime Minister Stephen Harper, who was aboard *Kingston* for two days during his annual northern tour. "Franklin's ships are an important part of Canadian history given that his expeditions, which took place nearly 200 years ago, laid the foundations of Canada's Arctic sovereignty."

He went on to congratulate and pay tribute to all partners involved in this year's "momentous" Victoria Strait Expedition, including Parks Canada, the Royal Canadian Geographical Society, the Arctic Research Foundation, the Canadian Coast Guard, the RCN and the Government of Nunavut.

"This discovery would not have been possible without their tireless efforts over the years, as well as the commitment,



Photo: Cpl Chris Ringius

Lieutenant (Navy) Serge Sabourin, Executive Officer of HMCS *Kingston*, assesses the way through an ice floe.

s in the North

dedication and perseverance of the many partners and explorers involved,” the Prime Minister said.

Kingston made significant contributions to the expedition by working with a Canadian Hydrographic Service expert to survey over 645 square nautical miles.

“Aiding in the hydrographic surveys was important to the success of the operation. We were able to survey previously uncharted areas such as Erik Harbour and other northern communities to support our government partners,” said LCdr Paul Smith, Commanding Officer of *Kingston*.

As the two warships and personnel return to the warmer waters of the south, there is no doubt that the RCN's contributions to this year's northern operations were an unqualified success.



Photo: MCpl Johanie Maheu

Leading Seaman Dan Babich from Fleet Diving Unit (Atlantic) dives for a channel survey in York Sound, Nunavut, during Operation Nanook.



HMCS Shawinigan, foreground, and Canadian Coast Guard Ship Henry Larsen anchor in Koojesse Inlet, Iqaluit, during Operation Nanook.

Photo: Cpl Aydyn Neifer

"The coolest job in the world!"



Photo: Cpl Chris Ringius

Lieutenant (Navy) Ashley Hunt stands beside HMCS Windsor in dry dock as the submarine undergoes upgrading in Halifax.

Navy lieutenant is the only female officer serving in Canada's submarine force

By Darlene Blakeley

Many people are still surprised to learn that the Royal Canadian Navy (RCN) has women serving in its submarines. But for those women, including Lieutenant (Navy) Ashley Hunt, "at sea there are no men and women, there are just submariners, and that's what matters."

Lt(N) Hunt says she has "the coolest job in the world." As an engineering officer in HMCS *Windsor*, one of four Victoria-class submarines in the RCN, she is the only female officer currently serving in Canada's submarine force. There are eight other women in a total force of 230, but those numbers mean nothing to her – the women are just part of the team like everyone else.

After joining the navy in 2003 as a marine systems engineering officer, Lt(N) Hunt became curious about submarines. When she was posted to Halifax in 2007, she routinely saw them in the dockyard and her curiosity continued to grow. "After speaking with serving submarine engineering officers, I was sure that I wanted to join submarines," she remembers.

As a submarine engineering officer, she is responsible for the maintenance and repair of engineering systems on board, but she is also involved in operations and navigation, a combination of duties that is not possible in the surface fleet. "I enjoy the fact that all submariners are highly cross-trained and have a much higher baseline knowledge of the platform," she says. "In my opinion this creates a highly capable and professional crew. It also results in a highly demanding training system which, when training is completed and you get to wear the dolphins on your uniform, is extremely rewarding."

Earning the dolphins

That training began in 2007 with a Bachelor of Engineering Science, Civil Engineering, from the University of Western Ontario. On completion of her degree she was posted to Halifax for one year of academic studies, split between the Royal Navy's shore training establishment *Sultan* in Gosport, England, and the Naval Engineering School in Halifax.

After classroom studies, engineers have two one-year postings to ships to complete a technical qualification called Phase VI, and a Head of Department qualification. She earned the Head of Department qualification in 2010 and immediately began training for submarines.

The first step is the in-class Basic Submarine Course, followed by an intense on-the-job training package. This requires candidates to study all submarine engineering systems, routines and emergency responses. The final requirement involves an in-depth walk-through of the submarine with various subject matter experts who test your knowledge of the platform, and finally an oral examination which is chaired by the submarine's second-in-command.

"If you are successful in this, you earn your dolphins and are formally welcomed into the submarine community," Lt(N) Hunt explains.

But the training isn't over yet. Officers must then complete Submarine Officer Training, including two academic courses that teach navigation, operations, tactics, procedures, how to coordinate emergency responses, and a more in-depth knowledge of the engineering systems. This is followed by on-the-job training, and lastly an oral examination which is chaired by the submarine's Commanding Officer, which Lt(N) Hunt describes as "the most difficult training I have ever done."

At last, with her training complete, she was posted to HMCS Windsor.

A normal day at sea

For Lt(N) Hunt, a normal day at sea involves a one-in-two watch rotation. This means she is on watch manning her station half of the day. She works one eight-hour watch, followed by a four-hour off-watch during which she has time to complete administration, attend meetings, and take care of other work. She then goes back on watch for four hours, followed by an eight-hour off-watch for sleeping.

While on watch, she works in the submarine's control room, standing as ship control officer of the watch. This position acts as the supervisor of the helmsman (driver) and the watch keeper that controls various machinery aboard. She also controls various routine evolutions in the boat and takes control of initial actions in the event of an emergency to ensure the submarine returns to a safe state. Emergency evolutions include events such as fires, floods, hydraulic bursts or collisions.

"Real emergencies occur extremely rarely, but are practised typically twice per day to ensure all personnel aboard know their role," she explains. "As the engineering officer, I am also the damage control officer, and much of my day is spent planning these rehearsed emergencies and assessing the crew's performance. In the event of a real emergency during my off-watch time, I assume the role of incident controller in damage control headquarters, and am responsible to the captain for coordinating activities to combat the emergency and return the submarine's systems to a safe state."

In the control room, Lt(N) Hunt is also trained to assess contacts (other vessels in the area of the submarine): how far away, how fast, and in what direction they are travelling so that a risk to the submarine's safety can be measured. As well, she is trained in periscope watch keeping, looking out the periscope and giving orders to drive the submarine on track and safe.

For most submariners, their first dive is a highly anticipated event. "My first dive was not as exciting as I thought it would be, which I now realize is a good thing," she remembers. "Unlike what you see in old movies, there are no dramatic creaking noises or water pouring in! This is a very tightly controlled evolution, with crew members manning compartments and the captain overseeing every step."

Lack of privacy

Life aboard submarines at sea means a total integration of the crew and a total lack of privacy. "In a submarine, privacy is very difficult to find," she admits. "You have to plan for that, and learn to change your clothing in the very tight confines of the heads [bathrooms]!"

Contrary to what some people think, submariners do not sleep in torpedo tubes. There are three sleeping quarter areas in the submarine, one for junior non-commissioned members, one for non-commissioned officers and one for officers. There are no separate bunks for women; they sleep in their assigned bunks appropriate to rank. There are only three toilets on board for 59 personnel, so no separate toilet for women either.

"As a submariner you have to get used to the confined spaces, as well as redefining what you think might be an appropriate 'personal bubble'," Lt(N) Hunt explains. "Passageways are tight, so you do often bump into your crewmates!"

Vital component of the fleet

Although Lt(N) Hunt loves her job and is highly complementary of the people she works with, she admits that a career in submarines is not for everyone. "The training is incredibly difficult and nearly challenged me to my breaking point. The long stretches away from home with no access to the outside world (no email, internet or phone) can be hard on the psyche."

Continued on page 18

HMCS Windsor at sea with Army Pathfinders

File photo



Continued from page 17

But she insists that personal hardships aside, submarines are a vital and necessary component of the RCN's fleet. "Success in maritime operations requires the ability to have control above, on and below the surface of the sea. Submarines are an incredibly important strategic asset since there are the only asset to truly give you control of what is going on below the seas," she explains. "They provide a platform for covert intelligence gathering, surveillance and reconnaissance. They can also provide sea denial in protection of our waters or those of our allies, or power projection and sea control over enemies."

She adds that the mere presence of a submarine in enemy waters can be enough of a deterrent to prevent opposing forces from engaging. "Submarines provide operational stealth, sneaking into areas to gather required information, and due to low fuel consumption, can provide extended operational endurance. Being a country with submarine capabilities also puts us in a class with other elite fleets and can be used as an asset to assist our allies."

The way ahead

It's an exciting time ahead for Lt(N) Hunt's submarine, HMCS *Windsor*. Over the summer it went through a work program which included a replacement generator, as well as a new state-of-the-art sonar system and a new machinery monitoring system. "These upgrades keep *Windsor* on the cutting edge of modern technology, increasing our operational capabilities and ensuring that our critical systems remain supportable from a technical perspective," she says.

Windsor has now embarked on a period of sea trials to test the performance of the new and upgraded equipment, as well as crew training periods to ensure that the crew is prepared for any missions that might be assigned.

Unique personalities

Lt(N) Hunt loves her job and has nothing but praise for her fellow crew-mates. "I have the opportunity to work very closely with some of the best sailors the navy has, and the most skilled technicians – I am continually amazed at the work the sailors in my department do."

She adds that it is fair to say that a unique personality is



Photo: LS Peter W. Frew

HMCS Windsor traverses from the syncrolift into the Halifax Shipyard maintenance shed in preparation for scheduled maintenance in April 2014.

required to be successful in submarines. "The confined spaces, long stretches with no external communication with family or friends, and the high-stress environment ensure that only specific personalities make it through," she admits. "Submariners have to be intelligent, hardworking and have a sense of humour. In my experience, regardless of sex, age or religion, so long as you are competent, willing to learn, admit your mistakes and work hard you will be respected by submariners."

Flood water assistance in Manitoba



Photo: Cpl Darcy Lefebvre

Sailors from HMCS *Chippawa*, Winnipeg's Naval Reserve Division, and a local civilian load up sandbags July 7 to help reduce damage from flooding in Manitoba. The Canadian Armed Forces (CAF), including members of the Royal Canadian Navy, were called in when the Province of Manitoba requested the government's assistance after declaring a state of emergency. CAF personnel helped reinforce dikes along the Assiniboine River between Portage la Prairie and Winnipeg, and also helped raise the dikes along the Portage Diversion, a 29-kilometre channel that directs some of the flood water from the Assiniboine north to Lake Manitoba.



Training with NATO partners off the Atlantic coast

Five Royal Canadian Navy (RCN) warships and four Royal Canadian Air Force (RCAF) aircraft participated alongside NATO allies in a multinational fleet exercise held off the Atlantic Coast in August.

The aim of the exercise was to enhance combat readiness and improve interoperability and tactical excellence of the participating forces in an area of the ocean that provides a challenging learning environment.

The participation of Canadian Armed Forces (CAF) personnel in exercises such as this enhances Canada's ability to operate with NATO allies and enables CAF personnel to contribute to activities like Operation Reassurance (support to NATO reassurance measures in Central and Eastern Europe), that illustrate today's challenging global security environment.

"This was an exciting opportunity for participating members of the RCN to work with our allies in NATO," said Vice-Admiral Mark Norman, Commander RCN. "The high-tempo, joint training strengthens ties and understanding amongst global partners, improving our ability to successfully work together on multinational operations and missions."

The exercise included a total of 10 ships, 15 aircraft and over 2,300 personnel from four nations: Canada, the United States, Germany and Turkey. The Canadian contribution consisted of five warships: Her Majesty's Canadian Ships *Athabaskan*, *Fredericton*, *Halifax*, *Gloucester* and *Shawinigan*; and four aircraft: three CH-124 Sea King helicopters from 12 Wing Shearwater, N.S., and one CP140 Aurora from 14 Wing Greenwood, N.S.



Above: Naval boarding party members from HMCS *Athabaskan* work aboard a rigid-hulled inflatable boat.



Left: Lieutenant (Navy) Philip McCarty of HMCS *Athabaskan* stands watch.

French medal bestowed upon Canadian naval veteran

By Carmel Ecker

Seventy years after his ship, HMCS *Skeena*, took part in the D-Day landings, Commander (retired) Peter Chance received recognition from the French government.

Along with 500 other Canadian army, navy and air force veterans of the pivotal Second World War battle, the 93-year-old was named a Chevalier (Knight) of the *Ordre national de la Légion d'honneur*, France's highest honour.

Five hundred are all that remain of the more than 34,000 Canadians who participated in Operation Overlord and began to push German forces back out of France.

Cdr Chance and 14 other veterans gathered in Vancouver on May 21 to accept the medal from the Consul General of France, Jean-Christophe Fleury, who presented it on behalf of the President of France.

Each recipient was assigned a cadet escort "to make sure we didn't fall down," Cdr Chance jokes.

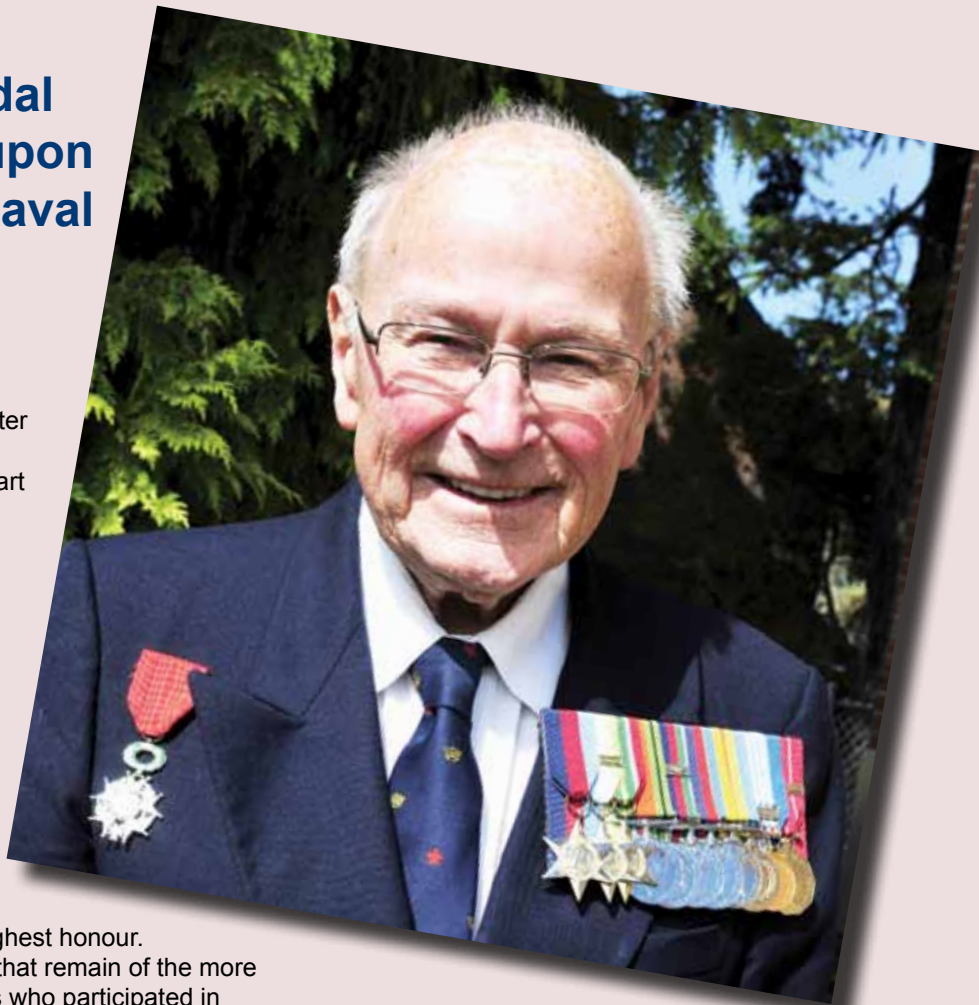
Though he earned several other medals and awards during his more than 30-year naval career, this one is special, he says. "It is very special because it recognizes Canadian participation in the Normandy landings."

Cdr Chance was the navigating officer in *Skeena* when the allies made their Normandy assault on June 6, 1944. As part of Escort Group 12, *Skeena's* duty was to block German submarines from entering the landing area.

The most memorable moments of that mission came on June 8 when two homing torpedoes – designed to target the frequency of a ship's propellers – streamed through the water and exploded in *Skeena's* anti-acoustic torpedo gear.

It was a terrifying experience for the crew, says Cdr Chance. "We saw these damn fish go whizzing by. The next thing, a periscope went by us and we fired our Hedgehog [bomb] at it," he recalls.

The ring of Hedgehog bombs landed ahead of *Skeena* and U53 disappeared, presumed damaged. "We didn't see it again and we



couldn't pick it up either. But obviously we had damaged it."

That might have been the end of the story, but many years later, Cdr Chance got a phone call from Virginia in the United States. A man with a thick southern accent asked, "Mr. Chance, were you navigating HMCS *Skeena* on the 8th of June 1944?"

Upon learning he had the correct Peter Chance, the man proceeded to say he had come to know someone named Karl Baumann, who was serving in U953 on that day. Just 19 years old at the time, he had been wounded on board and was taken to a hospital in Brest, France. When allied forces overtook the area, Mr. Bauman became a prisoner of war and was eventually sent to Virginia to wait out the war.

"I was able to speak to Karl," says Cdr Chance. "He said, 'You know Peter, we were trying to kill each other on the 8th of June 1944, ja?'"

With a chuckle, Chance says he replied, "Absolutely."

"Now we can be friends?" Mr. Bauman asked.

The two stayed in touch until Mr. Baumann died a few years ago, and Cdr Chance even wrote the foreword for a book about Mr. Baumann's life entitled *The Longest Patrol*.

"The common enemy was the sea," says Cdr Chance. "We had no ill feelings toward these guys, you know, individually. They were the enemy, sure, but individually, of course not."

Ashes of veteran committed to the deep during commemoration of the Battle of the Atlantic

By Lieutenant (Navy) Mark Fifield

As Remembrance Day approaches, Canada and its naval community prepare to commemorate the sacrifices made by those Canadians who fought so valiantly during the Second World War, including during the Battle of the Atlantic, which ran from 1939 to 1945. It is an opportunity to remember and celebrate the heroic actions of those gallant sailors, airmen and airwomen who did so much to keep the lifeline with Britain going during the longest single campaign of the Second World War.

The Battle of the Atlantic was the fight for supremacy in the North Atlantic and it 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, included only six destroyers and a handful of smaller vessels. By the end of the war, Canada's navy had grown to become the third largest allied 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 casualties, including six women, and lost 33 vessels. The Battle of the Atlantic ended on Victory in Europe Day on May 8, 1945.

Earlier this year, the legacy of the Battle of the Atlantic was upheld by those serving on board HMCS *Regina*, which was conducting maritime security and counter-terrorism operations in the Arabian Sea as part of Operation Artemis at the time. The ship's company joined the rest of the fleet by participating in a Battle of the Atlantic commemorative ceremony on the flight deck on May 4. Once that event had concluded, a committal of ashes at sea ceremony was held on the ship's quarterdeck.

The committal of ashes at sea is a means of final disposition of cremated

human remains of former members of the RCN. Upon the request of the next of kin of a deceased former service member, a committal ceremony is performed on board navy ships that are already scheduled to be at sea for operational or training requirements. For this reason, family members and loved ones typically cannot attend the ceremony. However, this particular committal was different as *Regina's* Executive Officer, Lieutenant-Commander Gordon Roy, was committing the ashes of his grandfather, Warrant Engineer John Ernest Rawson (1917-2011).

Warrant Engineer Rawson joined the RCN in 1941 and served on board HMCS *Woodstock* during the Battle of the Atlantic, where the ship served as an escort for the North Atlantic convoys, the U.K.-Mediterranean convoys and Operation Torch, the British-American invasion of North Africa. In April 1944, *Woodstock* was transferred to the Royal Navy in order to prepare for operations in the English Channel for D-Day, which helped provide escort for the landings that turned the tide of the Second World War. *Woodstock* then returned to Liverpool, N.S., for her refit, causing Warrant Engineer Rawson to be transferred to the Battle-class naval trawler HMCS *Givenchy*. Warrant

Engineer Rawson received his discharge from the RCN on December 21, 1945 after four years, three months and 14 days of loyal service to the RCN and his country.

"My grandfather always loved the navy, second only to his family, and he often reflected on the period he spent with his service," said LCdr Roy. "It was a profound honour and a privilege to be a part of this ceremony and to pay a final tribute to my grandfather and all the other Battle of the Atlantic veterans."

Once the committal ceremony had been performed, *Regina's* Commanding Officer, Commander Dan Charlebois, provided a letter of confirmation to LCdr Roy, which included the date, time, and latitude and longitude of the committal. Also provided were copies of the religious service, nautical chart and pictures of the committal ceremony.

"He was always proud of his service and sacrifice to his country, and his memory serves as an inspiration to me as a serving officer in the RCN deployed overseas on board an operational warship at sea," said LCdr Roy.

The remains of Battle of the Atlantic veteran Warrant Engineer John Ernest Rawson were committed to the deep in the Arabian Sea at 15 00.59N, 052 48.7E.



Commander Dan Charlebois, left, Commanding Officer of HMCS *Regina*, and Lieutenant-Commander Gordon Roy, Executive Officer, salute the remains of Warrant Engineer John Ernest Rawson during a committal of ashes at sea ceremony.

Photo: Cpl Michael Bastien

Photo: Cpl Nathan Moulton



Canadian Armed Forces members who walked from CFB Valcartier, Que., to Québec City on June 15 gather at the bow of HMCS Athabaskan to commemorate the 100th anniversary of the movement of 35,000 Canadian Expeditionary Corps members who walked the same route in the autumn of 1914 to board ships that took part in the largest transatlantic convoy in Canadian history. Athabaskan was alongside in the city as part of the Rendez-vous naval de Québec, an annual event that hosts Canadian and foreign warships, promoting the region and enlivening it with activities that feature naval history, new technologies of the industry and future prospects.

Photo: SLt Kris Procyk



Sailors from HMCS Hunter stand at attention in front of a new monument dedicated to Rear-Admiral Walter Hose. The monument was unveiled in Windsor, Ont., June 22, by representatives of Hunter, the Royal Canadian Naval Association (Admiral Hose Branch), the Navy League of Canada and the Naval Association of Canada. RAdm Hose was the founder of the Royal Canadian Naval Volunteer Reserve. In conjunction with private donations, donations from the above mentioned memberships, and donations from Naval Reserve Divisions across Canada, the necessary funds were gathered to construct and erect a fitting tribute. RAdm Hose passed away in 1965 and is buried in the Heavenly Rest Cemetery in Windsor, where the new monument now stands to mark his gravesite.



Photo: LS Ogle Henry

Ordinary Seaman Adrian Hebert, left, the most recent Royal Canadian Navy member to qualify for submarine service, stands alongside Donald Brown, who qualified in 1961 and served aboard Her Majesty's Canadian Submarine Grilse. Together they unveiled the rededicated Submarine Memorial Cairn at CFB Esquimalt, B.C., on August 7. This year marks the centenary of submarine service in Canada.

Photo: Cpl Katie Hodges



Reverend Bill Thomas blesses the new Korea Memorial Monument during its unveiling in Spencer Smith Park, Burlington, Ont., on July 28. This historic monument is dedicated to the eight Canadian naval destroyers that served in the Korean War from June 1950 until the armistice in July 1953, and patrolled thereafter until September 1955. It also honours the nine crew members who were either killed in action, lost at sea, or died in service, as their names will be inscribed on the monument. The project to erect the Korea Memorial Monument was initiated by members of Korea Veterans Association Unit 26 in Hamilton, Ont., and the HMCS Haida Association.



His Royal Highness, the Prince of Wales, reviews a Guard of Honour comprised of Canadian Armed Forces units from the Halifax area during the official welcome of the Prince of Wales and the Duchess of Cornwall to Canada on May 19, 2014.

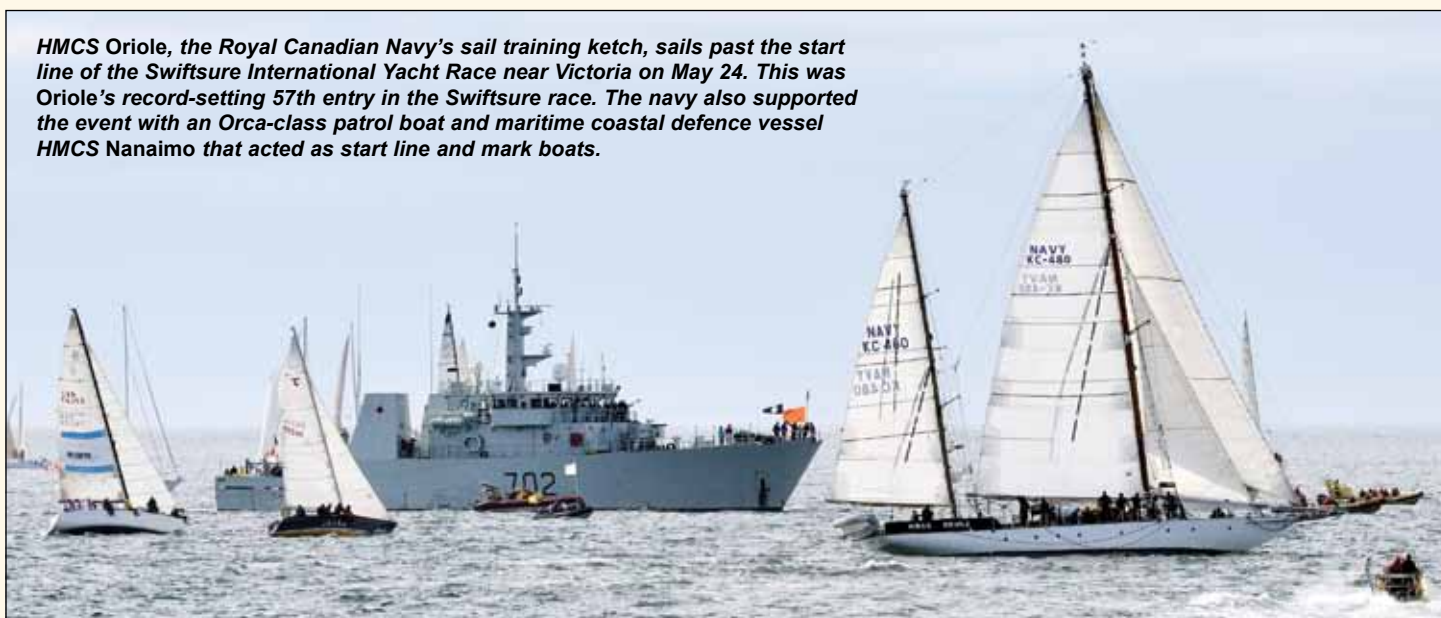


Rear-Admiral Bill Truelove, Commander of Maritime Forces Pacific, presents crew members of HMCS Victoria with Operational Service Medals (OSM) during a ceremony at CFB Esquimalt, B.C., on September 23 for the submarine's contribution to Operation Caribbe. Op Caribbe is Canada's contribution to Op Martillo, coordinated by the Joint Interagency Task Force South, a subordinate command of U.S. Southern Command based in Florida.



A candlelight tribute held May 29 in Esquimalt, B.C., honoured those who have served and are currently serving in the cause of peace and freedom. It also marked the 70th anniversary of D-Day, the day the Allied troops fought along the beaches of Normandy and initiated the effort to liberate Europe from the Nazis. Youth from Sea Cadets, Navy League Cadets, Brownies, Guides, Cubs and Scouts joined veterans, currently serving Canadian Armed Forces personnel and the public in placing more than 3,000 candles on the graves at God's Acre Veterans Cemetery.

HMCS Oriole, the Royal Canadian Navy's sail training ketch, sails past the start line of the Swiftsure International Yacht Race near Victoria on May 24. This was Oriole's record-setting 57th entry in the Swiftsure race. The navy also supported the event with an Orca-class patrol boat and maritime coastal defence vessel HMCS Nanaimo that acted as start line and mark boats.



Strengthening Caribbean security

Progressive partnerships



Leading Seaman Josh Oldford (yellow tanks), Fleet Diving Unit (Atlantic), provides instruction to members of partner nations' maritime diving teams.

Photo: U.S. Coast Guard

By Lucy Ellis

The Caribbean region is faced with important security challenges from illicit trafficking and human smuggling to deadly natural disasters. Improving regional coordination and cooperation is one way to effectively meet these challenges.

Safety and security in the region is important for Canada, and the Canadian Armed Forces (CAF) are investing military resources to support the armed forces of Caribbean nations.

"We want Canada to be seen as a partner of choice in a leadership role," said Clayton Purvis, exercise planner at the Canadian Joint Operations Command. "Participation in training exercises and supporting development sets the scene for future operational success. We gain access to the area, knowledge of our partners, and build reciprocal relations."

During Exercise Tradewinds 14, the CAF increased its contribution of training personnel from last year's iteration of the exercise and worked to develop stronger partnerships in the region.

The annual U.S. Southern Command-led training exercise brought together 16 nations and key regional organizations in the Caribbean Basin from June 1 to 25. The exercise improved military relationships from the command level down to individual participants.

"Tradewinds 14 has helped Canada foster ties at a strategic level with those Caribbean nations when it comes down to helping their local military and other government departments against trafficking, counter-narcotic and other criminal activities," said Lieutenant-Commander Stephan Julien, commanding officer of the Royal Canadian Navy's Fleet Diving Unit (Atlantic) (FDU(A)).

In the first phase of the exercise, FDU(A) trained Caribbean

divers and facilitated simulated underwater search exercises. Phase two provided the opportunity for Canadian and American cooperation in both land and sea elements of training.

The maritime coastal defence vessel HMCS *Summerside* also worked alongside the U.S. Coast Guard to provide coastal defence training.

"Both countries shared the work load in order to maximize the efficiency and effectiveness of the training and to best leverage the experience of our two very capable navies," said LCdr Jason Karle, Commanding Officer of *Summerside*.

The Canadian team took the lead in a number of training serials and provided their unique expertise. The combination of Canadian and American trainers exposed participants to a variety of theoretical and practical skills that can be applied in diverse situations. In the process of training, the Canadians also learned about Caribbean standard operating procedures, leading to mutual understanding and increased interoperability.

Most importantly, Exercise Tradewinds was designed to increase regional defence cooperation and collaboration among Caribbean partners. Caribbean nations often have the capabilities to manage common problems but are challenged by capacity. Resource sharing and combined action help solve this.

Coordinated responses also help to prevent criminal organizations from taking advantage of the region. If an illegal vessel leaves the territorial waters of one nation, the neighbouring security forces knows what procedures have been followed and how to act from there. In each training scenario, participants of different nationalities were brought together to act jointly and overcome the challenges presented to them.