

# Crow'snest

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National  
Défense

Défense  
nationale

Canada



# The Royal Canadian Navy and OP NANOOK



HMCS Summerside sails off the coast of Saglék, Labrador, during Operation Nanook 11.

Photo: Cpl Rick Ayer

By Matthew Lindsey

A Royal Canadian Navy (RCN) task group set sail Aug. 5 from St. John's, NL, towards Canada's Eastern and High Arctic, where it joined other personnel from the Canadian Army, Royal Canadian Air Force and Canadian Rangers for Operation Nanook 11.

Op Nanook, named for the Inuit word for polar bear, is the centrepiece of three annual northern sovereignty operations conducted by the Canadian Forces (CF) and its partners who share interest in Canada's North. First conducted in 2007, Op Nanook demonstrates a visible presence and provides opportunities for military and civilian teams to operate and train in Canada's unique Arctic environment.

This year's exercise was a joint navy, army and air force operation, integrated with whole-of-government

partners and combined with international partners from the U.S. Coast Guard and the Royal Danish Navy working under the lead of Canada Command, the military command responsible for all routine and contingency operations in Canada and continental North America.

Throughout Op Nanook 11, the RCN continued to live up to its reputation as a versatile force. The frigate HMCS *St. John's*, and maritime coastal defence vessels HMC Ships *Summerside* and *Moncton*, sailed up the North Atlantic Ocean, demonstrating the navy's ability to operate effectively in the vast and challenging conditions of the Arctic.

The RCN offers some unique capabilities. First, having a tactical aircraft aboard adds tremendous value to operations. "Being able to work collaboratively with an aircrew of a CH-124 Sea King helicopter aboard a RCN frigate is a tremendous asset," said



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

Front page: A Sea King helicopter conducts maneuvers over the fo'c's'le of HMCS *Vancouver* while en route to Libya. Photo: Cpl Brandon O'Connell  
All articles written by Darlene Blakeley, except where otherwise noted.



Lieutenant-Commander Kristjan Monaghan, executive officer of *St. John's*. "Having this capability aboard makes it easier to transport troops to land for ground surveillance missions, when ice conditions present a danger to a ship travelling ashore."

It also increases a ship's capacity to respond to a search and rescue emergency, and conduct forward surveillance operations on both land and sea. As well, RCN ships have the resources to transport crew ashore and facilitate search and rescue exercises using small sea craft, when flying conditions are not ideal.

The impact of the collective capabilities offered by the RCN enables the CF to access some of the most remote locations in Canada's Arctic. Without it, two groups of the Canadian Rangers might not have made it ashore in Saglek Bay and Cape Dyer to conduct North Warning Surveillance Systems inspections during Op Nanook 11. Sending representatives ashore to strengthen the relationships between the CF and the various communities North of 60 including Qikittarjua, Pond Inlet and Grise Fjord also might not have been possible.

"Simply put, the navy provides the capability so the Canadian Forces can conduct enduring land, air and sea operations in the Arctic – an extremely vast area with an unforgiving environment and exceedingly long lines of communication," said Commander James Clarke, commanding officer of HMCS *St. John's*.

Above all, it is important to recognize the RCN's most valuable resource – its sailors. "Without our dedicated and highly skilled members aboard ship, to work closely with our Danish and American allies, Canada would be unable to fulfill its international role in keeping its Arctic waters safe," said LCdr Monaghan.

Also during Op Nanook, a 23-person composite dive



Photo: Sgt Norm McLean

**Master Corporal Peter Reed, left, an image technician, and Ordinary Seaman Adam Mullin, a diver with Fleet Diving Unit (Atlantic), prepare to dive during Operation Nanook 11.**

team consisting of seven RCN clearance divers, 10 RCN port inspection divers, and six U.S. Coast Guard divers conducted several dives near Resolute Bay, Nunavut. Its mission was to recover a U.S. Navy C54 Skymaster DC4 aircraft that crashed into Resolute Lake and sank in 1951.

"Our mission was successful in that the aircraft was remediated to shore from the bottom of the lake," said LCdr Roland Leyte, commanding officer of Fleet Diving Unit (Atlantic).

Participants in Op Nanook were scheduled to perform a sovereignty patrol and execute a whole-of-government response to both a simulated air disaster and a marine emergency exercise during the final week of the operation. This year, out of respect for the community and to support further investigations into the crash, the CF concluded exercises associated with Op Nanook on Aug. 22, two days after First Air Flight 6560 crashed into a hill near the Resolute Bay airport. The tragedy killed 12 people on board and injured three. Due to the CF's proximity to the event, personnel were quickly on site to provide immediate and critical assets and support to the three survivors of the crash.

*With files from Canada Command*

**Water sprays up from a CH-124 Sea King helicopter as it prepares to land on HMCS *St. John's* in Arctic waters off the shore of Resolute Bay, Nunavut, during Operation Nanook 11.**



Photo: Sgt Norm McLean

# Interoperability between Arctic nations



*HMCS Summerside, front, HDMS Hvidbjørnen, centre, and USCGC Willow, rear, fall into formation to conduct a gunnery exercise 140 miles east of Goose Bay during Op Nanook 11.*

By Sub-Lieutenant Julian Yates

There is a certain joy in operating alongside another navy; simply seeing the details of how your fellow sailors operate and live while at sea is a rewarding experience. When that opportunity occurs in an environment as pristine and beautiful as the Arctic with a professional and knowledgeable colleague, it is a truly amazing moment for any sailor.

From Aug. 13-18, HMCS *St. John's* worked with Danish naval forces during Operation Nanook 11. As *St. John's* entered Nuuk, Greenland, she was greeted by Her Danish Majesty's Ship (HDMS) *Hvidbjørnen*. After introductions and familiarizations, both ships proceeded to sea, Dane following Canuck, through a lengthy fjord out into the vast and foggy Davis Strait. Partners in securing the environmentally sensitive Arctic, the vessels had several joint aims for their time together, more specifically, Canada's contribution to the cooperation between Arctic nations and working with international partners to increase interoperability and exercise a collective response to emerging challenges in the Arctic.

The first order of business for the two ships was an exchange of personnel to tour each other's ships so that they could observe their counterparts holding similar positions at work. Sailors were sent back and forth by small boat and helicopter over several days as HDMS *Ejnar Mikkelsen* joined *Hvidbjørnen* and *St. John's* while transiting north across Arctic Circle. Sailors from both navies commented on how different the two ships were in purpose and design, yet how similar the processes, life and motivation of the crew members were.

There is no doubt that the Royal Canadian Navy can learn much from the Danes about operations in northern waters, a fact that Canadian sailors soon recognized in discussions with their Danish counterparts. The Danish Navy regularly has a vessel in its territorial waters

around Greenland, operating at high latitudes throughout the year. The mission assigned to the Danish Navy in northern waters is similar to that of the Canadian Forces – to protect sovereignty, assist in land, air and sea search and rescue (SAR) missions, and to enhance security in remote communities in the Arctic. The challenges both navies experience are also similar: a harsh environment, long distances from support bases and a massive geographic area of operations, all impacting the ability of any force to operate in the North and making sharing the Arctic's lessons important.

In order to overcome the inherent difficulties while transiting north, Danish and Canadian ships conducted a variety of exercises designed to enhance naval skills when operating in the Arctic environment. Operations conducted included ice navigation, submarine warfare, SAR and boarding exercises.

Commander, Senior Grade, Fiskar Kalle, the Danish captain of *Hvidbjørnen* commented: "We have few opportunities for exercises, so we are very happy for the opportunity to work in Arctic waters with Canadians."

Perhaps the most important exercise conducted was a simulated SAR response to a vessel in distress. The crews of both navies practised planning and executing a full search, recovery and medical response, putting training into action. Throughout the exercise *St. John's* maintained close communication with Danish vessels and aircraft, leveraging joint cooperation to successfully complete the search and rescue as fast as possible. These exercises proved that both navies were equipped and able to operate together to complete a diverse range of missions essential to the people of the North and those who transit through its waters and airspace.

As *St. John's* quietly turned its bow south-west to conduct further maritime operations in conjunction with the Canadian and American Coast Guards, as well as the Canadian Army and the Royal Canadian Air Force, it was with a renewed respect for the Danish Navy.



# Ships set sail on Great Lakes Deployment

By Jeri Grychowski

With the sun shining and a light breeze, HMCS *Montréal* set sail from Halifax Harbour for this year's Great Lakes Deployment (GLD) Aug. 25. As the lines were pulled, there was an air of excitement amongst the crew and guests on board. It has been a busy time for the crew, having recently returned from hosting the Duke and Duchess of Cambridge, Prince William and Catherine, from Montréal to Québec City, but the crew was now focused on the task at hand.

The 2011 deployment provides an opportunity for Canadians in cities along the way to tour Royal Canadian Navy ships and discover career opportunities available with the Canadian Forces. The schedule includes stops in Trois-Rivières, Toronto, Port Weller, Hamilton, Montréal, Pointe au Pic, Gaspé and Corner Brook.

As an addition to this year's GLD, two maritime coastal defence vessels are also participating. HMC Ships *Shawinigan* and *Summerside* will take a slightly different route, visiting Matane, Trois-Rivières, Montréal, Toronto, Windsor, Owen Sound, Little Current, Goderich, Sarnia, Kingston and Sept-Îles.

"The Great Lakes Deployment provides a unique opportunity for the navy to interact and connect with Canadians in Ontario and Québec, and this year



Photo: Cpl Martin Roy

**Petty Officer 2nd Class Gregory Buckle gives a tour of HMCS Montréal Aug. 29 during the Great Lakes Deployment.**

Newfoundland," said Commander Michael Tennant, commanding officer of *Montréal*. "While recruiting for the navy is our main goal, this year's GLD will also increase awareness of the navy and the Canadian Forces in general by providing opportunities to connect with key influencers and extend a naval presence into the centre of Canada."

On board *Montréal* for the first leg of the trip to Trois-Rivières was a film crew from Daily Planet (Discovery Channel), along with Mark Strahl, Member of Parliament for Chilliwack-Fraser Canyon, and several sea cadets. All were excited to experience first-hand what sailing on one of the navy's Halifax-class frigates was like.

By the time the ship arrived in Trois-Rivières, Mr. Strahl had nothing but praise for the ship and crew. "This has been an eye opener for me," he said. "This is my first time on a naval ship, and the work that is involved in getting the ship to sea and the professionalism that the crew exhibited was truly amazing. Everyone was friendly and helpful. This has been a great experience."

All the sea cadets on board had been chosen by their individual Royal Canadian Sea Cadet Corps and they could not hide their excitement. They were integrated into the crew to help with seamanship duties.

The film crew was on board to film a number of segments for an upcoming show. The host, Allan Nursall, became part of the ship's company and was fully immersed in firing the ship's 57-inch gun, assisting with the recovery of "Oscar" (a dummy) during a man overboard drill, and changing the oil in one of the ship's engines. He was also tagged as a fire fighter during a fire exercise.

"This whole trip has been amazing," said Mr. Nursall. "I am very grateful for the opportunity to get to know a little bit of what our navy is all about."

This year's GLD wraps up at the end of September. For more information, visit [www.forces.ca/en/gld/](http://www.forces.ca/en/gld/)



Photo: Cpl Martin Roy

**The frigate HMCS Montréal, left, and the maritime coastal defence vessel HMC Ships Shawinigan, visit Toronto as part of the Great Lakes Deployment.**

# VAdm Paul Maddison takes the watch

In a bittersweet and often emotional change-of-command ceremony, Vice-Admiral Dean McFadden turned over the leadership of the navy to VAdm Paul Maddison in Ottawa July 22.

Presided over by Chief of the Defence Staff, General Walt Natynczyk, and with Minister of National Defence, the Honourable Peter MacKay, parliamentarians, former commanders of the navy, other dignitaries and a sea of sailors present, the ceremony saw VAdm McFadden swallow the anchor after a long and distinguished career.

"I will miss the institution in which I grew up, in which I learned, by the example of many others, of service before self – that the only way to serve is with passion for both what we do and why," VAdm McFadden said during his address. "It has been easy to be passionate for more than 35 years in believing that. The ships at sea, the men and women who serve them, who endure hardship and separation, who do far more everyday than can be reasonably expected, and who do it willingly if properly asked, have made it easy."

During his two-year tenure, VAdm McFadden was faced with many challenges, both from a personnel and equipment perspective, but he remains confident that the navy is well positioned for the future. "In fact, what is possible over the next decade is the resurgence of this country's navy," he said. "The commitment of government is to the rebuilding of almost the whole surface fleet. We have deferred in those decisions for quite a while and so now the catch-up will approach at what will be a fast and furious pace."

As some of the highlights of his command, VAdm McFadden mentioned last year's naval centennial, naval recruiting successes in distressed trades, the renewal of the current fleet, the National Shipbuilding Procurement Strategy and the development of the "Horizons 2050" strategic concept, which outlines the way ahead for the navy. As well, he took pride in moving the navy forward with his "purpose, people and platforms" concept.

VAdm McFadden, who will be retiring to Halifax with his wife Eva, was quick to praise his successor. "As I move on from this post, I am certain that I am turning over the watch to an officer who is, without a doubt, an exceptional and remarkable leader, more than ready

for this appointment."

VAdm Maddison is the 36th officer since 1910 to serve as commander of the navy. He is also the second of two brothers – a first for the navy – to hold the appointment. His brother, VAdm (Ret) Greg Maddison, held



*Incoming commander Vice-Admiral Paul Maddison, left, Chief of the Defence Staff General Walt Natynczyk, and departing commander VAdm Dean McFadden sign the change-of-command certificates July 22 in Ottawa.*

Photo: Cpl Dianne Neuman

the position from 1997-2001.

As VAdm Maddison stepped to the podium to address the crowd for the first time as the navy's new commander, he took a deep breath and said, "Wow."

With several members of his extended family present at the ceremony, he went on to say: "This is pretty amazing. It doesn't really hit you until you sign the scrolls – the change-of-command certificate. In that subtle but very real moment, literally at the stroke of a pen, the weight of legal responsibility is upon you of accountability, authority and the immense honour – the absolute privilege to be commanding a very special group of Canadians – those men and women, supported by their families, who have chosen to serve this great country at sea."

VAdm Maddison praised the leadership of VAdm McFadden, whom he has known for 25 years. "Dean has brought a spring back into the steps of our sailors, and a bone into the teeth of our ships under way at sea."

VAdm Maddison added that he looks forward to the "challenging passage" into the second century of naval service to Canada. "The demand signal for our navy to act at sea in the national interest, or for the greater good, will grow," he said. "Our challenge, simply put, will be to build tomorrow's fleet to answer that demand while continuing to generate maritime forces today that mark us as one of the world's most competent and respected navies."



# Royal Canadian Navy designation restored

By Benjamin J. DeLong

**T**he Government of Canada has restored the use of the historic designations of the Royal Canadian Navy (RCN), the Canadian Army (CA), and the Royal Canadian Air Force (RCAF).

The announcement, made in Halifax Aug. 16 by the Minister of National Defence, the Honourable Peter MacKay, came exactly 100 years after King George V signed a letter granting the royal designation to what was then known as the Canadian Naval Services – Aug. 16, 1911.

“Our Canadian Forces are engaged in over 15 operations throughout the world, supporting those in need. And they do so with great professionalism, great dedication and great courage,” said Mr. MacKay. “Our government remains committed to supporting and recognizing their incredible work – and that includes preserving the proud tradition and the history of the CF.”

On Feb. 1, 1968, the Canadian Government amended the National Defence Act to unify the CF. In that process, the titles of the RCN, the CA, and the RCAF ceased to be used, and were replaced by Maritime Command, Land Force Command and Air Command. While the historic names were not officially changed, they were also not officially used. This decision restores the original identities of the CF elements, enforcing their official use in government, while retaining the unified organization of the CF.

“Today, I’m honoured to announce that the three elements of the CF will have their historic names restored,” Mr. MacKay told an audience of veterans and distinguished guests at HMC Dockyard. He presented the historic flags of the respective elements to three retired military guests, one from each element.

One naval veteran present at the announcement said that this change is important to him. “As time goes on, our sailors of today will get warm to the idea, and their



Photo: Benjamin J. DeLong

*The Honourable Peter MacKay, Minister of National Defence, left, and Commander (Retired) Wendall Brown, commanding officer of Canada's Naval Memorial HMCS Sackville, take part in ceremonies for the restoration of the Royal Canadian Navy's historic designation.*

sense of identity will be stronger,” said retired Chief Petty Officer 1st Class D.H. “Buster” Brown, who added that the loss of the royal designation was something that was “severely missed.” He paid tribute to a number of veterans who would have been happy to hear of the name restoration: Bob Wibberly, Fred McKee, Hal Davies, Jim Carroll and “Catman” Gillespie. He also mentioned Rear-Admiral Bill Landymore, who “fought the politicians to keep the royal name” until he retired in 1966.

Mr. MacKay affirmed these words, saying “I’m sure that if Admiral Landymore were with us today, he would be applauding heartily.” He said that while the name restoration is a simple gesture, it goes much deeper than that for many veterans and current serving members of the CF. “Our ties to the Crown are very real, and this is particularly true about our Canadian Forces. For practical purposes this is simply restoring what was always there; it was certainly there in our hearts and minds.”

Many Commonwealth nations continue to use the Royal designation for their military forces, including Antigua, Barbuda, Australia, the Bahamas, New Zealand, Papua New Guinea, St. Lucia and the United Kingdom.

“The Canadian navy is honoured that the Government of Canada is restoring the name of our institution to the Royal Canadian Navy,” said the Commander RCN, Vice-Admiral Paul Maddison. “This name strengthens our identity as a national institution by evoking a proud and distinguished record of accomplishment in peace and war.”

**“ This name strengthens our identity as an institution by evoking a proud and distinguished record of accomplishment in peace and war.”**

# HMCS Vancouver takes over Libya mission

By Lieutenant (Navy) Michael McWhinnie

It's hard to imagine two groups of Canadians more separated by geography. One calls the City of Victoria home and sails the far reaches of the Pacific Rim. The other hails from Halifax and guards Canada's Atlantic coastline. And yet the adage "There is only one Royal Canadian Navy" could not have been more aptly illustrated than by the sight of two identical warships coming together in Palma de Majorca, Spain Aug. 18 for a transition of operational roles as Canada's naval contribution to the NATO-led mission in Libya.

Presided over by Capt(N) Scott Bishop, Deputy Commander Canadian Fleet Atlantic, a transfer-of-command ceremony was held between the two frigates. Documents were signed and with the stroke of a pen Task Force *Charlottetown* became Task Force *Vancouver*, with command transferring from Commander Craig Skjerpen to Commander Bradley Peats.

"*Vancouver* is ready to take on this mission," said Cdr Peats. "Everything that *Charlottetown* has accomplished, we aim to continue and build upon. Our job here is to protect civilians, allow legitimate traffic to flow in and out of Libya, and to ensure that humanitarian assistance is able to reach those in need."

For *Charlottetown*'s crew the ceremony signified the end of nearly six months improving the security of the Libyan people alongside Canada's NATO allies. During that time Cdr Skjerpen and his team enforced an arms embargo while actively defending the civilian population in Libya's third largest city, Misrata. The crew protected the port against seaborne attacks, safeguarded vessels conducting de-mining operations, and provided accurate, real-time surveillance and intelligence data in support of NATO air strikes.

The mission was unique for both the novice and seasoned sailor.

In the dark of night on May 12, *Charlottetown* was targeted by artillery and 20mm anti-aircraft canon fire while defeating small boat attacks. The ship returned fire with a short burst of its 50-calibre machine gun. The weapon's operator was Able Seaman Caroline Chartier from Sainte-Thérèse, Que. "Looking back at all *Charlottetown* has accomplished alongside NATO ships and aircraft, this is why I joined the navy," said the boatswain, enthusiasm and pride evident in her voice. "To defend Canada and, in this case other people who need our protection, is very satisfying."

Historians have stated that *Charlottetown* was the first Canadian warship to be fired upon and return fire in a combat role since the Korean War. The significance fails to faze AB Chartier. "I wasn't really worried about being fired at," she said. "I was more concerned about doing my task properly than anything else." During the transfer-of-command ceremony, AB Chartier was awarded a Commander Task Force *Charlottetown* Commendation in recognition of her courage and quick actions under fire.

Lieutenant-Commander Matthew Coates is in his 18th year of service. Operation Mobile was the executive officer's fourth operational tour. "Usually at the end of an operation, one seeks to assess whether we accomplished what we set out to do. The evolving nature of this mission and some of the unforeseen operational aspects make that difficult in our case," said LCdr Coates. "Looking back at the dire situation in Misrata when we

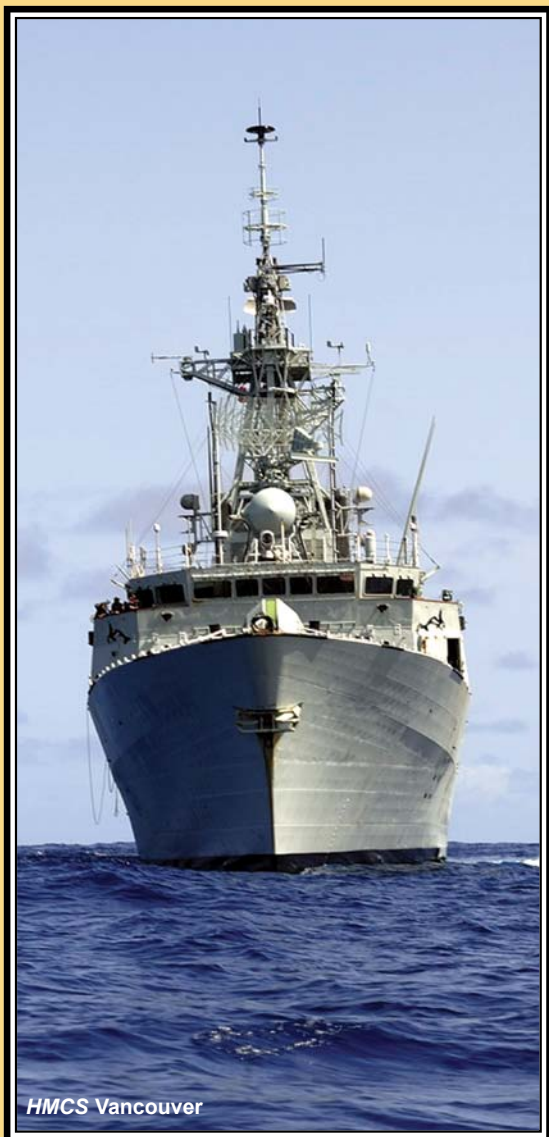


Photo: Cpl Brandon O'Connell

HMCS Vancouver

***"To defend Canada and, in this case, other people who need our protection, is very satisfying."***



arrived in March, and realizing the continuous improvement NATO efforts have had on civilian security, the crew are all rightly proud in their accomplishments. It was an operation of firsts."

Among the many firsts during the deployment was the birth of LCdr Coates' first child, a son delivered by wife Meghan mid-July. "Most of the crew were separated during important occasions in their family lives. That is a

necessary part of military service," he said. "However, countless lives have been saved and Canada has played a prominent role in the international effort to support the people of Libya as they seek to shape their future. Knowing the profound impact the operation had and continues to have underscores the value of our participation and helps to put our personal sacrifices into perspective."

## HMCS *Charlottetown* earns two Unit Commendations

By Sub-Lieutenant Matt Stickland

Before commencing her return transit home to Halifax, *Charlottetown* was visited by Lieutenant-General Marc Lessard, Commander Canadian Expeditionary Force Command. During this visit in Palma de Mallorca, Spain, *Charlottetown* marked another first: becoming the first naval unit to receive simultaneous Canadian Forces Unit Commendations for two different missions.

The first commendation was for *Charlottetown's* role in Operation Altair, where the ship integrated into an American carrier strike group, conducting counter terrorism and counter-piracy operations. The commendation citation reads: "While deployed throughout the Middle East from December 2007 to April 2008, the crew of HMCS *Charlottetown* consistently excelled while accomplishing their various objectives. Assigned a leadership role within the international task force, the ship successfully led up to 11 other ships in counter-terrorism, maritime security and search and rescue operations. In particular, their efforts were instrumental in stemming the flow of illegal goods that fund criminal organizations, saving the lives of stranded mariners and highlighting Canada's contribution to the international fight against terrorism."

The second CF Unit Commendation was for



Photo: Cpl Chris Ringius

*From left: Chief Petty Officer 1st Class Alistair Skinner, coxswain of HMCS Charlottetown, Lieutenant-General Marc Lessard, Commander of Canadian Expeditionary Force Command (CEFCOM), Chief Warrant Officer Jorma Hamalainen, Command Chief Warrant Officer of CEFCOM, and Lieutenant-Commander Matthew Coates, executive officer of Charlottetown display the CF Unit Commendations.*

*Charlottetown's* more recent involvement in Operation Mobile/Unified Protector. The citation for the commendation reads: "In responding to the crisis in Libya from March to August 2011, HMCS *Charlottetown* participated in numerous NATO operations that resulted in the security and safety of the Libyan coast. The work performed by the ship and her crew had an enormous impact on the port city of Misrata, ensuring it maintained its critical life line to the sea and withstood all attempts from pro-Gadhafi forces to occupy the city, bringing well-deserved credit to both the Canadian Forces and Canada."



Photos: MCpl Leona Chaisson

## Home sweet home!

*HMCS Charlottetown and her 240-member crew returned to Halifax Sept. 2 after a six-month deployment to the Mediterranean Sea where the ship operated with a multinational formation of surface vessels and submarines under NATO command.*

*Far left: Family and friends, many waving Canadian flags, were on the jetty to greet sailors as they returned home.*

*Left: Lieutenant-Commander Matthew Coates, executive officer of HMCS Charlottetown, is introduced to his son by wife Meghan for the first time.*

# Destroyers head to Panama Canal for multinational exercise

**T**wo Canadian destroyers joined forces with 17 other countries in Exercise Panamax in August. HMC Ships *Athabaskan* and *Algonquin*, each carrying approximately 240 sailors, participated in the multinational exercise aimed at defending the Panama Canal from threat of terrorist attack, natural disaster or pandemic outbreak in order to maintain free and open access to the Panama Canal.

“Participating in this exercise demonstrates Canada’s commitment to the Americas, working with our international allies to ensure stability and security in this key trading area,” said Minister of National Defence, the Honourable Peter MacKay. “The maintenance of essential maritime trade routes is paramount to the world’s economies. *Athabaskan* and *Algonquin*’s participation clearly shows Canada’s neighbours to the south our mutual understanding of how significant the Panama Canal is to the world.”

*Athabaskan* and *Algonquin* are Iroquois-class destroyers, based in Halifax and Esquimalt respectively. The ships are area air defence destroyers and command and control platforms. They are fitted with sophisticated anti-air weapons systems, advanced weapons and communications systems, and are capable of leading national and international task groups such as those in Panama.



Photo: Lt(N) Darren Puttock

*Petty Officer 1st Class Brian Turlington, left, U.S. Coast Guard, Sub-Lieutenant Kateryna Shulga, bridge watch keeper in HMCS Athabaskan, and Lieutenant Junior Grade Jamie McQuinnff, U.S. Navy, plan ship movements during Panamax.*

In addition to the naval assets, a CP-140 Aurora aircraft deployed to Panama to participate in the exercise.

Panamax has been held every year since 2003 and Canada has participated, in varying capacities, each year. Countries participating in this year’s exercise included Argentina, Belize, Brazil, Canada, Chile, Colombia, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Mexico, Nicaragua, Panama, Paraguay, Peru and the United States.

## FILL ‘ER UP!

*The amphibious assault ship USS Boxer approaches HMCS Protecteur for refuelling in June. Protecteur was on-station as the mid-Pacific supply ship providing fuel and provisions to allied ships in the area. Since February Protecteur sailed nearly 22,000 nautical miles and completed multiple replenishment-at-sea operations for 16 different ships, transferring almost 18 million litres of fuel.*



Photo: A/SLt Matthew Chunn





## HMCS *Ottawa* joins allies in Exercise Talisman Sabre

By Sub-Lieutenant Robert Kerr

**A**midst the hustle and bustle of an early Saturday morning in Australia's capital, HMCS *Ottawa* quietly departed Sydney July 9 and set a course that would take her straight to the Coral Sea to take part in Exercise Talisman Sabre 2011 (TS11).

Talisman Sabre is a biennial military exercise designed to train allied forces in the planning and conduct of various task force operations. This allows army, navy and air force personnel to improve combat readiness and interoperability on a variety of missions including conventional conflict, peacekeeping and humanitarian assistance efforts.

This year, in addition to 14,000 American and 8,500 Australian personnel, *Ottawa* was fortunate enough to be able to take part in this exciting exercise. *Ottawa* was the only military asset outside of the U.S. and Australia to have been invited to participate, and it proved to be an invaluable training experience for the ship's company.

TS11 ran from July 11-26 and provided the opportunity to take part in a variety of operations including anti-

submarine warfare, air defence exercises, replenishments-at-sea and multinational task group operations. Perhaps the most rewarding training opportunity was simply the chance for *Ottawa* to work in company with the Royal Australian Navy – something not often feasible given the distance separating the two countries.

The units participating in TS11 included Her Majesty's Australian Ships *Perth*, *Ballarat*, *Sirius*, *Sydney* and *Newcastle*; American vessels USS *Fitzgerald* and USS *McCampbell*; USNS *John Ericsson*, an auxiliary oil replenishment ship; and the dry cargo ship USNS *Richard E. Byrd*. Also present was an American Los Angeles-class fast attack submarine USS *Albuquerque*, which often acted as one of the formidable enemy forces throughout the operation, providing a measure of realism to the exercise and allowing ships to rehearse tactics in anti-submarine warfare.

Overall, TS11 was well-organized and well-executed, presenting numerous training opportunities for the ship's company of *Ottawa*. This was the first time many of the crew had been to this area of the world and the adventure was both exciting and valuable.



# SHORT Takes



HMCS Ville de Québec, centre, and Japanese ships Asagiri, left, and Kashima, flagship of the Japan Maritime Self-Defence Force Training Squadron, conduct manoeuvres off the coast of Nova Scotia. The squadron, including Kashima, Mineyuki and Asagiri, along with their 700 sailors, visited Halifax Aug. 10-14 as part of an international training deployment.

Photo: MCpl Robert LeBlanc



Photo: Capt Mark Sheppard

Petty Officer 1st Class Tony Specht is promoted to Chief Petty Officer 2nd Class at 1,200 metres by SkyHawks Demonstration Parachute Team commanding officer Capt Mark Sheppard. PO1 Specht is on loan to the SkyHawks for their 40th anniversary season from HMCS Calgary. It was definitely a promotion to remember!



Photo: Cpl J.W.S. Houck

Representatives of the Children's Wish Foundation are presented with a cheque for \$40,000 from HMCS Fredericton's "Bike for Wishes" campaign Aug. 19 at Fredericton City Hall. A team of 16 sailors from the ship biked across the province this summer to raise money for sick children.



Photo: Lt(N) Tony Wright

The City of Vancouver gave its namesake ship HMCS Vancouver official street signs from major thoroughfares in the city for display on the ship while it is deployed on Operation Mobile off the coast of Libya. From left to right: Sub-Lieutenant Alec Fraser, Councillor Kerry Jang, Commander Bradley Peats, Mayor Gregor Robertson and Councillor Suzanne Anton.





**Master Seaman John Penney of the Royal Canadian Navy's Fleet Diving Unit (Atlantic) enters the water July 27 to conduct search operations with the U.S. Navy's Mobile Diving and Salvage Unit (MDSU) 2 in Port Royal, Jamaica. The divers were participating in a multinational partnership engagement designed to increase interoperability and partner nation capability through diving operations.**



Photo: Rick Anthony

**Cdr Larry Trim, left, commanding officer of Canadian Forces Station St John's; Academy Award winning actor Russell Crowe; Chief Petty Officer 2nd Class Herman Harris, station chief; Alan Doyle of the Newfoundland band Great Big Sea; and actor Allan Hawco, star of the TV show Republic of Doyle get together Aug. 2 at the St. John's Naval Reserve Division HMCS Cabot. Mr. Crowe was in St. John's to play two shows with Mr. Doyle, and also filmed a guest appearance on Republic of Doyle.**



**A member of the Royal Canadian Navy stands sentry duty at the Tomb of the Unknown Soldier in Ottawa Aug. 12. The tomb, located at the National War Memorial in Confederation Square, was created to honour members of the navy, army, air force and merchant navy who died or may die for their country in all conflicts - past, present and future. Seventeen sailors performed sentry duty from Aug. 8-20.**



# Royal couple stays aboard HMCS *Montréal*

By Major Paul Doucette

The ship's company of HMCS *Montréal* had the rare honour of hosting Their Royal Highnesses, the Duke and Duchess of Cambridge, July 2-3 as the ship traveled along the St. Lawrence River on the Montréal to Québec City leg of the couple's Royal Tour across Canada.

Prince William and Catherine arrived at the ship just after 9:30 p.m. and once on board, had the opportunity to watch fireworks over downtown Montréal and visit crew members on the bridge as the ship slipped away from the city.

The Royal couple spent the night in the commanding officer's cabin, usually occupied by Commander Réal Brisson. While in the cabin, one member of the ship's company who had a great deal of interaction with Prince William and Catherine was the commanding officer's steward, Able Seaman Rob Lockhart.

"It was the chance of a lifetime," says AB Lockhart. "They were both very nice. At one time, I was in the serving area and the Prince came right in and he began chatting with me."

Cdr Brisson also had the opportunity to engage with the Duke and Duchess. Along with the greetings and farewells, he conversed extensively with them about the ship. "They were both genuinely interested in what we've been doing at sea. It was enjoyable speaking with them," Cdr Brisson says. "In the morning, they



Photos: Cpl Rick Ayer

*The Duke and Duchess of Cambridge are welcomed aboard HMCS Montréal, above, and also took part in a prayer service while aboard.*



were very complimentary. Prince William indicated that the gentle rocking of the ship put him right to sleep and I must admit that I was extremely proud when he referred to *Montréal* as 'immaculate'."

In the morning, the couple attended a special morning prayer service with the rest of the ship's company, led by Brigadier-General Karl McLean, the CF's Chaplain General, before they disembarked just before 11 a.m. and continued their tour in downtown Québec City.

## "A great honour and privilege"

A sailor serving at National Defence Headquarters in Ottawa led the Guard of Honour that officially welcomed the Duke and Duchess of Cambridge to Canada on June 30.



Photo: Cpl Dianne Neuman

*The Duke of Cambridge, Prince William, is escorted on an inspection by Lieutenant-Commander André Savard, right.*

Lieutenant-Commander André Savard, a naval logistics officer currently working for the naval staff comptroller, was chosen from a group of candidates to escort Prince William on an inspection of the Guard of Honour on the grounds of Rideau Hall.

"It was a great honour and privilege," he says. "The inspection permitted an opportunity for the Guard of Honour to showcase their level of personal dedication and professionalism as representatives of the Canadian Forces. I was proud and excited to represent both the navy and the CF during the official inspection."

LCdr Savard, a graduate of the Royal Military College, has been in the navy for 12 years, serving postings both at home and abroad, at sea and ashore. He says his short time with the Royal couple provided "brilliant memories that will always remain a highlight of my career as a naval officer."



# New training program opens a world of opportunities

By Ben Green

With warships on both coasts entering Halifax-Class Modernization and Frigate Life Extension, the Royal Canadian Navy (RCN) is faced with fewer ships and sailors at sea. The usual solution, dividing up a crew to other ships for the duration, is compounded by the fact that so many ships will be refitting at once. There will be too many personnel to spread over the fleet.

The innovative resolution, implemented last year, is the Regulus program. Regulus reflects the “twinning” of RCN personnel with foreign, like-minded navies. Instead of having a surplus of sailors at home, the program looks to employ these sailors abroad to maintain their training, development, qualifications and at-sea experience.

“They (foreign navies) love having Canadian sailors because our training is second to none,” says Commander Derek Moss, commanding officer of the CFB Esquimalt Naval Officer Training Centre.

Under the direction of the Commander Royal Canadian Navy, Vice-Admiral Paul Maddison, and Chief of the Defence Staff, General Walt Natynczyk, Cdr Moss and other senior RCN officials journeyed to prospective partners around the globe to make sure our sailors would be receiving comparable training.

“We met personnel staff and fleet staff, and in certain countries we got to go to sea,” says Cdr Moss. “At sea, within 45 seconds you could get an idea of the quality of their training systems and how they operated their ships.”

The visits paved way for Regulus partnerships with navies from New Zealand, Australia, the U.S., Spain, Norway, France and the U.K. Partnerships are also being negotiated with Ireland and Chile.

The program, which has been initially filled on a volunteer basis, employs sailors for periods of six months to a year. Starting last fall, 30 sailors were scheduled to participate with replacements being rotated in after each employment is completed. Any training or qualifications sailors earn while abroad will not have to be re-earned upon return to Canadian ships (besides basic familiarization tests).

“We sent a petty officer stoker, a marine engineer, over to New Zealand,” says Cdr Moss. “He earned his Engineer Officer of the Watch ticket and because it was in New Zealand, with similar systems, that qualification will be fine back here.”

The program is available to a variety of trades such as bridge watch-keepers, naval communicators, sonar operators, stewards, divers, operation room officers and directors, marine engineers and naval combat information operators.

The partnering navies have promised Canadian



Photo: LCdr J.F. Bureau

*Commander Derek Moss journeyed to prospective partners around the globe to make sure Canadian sailors would receive comparable training in the Regulus program.*

sailors significant quality sea time during their employment periods, which means a unique opportunity to work in new environments and see ports the RCN doesn't regularly visit.

Regulus is expected to run until at least 2017/2018, the anticipated completion date of the Halifax-Class Modernization Project. Cdr Moss says the program will not only provide individual sailors with challenging and exciting opportunities abroad, but will also build a strong rapport with like-minded navies from around the world.



## A glacier view

*While sailing his boat in Alaska, marine artist John Horton and his wife Mary snapped this photo of maritime coastal defence vessel HMCS Brandon near Tracy Arm with the Sawyer Glacier in the background. Brandon, along with sister ships Nanaimo and Whitehorse, were up north on a six-week deployment in support of Naval Reserve training. The ships visited Juneau, Skagway, Prince Rupert, Haida Gwaii, North Vancouver and Nanaimo. HMCS Edmonton joined the three ships in Haida Gwaii.*

# Take that!

## *Naval reservist wins gold at World Military Games*



Ordinary Seaman Yvette Yong, right, fights an opponent during the Military World Games.

Photo: Cpl Jasper Schwartz

By Ben Green

As the daughter of a Kung Fu instructor and a track and field standout, one could argue that Ordinary Seaman Yvette Yong's gold medal in taekwondo (under 46 kg class) at July's Conseil International du Sport Militaire (CISM) Military World Games in Rio de Janeiro, Brazil, came down to genetics.

But genetics can only go so far in athletics, especially in a sport like taekwondo where a swift kick to the head can level the playing field pretty quickly.

Leaving nothing to chance, the reservist from HMCS *Discovery*, Vancouver's Naval Reserve Division, has spent the past 12 years honing her skills for glory at the highest level. Still, nothing could prepare her for how

she felt when she realized she'd won gold.

"The first thing I did was hit the floor with excitement. I don't know what came over me," says OS Yong. "I jumped up, landed in the splits, and jumped back up again. It all happened so fast I didn't even remember until I watched a replay."

Her path to the podium at the World Games reads like a Hollywood script full of redemption and familiar foes. After a challenging opening bout against Vietnam, her semi-final and final bouts were against Germany and China – two fighters who had beaten her in previous meetings. Making her fight against Germany even more emotional was the fact the two had become close friends ever since their bout at last year's World CISM Championships.



"She beat me in the semi-finals and won the silver, while I took the bronze," says OS Yong. "We both knew that the day would come pretty soon when we would have to face each other [again]."

After sharing a few smiles at centre ring before the fight, both fighters composed themselves in what was another close and contested battle. "In the ring, she was just another opponent, but outside the ring she is one of my dearest friends," adds OS Yong.

In her quest for gold and redemption, the final bout pitted her against China for the second time in a few short months.

"We actually fought just a couple months ago at the WTF [World Taekwondo Federation] World Championships in Korea where I was defeated by her," says OS Yong. "I felt that this was a second chance given to me where I could show what I'd learned and give a tough fight."

The fight was another nail-biter, ticking down to the buzzer where OS Yong claimed victory for Team Canada, along with the title of tournament MVP.

"My success at the games is attributed to everyone who has helped me along the way to where I am today," she says. "My family is a big one, my team, other teams, the crowd, even the locals who watched me train and came by to wish me good luck for my fights."

Besides her family and teammates, OS Yong says a large part of her victory in Brazil is owed to her Grand Master, Young-Su Choung, her unit in Vancouver, and her commanding officer, Lieutenant-Commander Elaine Fisher.

Though her CISM win is still fresh, OS Yong is already looking ahead to 2012 in London, England, where she hopes to fulfill her childhood dream of competing in the Olympics. "It was my ultimate dream since I was a little girl and to be at this level and to be so close is very exciting since there is only one more year left and the qualifications in the next year are important," she says.

The CISM Military World Games are held every four years, one year prior to the Olympic Games. The games have military members from across the globe compete in a variety of team and individual sporting events.

## Sailor awarded top prize by Canadian Bar Association

By Virginia Beaton

**T**he Royal Canadian Navy is well known for its versatility, whether it be ships or sailors.

Lieutenant (Navy) Darren Vallentgoed is a case in point. A senior watch officer at the Regional Joint Operations Centre Atlantic (RJOCA) in Halifax, he is also the recipient of this year's Canadian Bar Association National Military Law Section (NMLS) Law School Sword and Scale Essay Prize. The NMLS Law School Essay Competition promotes and rewards interest in military law topics in Canadian law schools.

Lt(N) Vallentgoed's 5,000-word essay was titled *Welcome Back Khadr: Re-Examining Extraterritorial Applicability of the Charter after Omar Khadr Decisions and Amnesty International v. The Canadian Forces*. He submitted his essay in May and in early June he learned he was the prize winner.

Lt(N) Vallentgoed is completing the second year of his law degree at Dalhousie University's Schulich School of Law. He already holds an Honours Bachelor of Arts degree in Political Studies and Russian from the University of Saskatchewan and a Master of Arts degree in Political Science with a focus on International Relations from McMaster University. He joined HMCS *Unicorn* in Saskatoon as a naval reservist in 1996 and moved to the Regular Force in 2001.

Lt(N) Vallentgoed notes that being a law student while continuing to meet his obligations as the Maritime Forces Atlantic watch officer at RJOCA requires long hours of work. "There are many evenings where I show

up for a night shift at 6 p.m. I get off at 6 a.m., maybe get a few hours of sleep, and I'm there for a 9 a.m. class," he says. "In an intense professional program, it's

difficult to balance but you just have to dig in and give it your all."

Studying and preparation for class take up the majority of his off-work time. "I'm fortunate in that I like my job here at the Operations Centre," he says. "I like the command and management aspects of being a MARS [maritime surface and sub-surface] officer and I'm also

deeply intrigued by the legal problems and complexities to which the study of law introduces you."

Lt(N) Vallentgoed says he chose to study law because of his own personal interest in some of the legal aspects surrounding what he does for a living. "At least as important to the success or failure of the mission, beyond putting rounds down range, is the ability to be there as a military presence and to operate within the specific legal mandate that you are given both nationally and internationally by, say, a United Nations Security Council Resolution. That can define mission success or failure, as much as command and control, or the technical capabilities or your equipment."

Lt(N) Vallentgoed's essay will be published in NMLS' electronic newsletter, the *Sword and Scale*.





Photo: Shelley Lipke

# HULL TECHS

## Damage control experts

*Ordinary Seaman Thomas Clowater saws a piece of timber which will be used to shore a hatch at Damage Control School, while OS Sean Nowek assists him.*

By Shelley Lipke

In the general stores training cell at Damage Control School Galiano in Esquimalt, B.C., instructor Master Seaman Vince Hadley-O'Shaughnessy stands with clipboard in hand assessing 11 hull technician students as they shore hatches.

In three corners of the cell, teams pound the rough cut timbers into place with mallets, strengthening the structure to keep the hatch tightly closed. A team leader from each group stands several metres back, eyeing up uniformity and angles, and shouting out commands while another sailor measures the distance required for the next piece of wood before running outside to cut it with a saw.

MS Hadley-O'Shaughnessy, standing in the middle of the room, swivels to catch the action of each station while ticking boxes and writing comments on timing, precision and accuracy.

"The hatch must be able to withstand a blow from a three-pound hammer," he says, before stepping up to one workstation and testing this theory with a bang. The wood moves slightly, but the hatch remains fixed. "I look at the angle of cuts, length of wood and strength. The shoring also must be completed in 20 to 30 minutes."

If there was a flood on a navy ship, the hull techs would need to perform these skills at sea to slow the flooding and provide time to pump the water out.

Damage control is an integral part of being a hull tech. "It usually takes four to five people to shore a

hatch," explains MS Hadley-O'Shaughnessy. "A square shore is the most difficult to put together as the middle pieces have to go in first to put pressure on the whole door. It takes above and below strength to push against the door to stop the water."

Damage control training is a nine-day phase of a qualification course and the last day will test the students' ability to secure hatches in waist deep water in the flood simulator at the Damage Control School. Because wood floats, it's more difficult to shore a hatch under water.

"This phase of the course is really in-depth to the damage control as it's vital to the organization of the ship," MS Hadley-O'Shaughnessy says. "They must be efficient and fast thinking. Every scenario is different and they must communicate well with each other. It's all about teamwork. The last day of the course will be challenging when they do this in water as a wet run. Everything will be flooding and they act as members of the damage control team hammering plugs and wedges to plug the hole or shore a door or a hatch. By that stage they have honed their skills and are quicker at it."

The 11 students all have one thing in common – they enjoy working with their hands. A hull tech is a flood engineer, mechanic, fire fighter and shipwright all at the same time. They are experts at damage control and fixing things. On a frigate there are eight hull techs.

Hull techs also work closely with the air detachment on ship when a helicopter is taking off or landing on the flight deck. "We are involved in all fire-fighting evolutions

Interested in becoming a hull tech? Visit [www.forces.ca](http://www.forces.ca)



and are an integral part of the helicopter crash rescue team,” explains MS Hadley-O’Shaughnessy.

In his 10 years of service as a hull tech, he’s found great diversity in his job fixing things on ship. “It’s a great job. We are handymen and learn skills we can take home and use every day,” he says.

Ordinary Seaman Thomas Clowater says becoming

a hull tech made sense given his interests. “I did welding and woodworking in high school. I like hands-on work and learning new skills, so I thought this was a good technical trade for me to learn. You are on board doing fabricating, welding, woodworking, plumbing and damage control. I’m really enjoying this course.”

## A tug-of-war for the ages

By Sub-Lieutenant Blake Patterson

**T**his was old school technical research: what’s more powerful – a Bay-class minesweeper or an army tank?

In the mid-1950s the commanding officer (CO) of HMCS *Scotian*, the Naval Reserve Division in Halifax, helped answer that question.

Cdr Denis James P. O’Hagan was CO of *Scotian* from 1955 until 1957. During the Second World War, as a member of the Royal Canadian Navy Volunteer Reserve, he disarmed bombs, supervised harbour clearance, trained as a Royal Marine commando,

### *A Moment in Naval History*

served as the Principal Beach Master at Juno Beach, and was the commanding officer of Canada’s only Beach

Commando Unit, “Commando W”. He also served as a bridge watch-keeping officer in HMCS *Algonquin*, making convoy runs to Murmansk against the German surface fleet off Norway.

Needless to say, Cdr O’Hagan was a man more than willing to help settle an argument.

While serving as *Scotian*’s CO, Cdr O’Hagan hosted a dinner for the commanding officers of army and navy reserve units across Nova Scotia. According to James R. O’Hagan, Cdr O’Hagan’s son, the dinner conversation turned to the question of whether an army tank was more powerful than a Bay-class minesweeper. The army officers sided with the tank, while the navy commanders, of course, backed the minesweeper.

Cdr O’Hagan decided to resolve the matter.

A few days later, the minesweeper HMCS *Quinte* arrived off Eastern Passage and a line was handed ashore and attached to the army’s waiting tank. It was a tug-of-war for the ages. By the time a black staff car arrived to call a pre-emptory halt to this line of technical research, the tank had been dragged down the sand and shingle beach to the water’s edge.

The result was probably not a surprise to Cdr O’Hagan, the former Beach Master at Juno.



Commander Denis P. O’Hagan

Interestingly, the sand and shingle of the Eastern Passage beach chosen for the tug-of-war bore a distinct resemblance to the conditions encountered on Juno Beach.

James O’Hagan said the findings of the only known tug-of-war between an army tank and a naval minesweeper were never published, but according to his father, the day belonged to the navy.

“In my father’s mind, I’m sure he was convinced to the end of his days that the navy had the better of it,” said O’Hagan.

Cdr O’Hagan died in 1974 in Montréal and his ashes were interred in Mont Royal Cemetery. When his wife Patricia died in September 2010 in Sussex, N.B., the family decided to relocate Cdr O’Hagan’s ashes to rest alongside his wife’s. Their ashes were interred July 9 in the Kirk Hill Cemetery in Sussex, with command teams from HMCS *Scotian*, HMCS *Brunswick* and Fleet Diving Unit (Atlantic) attending the ceremony.

# A sailor at RMC

By Acting Sub-Lieutenant Noelani Shore

A sailor has taken over as the new College Chief at the Royal Military College in Kingston, Ont. Born and raised in Cape Breton, N.S., Chief Petty Officer 1st Class Elizabeth Lindsay knew by the time she was 14 years old that she wanted a career in the military, despite the fact that no-one in her family had experience in the Canadian Forces. After 30 years of service, her expectations have not only been met, but exceeded.

Although she was the first member of her family to join the military, her family couldn't be more proud of her. "My father was probably more proud than anyone because he was a sailor, but not in the military," CPO1 Lindsay says. "So when I joined and ended up in the navy on a ship, you couldn't wipe the smile off his face."

A supply technician by trade, CPO1 Lindsay has served on a number of deployments that have prepared her for her role at RMC. "Everything I've done in the past 30 years will help me in this position," she says. "No matter what you do, you take the good, the bad, the ugly, and you learn from it and move forward."

Even though this is the first time she has been posted to Kingston, CPO1 Lindsay is no stranger to the historic city. She spent time training there prior to deployments; her most recent one being Operation Endeavor in HMCS *Toronto*. "We circumvented Africa, which was quite the experience. I've also been to Kosovo, and I was there for three months when we closed out of there. I have been to Bosnia a number of times, and I did a six-month tour in Golan," she explains.

The position of College Chief at RMC has a definite



*Chief Petty Officer 1st Class Elizabeth Lindsay, left, on the parade square at the Royal Military College.*

mentor aspect to it and CPO1 Lindsay is looking forward to new occasions to foster leadership. "Now that I'm at RMC, I feel very privileged. It's going to be a great experience, dealing with the young officer cadets, and being a part of their grooming," she says. "I'm happy to be given the chance to see them enter the college and grow in the time they're here, and to see them leave. I don't mean that in a negative way. I mean that by leaving here, the cadets will have accomplished what they set out to accomplish. To be a part of that is going to be very emotional, and also very challenging along the way."



## Sailing in the North

*Dwarfed by icebergs, HMCS Summerside sails in the Davis Strait during Op Nanook 11.*

Photo: Cpl Rick Ayer