

# Crowsnest

Vol. 1, No. 2 Fall 2007

Chief of the Maritime Staff

CANADIAN  
**NAVY**

## A piece of home in faraway lands



HMCS Ottawa near Hong Kong

**T**he Canadian frigate, red maple leaf proudly stamped on her funnel, lies alongside a break-water jetty just outside the idyllic harbour of Bridgewater, Barbados. Nearby, Caribbean leaders and the Prime Minister of Canada meet to discuss the ongoing relationship between our nations.

A few days later, the same ship, HMCS *Fredericton*, visits Port of Spain in Trinidad and Tobago, hosting receptions, a formal dinner and tours of the ship for local diplomats, politicians and other interested parties. A group of sailors from the ship goes ashore to work on

a Habitat for Humanity house.

It is late July and the Caribbean heat is oppressive, but the crew of *Fredericton* is making a lasting impression on local citizens.

"The opportunity to host many dignitaries from Trinidad and Tobago onboard a Canadian warship while the ship was alongside in Port of Spain was a unique and exciting experience," says Howard Strauss, Canadian High Commissioner for Trinidad and Tobago. "The ship and her crew were very well received, and

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## A piece of home in faraway lands

# Naval warships as “sovereign extensions of Canada”

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the strong presence of officials from the host country sent a positive message concerning Canada’s re-engagement in the area. Having HMCS *Fredericton* here was like having a piece of home to show the citizens of Trinidad and Tobago.”

The diplomatic use of navies forms the bulk of a navy’s peacetime occupation aside from training and provides its government with a range of options in the exercise of its foreign policy. These include sanctions enforcement, peacekeeping, direct support to peace-keeping operations, preventive diplomacy, crisis response, demonstrations of national concern and emergency evacuation services for Canadian citizens and deployed forces.

Canada’s national interests are not bound by territory and geography, and Canadians expect the government to uphold their interests and to promote their values overseas. Routine deployments provide a conduit to support the Canadian diplomatic effort overseas, as well as the active promotion of values through regular contacts and exchanges with foreign militaries, and development work.

Using naval warships as “sovereign extensions of Canada” is nothing new according to Dr. Rich Gimblett, Maritime Command historian. “Almost by definition, every time a warship leaves port and sails beyond the 12-mile limit, other than for a training exercise in local waters, it is conducting an act of naval diplomacy,” he explains. “In our case, every destroyer, frigate or submarine is a tiny bit of Canada, equally capable of holding a cocktail party, conducting a rescue at sea, or

blasting away with armament if needed to get its point across.”

Historically, Canada has been involved in a range of interventions, including the Canadian destroyers that were instrumental in putting down the El Salvador Revolution of 1932, support to the international diplomatic community in Nanking at the height of the Chinese Civil war in 1949, and numerous others in the Caribbean Basin from the 1960s to present day.

“And that list doesn’t even begin to cover traditional Atlantic fleet support to the Standing Naval Force



*HMCS Toronto prepares to sail into Cape Town Harbour in South Africa under the majestic shadow of Table Mountain.*

Photo: Rolf Von Bebern

Atlantic or Pacific fleet deployments which allow Canada to practice diplomacy with countries like China, Korea and Japan,” says Dr. Gimblett. “More recently, our standing contributions to the stabilization of the Arabian Sea theatre have been significant.”

In fact, the frigate HMCS *Ottawa* returned earlier this year from the Persian Gulf after a six-month deployment as part of Operation Altair, Canada’s maritime contribution to the campaign against terrorism. *Ottawa* was the third ship to deploy to the Gulf – the first was HMCS *Toronto* in 2004, and the second was HMCS



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For the PDF version of this publication and for more information about the Canadian Navy, visit [www.navy.forces.gc.ca](http://www.navy.forces.gc.ca)



Winnipeg in 2005. The government may send other ships in the future.

Other recent examples of the navy's diplomatic missions abroad are many. In June of this year, HMCS *St. John's*, after taking part in a major NATO exercise in the Baltic Sea, stopped by Belfast, Ireland enroute to her home port of Halifax. This marked the first time a Canadian warship had visited Ireland since the 1960s, and the visit underlined the political progress of Northern Ireland in the wake of the Belfast Agreement.

A reception was held on the flight deck, hosted by the Canadian High Commissioner to the United Kingdom James R. Wright, Canada's former Minister of Foreign Affairs Peter MacKay (now Minister of National Defence), and Commander Maritime Forces Atlantic Rear Admiral Dean McFadden. Many Northern Ireland government officials also attended, including the Speaker of the Senate.

"Canada has made a strong commitment to continue building on the historic links between Canada and Northern Ireland, and having HMCS *St. John's* alongside in Belfast during our visit in June provided an effective visual symbol of that commitment," says High Commissioner Wright. "Collaboration with the Canadian Navy to make maximum use of the presence of the ship was excellent."

RAdm McFadden, who was born and raised in Northern Ireland, explains that *St. John's* visit to Belfast underscored how naval forces, warships specifically, can demonstrate a key and unique capacity they have



Former Foreign Affairs Minister Peter MacKay (now Minister of National Defence) greets the piping party aboard HMCS *St. John's* in Belfast, Ireland.

Photo: Cpl Peter Reed

– support to a diplomatic role.

"It was very important and symbolic that the ship provided what amounted to the sovereign soil of Canada as a venue for meetings hosted by Minister MacKay and the High Commissioner," RAdm McFadden says. "Also, the timing of the visit was fortunate in that it happened at a time when the peace process in Northern Ireland had resulted in the restoration of representative government for the first time since its suspension in the 1970s. Canada has played a key part in that peace process, including the work of General John de Chastelain in the decommissioning of IRA arms. The navy is extremely proud to have contributed, even in a small way, to the overall outcome."

At the moment, HMCS *Toronto* is continuing the navy's tradition of service abroad as it sails with Standing NATO Maritime Group 1 on an historic 12,500 circumnavigation of Africa, visiting Cape Town and exercising with South African Defence Forces.

"The Canadian Navy has a vital role to play in the advancement of foreign policy objectives, such as strengthening diplomatic ties and opening new trade initiatives," says Dr. Gimblett. "Canadian sailors are ambassadors of Canada, promoting Canadian values and interests around the world."

## Canadian Gunboats

For more information on naval diplomacy, see "Canadian Gunboats: The Canadian Navy and Foreign Policy", a collection of essays from the Dalhousie University Centre for Foreign Policy Studies (1998), edited by Ann Griffiths, Dr. Richard Gimblett and Peter Haydon.



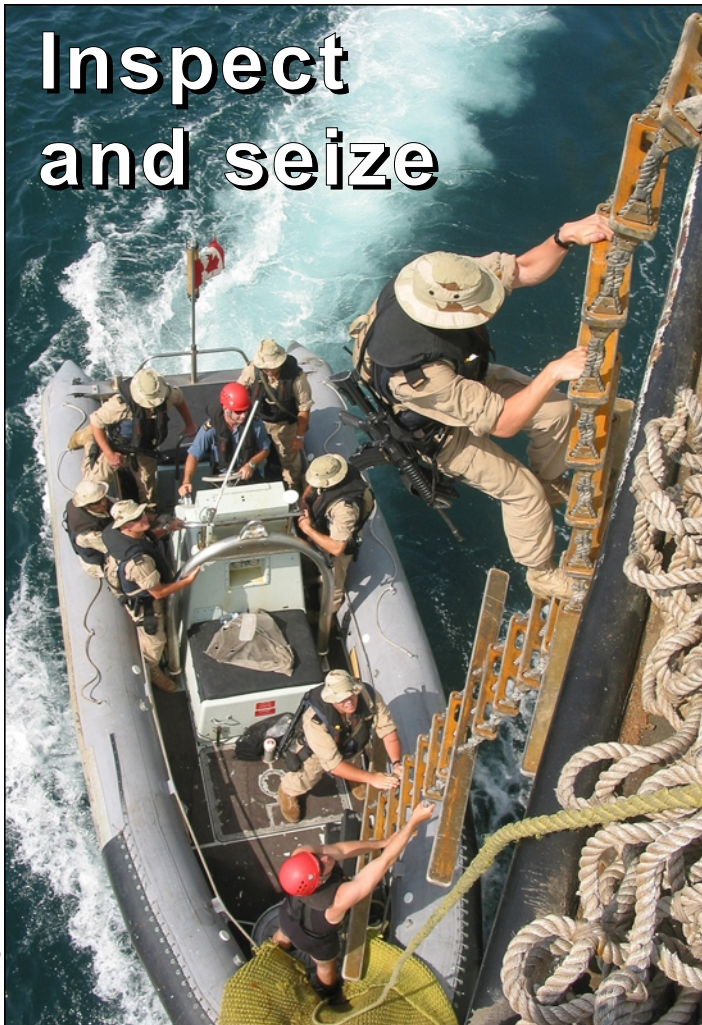
Left: Cdr Bob Auchterlonie, commanding officer of HMCS *Fredericton*, and Howard Strauss in Trinidad and Tobago. Below: Prime Minister Stephen Harper visits HMCS *Fredericton* in Barbados.



Photo: Cpl Rodney Doucet

# Inspect and seize

Photo: Sgt Frank Hudec



*A member of HMCS Winnipeg's naval boarding party descends the ship's rope ladder to a rigid hull inflatable boat (RHIB) during boarding operations in the Gulf of Oman in 2004.*

and essential as ever.

While boarding parties on Canadian warships have a limited domestic role (they are used occasionally to support other government departments in events such as fisheries patrols and drug interdiction operations), they have been used extensively during overseas deployments to places such as the Adriatic Sea, the Gulf of Oman, the Persian Gulf and the Red Sea.

## Inspect and seize

"It is a core capability of the navy to be able to go to another ship to inspect and seize as necessary while carrying out maritime interdiction operations," says LCdr Brisseau.

Boarding party operations support the ship's mission in a given area of responsibility (AOR) and must follow a set procedure that involves the entire ship. Depending on the tasking, the ship might just be hailing another vessel, or it might receive instructions to carry out a boarding. If a boarding is ordered, the 20-person boarding party, equipped with small arms, communications, self-protection equipment and any other materials it might need to carry out its task, deploys from the ship in a rigid-hull inflatable boat (RHIB).

There are strict procedures to be followed when coming alongside a "vessel of interest": getting aboard, securing the ship and beginning a search or inspection. Once aboard the vessel, boarding party members strive to foster a productive and cooperative atmosphere. The Canadian Navy is not involved with boarding vessels that resist the boarding.

"If there is armed resistance, the boarding party will not board the ship," explains LCdr Brisseau. "We can deal with unexpected resistance if we meet it onboard, but our focus is not on assaulting the ship."

***We can deal with unexpected resistance if we meet it onboard, but our focus is not on assaulting the ship."***

## Boarding party operations essential to navy's mission

**"T**here is always tension. There is the fear of the unknown. And there are often rough seas – climbing the rickety ladder of a tramp steamer is always tricky. But sailors love getting out and doing the things they are trained for," says Lieutenant-Commander Mike Brisseau.

What is he talking about?

LCdr Brisseau, who currently works with the Directorate of Maritime Policy, Operations and Readiness (DMPOR) in Ottawa, is talking about that centuries-old naval tradition of conducting boarding party operations. From ancient Greek times to the Napoleonic era to current NATO operations in the Persian Gulf, boarding parties have always formed an integral part of a navy's mission at sea. In this post 9/11 world, the process of hailing, stopping and boarding vessels to help enforce trade sanctions and blockades – and to keep a watchful eye on activities and cargoes related to the fight against terrorism – is as fundamental

## Unique skill sets required

Since boarding party operations involve many different skills and are often undertaken in challenging conditions, adequate training is essential.

"Each team includes a group of people with unique skill sets and experiences that cover each individual scenario," explains Chief Petty Officer 2nd Class Andy Parker, also with DMPOR and a former boarding party instructor.



***“On any given day we might have to deal with an Indian dhow, a Lithuanian-flagged vessel with a German crew, a Somali fishing boat or an Iraqi cargo ship.”***

Boarding parties are trained in many different things including small arms training, how to conduct searches of ships and personnel, self-defence, how to detain people, evidence gathering, how to operate a RHIB and come alongside, how to climb different types of vessels, and so on.

Trained sailors who volunteer for boarding party operations take a three-week course, held on either coast, where they learn all of these skills. This is followed by one week of team training. When the ship is doing work-ups and combat readiness training, the boarding party has the opportunity to practice its skills.

“Sometimes we contract merchant vessels to use for practice boardings, and sometimes we use other government vessels. Sometimes it’s simply a matter of putting a boat in the water, crossing Halifax Harbour, and boarding a Coast Guard vessel on the other side,” says Chief Parker.

### **Putting training into action**

HMCS *Ottawa* was the most recent Canadian warship to be deployed to the Persian Gulf as part of Operation Altair, Canada’s contribution to the war against terrorism, and routinely conducted hailings and boardings. Commander Darren Hawco was the ship’s commanding officer during the six-month deployment, which ended earlier this year. “Everything that we accomplished in the AOR was done through boarding parties – searches, inspections, intelligence gathering – it really is the sharp end of the sword. Warships that conduct patrols have a definite influence on maritime security, but at the very base is the ability to dispatch a boarding party,” he says.

During its time in the Persian Gulf, *Ottawa* conducted 179 approach operations (including 16 in one day) and four boardings, two of which were considered operational boardings that required full searches. These operational boardings

prevented illicit cargo profits from funding terrorist organizations, underlining the crucial connection between the navy and those forces they support ashore.

“Everything the navy does is about affecting things on the ground,” stresses Cdr Hawco. “In gaining intelligence at sea we provide a piece of the puzzle that completes the whole picture.”

An intriguing aspect of boarding party operations in the Persian Gulf for *Ottawa* was the interesting mix of vessels encountered, along with the language and cultural differences. “On any given day we might have to deal with an Indian dhow, a Lithuanian-flagged vessel with a German crew, a Somali fishing boat or an Iraqi cargo ship,” he explains. “Each approach must be adapted to the individual vessel.”

Cdr Hawco’s crew also spent time researching cultural differences to ensure that even the smallest of gestures was not misconstrued during approaches and boardings.

Being a member of a Canadian naval boarding team has become a badge of honour that is respected the world over. “The skilled work of our navy’s boarding parties is now well known and other countries have sought Canadian instruction for their own boarding parties,” says LCdr Brisseau. “And the sailors love it – it is something that is exciting and different from the everyday routine.”

*Fishermen onboard a fishing dhow wave back to crew members of HMCS Ottawa’s naval boarding party following the inspection of their vessel in the Persian Gulf last year.*



Photo: MCpl Robert Bottrill

*It has been a busy summer for the Canadian Navy with the announcement of several new projects which will help prepare it for the future. These projects, including the Halifax-Class Modernization Project, new Arctic/offshore patrol vessels and a new deep water port in Nanisivik, Nunavut, will significantly improve the navy's ability to successfully perform a broad range of missions, at home and abroad.*

## Chief of the Maritime Staff outlines vision for future navy

**R**eal progress is being made to ensure that the navy is properly equipped to perform a broad range of missions well into the future according to Vice-Admiral Drew Robertson, Chief of the Maritime Staff.

This summer alone, the government announced over \$6 billion in naval projects which will strengthen the navy's ability to serve Canada both at home and abroad. The Halifax-Class Modernization Project will see \$3.1 billion spent to refit and modernize our frigates, while \$3.1 billion will be spent to purchase six to eight new Arctic/offshore patrol ships.

"These two new projects, added to last year's announcement of the purchase of three new joint support ships, represent a significant investment and show that the government is committed to rebuilding the navy and the Canadian Forces," VAdm Robertson says. "While I can't speak to future programs, these recent announcements are certainly important steps to preparing the future navy."

Calling the Halifax-Class modernization "a crucial link" between today's navy and the navy of tomorrow, and the new Arctic/offshore patrol vessels "an example of the government's desire for the navy to more fully enforce our sovereignty in all three oceans", VAdm Robertson continues to look ahead to ensure the navy is well-positioned for the future.

"Our future navy must remain broadly balanced, while preserving the capacity to deal with strategic shocks and surprises that history has taught us to anticipate," he explains. "It must be structured to deliver maritime security at home and abroad, as well as to project influence and power from the sea. It will continue to be organized around the naval task group, whose ultimate purpose is to achieve and maintain sea control."

VAdm Robertson also maintains that the future navy must be of sufficient size to sustain ongoing forward deployments, as well as to retain the capacity to deploy maritime task groups as an immediate national response to emerging contingencies.

"This will require investments over the coming years in our maritime forces," he says. "Given the complexi-



Photo: Ed Dixon

Vice-Admiral Drew Robertson in Esquimalt, B.C.

ties of the CF operating in the global littorals, we will need not only to maintain existing capabilities, but also to improve our capacity for joint and combined expeditionary operations in an integrated battle space – including investments in sealift, the capacity to command and sustain land forces from the sea, as well as to support their operations ashore through the provision of joint fires and force air defence."

To achieve this, other procurements beyond the ships announced over the last year will be needed. In the near term, the most pressing priority will be replacing the command and air defence capabilities of our current destroyers. Over the next 20 to 25 years, VAdm Robertson would like to see maritime forces evolving toward a mix of two littoral manoeuvre ships; three joint support ships; four to six submarines; four task group command/force air defence destroyers; 12 to 14 future frigates; 28 Cyclone maritime helicopters; 16 multi-mission aircraft for long-range maritime surveillance; eight offshore patrol corvettes; four to six coastal defence vessels; eight to 16 internal waters/inshore patrol vessels; and a small constellation of tactical unmanned vehicles remotely piloted or deployed autonomously from our ships and submarines.

Supporting this fleet would be an expanded Naval Reserve with new operational responsibilities in domestic and continental defence missions; world-class dockyards in Halifax and Esquimalt; a training system that fully realizes the potential of simulation and modeling;



and a first-rate operational test and evaluation establishment.

“Behind this I also envisage a world-class national maritime technology and industrial base as an essential national strategic capability, enabled by a near-continuous procurement strategy for all government fleets that takes the country away from boom-or-bust shipbuilding,” says VAdm Robertson.

While there is no question in the admiral’s mind that the navy is currently well-equipped and balanced to perform a variety of missions, he wants to ensure that the future navy continues to be capable of working decisively not only in the deep oceans, but also in the world’s coastal areas, where threats can be both conventional and asymmetric.

“I want to ensure that the men and women of the navy have the tools they need to act quickly and effectively against future challenges, including those we can’t see yet,” he says.

VAdm Robertson stresses that “these new projects represent an important step forward in continuing to build capable maritime forces for Canada.”

## Fast Facts

### Halifax-Class Modernization Project

The Halifax-Class Modernization/Frigate Life Extension project will manage both the modernization of the combat systems and a planned mid-life ship refit program to ensure the frigates remain effective to the projected end of their service life. Enhanced capabilities include:

- A new command and control system;
- A new radar suite;
- IFF Mode S/5 – Interrogator Friend or Foe Mode S/5;
- Internal communications system upgrade;
- Harpoon Missile system upgrade (surface to surface);
- Electronic warfare system upgrade;
- Long-range infrared search and track system (SI IUS); and
- Evolved Sea Sparrow Missile (surface to air) ESSM.

***Halifax-class modernization is a “crucial link” between today’s navy and the navy of tomorrow.***

Vice-Admiral Drew Robertson



Photo: Anthony Allen

Maintenance and sustainment activities and projects will strive to maintain equipment at its current level of capability. These include:

- Preventive, corrective and unique mid-life maintenance activities;
- Modifications to the BOFORS 57mm naval gun;
- Replacement of the Shield II Missile Decoy Countermeasures System;
- Replacement of the Integrated Machinery Control System; and
- Replacement of the navigation radar.

Several follow-on contracts, outside the HCM/FELEX project, will complete other needed upgrades, such as accommodation for the new Cyclone maritime helicopter and the new Military Satellite Communication System.

Modernization and refit of the frigates will begin in 2010, with the final ship being completed in 2017.

## New deep water port in Nanisivik to support new ships

A new deep water refuelling facility at Nanisivik, announced by Prime Minister Stephen Harper on Aug. 10, will help Canada exert a sustained armed presence in Arctic waters.

Located more than 1,000 nautical miles by sea north of Iqaluit, the facility will serve as a staging area for naval vessels on station in the high Arctic, enabling them to re-supply, refuel, embark equipment and supplies, and transfer personnel.

"This new facility will support the operations of the recently announced Arctic offshore patrol ships for the full extent of the navigable season," says Commodore Kelly Williams, Assistant Chief of the Maritime Staff. "When these new ships and the refuelling facility are

realized, we will no longer be tourists in our own north."

Construction at the Nanisivik site is expected to begin in the summer of 2010, with an initial operating capability planned for 2012, and full operational capability by 2015.

Prime Minister  
Stephen Harper in Nanisivik  
during the announcement.



Photo: Deb Ransom

### *Fast Facts*

The Canadian Navy is acquiring up to eight Arctic/offshore patrol ships, whose primary tasks will be to:

- conduct sea-borne surveillance operations in Canada's Exclusive Economic Zones (EEZs, or 200 nautical mile limit), including the Arctic;
- provide cross-governmental situation awareness of activities and events in the regions; and
- cooperate with other elements of the CF and other federal government departments to assert and enforce Canadian sovereignty, when and where necessary.

A ship with these capabilities does not currently exist and will have to be designed to meet a series of high-level requirements:

**Seakeeping:** The ships must be able to operate independently and effectively in Canada's EEZs, including such diverse environments as the Canadian Arctic, the Grand Banks of Newfoundland and the Northwest Coast of the Queen Charlotte Islands. The ship must also be capable of navigating the

***The new Arctic/offshore patrol vessels are "an example of the government's desire for the navy to more fully enforce our sovereignty in all three oceans."***

Vice-Admiral Drew Robertson

### Arctic/offshore patrol ships

St. Lawrence River year-round and berthing at Quebec City.

**Ice Capability:** The hull of the ships must be ice strengthened to operate in medium first-year ice, which may include old ice inclusions – old ice that is denser and may strike the hull of the ship. This ice capability is exclusively for the ships' own mobility, not to provide icebreaking services to other ships.

**Endurance/Range:** The ship must have the ability to sustain operations for up to four months and must have a range of at least 6,000 nautical miles.

**Command and Control:** The ship's electronic equipment must have the ability to ensure safety of navigation and flight, as well as sufficient command, control and communications capability to provide and receive real-time information to and from the CF Common Operating Picture.

**Speed:** The ship must be able to maintain an economical speed of 14 knots and attain a maximum speed of at least 20 knots.

**Armament:** The ship must have gun armament to assert Canadian sovereignty.

**Boat Operations:** The ship's crew must be able to conduct boat operations in up to sea state four, support operations ashore via landing craft and support naval boarding parties.

**Class Life:** The ships should remain operational for 25 years.

The ship may also be designed to embark and operate an **on-board helicopter**, as well as house one flying crew and one maintenance crew.



# Navy preparing for centennial celebration in 2010

by Commander Paul Seguna

**Y**ou'll be seeing a lot more of this logo as staff members at the Canadian Naval Centennial (CNC) Project Office, who have already been pulling together on their oars for almost two years, head toward the anniversary of the navy's first century in May 2010.



"The aim of the Canadian Naval Centennial is to build and strengthen in Canadians an appreciation for their navy and to promote the role

of the navy within the Canadian Forces," says Capt (N) Pickford, CNC project manager. "The theme of the centennial is to bring the navy to Canadians and events will be focussed on honouring the past, showcasing the current navy and reinforcing the requirement for the future navy."

Capt (N) Pickford says the CNC Project Office hopes to get the whole naval family engaged and motivated in marking this significant event in naval history, while making the centennial memorable for the entire country.

"Our centennial motto is *Commemorate, Celebrate and Commit*, and we're asking everyone with a connection to the navy to do just that in the lead-up to and during the centennial year in 2010," says Capt (N) Pickford.

Although CNC Project Office staff have had an important role in establishing and keeping up the momentum in the initial planning for the centennial, there's a whole flotilla forming up behind the main body of the participants making up the CNC Working Group (CNCWG). These include representatives from key naval groups including the navy's formations on both coasts, the Naval Reserve, the Naval Officers Association of Canada, the Royal Canadian Naval Association and the Navy League of Canada, to name a few.

Also participating in Working Group activities are other government departments such as Veteran's Affairs Canada, Canadian Heritage, and Parks Canada. Naval historians such as Dr. Richard Gimblett, Maritime Command historian, and Dr. Alec Douglas and Michael Whitby, naval historians from DND's Directorate of History and Heritage, are active with the CNCWG as the centennial will draw heavily on naval heritage.

Along with the assistance of naval historians, the centennial is being supported by naval museums throughout Canada.

In addition to organizational centennial stakeholders,

a number of individuals such as Honorary Capt (N) Vic Suthren, Commodore Rene Marin, Vice-Admiral (ret'd) Ralph Hennessy and Diana Hennessy have been active members of the CNCWG. Honorary Capt (N) Suthren is heading the participation of the Colonial Sailor Program in centennial events. This program represents the activities of naval re-enactor groups that will add a sense of history as a prelude to centennial events.

Planning for major centennial projects is well under way with progress being made on concepts for centennial coins and stamps, naval assemblies, parades and a travelling centennial road show with plans to visit communities throughout the country. A major initiative to support the naval centennial will be the Naval Namesake Program that will link over 300 naval ship and unit names in naval history to First Nations, cities, towns and communities throughout Canada.

According to Capt (N) Pickford, Naval Reserve Divisions will play an important role in bringing the centennial across the country. A crucial aspect of this is the establishment, under Naval Reserve leadership, of centennial coordinating committees made up of interested stakeholders in their community.

"All of these plans depend on the human factor so the engagement of everyone who has an interest in making the centennial a success at all levels – nationally, regionally and locally – is essential," says Capt (N) Pickford. "The centennial will be a momentous milestone both in our navy and nation's history."

**For more information on the Canadian Naval Centennial visit:**

**[www.canadiannavy100.forces.gc.ca](http://www.canadiannavy100.forces.gc.ca)**



Capt (N) John Pickford points out a painting of HMCS Haida, a Canadian Tribal-class destroyer commissioned in 1943.

## Freeze frame



This photo of HMCS Corner Brook was taken by Master Corporal Blake Rodgers during Operation Nanook in August. This sovereignty exercise was held in and around Iqaluit and the Baffin Island Coastal and the Hudson Strait areas. Exercises such as these allow the Canadian Forces to exercise the knowledge and skills necessary to assist civil authorities and to practice inter-departmental communication in the North. Approximately 600 Canadian Forces members, Canadian Coast Guard personnel and RCMP members participated in Operation Nanook. Navy vessels that participated included HMC Ships Fredericton (frigate), Summerside (Kingston-class maritime coastal defence vessel) and Corner Brook (submarine).

## Feedback

by **Darlene Blakeley**  
Crowsnest Editor

This issue of *Crowsnest* is the second to be published since the name of the former naval publication was revived earlier this year. The original *Crowsnest* began publishing in November 1948 and continued as the national newspaper of the Royal Canadian Navy until June of 1965 when it was folded into the tri-

service publication *Sentinel*.

Therefore, it has been particularly gratifying to receive many positive e-mails, particularly from former members of the Canadian Navy who have expressed their delight at seeing *Crowsnest* published once again. Below is a representative sample of the many e-mails we received:

To the Editor:

I was just absolutely delighted to read the newest edition of *Crowsnest*. I was so glad to see you had decided to resurrect the name and use it in such a fantastic manner.

I spent 35 years as a member of the navy and was saddened when the paper disappeared, as I am sure a lot of other *matelots* were.

This was a very interesting edition to say the least. It was gratifying and brought a tear to an old sailor's eye to see the name in print once again.

I wish you nothing but the very best for the future of *Crowsnest*. I will be keenly looking forward to the next issue.

Yours Aye,  
CPO1 (Ret'd) Phillip J. Rody, MMM, CD  
Miramichi, N.B.

Feedback is always welcome and can be sent to [blakeley.d@forces.gc.ca](mailto:blakeley.d@forces.gc.ca)