



## The navy heads **NORTH**



*HMCS Montréal encounters  
rough seas en route to  
Operation NANOOK in the high Arctic.*

Photo: Cpl Rick Ayer

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showcases the  
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bonds between  
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## Operation **NANOOK**

Photo: Cpl Rick Ayer

*HMCS Montréal sails off the coast of Grise Fiord, Nunavut.*

### The navy joins other forces in annual Arctic sovereignty exercise

**T**he Canadian Forces' largest annual demonstration of Canada's sovereignty in the Arctic, known as Operation NANOOK, began Aug. 6 as the Canadian-led naval task group crossed the 60th parallel en route to the high Arctic.

This year, the 20-day event was based out of Resolute, Nunavut, the northernmost location to host the operation since its inception in 2007. Op NANOOK featured sovereignty and presence patrolling, military exercises, and a whole-of-government exercise focussing on fuel spill containment and remediation of a simulated leak in the Resolute Bay area.

The maritime component included Her Majesty's Canadian Ships *Montréal*, *Glacier Bay* and *Goose Bay*; and Canadian Coast Guard Ships *Des Groseilliers* and *Henry Larsen*. As part of the Arctic Reserve Company Group, members of southern Ontario army reserve units conducted training exercises with Canadian Rangers in Resolute Bay and Pond Inlet. The air force provided air movement and mission support through the CC-177 Globemaster III, CC-130 Hercules, CP-140 Aurora, CH-146 Griffon and CC-138 Twin Otter aircraft.

This year Canada also invited the destroyer USS *Porter* from the U.S. Second Fleet; the U.S. Coast Guard Cutter

Photo: Cpl Chris Ringius

*Able Seaman Marc-Andre Ouimet, a port inspection diver from Fleet Diving Unit (Atlantic), surfaces from a dive in Resolute Bay.*



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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).

Banner photo, page 1: Leading Seaman Michael Critch carries out sentry duty aboard HMCS *Algonquin* during RIMPAC 2010. Photo: Cpl Charles A. Stephen  
All articles written by Darlene Blakeley, except where otherwise noted.

*Alder*, and Royal Danish Navy vessels *Vaedderen* and *Knud Rasmussen* for the purpose of exercising and increasing Canada's interoperability with Arctic allies.

"I was impressed by the high level of cooperation that was evident between the members of the Canadian Forces (CF), our partner agencies, and the people of Nunavut on this operation," said General Walt Natynczyk, Chief of the Defence Staff. "As we enhance our northern capabilities, I believe that we will continue to build on the positive relationships that exist between the Canadian Forces and the local communities in which we operate."

Op NANOOK featured a list of "firsts" for northern CF achievements: the highest northern deployment of the Arctic Response Company Group; the first deployment of the Maritime Component Command in the Arctic; the successful trial of a portable cell-phone system; and the first CC-177 Globemaster III deployment to Resolute Bay.

Op NANOOK is based in the Eastern Arctic and is one of three major recurring sovereignty operations conducted annually by the CF in Canada's Arctic, along with Op NUNALIVUT in the high Arctic, and Op NUNAKPUT in the Western Arctic. Planned and directed by Joint Task Force North in Yellowknife, N.W.T., these annual operations highlight interoperability, command and control, and cooperation with interdepartmental and intergovernmental partners in the North.



Photo: Cpl Rick Ayer

*Coinciding with the 500th anniversary of the Royal Danish Navy, Her Danish Majesty's Ship Vaedderen, along with HMCS Montréal and USS Porter, visited the Greenland community of Groennedal Aug. 12 as part of Operation NANOOK. From left: Commander Chris Ross, chief of staff to the maritime component commander; Cdr Tom Peterson, commanding officer, USS Porter; Captain (Navy) Art McDonald, Operation NANOOK maritime component commander; Rear-Admiral Henrik Kudsk, commander of Island Command Greenland; and Cdr Réal Brisson, commanding officer, HMCS Montréal.*

## Frigate travels to Canada's most northern permanently settled community

By Major Paul Doucette

For many on board HMCS *Montréal*, it was one of those days when the recruiting centre promises of excitement, adventure and travel really ring true. On Aug. 20, the ship took a break from its at-sea commitments to Operation NANOOK in the high Arctic and paid a visit to the hamlet of Grise Fiord, Nunavut. It marked the first time a Canadian frigate has travelled this far north.

Everything about the community of 134 exemplifies resilience. It lies on the southern coast of Ellesmere Island and is the most northern permanently settled community in the country. The next signs of civilization beyond Grise Fiord are the Eureka weather station and CFS Alert, hundreds of kilometers to the northeast, where their populations are essentially deployed.

Getting to shore presented its own challenges. Even if there was a dock to accommodate *Montréal*, getting there would have been problematic given an array of icebergs and ice "growlers" in the way. The issue was alleviated

with a network of inflatable boats set up by *Montréal's* deck department, so that by mid-morning sailors were moving ashore to visit the hamlet and, similarly, residents of Grise Fiord were moving to *Montréal* to tour the ship. As sailors arrived they were greeted by local residents who, during the course of the day, also offered informative presentations on traditional clothing, special tools and time-tested practices used by generations of people who have lived in the Arctic.

Throughout the day, sailors also had the chance to visit with members of the community, go on hikes and travel along the coast on locally arranged boat tours. During the formal part of the visit and an exchange of gifts, Commander Réal Brisson, commanding officer of *Montréal*, noted, "We have known about this day for a quite a while and we are now truly overwhelmed with the welcome you have given us."

As a part of the exchange, Peepeelee Pijamini, a prominent community member, offered words of welcome to the ship and also acknowledged the work of the Canadian Ranger program within the Canadian Forces. "They help each other, that is what they do," she said.

Before the presentations concluded, *Montréal* received an inukshuk from the community, which was made by Pijamini out of the same rock that is being used by her husband, Looty, to construct a monument in commemoration of Grise Fiord's first inhabitants who were relocated there from Northern Québec in the early 1950s.



*HMCS Montréal (centre), HDMS Vaedderen (foreground) and USS Porter (background) sail in the Labrador Sea en route to the Arctic for Operation NANOOK.*

Photo: Cpl Rick Ayer



# HMCS *Frederickton* showcases the navy

Showcasing the navy, recruiting new sailors and sharing naval centennial celebrations are the main priorities of HMCS *Frederickton* as she sails along the St. Lawrence River and into Lake Ontario.

*Frederickton* departed Halifax Aug. 24 on Great Lakes Deployment (GLD) 10, making her first stop in Montréal Aug. 27 and then continuing on to Kingston, Toronto, Hamilton, Oshawa, Cornwall and Trois-Rivières, where the tour wraps up Sept. 21.

“GLD 10 is a deployment that provides a unique opportunity to connect with Canadians in the provinces of Ontario and Quebec,” says Commander John Zorz, *Frederickton*’s commanding officer. “While primarily a naval recruitment vehicle, GLD 10 will also increase awareness of the navy and the Canadian Forces in general, provide opportunities to connect with key influencers, and extend a naval presence consistent with the goals of the naval centennial.”

Cdr Zorz says this year’s GLD is particularly significant as the navy continues its 100th birthday celebrations. “Coming on the heels of the International Fleet Review in Halifax where Her Majesty the Queen reviewed the fleet, the GLD allows us to share this celebration with those Canadians along the St. Lawrence River and Lake Ontario,” he explains. “The theme of the naval centennial is ‘Bring the Navy to Canadians’, and the GLD will allow us to showcase the current navy and reinforce the



Photo: Cpl Francis Gauthier

**Commander John Zorz, left, HMCS *Frederickton*’s commanding officer, greets naval veteran Fred Linnington while the frigate is alongside in Montréal.**

requirement for the future navy.”

Fresh off her six-month overseas tour on Operation SAIPH (Canada’s participation in the international campaign to enhance maritime security in the North Arabian Sea, the Persian Gulf and the waters around the Horn of Africa), Cdr Zorz says *Frederickton* is the ideal ship to conduct this year’s GLD. “I can think of no more appropriate ship to be supporting GLD 10. Our recent and very successful deployment on Op SAIPH allows us to share current and real-time experiences with Canadians. People we meet during these types of missions are always keenly interested in what we do and *Frederickton* will be able to provide that operational experience they are so interested in hearing about.”

He notes that *Frederickton*’s crew has representation from every city the ship will be visiting over the course of the month-long deployment, allowing them to share their jobs and experiences with the local population. This is particularly important as the ship focuses its efforts on attracting new recruits, he says. “Recruitment of talented individuals is critical for the navy to continue its progress into the future, and recruitment of women and visible minorities is paramount to ensuring the navy continues to reflect Canadian society.”

During each of the seven port visits, the ship has scheduled a number of events. These include tours for prospective recruits, opening the ship to visitors, community outreach activities and citizenship ceremonies.



Photo: Brian Berube

**Petty Officer First Class Andre Sheppard conducts a public tour aboard HMCS *Frederickton* in Montréal.**

**For more information:**

**[www.forces.gc.ca/frederickton2010](http://www.forces.gc.ca/frederickton2010)**

## First stop: *MONTREAL*

*More than 6,000 people visit the Canadian warship HMCS Fredericton during her first stop on a 30-day mission into the Great Lakes region.*

By Lieutenant (Navy) Ed Stansfield

**E**arly on a bright late August morning, HMCS *Fredericton* comes alongside in the Old Port of Montréal. Small crowds stop and watch as lines are cast and brows are set in place. It is the frigate's first stop in a 30-day, seven-port mission to bring the navy to central Canadians.

This will not be a restful visit for the more than 200 crew on board. Before the weekend is over, *Fredericton* sailors will greet aboriginal leaders from the Mohawk Council of Kahnawake, host an enrolment ceremony and a formal reception, and visit City Hall, the Canadian Space Agency and the Shriner's Hospital. The bulk of their time, however, will be spent giving daily recruiting tours, private group tours and tours for the general public.

Leading Seaman Lisa Fara, a member of the six-person

embarked recruiting team, says the pace is busy. "It is an unexpected but very pleasant surprise how many Montréalers are visiting the ship, especially with NASCAR and the Montréal World Film Festival in town over the same weekend," she notes. "Well over 6,000 people have waited in line-ups to visit us."

She is also surprised by the variety of people who want to stroll the decks of a Canadian warship. Families, couples, students and seniors alike are touring *Fredericton's* upper decks and speaking to sailors stationed throughout the ship.

Master Seaman Ian Van Zoost is one of those sailors. A member of the ship's naval boarding party (NPB), he helps man the NPB display, featuring cleared small arms and other kit used by the team. It is clearly a favourite of the visitors. "It isn't every day that most people get to handle these sorts of weapons," MS Van Zoost says. "Most people are surprised we have the capacity to do drug interdiction, anti-piracy and anti-terrorism. They are leaving here knowing there is more to the navy than just missiles and 57mm Bofors."

The crew is showing none of the growing pains normally expected during a first Great Lakes port visit, and their professionalism is not lost on the visitors.

"The feedback I've received all indicates that visitors are grateful for the chance to come on board," LS Fara says. "Everyone seems to have learned something new, seen something different, and left better informed about their navy."

People wait in line to tour HMCS Fredericton in Montréal.



Photo: Cpl Francis Gauthier



## International Fleet Reviews highlight naval centennial



*Ships from eight countries gather in Halifax Harbour for the International Fleet Review.*

Photo: Cpl Rick Ayer

**N**aval vessels from around the world helped the Canadian Navy mark its centennial during International Fleet Reviews (IFRs) held in Victoria and Halifax.

The fleet review is a Royal Navy tradition that was originally a means of demonstrating the strength of the fleet to a potential enemy in anticipation of going to war. The first recorded fleet review was gathered by King Henry V at Southampton, England, in 1415.

In Victoria June 12, Governor General Michaëlle Jean

took the salute from the flagship HMCS *Algonquin* as the destroyer made its way through the ranks of 21 warships gathered for the event.

"The review was the highlight of a week that marked not only 100 years of Canadian naval tradition, but also the friendship Canada enjoys with fellow navies throughout the world," said Captain (Navy) Richard Harrison, Canadian Naval Centennial Special Advisor.

While warships representing Canada, the U.S., Japan, New Zealand, Australia and France were dressed all over



Photo: DND

*Governor General Michaëlle Jean stands with a sea cadet during the International Fleet Review in Victoria.*



Photo: Cpl Roderick Hopp

*Warships from Canada, the U.S., Japan, New Zealand, Australia and France gather for the International Fleet Review in Victoria.*



(a display of signal flags and pennants from bow to stern in celebration of a special occasion), sailors and thousands of spectators on the shore and on the water were treated to a performance by the Snowbirds Demonstration Team, as well as the army's SkyHawks Demonstration Parachute Team.

Over the course of IFR activities, which lasted from June 9-14, more than 8,000 sailors were welcomed by Victorians as they lined the streets enjoying the sights in town.

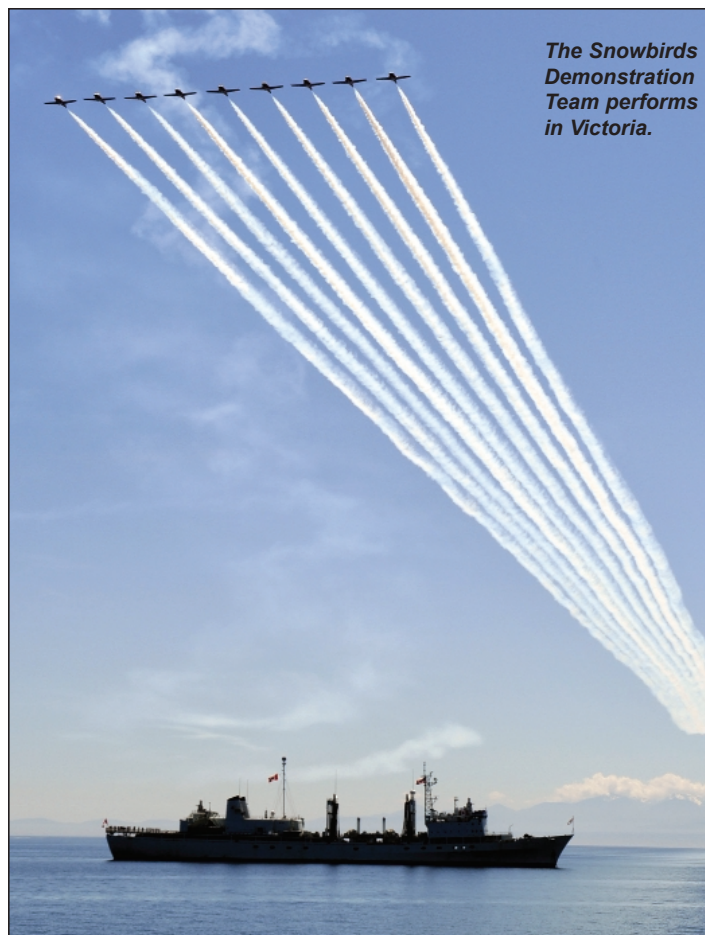
In Halifax, more than two dozen warships from eight countries assembled in Halifax Harbour and Bedford Basin June 29 for the IFR by Her Majesty Queen Elizabeth II. Beneath gray skies and facing an onshore wind, the ships were arrayed at anchor in five lines for the royal review. Ships from Canada, Brazil, Denmark, France, Germany, Great Britain, the Netherlands, and the U.S. participated in the event.

HMCS *St. John's*, with the Queen's personal Canadian flag flying at the main mast, carried Her Majesty and other reviewing officials between the lines of ships.

*Charlottetown*, the first ship reviewed, fired a 21-gun salute as the reviewing ship approached. As *St. John's* passed, each ship's company manned the side, waved their caps and gave three cheers for Her Majesty.

Vice-Admiral Dean McFadden, Chief of the Maritime Staff, called the review "a magnificent echo" of wartime convoys in Halifax, and he thanked Her Majesty for reviewing the fleet and helping recognize the first century of Canada's naval service.

"It is highly symbolic that we have just returned from Bedford Basin where warships from many nations are arrayed today at anchor in a magnificent echo of those Second World War convoys that assembled here in Halifax to be escorted across the Atlantic," said VAdm McFadden. He noted it was the second time Her Majesty



*The Snowbirds Demonstration Team performs in Victoria.*

Photo: DND

has so graced Halifax and the Canadian Navy – the first time being in 1959 when she presented the navy with her Colours.

*With files from Second-Lieutenant Trevor Reid and Blake Patterson.*



Photo: Cpl. Johanie Maheu



Photo: Pte Dan Bard

*Above: Queen Elizabeth II unveils a plaque to commemorate the International Fleet Review in Halifax.*

*Left: Queen Elizabeth II waves to passing ships during the International Fleet Review in Halifax.*

# RIMPAC builds bonds between nations

For five weeks this summer, Canadian sailors, soldiers, airmen and women from across the country participated in the largest maritime exercise in the world, RIMPAC 2010, off the Hawaiian Islands. Canada routinely conducts exercises with other nations to enhance interoperability, establish relationships and build bonds of trust.

By Lieutenant-Commander Nathalie Garcia

**C**anadian sailors, soldiers, airmen and women returned to port tired but proud of their accomplishments after taking part in RIMPAC 2010.

The world's largest maritime exercise officially ended Aug. 1 after an intense training schedule that brought together the forces of 14 nations with an interest in the Rim of the Pacific.

"I am truly pleased with the success of this exercise," said Rear-Admiral Ron Lloyd, the maritime component commander. "The challenging scenarios have allowed Canadian Forces personnel to gain the skills they need to work with other nations, be it in a humanitarian role, as part of counter-piracy operations such as Combined Task Force 150, or in combat operations should it be required. No other maritime exercise can claim better training areas or better results."

Canadian participation in the exercise included HMC Ships *Calgary* and *Algonquin*, each with an embarked CH-124 Sea King detachment, as well as a 14-man dive team from Fleet Diving Unit (Pacific) that conducted both mine warfare and explosive ordnance disposal. The air force sent two CP-140 Aurora long range patrol aircraft from 19 Wing Comox, B.C., with crews from Comox and



Photo: LCDr Nathalie Garcia

**Sailors from Canada, Chile, Peru, Thailand and the U.S. take a break from their duties as operation watch keepers during RIMPAC.**

14 Wing Greenwood, N.S., and a CC-130 T Hercules air-to-air refuelling aircraft from 17 Wing Winnipeg. More than 130 Canadian soldiers from Golf Company, Second Battalion, The Royal Canadian Regiment also participated as part of multinational amphibious force. Finally, dozens of personnel were assigned to key positions in support of all three elements including the maritime operations director, battle watch director, combined air operations centre director and the combined forces maritime component commander.

"All of the Canadian participants were integral members of the combined forces either at sea, in the air or as part of the staff," said Captain (Navy) Gilles Couturier, the maritime operations centre director. "Each had a key role in the planning and execution of an extraordinarily complex scenario which covered the spectrum of operations to include maritime interdiction operations, live missile firings, maritime air operations, diving and amphibious operations and a dynamic and challenging war fighting phase."

The Canadian Forces participation in the exercise dates



Photo: Cpl Charles A. Stephen

**A Sea King is recovered aboard HMCS Algonquin during RIMPAC.**



Photo: Cpl Sue Howell

**Chief Petty Officer Second Class Rob DeProy, right, from Fleet Diving Unit (Pacific), briefs divers from the U.S., Australia, the Netherlands and France during RIMPAC.**



back to 1971, when the exercise brought together ships from Australia, the U.S. and Canada. Since then, the biennial exercise has grown into a truly multinational event, joining air, land, marine and maritime elements from around the world.

“Working in a coalition setting has its challenges,” said Commander Andy Muir, the current operations director for the combined forces maritime component. “Even when we use the same words, our interpretation may vary. Bringing everyone to agree on processes and terminology wasn’t easy, but it’s much better to practise this now than in a real world setting.”

For the army, the exercise provided Golf Company, Second Battalion, The Royal Canadian Regiment, the opportunity to work with U.S. Marines and soldiers of the Royal Australian Regiment in an amphibious setting.

The long range patrol aircraft got the opportunity to practise anti-submarine skills, working alongside their Korean, Japanese, Australian and U.S. counterparts. “The exercise

has been very good from a number of standpoints,” said Major Brent Vaino, the officer commanding the deployed long range patrol aircraft. “Anti-submarine warfare training is very hard to come by, so to have an exercise where you have a number of submarines deployed as targets is a bit of a rarity.”

For the first time in RIMPAC history, the combined forces maritime component commander stood up a full dynamic targeting cell. This cell was responsible for the identification of hostile contacts to be prosecuted using the newly developed Joint Automated Deep Operations Coordination System (JADOCS). JADOCS allows the team to coordinate surface and submarine contacts with air, land and sea elements to prosecute the designated targets.

RIMPAC 2010 included forces from Australia, Chile, Colombia, France, Indonesia, Japan, Malaysia, the Netherlands, Peru, Republic of Korea, Singapore, Thailand and the U.S.



Photos: U.S. Navy

## Rare sinking a team effort

By Sub-Lieutenant Michael Cormie

**T**here was a quiet energy building on board the Canadian ship. While they could not see their target beyond the horizon, members of the ship’s company were excited to see what their weapons were capable of.

As part of RIMPAC 2010, HMCS *Calgary* and seven ships from Australia, France, Japan and the U.S. participated in the sinking of the *New Orleans*, a decommissioned Iwo-Jima class amphibious assault ship that served in the U.S. Navy from 1968 to 1997. The hulk was also the target of aircraft-launched Harpoon missiles and munitions delivered from B-52 bombers.

Leading Seaman Al Moffett, a naval electronic sensors operator, felt the excitement and tension throughout the operations room. “We don’t get to do this a lot,” he said, referring to the firing of two Harpoon missiles.

When *Calgary* finally closed the hulk to help finish it off with gunfire, even the bright Hawaiian sunlight could not mask the devastating effects of the weapons. With internal fires raging, the smoking hulk was listing further and further to starboard.

Under the constant barrage of gunfire from the line of ships assembled there to fire upon her, the *New Orleans* slowly succumbed, capsized and slipped beneath the waves in the early evening.

“It was a rare opportunity to have everybody on the team involved,” said Petty Officer First Class Lloyd Boutilier, one of the above water warfare directors on board. Boutilier felt that the extensive preparations and rehearsals were the greatest challenge associated with the shoot, but in the end he felt an “uncommon emotional payoff” when the missiles were finally fired.



# Underwater EYES AND EARS

By Sub-Lieutenant Alex DeLorey

**S**onar operators were the underwater eyes and ears for HMCS *Algonquin* as she carried out duties during Rim of the Pacific (RIMPAC) 2010 and beyond. They vigilantly kept a lookout for sub-surface threats that might endanger *Algonquin* or any ships in her company.

RIMPAC is a joint and integrated multinational exercise that builds partnerships based on mutual understanding and respect, preparing like-minded military forces to work together on a wide range of potential operations and missions. One mission is countering the sub-surface threat. That is where the sonar operators come in. They are responsible for the operation of active and passive acoustic equipment, communication equipment, noise monitoring, recording and bathythermograph equipment, and acoustic range prediction systems.

As an integral member of the operations team, sonar operators search, detect, track, localize, classify, correlate and disseminate acoustic information. To do their job, they

use *Algonquin's* underwater warfare suite as they acquire and track submarines attempting to sneak around the warm waters of the RIMPAC operating areas.

Sonar operator Ordinary Seaman Jean-François Schelder describes his job as one of the best in the navy. "I get to use incredible equipment to find sub-surface threats that would otherwise be able to move about completely undetected."

While *Algonquin* is an area air-defence destroyer, she also retains the ability to counter the sub-surface threat. Indeed, her primary employment during RIMPAC, to the surprise and dismay of the above-water warfare team, was anti-submarine warfare.

RIMPAC hosts a multitude of ships from seven navies and five submarines from three navies. The U.S., Japan and Singapore have each contributed to the underwater aspect of RIMPAC. Sonar operators are just one trade amongst many on board *Algonquin* who benefit greatly from the experience gained through joint exercises such as RIMPAC. However, for sonar operators the experience is particularly useful.

"This sort of training is just what we needed," says Leading Seaman Danny Morin. He also points out that *Algonquin* led the way during RIMPAC anti-submarine operations with more sub-surface contacts acquired and held than most other participants. As well, of five exercise torpedo firings, it was *Algonquin* that held the sub-surface contact for four such events.



Leading Seaman Danny Morin of Chicoutimi, Que., a sonar operator aboard HMCS *Algonquin*, operates the hull-mounted sonar during anti-submarine warfare exercises of RIMPAC 2010.

Photo: Cpl Charles A. Stephen

Interested in becoming a sonar operator in the Canadian Navy? Visit [www.forces.gc.ca](http://www.forces.gc.ca)





From left: Rear-Admiral David Gardam, new Commander Maritime Forces Atlantic; Vice-Admiral Dean McFadden, Chief of the Maritime Staff; Lieutenant-General Walter Semianiw, Commander Canada Command; and RAdm Paul Maddison, outgoing Commander MARLANT, sign the change of command certificates.

Photo: Pte Martin Roy

## Navy welcomes new commanders in MARLANT and MARPAC

**B**oth Maritime Forces Atlantic (MARLANT) and Maritime Forces Pacific (MARPAC) welcomed new commanders in August.

During a change of command ceremony in Halifax Aug. 6, Rear-Admiral Paul Maddison relinquished command of MARLANT and Joint Task Force Atlantic to RAdm David Gardam. RAdm Maddison noted that his 27 months as commander had been exciting and diverse, including historic events such as the consecration and presentation of the Queen's Colour in June 2009, Sydney Crosby's visit with the Stanley Cup in August 2009, the humanitarian mission in Haiti in January 2010, and most recently, the Halifax International Fleet Review and visit by Her Majesty Queen Elizabeth II in June.

RAdm Gardam noted that RAdm Maddison had done much to build relationships with colleagues in entities such as the U.S. Coast Guard and with other government departments. "I will go forward to strengthen and deepen those relationships," he said, "so that as we move forward in support of our most critical mission, to ensure the security and safety of Canada – we will be able to answer that call."

RAdm Maddison has been appointed Deputy Commander Maritime Command and Assistant Chief of the Maritime Staff in Ottawa.

RAdm Gardam joined the Naval Reserve in 1977 and the Regular Force in 1981. He has served in HMC Ships *Huron*, *Miramichi*, *Gatineau* and *Halifax*. He has commanded *Charlottetown* and *Athabaskan*, and has been Commander Sea Training Atlantic and Commandant of the CF Maritime Warfare Centre. He has served as Senior Staff Officer Submarine Manning and Training; Detachment Commander of Naval Training Detachment in Halifax; Director Maritime Policy Operations and Readiness for Chief of the Maritime Staff; Director General Plans for the Strategic Joint Staff working for the Chief of the Defence Staff; and Deputy Director General International Security Policy.

In Esquimalt, B.C., Aug. 20, RAdm Tyrone Pile handed over command of MARPAC and Joint Task Force Pacific

to RAdm Nigel Greenwood. RAdm Greenwood most recently served as Assistant Chief of the Maritime Staff at National Defence Headquarters in Ottawa. RAdm Pile is retiring after a 35-year career.

As he prepared to hand over the reins of command, RAdm Pile reflected on the many unforgettable moments he's had as admiral. "A lot happened in three years. Looking back, the most immediate highlights for me involved the people in the Formation and the many activities we encountered," he said.

The Canadian Naval Centennial, Operation Podium, Navy Day, the Homecoming Statue dedication and the International Fleet Review remain front and centre as

*Continued on page 16*

*Rear-Admiral Nigel Greenwood, right, the new Commander Maritime Forces Pacific, and RAdm Tyrone Pile, below, outgoing Commander MARPAC, speak to the crowd during the change of command ceremony.*



Photos: Penny Rogers



# INTERCEPTION

*HMC Ships Winnipeg and Whitehorse ensure safe escort of migrant vessel*

Photo: MCpl Angela Abbey



By Sub-Lieutenant Aaron Hawkins

The week of Aug. 16 began very differently at CFB Esquimalt, B.C., than the previous week had ended. Cool seasonal breezes had broken a rare heat wave. The collection of national media journalists and federal representatives from Public Safety Canada (PSC), Canada Border Services Agency (CBSA) and the RCMP that had converged on the base for the arrival of migrant vessel *Sun Sea* had, like the ship's occupants, all moved on. Everything seemed as it was before, a blue and red cargo vessel at D Jetty the only evidence of the recent flurry of activity.

Local Canadian Forces participation in the integrated interagency mission dubbed Operation POSEIDON was coordinated by Canada Command, the organization responsible for the oversight of domestic operations and military support to Canadian civil and law enforcement authorities. Elements of Joint Task Force Pacific were assigned to support the operation, with the frigate HMCS *Winnipeg* and its crew at the front of the action. The task force was reinforced by CP-140 *Aurora* maritime patrol aircraft from 19 Wing Comox, B.C., and maritime coastal defence vessel HMCS *Whitehorse*, already at sea on search and rescue patrol.

"The crew was pre-briefed and preparations made in anticipation of the mission which, in lay terms, was to provide a platform to support the at sea operations of the navy's maritime security partners," said Commander Richard Dowker, commanding officer of *Winnipeg*. Preparations included internal planning and the embarkation of significant quantities of humanitarian and medical

stores and personnel from the RCMP, CBSA enforcement teams and a number of CF specialist occupations including legal and medical staff.

*Winnipeg* slipped from A Jetty and proceeded to sea at 4 p.m. on Aug. 10. The crew conducted helicopter training throughout the night prior to intercepting the MV *Sun Sea* on Aug. 12.

"We exercised many ship evolutions en route and came to boarding stations as a precaution just prior to our approach," said Cdr Dowker. "When we met the vessel the weather was good, which allowed approximately 150 of the *Sun Sea*'s passengers to come above decks to witness that initial encounter with Canadian officials.

*Whitehorse* initially took a lifeguard station astern of the *Sun Sea* and then led the vessel into the Strait of Juan de Fuca. The MV *Sun Sea* crew were compliant and an RCMP Emergency Response Team trained in maritime interdiction boarded and took control of the vessel just after 6 p.m."

The interior conditions on the vessel were described as cramped due to the size of its hold and the number of people on board. However, the vessel was in better shape than expected and was relatively clean and organized. The migrants were described as calm, compliant and in generally good spirits. *Winnipeg* provided water, rice and peas in abundance for the 492 migrants.

*Winnipeg*'s team oversaw seamanship, navigation and contact avoidance duties until MV *Sun Sea* was transferred to tug and pilot control at the entrance to Esquimalt Harbour in the early hours of Aug. 13.

"This was the best possible outcome: the migrants were

*Continued on page 13*

# Navy Captain awarded U.S. Legion of Merit

By Lieutenant Gabriel Rousseau

**T**he U.S. Government recently recognized a member of the Canadian Navy, Captain (Navy) Alain Garceau, by awarding him the prestigious Legion of Merit (Officer Degree) for the outstanding work he performed while serving as navy attaché to the Canadian Embassy in Washington, D.C.

Capt(N) Garceau received the award in a ceremony held at the U.S. Embassy in Ottawa July 9, in the presence of his family, friends and colleagues, including Vice-Admiral Dean McFadden, Chief of the Maritime Staff.

Originally from Shawinigan, Que., Capt(N) Garceau served as navy attaché from June 2006 to July 2009. "I loved the experience," says the seasoned officer enthusiastically. "If I could start again tomorrow morning, I would."

While on assignment south of the border, Capt(N) Garceau worked hard at building lasting relationships with U.S. Navy authorities. Cooperation between the two countries remains crucial to the success of maritime operations he notes, and the navies of both countries maintain excellent relations based on mutual trust and interoperability.

"During my time there, I would often meet with senior American naval officials in the Pentagon, and even the Secretary of the Navy himself, Dr. Donald C. Winter, on certain matters," explains Capt(N) Garceau. He adds that his grasp of the issues and his solid conviction about the importance of coordinated operations between the two navies served as an inspiration.

In addition to his primary function, Capt(N) Garceau developed new contacts with the other naval attachés posted to the U.S. capital, particularly those from NATO and Latin America. "The work of an attaché is very demanding. We often work 12-hour days or longer," says Capt(N) Garceau, crediting his wife, Marie, for her stead-



*Captain (Navy) Alain Garceau, right, receives the Legion of Merit (Officer Degree) from U.S. Navy Captain Steve Jordon during a ceremony held at the U.S. Embassy in Ottawa.*

fast support in ensuring that Canada was well represented at the numerous official functions that an attaché is required to attend. The ties he established with the other naval attachés remain strong, even now that his term has ended.

The official nomination signed by U.S. Secretary of Defense Robert Gates underscores Capt(N) Garceau's accomplishments in facilitating the integration of Canadian ships into U.S. naval task groups for certain operations. Also noted are his efforts to establish relationships between the upper echelons of the two naval forces.

Officially awarded by the President of the United States, the Legion of Merit was instituted by an Act of Congress on July 20, 1942. It is conferred on American and non-U.S. soldiers in recognition of outstanding work and "exceptionally meritorious conduct."

*RCMP and crew members aboard HMCS Winnipeg keep a close watch on the migrant vessel.*



Photo: MCpl Angela Abbey

## Interception

*Continued from page 12*

compliant when encountered, and no one involved with the operation felt as if they were at risk," summarized Cdr Dowker. "I'm very proud of the way *Winnipeg* and *Whitehorse* supported our government partners. The crews did a tremendous job integrating and supporting the additional people and the RCMP showed themselves to be very professional and capable in the marine environment. I couldn't be more proud of everyone on board."

As of Aug. 20, the migrants had been relocated to appropriate accommodations and detention facilities on the Lower Mainland and had completed initial examination portions of the review process.



## Three new honorary navy captains named

**T**he Canadian Navy added three new honorary naval captains to its ranks this summer: Tung Chan, Sid Hynes and Anthony Whitford. This brings to 16 the number of honorary naval captains currently serving with the navy.

**HCapt(N) Chan** is a true leader of the Chinese-Canadian community in British Columbia's lower mainland. He is the current CEO of S.U.C.C.E.S.S., a non-profit, charitable, multi-service agency established in 1973 to promote the well-being of all Canadians and immigrants. Previously, he held progressively senior appointments within the TD Bank organization during a 28-year financial career.

HCapt(N) Chan also served for three years on Vancouver's city council. He is extensively involved in his local community, volunteering in cultural, youth and educational organizations. He has guided these organizations to advance their agendas through his appointment at director, chair and honorary president positions. In 2002, he was awarded the Queen's Golden Jubilee medal in recognition of his extensive and valuable community service.

**HCapt(N) Hynes** is a prominent Canadian business executive and leader within the marine industry and community. He is a

master mariner from Harbour Breton, NL, who joined the merchant service as a steward at the age of 15 and who, at the age of 32, became president and CEO of Canship Limited, which owned and managed a range of marine vessels operating worldwide. Later, with new partners, that company became known as Canship Ugland, the largest vessel operator in Canada based on deadweight tonnage. HCapt(N) Hynes remained CEO until 2007, when he shifted focus to lead a consortium which successfully took ownership and control of Oceanex Inc.

Today, HCapt(N) Hynes is executive chairman of Oceanex Inc. and is focussing his energies on making this company the most successful transportation provider in Eastern Canada. He is also chair, director and member of numerous boards and community groups, and has been named as one of Atlantic Canada's Top 50 CEOs.

**HCapt(N) Whitford**, a distinguished Canadian of Métis heritage, is an active community fundraiser and volunteer. He has extensive experience representing the Northwest Territories on the national scene and has



Photo: DND

*New Honorary Captain (Navy) Tung Chan visits the navy during Exercise RIMPAC 2010 this summer.*

proudly represented Canada in various meetings and conferences in Europe, Australia, the Cook Islands, Africa, Gibraltar and Barbados.

Over the years, HCapt(N) Whitford has worked as a mechanic, power plant operator, social worker, marriage counsellor, public servant, marriage commissioner, justice of the peace, executive assistant to the commissioner of the Northwest Territories and sergeant-at-arms during the 13th Legislative Assembly. He has received a number of awards for his dedicated service to the community such as the Queen's Golden Jubilee medal, the 125th Anniversary of the Confederation of Canada Medal, and the Rotary Paul Harris Fellow.

Honorary naval captains act as bridges between military and civilian communities, representing diverse areas of Canadian society from politics and business to journalism and the arts. They bring with them unique skills and connections that help to strengthen the navy's ties to Canadian communities and to promote a better understanding of maritime defence issues.



Photo: Cpl Rick Ayer

*New Honorary Captain (Navy) Anthony Whitford, right, greets a member of the navy during Operation NANOOK in August.*

# New joint support ships “great news” for the navy

By Benjamin J. DeLong

**T**he navy will be getting at least two new joint support ships, replacing current auxiliary oiler replenishment vessels HMC Ships *Protector* and *Preserver* which are nearing the end of their service lives.

At a press conference in mid-July, the Honourable Peter MacKay, Minister of National Defence; the Honourable Rona Ambrose, Minister of both Public Works and Government Services Canada and Status of Women; and the Honourable Tony Clement, Minister of Industry, announced plans for the acquisition of the new ships.

“This is great news for our navy, our domestic shipbuilding community and our country,” said Minister Clement. “The joint support ships will be built at Canadian shipyards. This will mean jobs for Canadian workers. This will help eliminate the bust and boom that has been felt in the marine industry for the last decade or so.”

The shipyards that will build the ships have not been selected yet, as negotiations are still under way for the price and design of the proposed joint support ships. The shipyards that win the bids expect to begin construction of the new ships in 2012.

The Government will acquire two support ships, with the option to procure a third if it is deemed required and is cost-effective. The Government will invest a total of approximately \$2.6 billion in this initiative and intends to see that Canada can compete internationally for shipbuilding contracts, according to Minister Ambrose. A

competitive bidding process will take place for the building of the ships, and, according to Minister Clement, “there will be a lot of work for smaller shipyards, as well.”

This is the second time that an announcement of this kind has been made. Two years ago, the Government announced a 20-year plan for the procurement of joint support ships. It is re-launching the process due to delays related to cost overruns and non-compliant bids. This newly proposed plan will be a “long-term, strategic, predictable procurement plan, as part of the National Shipbuilding Procurement Strategy,” according to Minister Ambrose.

Minister MacKay said that “the building of joint support ships is back on track and we’re moving ahead,” stating that \$200 million was invested in the Canadian Navy last year and \$500 million this year – what he called “a historic investment.” He continued to say that the ships will be ready as soon as possible, and will be as good as or better than the ones the Canadian Navy currently uses.

“The requirements of the navy have not changed...and our requirements will be met,” said Minister MacKay. “More joint support ships mean more reach, better endurance in the protection of Canada’s national interests. The Canadian Government is following through with a commitment to create new fleets at home. Many ships built today were built by Irving shipyards, and they are outperforming others. We are absolutely determined to see these ships through, and to make sure that our men and women in uniform have the best possible equipment.”



Photo: DND

The auxiliary oiler replenishment vessel HMCS *Preserver*, which turned 40 years old in August, will eventually be replaced by ships procured under the new joint support ship project. *Preserver* is currently in refit at the Irving Shipbuilding Inc. Halifax shipyard, where extensive hull work and refurbishment of major systems will take place until next February.



Photo: MCpl Robin Mugridge



New Zealand exchange officer Sub-Lieutenant Nicholas Foster performs officer of the watch duties aboard the destroyer HMCS Athabaskan during Exercise HALCYON off the coast of Nova Scotia in June. The exercise included several warships from Canada, the U.S., Britain and NATO. The navy routinely conducts exercises with other countries to ensure interoperability and the ability to respond quickly to threats at home and abroad.

## Navy welcomes new commanders in MARLANT and MARPAC

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RAdm Pile's fondest memories. "It was an exciting time to be admiral. We can all be proud of the performance of our Canadian athletes during the Olympics, and of the sailors, soldiers, airmen and airwomen who contributed to that. It took us years of preparation to work towards that. Then after all that hard work it was unique and gratifying to celebrate our Canadian Naval Centennial," he said.

Looking to the future, RAdm Pile sees a strong fleet embracing change. "This is a very exciting time to be in the navy. We are laying the foundations for a capable, modern, globally deployable navy. HMCS *Victoria* is nearly ready for an exciting phase of submarine operations and will be an important part of the future, and the hard work that went into this should be recognized. Our navy is about to undergo the most significant period since the building of the St. Laurent Class ships in the 1950s. The future is so bright I feel I'm leaving on a high," he said.

RAdm Greenwood arrives with a wealth of experience. After six years with the Royal Canadian Sea Cadet Corps,

he attended Royal Roads Military College in Victoria from which he graduated in 1979 with a BSc in Physics and Oceanography. He subsequently qualified as a bridge watch keeper, anti-submarine air controller and destroyer navigating officer, serving in HMC Ships *Annapolis*, *Chignecto*, *Cowichan* and *Kootenay*.

In 1987, on completion of the Combat Control Officer Course he joined HMCS *Iroquois* as weapons officer and later Combat Department head. He later served as executive officer in HMC Ships *Algonquin* and *Preserver*, and as commanding officer in HMCS *Ottawa*. RAdm Greenwood's last sea appointment was as Commander, Canadian Fleet Pacific, from 2007-2009.

Between sea-postings, RAdm Greenwood served in a variety of positions ashore, including Base Commander at CFB Halifax; Chief of Staff to the Commander Maritime Forces Pacific (2003-05); and Director of Military Capability Management under the Chief of Force Development at NDHQ.

*With files from Virginia Beaton and Shelley Lipke.*

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