

Crowsnest

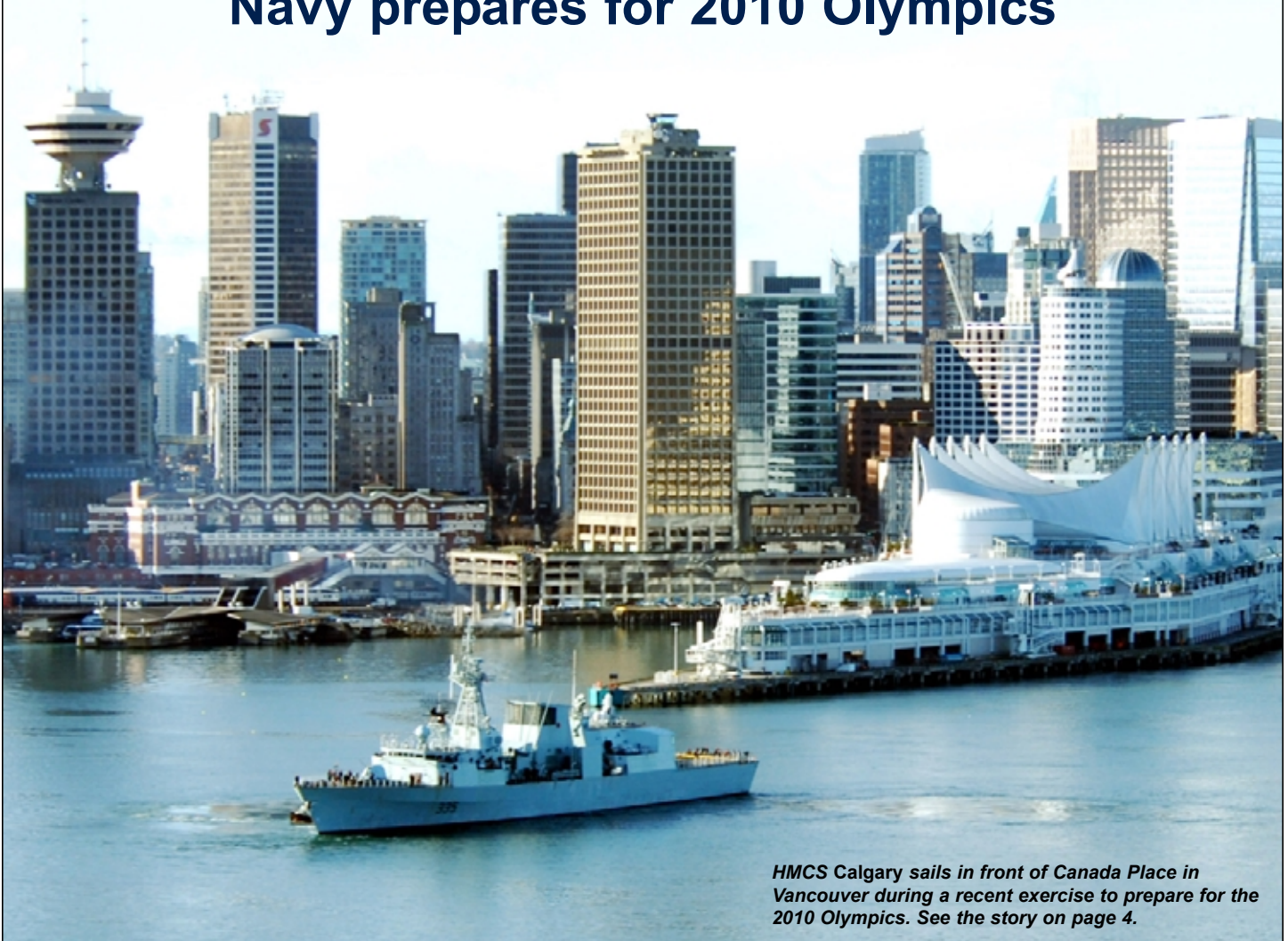


Vol. 3, No. 1 Spring 2009

Chief of the Maritime Staff

CANADIAN
NAVY

Ready Aye Ready! Navy prepares for 2010 Olympics



HMCS Calgary sails in front of Canada Place in Vancouver during a recent exercise to prepare for the 2010 Olympics. See the story on page 4.

Photo: MCpl Nick Bichsel

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privilege and
honour"**

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“The ultimate privilege and honour”

HMCS *Winnipeg* departs on overseas mission

HMCS *Winnipeg* departed Esquimalt, B.C., in early February for a six-month deployment to the Arabian Sea, Indian Ocean and Pacific Ocean.

The frigate will join Standing NATO Maritime Group 1 (SNMG1) for part of the mission, while also undertaking training and exercises with navies of the U.S., Australia and other countries across Southwest Asia and the Indian Ocean.

SNMG1 is a multinational, integrated maritime force consisting of vessels from various alliance nations that train and operate together as a single team. For just over two months, *Winnipeg* will join SNMG1 and deploy through areas such as the Strait of Malacca, Java and the South China Sea, an area of the world that is not usually frequented by NATO fleets.

“*Winnipeg*’s deployment will strengthen Canada’s

long-standing relationships with countries such as Australia and Japan, as well as allow us to reach out to other countries in the Indo-Pacific region,” said Rear Admiral Tyrone Pile, Commander Maritime Forces Pacific. “I am confident the sailors of HMCS *Winnipeg* will reinforce the reputation of excellence that Canadian naval personnel enjoy around the world.”

Led by Commander Craig Baines, and with a crew of 240, the ship, along with a CH124 Sea King helicopter and air detachment, will visit several key countries in the region such as Pakistan, India, Korea, Indonesia and Singapore.

According to Cdr Baines, the mission will be conducted in three parts. First, the ship will sail to the Seventh Fleet area of responsibility to work with a U.S. Carrier Strike Group in a multinational exercise off the Korean Peninsula. En route, the ship will conduct a tactical

Rear Admiral Tyrone Pile, Commander Maritime Forces Pacific, bids farewell to HMCS Winnipeg as she departs her home port of Esquimalt, B.C.

Photo: Cpl Pier-Adam Turcotte



Senior Advisor
Commander Denise LaViolette
Director, Navy Public Affairs

Senior Editor and Writer
Darlene Blakeley
Directorate of Navy Public Affairs

Crowsnest is published quarterly on the authority of the Chief of the Maritime Staff, Vice-Admiral Drew Robertson. Comments are welcome and can be sent to:
Directorate of Navy Public Affairs
National Defence Headquarters
10ST, 101 Colonel By Dr., K1A 0K2
or darlene.blakeley@forces.gc.ca

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

Banner photo, page 1: Commodore Ron Lloyd watches as a rigid-hull inflatable boat passes HMCS *Athabaskan* during a task group exercise. Photo by Cpl Peter Reed
All articles written by Darlene Blakeley, except where otherwise noted.

Photo: Cpl Pier-Adam Turcotte



Master Seaman Dominique Aubert and his daughter Florence share some time together before the ship departs.

evolved sea sparrow missile (ESSM) firing against drone targets off Hawaii. The second part of the deployment will see *Winnipeg* working with SNMG1 during its first out-of-area deployment. Upon completion of working with NATO, *Winnipeg* will work with another U.S. Carrier Strike Group in a multinational exercise off Australia.

"This will be a unique deployment in many ways in that the ship will be working with many countries and conducting important port visits to places that Canadian ships do not usually get to," says Cdr Baines.

He explains that when he took command of *Winnipeg* in 2007, he already knew that it was likely the ship would deploy in early 2009. "As a result, the crew and I had a very clear focus on what we were training for and what would be required to ensure that the ship was ready to deploy on time," he says.

As any crew that goes through the tiered readiness program knows, it is a busy time with multiple assessments and challenges such as weapon's certification, operations team training, high readiness work-ups, missile firing readiness inspections, and many other technical and material checks designed to ensure that a ship is ready to deploy.

"The pay-off for all this hard work is the deployment itself and a state of readiness where the ship's crew gets to put into practice all they have learned and represent their country in whatever way is required," says Cdr Baines. "They can conduct high-end operations, an immediate response to developing crises, humanitarian aid, and many other maritime functions, all the while being sailor-diplomats in support of Canada's interests in strategically important parts of the world."

Cdr Baines adds that over the past 18 months, he has been "incredibly impressed" with the dedication, positive attitude and work ethic of both *Winnipeg's* sailors and the personnel ashore who ensure the ship is ready for deployment.

And personally, he is more than ready for the challenge. "For a sea-going captain, the ultimate privilege and honour is to take your ship over the horizon for an extended period of time in support of your country," Cdr Baines says.

Test missiles successfully launched by warship

H MCS *Winnipeg* and her crew were declared fully ready for operations with the successful launch of the recently installed evolved sea sparrow missile (ESSM), an improved version of the medium-range defence missile used by most western navies.

The missile firing, conducted at the U.S. Navy's Barking Sands missile range off the coast of Hawaii, was a critical final step in ensuring the ship's readiness. *Winnipeg* fired test versions of the ESSM against multiple, remote-controlled targets that simulated the ship being attacked by anti-ship missiles. In place of a high explosive war head, the test missiles are able to broadcast precise data of the missile tracking the target and measure the effectiveness of the weapon.

Following the exercise, *Winnipeg* reloaded the missile system with the high explosive weapons for the deployment.

"This is the culmination of a year of extremely hard work by our crew," says Commander Craig Baines, commanding officer of *Winnipeg*. "Beginning with the installation of the new ESSM system, followed by weeks of along-side training and at-sea trials, the crew has put forth truly outstanding effort. I am very proud of them all."



Diving into security operations for the 2010 Olympics

Members of Fleet Diving Unit Pacific prepare to enter the water near Canada Place.

Photo: Roderick Hopp

By Lieutenant (Navy) Peggy Kulmala

At 10 p.m. on Feb. 12 – the very day the countdown clock started its one-year countdown to the opening ceremonies of the 2010 Olympic Games in Vancouver – the second of three government-wide Olympic security exercises officially drew to a close.

Between Feb. 9 and 12, more than 100 municipal, provincial and federal agencies came together to test security, safety and emergency management frameworks. The three exercises will be combined with other ongoing safety and preparedness exercises planned by all three levels of government.



Photo: Cpl Malcolm Byers

HMCS Calgary sails underneath the Lions Gate Bridge.

"A safe and successful 2010 Winter Games depends on the collective contributions of many governmental and non-governmental organizations and agencies," said Rear Admiral Tyrone Pile, Commander Joint Task Force Games (JTFG). "For our part, the Canadian Forces bring

unique skills and capabilities to the 2010 security effort that complement those of our security partners."

For the navy, that boils down to maritime surveillance, coastal patrols, port security operations and diving operations.

"Keeping watch over the ocean approaches to Canada and its harbours is what we do every day. We build and maintain a picture, literally and figuratively, of activity within the maritime environment," said Captain (Navy) Gilles Couturier, Commander Maritime Component, JTFG. "During the Olympics, we will

support the RCMP-led Integrated Security Unit by providing them information they need on who is where, as well as trained people and unique assets to act if needed. In the end, sharing the watch with the RCMP and our other security partners allows us to respond to any circumstance in a coordinated manner."

The Canadian Forces has routinely supported almost every major public event in Canada, from political summits to the Olympic Games, alongside the RCMP and other security and law enforcement partners.

"Contributing to the safety and security of Canadians here at home is the Canadian Forces' first priority," said RAdm Pile. "The men and women of your Canadian Forces are looking forward to welcoming the world alongside all other Canadians. Whether it is keeping watch over our ocean approaches, assisting our citizens during times of need, or protecting our skies, it is important to take care of Canadians at home."



A navy port security unit uses rigid-hull inflatable boats during an exercise in Vancouver in preparation for the 2010 Olympics.

Photo: Cpl Roderick Hopp

Canadian sailor named Watch Officer of the Year

By Shelley Lipke

For the first time in history, a Canadian watch officer has received the Integrated Undersea Surveillance System (IUSS) Watch Officer of the Year award at the Naval Ocean Processing Facility (NOPF), Whidbey Island, Washington.

Lieutenant (Navy) Tyson Bergmann, a tactical watch officer, shone above other watch officers in three integrated Canadian/U.S. units to receive this honour, which was awarded at a banquet held in Virginia in mid-February.

"I feel proud just to be able to represent the Canadian Forces in a bi-national command," he says.

“Canadian sailors are extraordinarily good at what they do...”

The IUSS was first established in 1951 because of the threat posed by enemy submarines during the Second World War.

By examining acoustic transmissions within the ocean's deep channels, potential threats could be exposed at long ranges, increasing homeland security.

The Whidbey Island location (50 km north of Seattle on the edge of Puget Sound) opened in 1987, and Lt(N) Bergman was posted there in October 2007. Since then, he's led 17 U.S. and Canadian Forces sailors, and provided acoustic cueing to anti-submarine warfare commanders during nine subsurface exercises.

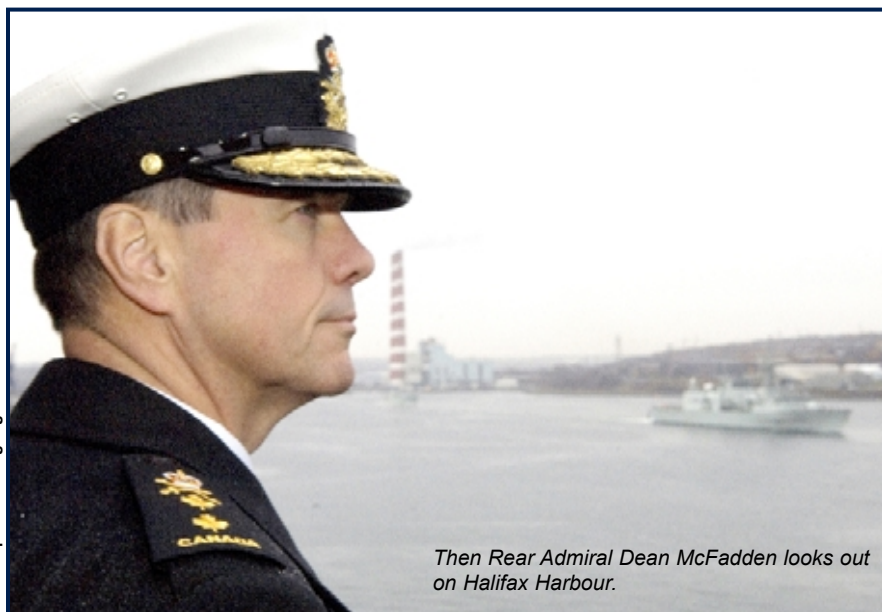
"To me the award is a great honour; however, it would not have been possible without the excellent training I



Lieutenant (Navy) Tyson Bergmann receives the Integrated Undersea Surveillance Systems Watch Officer of the Year award from U.S. Commodore Peter W. Furze, Commander Undersea Surveillance.

have received in anti-submarine warfare both back in Canada as well as down here at Whidbey Island," says Lt(N) Bergmann. "The United States Navy and Canadian sonar operators I work with on a daily basis consistently give 100 per cent effort, which really makes my job as a watch officer that much easier."

U.S. Navy Commander Stephen Tripp, former commanding officer at Whidbey Island, recognizes the benefit of having Canadians in the unit. "Canadian sailors are extraordinarily good at what they do, and NOPF gives them a level of operational experience not available anywhere else," he says.



Then Rear Admiral Dean McFadden looks out on Halifax Harbour.

The navy's new boss

The navy is getting a new boss.

Vice-Admiral Dean McFadden will take over as the new Chief of the Maritime Staff this summer, replacing VAdm Drew Robertson, who will be retiring.

VAdm McFadden, currently working as the commander of Canada Command (the organization responsible for all routine and contingency Canadian Forces operations in Canada and continental North America), has over 30 years service in the navy.

Fighting the WAR ON DRUGS

Photo: DND

In the ongoing effort to ensure the safety and security of Canadians by keeping illicit drugs from reaching our streets, one of the best ways to do so is by interdicting them before they even reach our shores, according to Vice-Admiral Drew Robertson, Chief of the Maritime Staff. The Canadian Forces contribute to the overall effort at home by surveillance of the approaches to Canada's coasts. Further abroad, they also contribute to the work of Joint Interagency Task Force South (JIATF-S), an American Department of Defense organization based in Key West, Fla.

JIATF-S brings together U.S. military forces, law enforcement agencies, intelligence agencies and liaisons from other countries to conduct counter illicit trafficking operations off the east and west coasts of the Americas and in the Caribbean Basin. The largest type of illicit trafficking involves cocaine, but the agency also deals with illegal weapons, piracy, and the smuggling of people and money.

The main roles of JIATF-S are detection and monitoring, while interdiction and law enforcement are carried out by appropriate agencies such as the FBI, the Drug Enforcement Administration and the U.S. Coast Guard.

Within the Canadian Forces since 2006, Canada Command has supported JIATF-S in its tasks through the use of warships, submarines and CP-140 Aurora maritime patrol aircraft, maritime assets with powerful long-range surveillance capabilities that can help locate and track illegal activities.

"We use the capabilities of the Department of Defense and all the other interagency partners to identify when an illicit movement is going to occur, find it at sea or in the air, and then coordinate to be able to hand it over to law enforcement or a partner nation to be able to do the interdiction, the apprehension and the prosecution," explains Rear Admiral Joe Nimmich, Director of JIATF-S.

Above: HMCS Montréal at sea.

Right: Vice-Admiral Drew Robertson, left, greets Rear Admiral Joe Nimmich during a recent visit to Ottawa.



Photo: Jacek Szymanski

He says that the benefits to Canada in working closely with JIATF-S include stopping cocaine on its way to Canada; keeping our hemisphere stable by reducing violence and corruption; and training the CF against a new type of enemy.

"The threat to Canada is not going to come in terms of a Russian Bear air bomber or Russian frigate coming over the horizon," says RAdm Nimmich. "It's going to come in terms of an illicit fishing vessel putting mines in a harbour, or bringing in a weapon that Canadians do not want, or a small boat bringing in a group of highly trained mercenaries. Civilized nations must face this day in and day out."

Although the area covered by JIATF-S totals some 42 million square miles, intelligence cues the agency into specific areas where maritime patrol aircraft, frigates and U.S. Coast Guard cutters can detect illicit activity. Increasingly, this activity comes in the form of self-propelled semi-submersibles (SPSS), a dramatic change from the fishing vessels that were used just a few years ago.

SPSS vessels, developed in the jungles of Colombia, are used mainly to move large quantities of cocaine from South and Central America to the U.S. and Canada. Constructed of fibreglass or steel and measuring 40-65 feet in length, they are shaped so that most of the hull is below the water line, making radar and infra-red detection difficult. They can carry anywhere from four to 10 tons of cocaine and are usually crewed

by four or five people.

But because the SPSS vessels are becoming so sophisticated and the crews so creative, the danger exists for these vessels to carry cargoes other than drugs.

"The concern that most of us have is the relationship of illicit trafficking with any illegal activity or any potential terrorist wanting to take advantage of it," says RAdm Nimmich.

Elements of the Canadian Forces are doing their part to counter the threat, supporting JIATF-S in a number of ways. In January, HMCS *Montréal*, under tactical control of JIATF-S, became the first warship to conduct acoustic sensor trials with SPSS vessels. The trial was a successful first step toward developing tactics and procedures to assist allied ships in detecting and tracking these elusive vessels. Also that month, an Aurora maritime patrol aircraft participated in a major drug bust off the coast of South America by identifying and tracking an SPSS.

RAdm Nimmich is proud of the work he and his team, including Canadians, have accomplished in the two years he has been director of the agency. The price of cocaine has gone up because it is less available, the quality has been reduced, and there have been fewer secondary impacts in terms of drug-related crime or medical issues. "I believe we are at least partially responsible for this," he says.

In fact, there have been over 1,200 successful prosecutions in the U.S. since 1999, over 350 in the last three years.

To put it in perspective, a ton of cocaine is three hits for every high school student in the U.S., he says. "When I take out 228 tons of cocaine in a year, I have impacted the youth of America and the youth of Canada."



Self-propelled semi-submersible vessels have become the vehicle of choice for suspected drug smugglers.

Photo: DND

In the future, JIATF-S will continue to work closely with U.S. agencies, U.S. partners and international partners on trying to get a better sense of the maritime domain. This means increasing military assets as much as possible, but also looking at the private sector (commercial vessels) to provide additional radar support that will enable JIATF-S to fuse multiple radars into one picture.

As the war on drugs becomes even more global with new markets opening up all the time in different locations, RAdm Nimmich notes that all the drug-related money continues to come back to Central and South America. "That's where cocaine is grown. That's what keeps areas destabilized. That's what buys government official and police officials and military officials. It really has become a global fight. More and more of us need to participate to the maximum extent in order to get to the point where it no longer becomes economically viable for the drug cartels to move cocaine."

That's the mission of JIATF-S and, as it becomes more and more successful by working with new partners and new technologies, RAdm Nimmich is convinced the rewards will be tremendous, not only in Canada and the U.S., but around the world.

HMCS *Montréal* conducts sensor trials with SPSS vessels

By Sub-Lieutenant Justin Simmons and Acting Sub-Lieutenant Crystal Chenell

The frigate HMCS *Montréal* became the first warship to conduct acoustic sensor trials with self-propelled semi-submersible (SPSS) vessels while operating in the Caribbean in January.

These vessels, the new vehicle of choice for illicit traffickers, are mainly used to move large quantities of cocaine from South and Central America to Mexico for further movement to the U.S. and

Canada. SPSS vessels are shaped so that most of the hull is below the water line, making radar and infra-red detection more difficult.

The SPSS trials were conducted in conjunction with Joint Interagency Task Force South (JIATF-S) and two SPSS vessels, one of which was captured by the U.S. Coast Guard. A team of scientists from MIT embarked to observe and assist in the coordination of the trials. *Montréal* brought significant capability to the trials by employing her towed acoustic array and

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B.C.'s Lieutenant Governor joins the ranks of honorary navy captains

By Lieutenant-Commander Gerald Pash

The Honourable Steven L. Point, Lieutenant Governor of British Columbia, is now an honorary captain in the Canadian Navy.

Honorary Captain (Navy) Point's interest in the military started in his youth, as a member of 147 "Air Wolf" Squadron, Royal Canadian Air Cadets, in Chilliwack, B.C.

"I have always had a close relationship with the armed forces and I look forward to continuing this tradition in my role as an honorary captain," he says. "I hope to help bring more attention to Canada's navy, and the rest of the military, as these men and women play an integral role in defending our country and our values as Canadians."

HCapt(N) Point was Chief of the Skowkale First Nation from 1975 to 1999 and Tribal Chair of the Stó:lō Nation from 1994 to 1999. He was appointed as provincial court judge in 1999 and became Chief Commissioner of the British Columbia Treaty Commission in 2005. He was appointed Lieutenant



Photo: Cpl Drew Deics

Rear Admiral Tyrone Pile, Commander Maritime Forces Pacific, presents the Honourable Steven L. Point, Lieutenant Governor of British Columbia, with a scroll appointing him as an honorary naval captain.

Governor of British Columbia in 2007.

"This is a great opportunity for both the navy and the Lieutenant Governor to work together in the fulfilment of our common goals," says Rear Admiral Tyrone Pile, Commander Maritime Forces Pacific. "I have full confidence in the Lieutenant Governor and know that we can work together to foster esprit de corps while developing and sustaining strong community links to the navy."

HMCS *Montréal* conducts sensor trials with SPSS vessels

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radars to determine the best means for detecting and tracking this new threat.

Onboard *Montréal*, the bridge team was responsible for visually sighting the SPSS vessels and monitoring their movements, while reporting to the operations room. The bridge watch keepers not only had to maintain a safe distance from these inconspicuous vessels, but also had to manage the safe execution of the trial around merchant traffic. In the operations room, the combat officer coordinated the efforts of both the above-water warfare and under-water warfare teams, which worked hard to detect and track the SPSS in order to create a common operating picture and ensure the accurate collection of sensor data.

The teams liaised with the scientists to ensure each milestone of the trials was met. It was this combined effort between the bridge and the operations room that

made the trial successful. In spite of the intense focus on data collection, support from the entire ship's company was needed to achieve success. This included ensuring technical readiness of sensors and machinery, maintaining good noise discipline throughout the ship, and providing flexible meals to personnel.

The trial was a successful first step towards developing tactics and procedures to assist allied ships in detecting and tracking these elusive vessels.



HMCS Montréal

Photo: DND

Illustrator's line drawings part of naval history

By Lieutenant Cynthia Larue

Retired Navy Captain John Thornton is a special man. His naval career alone is enough to keep an audience entertained for an evening. What really makes his story fascinating is his collection of pen-and-ink drawings of warships, each accompanied by naval anecdotes, covering a 200-year period.

Capt(N) Thornton was born in Toronto and spent his early years in Regina. Brought up on the prairies, the ocean was not part of his daily life but the first time he saw salt water, he knew he wanted to be a sailor. At 17, he joined the Royal Canadian Navy as an ordinary seaman. During his 32-year career he served in two minesweepers, a frigate and three destroyers, and he directed the Canadian participation in two Pacific-wide naval control-of-shipping exercises. Capt(N) Thornton retired from the active service list in 1975, but kept busy with the British Columbia Corps of Commissionaires where he was commanding officer until 1985.

Capt(N) Thornton's interest in ships and naval history began in early childhood. He began sketching illustrations of battleships, yachts and various mutineers' ships. While he considered drawing to be a hobby, his talent was noticed by the old *Crowsnest* magazine, a chronicle of the Royal Canadian Navy from 1948 to 1965.

"One day I picked up a copy of the *Crowsnest*," recalls Capt(N) Thornton. "I submitted one of my drawings as filler. To my surprise, the editor decided to blow

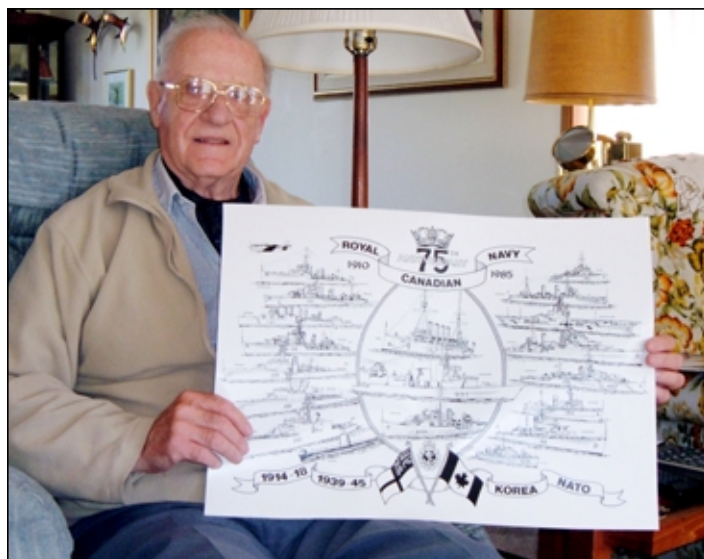


Photo: Lt Cynthia Larue

Retired Navy Captain John Thornton displays samples of his line drawings on a poster for the navy's 75th anniversary in 1985.

it up and publish it. For the next several years, I was on the hook!" His drawings became a monthly feature.

His book entitled "Warships 1860-1970" was published in 1973. It highlights the development of the warship over nearly a century and presents a fascinating series of informal line drawings. Many curiosities are featured in the text including ships that might have been, deception at sea, merchantmen at arms and vessels that switched colors.

Capt(N) Thornton's line drawings have stood the test of time and are part of the heritage of the Canadian Navy. Electronic copies of the old *Crowsnest* can be found on the Canadian Navy's Heritage Project website at: www.navy.forces.gc.ca/project_pride/documents/documents_e.asp?section=1

Capt(N) Thornton hopes to be able to take part in the naval centennial activities next year to remember and celebrate an important part of his life.

National monument planned to celebrate navy's centennial

The National Capital Commission (NCC) in Ottawa is inviting teams of artists, architects and landscape designers to create a national monument in Ottawa to celebrate the 100th anniversary of the Canadian Navy next year. The monument will commemorate Canadian men and women in naval uniform, past and present.

The NCC and the navy announced a design competition in February for the \$2-million project. The monument will be unveiled May 2011 at Richmond Landing, where 200 years ago Ottawa River boat traffic came ashore. The site is upstream from Parliament Hill, next to the new Canadian War Museum.

An internationally renowned jury of art and design professionals will select up to five finalist design teams, based on qualifications and past experience. These finalist teams will be invited to participate in phase two of the competition, where they will be asked to prepare a design concept and present it to the jury in October 2009. The jury includes Malaka Ackaoui, landscape architect; Dr. Laura Brandon, art curator and historian; Joe Fafard, artist; Captain (Navy) John Pickford, Canadian Navy representative; and Don Vaughan, landscape architect.

No more fires,
but they're still
called...

STOKERS

By Shelley Lipke

Deep in the belly of HMCS *Calgary*, diesel engines crank and generators hum, all in an effort to power the warship forward. Keeping them in working order are engineering technicians, or stokers, who spend their work days beneath the hatches, navigating narrow, slippery ladders that lead to those noisy machinery spaces.

Leading Seaman Jay Clark is one such stoker who spends his days in an occupation seldom seen by other members of the ship's company.

"Historically, engineers were the ones in the engine spaces shoveling coal into the furnace to make steam. Stoking the fires got them the nickname we still go by today," says LS Clark. "Nowadays, we use diesel fuel instead of coal, so we don't have any fires to stoke, but will always be referred to as stokers."

Before the sun even considers rising, LS Clark is sliding from his rack. Once dressed and fed, he walks the flats to the machinery control room. Here he works alongside an electrician, two rounds men and an engineering officer of the watch.

The machinery control room is manned 24 hours a day. Inside, sailors monitor pressure and propulsion speeds of the equipment, and watch live cameras that provide a view of gearboxes, shafts, engines, and fuel and water systems. Through the cameras, sailors look for any indication of heat or smoke.

Should a fire take place through overheating or malfunctioning, LS Clark and other stokers are well versed in firefighting.

"I'm trained by the best firefighters on the ship," explains LS Clark. "They teach us to be attack team leaders – those who arrive on the scene of a fire first to fight it."

For LS Clark, his morning starts at 5 a.m. with a fuel consumption report for the ship, and then a series of different watches throughout the day. He circulates



Leading Seaman Jay Clark replaces seals and installs a new membrane into the reverse osmosis desalination system.

Photo: Shelley Lipke

throughout the machinery areas, using his senses to see, smell or hear if something isn't working right.

"This allows me to see any problems like smoke or heat firsthand before the camera in the machinery control room picks it up, and also alerts me to any machine that is making a noise and needs to be fixed," he explains.

Part of his day is spent working on the most technical aspects of repair and maintenance of machinery to ensure the ship runs at optimal performance.

"By keeping the ship in top form, the entire ship's company benefits from my work because we are intertwined," said LS Clark. "If a diesel generator breaks down it causes a lot of problems for everyone on the ship."

Repairs often include many trades. "I work with boatswains who take care of rigging the heavy pieces of equipment in and out of the machinery spaces; electricians who take care of disconnecting the power from the equipment we are working on to prevent us from shocking ourselves, and the stores men who take care of our parts requests. We also liaise with hull techs who weld for us," he says.

When the ship is stopped and preparing to move, LS Clark monitors the local operating panel in the forward engine room, awaiting instructions from the both the crew on the bridge and in the machinery control room

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Interested in becoming a stoker? Visit www.forces.ca for more information on this and other naval trades.

Fleet Facts

Maritime coastal defence vessels

The Canadian Navy operates 12 Kingston-class maritime coastal defence vessels (MCDVs) built by Halifax Shipyards Ltd. These multi-role vessels were built and launched from the mid- to late-1990s and are crewed almost entirely by members of the Naval Reserve. They are designed and built to commercial standards, although some key areas such as stability, flood control, maneuverability and ammunition storage are built to military specifications.

The MCDVs' primary mission is coastal surveillance and patrol. Coastal surveillance involves general naval operations and exercises, search and rescue, law enforcement, resource and sovereignty protection, plus

fisheries patrols. MCDVs offer an economical alternative to major surface units for routine but nevertheless important patrolling duties, as these are vital in maintaining our sovereignty and protecting our shores. The 12 vessels are divided equally between both coasts.

Payloads can be added to the MCDV to provide limited mine countermeasure capabilities. The vessels' design accommodates three modular payloads: a mechanical mine-sweeping system, a route survey system, a bottom object inspection vehicle, and a deep seabed intervention system. These can be on- or off-loaded within 12 hours. During route survey tasks, the ships deploy a partially controllable "towfish" fitted with side-scan sonar. This towed system creates imagery and a database of the condition and objects on the seabed for subsequent investigations. The database can later be used during mine hunting tasks, for example, to avoid investigating previously located and known objects. A remote operating vehicle (bottom object inspection or the deep seabed intervention system) can also be deployed to closely investigate objects that have been observed.

Propulsion: Dual azimuth Z-drives with five-bladed propellers, driven by two Jeumont DC electric motors powered by four 600VAC 715 KWWartsila SACM V12 diesel alternators

Length: 55.3 metres

Beam: 11.3 metres

Draft: 3.4 metres

Displacement: 970 tonnes (full load)

Speed: 15+ knots

Range: 5,000 nautical miles (9,000 km) at 8 knots (15 km/h), or 4,500 nautical miles (8,300 km) at 11 knots (20 km/h)

Complement: Minimum crew of 31

Armament: 40mm Bofors Mk 1NC Automatic Cannon, two .50 calibre heavy machine guns



The MCDV HMCS Summerside performs maneuvers at sea.

Freeze frame

Task group
heads to sea

Photo: Pte Dan Bard

A task group of Canadian warships left Halifax in mid-February, bound for an intensive exercise off the east coast of North America. HMC Ships Athabaskan, St. John's, and Toronto conducted a ceremonial sail past, joining up in Bedford Basin and heading out of the harbour in formation. Rear Admiral Paul Maddison, Commander Joint Task Force Atlantic and Maritime Forces Atlantic, took the salute as the ships sailed past his headquarters in HMC Dockyard. HMC Ships Preserver and Montréal will also participate in the exercise, joining the task group en route. During the exercise, the task group will operate with U.S. Navy ships USS Cole and USS Kauffman. Sea King helicopters from 12 Wing Shearwater, N.S., Aurora maritime patrol aircraft from 14 Wing Greenwood, N.S., CF-18 fighters from 3 Wing Bagotville, Que., and U.S. Navy P3 Orion maritime patrol aircraft will also take part in the exercise. Task group exercises are part of a continuing series of fleet training exercises designed to develop proficiency in all areas of maritime warfare.

Feed Back

Dear Editor:

Although not the old-style *Crowsnest* that was around when I joined the navy, I enjoy the current publication as it is informative and well

written. I truly envy those who serve today and the numerous opportunities available for them to use their skills and abilities in operations. It is a far cry from doing triangle runs, fish pats and the occasional training exercise which is all we did when I was a matelot.

Bravo Zulu to those who serve and on a truly fine publication.

Wayne M. Reardon, CD
Mission, B.C.

They're still called stokers

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to tell him when to start the gas turbines.

Once started, he walks around the entire compartment shining a flashlight into enclosures that house the turbines to see if any leaks, fire or smoke is present.

His days extend beyond the norm, often adding up to 16 or 18 hours on the job, with the rare days of working around the clock to get machinery working.

"That is why the thing I look forward to the most is getting some downtime to sleep. You never know when something could go wrong," he says. "I enjoy my work as a stoker. I like the hands on and technical aspects of this trade."

Feedback is always welcome and can be sent to darlene.blakeley@forces.gc.ca