



Crowsnest

Vol. 4, No. 4 Winter 2010

Chief of the Maritime Staff

CANADIAN
NAVY

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Photo: Cpl Johanie Maheu

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“Labour of love” draws to a conclusion

For retired Captain (Navy) John Pickford, this year’s celebration of the Canadian Navy Centennial (CNC) has been a labour of love.

Named as CNC project manager almost six years ago, he has seen the centennial develop from a few ideas scratched on paper to the enormously successful collection of events that have taken place over the past year.

“It has been so rewarding,” he says. “We really found a good balance between commemoration, celebration and commitment.”

Capt(N) Pickford first started working on preparations for the navy’s 100th birthday in early 2005 when he retired from the regular navy, joined the Naval Reserve and volunteered to be involved with planning for the centennial. A dedicated sailor with more than 36 years in the navy, Capt(N) Pickford’s strong sense of history, his devotion to his family’s naval background and his work experience during the navy’s 75th anniversary celebrations, made him a perfect fit.

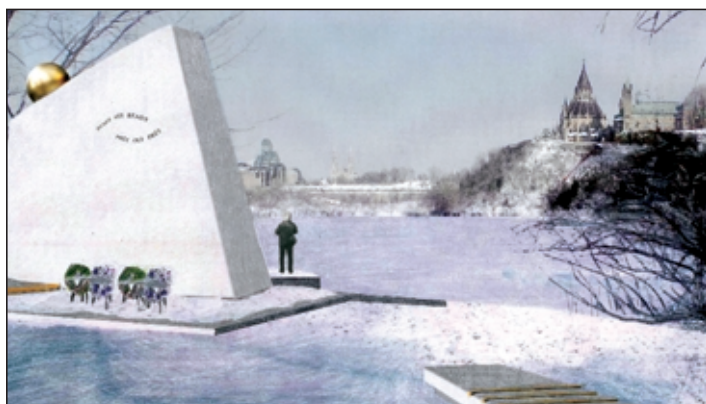
“I was honoured and privileged to be chosen to work on the centennial project,” he says. “I wanted to do my bit to promote the navy as best I could.”

Capt(N) Pickford began his centennial journey as the



Photo: Ontario Heritage Trust

Captain (Navy) John Pickford stands next to the Ontario Heritage Trust plaque honouring Sir Charles Edmund Kingsmill, the first director of Canada’s Naval Service.



An artist’s rendition of the new national naval monument.

lone person in the project management office. As time went on staff members were added here and there, and eventually there was a core team of six people. The brainstorming began in earnest and the result was a successful merchandising and promotional program, as well as a series of events that spanned the country, uniting Canadians under the navy centennial banner.

“Everyone on the team worked so hard,” says Capt(N) Pickford. “We started from scratch and to get the kind of products we wanted took a lot of effort. The team deserves all the credit – they made it happen.”

The project management office was supported by many groups and organizations in the development and staging of products and events, including many inside the navy, the Department of National Defence and the Canadian Forces, as well as those on the outside including the National Capital Commission (NCC), Canada Post, the Royal Canadian Mint, parliamentary



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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.

Banner photo, page 1: A rigid-hulled inflatable boat from HMCS *Montréal* transports supplies during Operation Lama. Photo: Cpl Rick Ayer
All articles written by Darlene Blakeley, except where otherwise noted.

officers, corporate Canada and myriad naval service groups.

"Some of these discussions took years," says Capt(N) Pickford. For example, ideas such as a national navy monument in Ottawa, commemorative stamps and coins, and the commissioning of six centennial paintings by renowned marine artists were developed over long periods of time and required a legal framework.

The International Fleet Reviews (IFRs), held on each coast, also required extensive long-term planning, particularly the one on the east coast which was attended by Queen Elizabeth II. "There was a lot of work involved, even though we didn't know until just a few months before the IFR that she was coming," says Capt(N) Pickford.

As well, in an effort to bring the navy to Canadians, a traveling musical show highlighting a century of history and naval service to Canada crisscrossed the country, and 235 framed prints were presented to communities whose names had been carried by navy ships over the past 100 years.

For Capt(N) Pickford, who came up with many of the ideas and has been involved in the smallest details, three things stood out during the year on a personal level: the presentation of the centennial bell in the Senate of Canada during a week of festivities in May that marked the actual birth date of the navy (May 4); the ground-breaking for the national naval monument; and the opportunity to get to know the grandchildren of Admiral Sir Charles Edmund Kingsmill, the first director of Canada's Naval Service. "Meeting his family was very special," says Capt(N) Pickford. "They have all his medals and personal letters. It was a great honour to meet them."

Michael Kingsmill presented Capt(N) Pickford with his grandfather's original white ensign, old and stained, but of enormous historical importance. Capt(N) Pickford has turned it over to the Naval Museum of Canada.

While hundreds of events celebrating the centennial have come and gone over the past year and the celebrations are winding down, there are still two that will take place in 2011. The navy, along with the NCC, are expected to unveil the national naval monument at Richmond Landing, a promontory of land overlooking the Ottawa River, in September. As well, commemorative plaques will be unveiled by the Historic Sites and Monuments Board of Parks Canada, recognizing both Admiral Kingsmill as a significant Canadian, and the establishment of the Naval Service in 1910.

Capt(N) Pickford is confident that the legacy of the navy's centennial year will live on through community committees that were set up for specific events, public outreach programs that brought the navy to Canadians in a very personal way, and navy education packages that will be kept on-line through organizations such as

the Canadian War Museum, *Canadian Geographic* and Scouts Canada. As well, two books published for the centennial, *The Naval Service of Canada 1910-2010*, *The Centennial Story*, and *Citizen Sailors, Chronicles of Canada's Naval Reserve 1910-2010*, are enduring pieces of the year.

Looking back on the centennial planning that consumed nearly six years of his life, Capt(N) Pickford is content with the outcome. "In the end," he says, "everything turned out better than I ever thought it would. Everything we said we wanted to do happened. There is a lot of satisfaction in that. It was the strength of the team – it truly was a labour of love."



Photo: Cpl Kate Duggan

Citizen Sailors launched

Authors Michael L. Hadley, left, and Rich Gimblett, centre, along with Commodore Jennifer Bennett, Commander of Canada's Naval Reserve, unveil *Citizen Sailors* during the book's official launch in Point à Carcy, Que., Nov. 18. The lavishly illustrated commemorative volume, produced under the auspices of the Canadian Naval Centennial Project, chronicles the history of the Naval Reserve from 1910-2010.

It can be purchased at: www.amazon.ca/Citizen-Sailors-Chronicles-Canadas-1910-2010/dp/1554888670.



Exercise tests combat readiness



Six ships from Maritime Forces Atlantic conducted a major task group exercise off the eastern seaboard of the United States during November and early December. HMCS Ships *Athabaskan*, *Charlottetown*, *Fredericton*, *Glance Bay*, *Montréal* and *Shawinigan*, along with U.S. Navy ships and air assets from both countries, participated in TGEX 2-10, designed to enhance both unit- and task group-level combat readiness and force generation. Scenarios included anti-submarine warfare, mine avoidance training, anti-air warfare, anti-surface warfare, seamanship, search and rescue, engineering training, and maritime interdiction operations training such as hailing and boarding serials to prepare for fisheries patrols, anti-drug and anti-piracy operations.



Top: Lieutenant (Navy) Phil Durand from HMCS Athabaskan examines the bearing with HMCS Charlottetown in the background.

Above left: Petty Officer Second Class Jeremy Wiseman, left, and Ordinary Seaman Nick Fancy signal from HMCS Athabaskan.

Left: A sailor aboard HMCS Athabaskan fires a C7 semi-automatic weapon during the task group exercise.

Photos by Cpl Johanie Maheu

Right: Petty Officer Second Class Donald Perrie raises flags aboard HMCS Athabaskan during the task group exercise.

Below: The bridge in HMCS Athabaskan is a busy place during the exercise.

Bottom: Canadian ships encounter rough seas during the exercise off the eastern seaboard of the United States.



Navy assists Newfoundlanders after hurricane

Newfoundlanders are no strangers to the navy. However, it is not every day that they see sailors come ashore to help them through a natural disaster like Hurricane Igor.

The hurricane, which blasted through the province with powerful winds and heavy rains Sept. 21, collapsed bridges, washed out roads, knocked out power and stranded some residents in their homes.

More than 1,000 members from the air, land and maritime components of the Canadian Forces, in coordination with the Government of Canada and the Government of Newfoundland and Labrador, assisted residents affected by the hurricane by delivering critical supplies such as food, water, medical supplies and fuel; providing medical evacuation; assisting in moving power crews and materials to repair power grids; delivering generators and re-supplying fuel to main communications nodes; assisting with bridging and road repair; and transporting engineering analysis teams.

Dubbed Operation Lama, this domestic humanitarian



Photo: Cpl Francis Gauthier

Lieutenant-Commander Daniel Charlebois, centre, executive officer of HMCS Fredericton, assesses the situation during Operation Lama.

relief mission was led by Canada Command, responsible for all routine and contingency CF operations in Canada and continental North America, and conducted through Joint Task Force Atlantic.

The navy sent three frigates to the area: HMC Ships *Fredericton*, *St. John's* and *Montréal*. The ships arrived shortly after the hurricane and their crews worked in the area for several days. They were positioned near some of the hardest hit coastal communities, acting primarily



Chief Petty Officer First Class Robert Robinson, coxswain of HMCS St. John's, views road damage in Lower Amherst Cove, NL.

Photo: Pte Dan Bard

as platforms for the helicopters, but also assessing local needs as well as transporting personnel and supplies when required. *St. John's* was stationed just off the Burin Peninsula, while *Montréal* operated near the Bonavista Peninsula. *Frederickton*, which had been diverted to Newfoundland on her way home to Halifax from her Great Lakes deployment, also contributed to the operation by carrying out similar tasks.

Newfoundland has always had strong ties to the navy. Out of HMCS *Frederickton's* crew of 220, nearly 60 are originally from Newfoundland. Some are even from the



Photo: Cpl Rick Ayer

Lieutenant (Navy) Daniel Roddick, left, of HMCS Montréal, looks at a map of the hardest hit areas during Hurricane Igor with Jim Miller, mayor of Trinity, NL.

many communities that line Bonavista Bay, including Able Seaman Mitchell Stokes. Originally from New-Wes-Valley, he says that the rescue effort means a great deal to the people of Newfoundland. "You know that people out there listen and care," he says. "We've already shown that the navy

can help faraway countries in their hour of need, like Haiti. Now we're showing we can help at home too."

As proud and independent as these communities are, they were equally thankful for the help. "The most powerful thing I have taken away from this relief effort is the resilient spirit of the people here," says Commander John Zorz, commanding officer of *Frederickton*. "They have banded together, pooled their food and supplies,



Photo: Cpl Rick Ayer

Crew members from HMCS Montréal secure lines to barrels of fuel to be transported ashore by Sea King helicopter.

and have faced this challenge with incredible tenacity."

All three ships had departed the area by Oct. 3.

With files from Lt(N) Ed Stansfield.

Naval officer wins Trailblazers and Trendsetters award

A senior naval officer was recognized among the Top 100 Most Powerful Women in Canada by The Women's Executive Network Nov. 29.

Commander Josée Kurtz, the first woman to command a major Canadian warship, was the winner of an Xstrata Nickel Trailblazers and Trendsetters award.

As executive officer of HMCS *Ville de Québec* in 2008, Cdr Kurtz engaged in counter-piracy escort missions with the UN World Food Programme, delivering much needed food aid to Somalia. In January 2010, she commanded HMCS *Halifax* during the humanitarian assistance and disaster relief mission to Haiti following the devastating earthquake. She is now the chief of staff at Canadian Fleet Atlantic Headquarters.

Canada's Most Powerful Women: Top 100 Awards is Canada's most recognizable award for the country's highest achieving female leaders in the private, public and not-for-profit sectors, where women are selected for recognition by an independent advisory board.

A full biography of Cdr Kurtz can be found at www.top100women.ca, under the 2010 Winners section.



Commander Josée Kurtz



HMCS Algonquin sails into Esquimalt, B.C., following a four-month deployment. INSET: Algonquin commanding officer Commander Angus Topshee greets his daughters after his ship arrives home.

Ships foster goodwill

By Captain Quentin Wyne

Family spirits were upbeat at CFB Esquimalt, B.C., Oct. 23 when HMC Ships *Algonquin*, *Protecteur* and *Vancouver* returned home from a four-month deployment on Operation Pacific Amistad. The ships arrived alongside to the enthusiastic waves of family and friends and the tunes of the Naden Band of Maritime Forces Pacific. The ships had been at sea since June 14, travelling as far south as Valparaiso, Chile, and as far west as Hawaii.

Operation Pacific Amistad was the collective name for a series of separate and distinct exercises and activities that together represented the fleet's efforts to build interoperability between naval fleets from North, Central and South America, and the Pacific. The variety of training and activity that was accomplished reflects the increasing range of tasks faced by the Canadian Navy within the international community.

"This deployment provided important opportunities for our fleet to work in many dynamic, real-world operations, and demonstrated our capabilities alongside our allies," said Rear-Admiral Nigel Greenwood, Commander of Maritime Forces Pacific. "In addition to enhancing operational readiness, our ships fostered tremendous goodwill towards Canada by strengthening existing relationships with our international partners in Central and South America."

In the past, Canada's naval presence at sea was primarily military, as well as the traditional role of navy-to-navy and nation-to-nation diplomacy. Today, it has

grown to include constabulary duties in support of national law enforcement authorities and other government agencies. This includes new challenges that have arisen from a general increase in marine activity taking place in close proximity to Canada, environmental and sovereignty patrols, and maintaining a watchful eye for illegal seaborne migrants.

Recent experience has seen a growing use of purpose-built vessels to avoid detection while smuggling contraband which have thwarted law enforcement agencies using conventional law enforcement capabilities. The exercises and operations that took place this summer in cooperation with other nations through the U.S.-led Joint Interagency Task Force were designed to bring unique military capabilities to counter the increasingly sophisticated threats associated with the drug trade and other criminal activity.

Operation Pacific Amistad also featured a number of outreach events such as community projects, working to repair and improve an orphanage in Peru, as well as visiting a hospital for disabled children in Chile. The Canadian embassy also hosted a reception on board *Algonquin* in Valparaiso, in which the Canadian ambassador highlighted Canada's continuing commitment to the region and our increasing interest in developing North, Central and South American ties.

For now, the returning sailors can say they met all the challenges that Operation Pacific Amistad presented, underlining the navy's ability to meet its assigned roles and tasks across the globe.

HMCS *Moncton* comes to aid of fishermen

By Lieutenant (Navy) R. Blair Eavis

In a prime example of how the navy helps Canadians at home, the maritime coastal defence vessel HMCS *Moncton* came to the rescue of a fishing vessel in distress during stormy conditions in the Atlantic Oct. 6.

While on fisheries patrol off Newfoundland's south coast, *Moncton* decided to anchor near the small community of St. Lawrence, NL, hoping to avoid high winds and seas forecasted for the area. Shortly before midnight, it received a search and rescue tasking from the Joint Rescue Coordination Centre in Halifax to assist a vessel located 110 nautical miles south of the Burin Peninsula. Within 15 minutes, the ship weighed anchor and proceeded to sea.

Despite poor weather conditions, *Moncton* was able to steam at best speed, arriving on the St. Pierre Bank before sunrise. The 20-metre fishing vessel *Scotia Harvester*, with six people aboard, suffered a complete power failure resulting in a loss of its propulsion system and bilge pumps.

A repair party was transferred to the fishing vessel to assess the situation. However, upon examination it was determined that the fishing boat required repairs at a shore facility. As conditions continued to deteriorate, the decision was made to tow the vessel to the nearest port on the Newfoundland coast. A towing line was passed to the *Scotia Harvester* and *Moncton* began the journey back to the coast.

Sustained winds of over 30 knots, gusting to 40 knots, and seas of four to five metres made the tow increasingly difficult. Due to unfavourable sea conditions, the tow line parted twice over the course of the day. Conditions made it impossible to launch *Moncton's* rigid-hulled inflatable boat to assist in reconnecting the tow line. The only method of passing equipment was to manoeuvre *Moncton* close enough to transfer lines and towing gear between the two vessels. On each



Photo: HMCS Moncton

HMCS *Moncton* tows the fishing vessel *Scotia Harvester* after she suffered a complete power failure south of the Burin Peninsula.

occasion, *Moncton's* commanding officer, Lieutenant-Commander Malcolm Musgrove, approached *Scotia Harvester* to within a few metres, enabling the crews to pass the necessary equipment.

After 36 hours of towing in extreme conditions, *Moncton* was finally able to transfer the *Scotia Harvester* over to Canadian Coast Guard vessel *W. Jackman* outside St. Lawrence, NL, and continue on its fisheries patrol.

Check it out on-line!

* To learn more about Canada's naval history since 1910 through hundreds of objects and images drawn from the collections of the Canadian War Museum and its partners, visit:

www.warmuseum.ca/cwm/exhibitions/navy/home-e.aspx

* The four-part historical documentary *Convoy*, which recently won first prize in the historical category at the 21st Annual Military Film Festival in Bracciano, Italy, can be streamed on-line at:

www.history.ca/ontv/titledetails.aspx?titleid=248473

Canadian sailor serves aboard U.S. surveillance ship

By Leading Seaman Chris Legge

Being given the chance as a Canadian sailor to serve aboard a U.S. naval ship is not a common occurrence. I have spent the last two years as part of the Canadian detachment at the Naval Ocean Processing Facility Whidbey Island, located in Puget Sound, Washington, yet even for us the opportunity to go to sea with the Americans is rare. We work in integrated undersea surveillance, a navy program that uses acoustics to find submarines over vast distances. This program consists of hydrophone arrays on the ocean floor, as well as ships towing mobile arrays. Canada has been involved in this project since the 1950s, but the array ships are normally manned exclusively by American sailors.

Recently, Canadians have been given a few opportunities to go to sea, and when I was offered a chance to join the U.S. Navy Ship (USNS) *Impeccable*, I couldn't refuse. This ocean surveillance ship is based in Japan, so even before my trip began I had a long flight ahead of me.

When I approached *Impeccable*, the first thing I noticed was her strange shape. She was definitely nothing like the frigate HMCS *St. John's*, which I had served in for four years in Halifax. The large grey twin-hulled ship seemed more like a steel ration pack kept afloat by two giant torpedoes than any ship I recognized. Walking across the brow I realized that the giant torpedoes were actually pontoons, and immediately assumed it was going to be a harsh ride for the next few months.



From left: Leading Seaman Chris Legge, Mark Paine, captain of *Impeccable*, and Lou Ernard D. Patricio, U.S. Navy sonar technician, stand together aboard *Impeccable*.

I was welcomed aboard by the ship's company, men and women in coveralls rather than military uniforms. As an auxiliary ship, *Impeccable* is operated by a wide variety of different personnel. The crew was made up of navy sonar technicians, a U.S. Navy security team from Guam, a civilian crew of merchant mariners, and several civilian equipment experts. Now it even included one Canadian sailor.

With *St. John's*, I was used to 12-40-person mess decks for sailors, with state rooms reserved for officers. Joining a ship where civilians had their own state rooms and even the military crew shared two- or three-man cabins was a different experience. Each cabin consisted of a refrigerator, TV, a private head (bathroom) and even a porthole or two to help tell the time of day. I've come to relish the luxury and privacy this offers me.

My routine is similar to other deployments I have been on. I wake up at 2 a.m. for an early morning workout to get my day started, and always make sure I have my morning coffee to prepare myself for the eight-hour watch. Sometimes, if vessel traffic is particularly heavy, I stand as lookout on the bridge, but normally my watches are spent monitoring the sonar or conducting training.

Now that we are well into our deployment, I realize that the ship's seaworthiness is actually quite impressive. The massive pontoons sharply cut through the ocean, creating an extremely smooth ride, even in high sea



The U.S. Navy Ship *Impeccable*, an ocean surveillance vessel based in Japan, was home for awhile to Canadian sailor Leading Seaman Chris Legge.

states. The unusual hull design creates an unpredictable yet familiar ride, much like that of a train on rusted tracks.

We received good news of a port visit to White Beach, Okinawa, which occurred late in the trip. I soon found out that many rules came along with this visit as I am now treated just like one of the American sailors. I learned new terms like “liberty buddy” and “overnight

chit”, which I had not heard before.

This trip has taught me a lot that I will be able to pass on to the other Canadians back on Whidbey Island. I have learned as much from my shipmates as they have learned from me, and I now have an even greater respect for my American counterparts. I feel proud to have this opportunity to represent Canada, and this has been a truly memorable experience for me.

Photo: U.S. Navy



Working with our allies

From left: Vice-Admiral Robert C. Parker, Commander of U.S. Coast Guard Area Atlantic; Rear-Admiral David Gardam, Commander Joint Task Force Atlantic, Canadian Navy; Vice-Admiral Daniel P. Holloway, Commander of U.S. Second Fleet; and Commander Michael Riley, commanding officer of the littoral combat ship USS Independence, talk together during a tour of the ship. The sailors were taking part in the fourth annual tri-party staff talks Nov. 16-17 in Norfolk, Va., to coordinate future training, plan for scenarios involving potential threats, and build better relationships with allies and partners.

Naval reservist awarded Medal of Bravery

A naval reservist, who lost her life attempting to rescue a 15-year-old boy from the fast-flowing waters of the Rideau River in Merrickville, Ont., has been awarded the Medal of Bravery.

The posthumous decoration was presented to Leading Seaman Roxanne Lalonde's mother, Riemke Bles, by David Johnston, Governor General of Canada, during a ceremony at Rideau Hall Oct. 22.

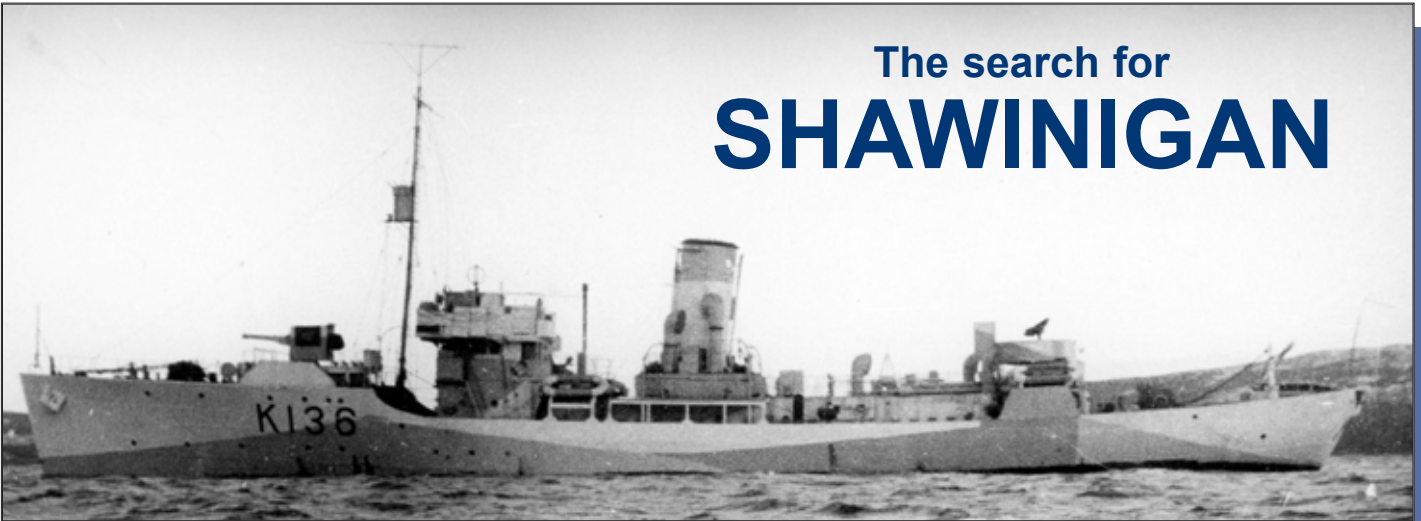
The attempted rescue took place April 21, 2007 when LS Lalonde arrived at the base of a dam on the Rideau River and was advised that the boy was probably caught in the falls under it. Without hesitation, she jumped in the icy waters to search for him, but was suddenly caught up by the strong undertow and pulled towards the middle of the river. Others on shore tried to throw a lifeline to her, but the strong current quickly carried her downstream. Sadly, neither the boy nor LS Lalonde survived.

The Medal of Bravery recognizes acts of bravery in hazardous conditions.



The search for SHAWINIGAN

Photos: Naval Museum of Alberta



HMCS Shawinigan was one of six Canadian warships lost during the Second World War's Battle of the Gulf of St. Lawrence and one of three ships lost during the war without survivors. As part of events marking its centennial, the navy remembered the loss of Shawinigan and her crew during a commemoration ceremony Nov. 27 in Port aux Basques, NL, close to the waters that are Shawinigan's final resting place.

By Sub-Lieutenant Gordon Laco

Ships have been lost off the coasts of Newfoundland since the first Europeans tentatively reached its rocky shores. The Norse trader *Bjarni Heriolfsson* was the first to leave a written record, but in it is the notation that they found the "keel of a wrecked ship" when they arrived. Newfoundland's

coasts are beautiful and dangerous.

Periodically mankind adds to the dangers nature provides. Throughout history civilization's wars have regularly reached Newfoundland – most recently was the Second World War. The largest number of Canadians killed in a sea action in that war was when the Sydney-Port aux Basques ferry *SS Caribou* was torpedoed and sunk in 1942. For Newfoundlanders, the war was not something that was happening far away to be read about in newspapers; it was happening on their doorsteps. And it was not just volunteer soldiers who were paying with their lives; it was their own wives, children and parents.

The Royal Canadian Navy established a routine of patrolling the maritime coasts, but could not prevent the loss of 15 merchant and naval vessels sunk by enemy action by the time the war ended. One of the most tragic of those losses was the sinking of the Flower-class corvette *HMCS Shawinigan* (K136) with all hands just a few miles off Port aux Basques. The navy has never forgotten, and over the years has made several attempts to fill in the many blanks in the story of what happened that terrible night.

Immediately after the war, allied intelligence officers began assembling and studying captured German military records. It was discovered that one of the few German U-boats to survive the war was U-1228. When the signal was sent out in May of 1945 for all U-boats at sea to surface, raise black flags and surrender, U-1228 was off the coast of New England and surrendered to the U.S. Navy. While



studying her logs and operational records, it was discovered that in November of 1944 she was concluding a patrol off the coast of Newfoundland and claimed to have sunk an allied warship. A quick cross reference revealed that we did indeed lose a ship that particular night. At last the cause of the loss of HMCS *Shawinigan* included in the list of vanished ships was now known.

The world returned to peace and several decades passed. In the early 1990s, the Canadian Hydrographic Service, the federal organization responsible for surveying Canadian waters and producing navigation charts for mariners, turned its attention to the coast of Newfoundland between Port aux Basques and Burgeo. The Canadian Navy had a close interest in the work as sailors who navigate the waters, but also because developing accurate records of the characteristics of the sea bottom is an important part of any navy's preparedness for coastal defence. In addition to the more traditional surveys, in 1996 an airborne survey was conducted using magnetometers which produced a record of bottom contours and magnetic anomalies. Several appeared, some of which caused people to recall *Shawinigan*.

U-1228's commanding officer had made specific notations of where he was when he fired his single torpedo at *Shawinigan* – he noted the time of run, and the course his target was steering when he fired at her. One might think this would make it easy to pinpoint the location of the lost ship, but for one important detail. The torpedo U-1228 fired was of the acoustic homing variety – what the Allies called a “gnat”. These dreaded weapons were specifically designed for killing submarine hunters, which were often difficult to hit due to their smaller size and erratic courses. The gnat followed

Shawinigan for several minutes, closed in on her despite her defensive zigzag courses, and struck her. The location could have been in a circle of many square kilometres. The discovery of magnetic anomalies on the seabed in the vicinity of where the ship was sunk made people think that perhaps one of them might be our lost ship.

In 1997 HMCS *Cormorant*, the Canadian Navy's underwater research ship, was off the coast in the area of Port aux Basques and took the opportunity to investigate some of the more likely pinpoints identified by the magnetic survey. The search turned up nothing conclusive.

In 2008, as part of the navy's build-up to its centennial, the Naval Reserve's planning committee identified the loss of *Shawinigan* as one of the events in the navy's history it wished to recognize and commemorate.

Research was reopened and a request was sent to Maritime Forces Atlantic in Halifax for a renewed search.

In the spring of 2009, the new HMCS *Shawinigan*, a maritime coastal defence vessel, was tasked to use her state-of-the-art side-scan sonar to extend the search conducted earlier by *Cormorant*. Several interesting objects were discovered, but nothing that might conclusively indicate that the final resting place of the first *Shawinigan* and her ship's company had been found.

To have found the wreck would have been a deeply satisfying event. The navy has not forgotten any of its lost ships or their crews. Although we cannot yet mark a point on a chart and say “there she is”, the navy will continue to do everything it can to help keep alive the memory of the young men who were lost in

Shawinigan.



The crew of
HMCS *Shawinigan*
gather for a photograph
during the Second World War.

Photo: MCpl Robin Mugridge



*We will
remember
them*

Photo: Pte Dan Bard



Photo: Cpl Johanle Maheu

Like all members of the Canadian Forces, those serving in the Canadian Navy take time on Nov. 11 to remember the men and women who have served and given the ultimate sacrifice during times of war. Top: Allan Tanner, a veteran of the Canadian Merchant Navy, salutes during the playing of the *Last Post* at the Remembrance Day ceremony in Halifax. Left: Petty Officer Second Class Lawrence Denham stands vigil at the Point Pleasant Park cenotaph during the ceremony in Halifax. Above: Master Seaman Jason Boz places his poppy on the HMCS *Athabaskan* wreath after a ceremony held on the ship's flight deck while alongside in Norfolk Harbour, Va.

Two new honorary navy captains named

The Canadian Navy has added two new honorary navy captains to its ranks: Valérie Dion and Colin Robertson. This brings to 18 the number of honorary naval captains currently serving with the navy.

HCapt(N) Dion is the President of the Board of Rendez-vous naval de Québec and received one of 75 copies of a medallion commemorating the Canadian Navy centennial in appreciation of her dedication to the organization of that event. She is a chartered accountant, a partner within the firm Mallette, s.r.l. located in Québec City, and is very involved in the business community. She is a member of the Board of Directors of the Caisse Desjardins Sillery-Saint-Louis-de-France and the Board of Directors of Desjardins International Development.

"I am very proud of this appointment, which I accept very humbly," HCapt(N) Dion says. "I consider it a great recognition for all the efforts invested with the Rendez-vous naval de Québec, the Foundation of the Naval Museum of Québec and the business community of the Québec region. I intend to work closely with the deputy commander of the Naval Reserve, Captain (Navy) Chris Dickinson, to emphasize the naval presence in the region of Québec, and to heighten the mission, values and devotion of our sailors to the surrounding community."

HCapt(N) Robertson, a former Canadian diplomat, is a senior strategic advisor for the international law firm of McKenna, Long and Aldridge LLP. He is vice-president and senior research fellow at the Canadian Defence and Foreign Affairs Institute and a distinguished senior fellow at the Norman Paterson School of International Affairs at Carleton University in Ottawa. He is a member of the boards of Canada World Youth and the Conference of Defence Associations Institute. He is



Honorary Captain (Navy) Valérie Dion, second from the left in the front row, meets with the commander of the Canada's Naval Reserve, Commodore Jennifer Bennett, second from the right in the front row, and other commanders from Standing NATO Maritime Group One during this year's Rendez-vous naval de Québec.

currently president of the National Capital Branch of the Canadian International Council and is honorary chair of the Canada Arizona Business Council. He previously served as first head of the Advocacy Secretariat at the Canadian Embassy in Washington and as consul general in Los Angeles with postings to Hong Kong and New York.

"I'm honoured by my appointment and proud to serve the navy and the Canadian Forces," HCapt(N) Robertson says. "There is no higher calling than service to one's country."

He hopes to help sustain the positive profile of the navy and the CF in the wider community, assist with recruitment, and provide strategic communications advice as the navy and the CF implement the *Canada First Defence Strategy*.

Honorary navy captains act as bridges between military and civilian communities. They bring with them unique skills and connections that help strengthen the navy's ties to Canadian communities and promote a better understanding of maritime defence issues.

Honorary Navy Captains

Jim Balsillie
Sonja Bata
Tung Chan
Valérie Dion
Myra Freeman
Sid Hynes
Ron Joyce
Noel Kinsella
Lyll Knott
Patricia Lang
Steven Point
Colin Robertson
Hugh Segal
Cedric Steele
Victor Suthren
Moise Tousignant
Tony Whitford
William Wilson

*Honorary Captain (Navy)
Colin Robertson*



A study in contrasts

The juxtaposition of these photos demonstrates with dramatic effect the extremes of conditions found along the B.C. coastline, from idyllic calm to gales and heavy seas with snow and ice. The photos were taken by Corporal Alex Croskery while aboard the maritime coastal defence vessel HMCS Whitehorse during a recent maritime security patrol. During the voyage, Whitehorse patrolled Jervis Inlet, Toba Inlet, Bute Inlet, Douglas Channel, Gardner Canal, Ursula Channel, Princess Royal Channel, Dean Channel, Burke Channel, Sutlej Channel, Knight Inlet, Fitz Hugh Sound, Queen Charlotte Strait and Johnstone Strait. Maritime security patrols are routinely carried out by the navy along Canada's coastlines.

Navy gains full membership in Western Pacific Naval Symposium

The Canadian Navy has been upgraded to full membership from observer status in the Western Pacific Naval Symposium (WPNS).

During the 12th annual meeting of the WPNS held recently in Sydney, Australia, member nations amended the organization's charter to allow new countries to join as either observer status or to upgrade to full membership.

"The Canadian Navy has a proud tradition of working in a multinational setting towards global security and stability," said Defence Minister Peter MacKay. "The Western Pacific Naval Symposium values our sailors' commitment to excellence and I feel this is an important recognition of Canada's capabilities during this, the Canadian Navy's centennial year."

Vice-Admiral Dean McFadden, Chief of the Maritime

Staff, added that full membership provides the Canadian Navy the continued opportunity to work towards greater cooperation and understanding between member nations.

The WPNS aims to increase naval cooperation in the Western Pacific by providing a forum for discussion of maritime issues, both global and regional, and in the process, generate a flow of information and opinion between naval professionals leading to common understanding and possibly agreement.

So far the WPNS has 20 full member countries: Australia, Brunei, Cambodia, Canada, Chile, China, France, Indonesia, Japan, Malaysia, New Zealand, Papua New Guinea, Philippines, Russia, Singapore, South Korea, Thailand, Tonga, the U.S. and Vietnam. The four countries possessing observer status are Bangladesh, India, Mexico and Peru.

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