

# Crowsnest

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Canada



Four ships of NATO's surface Task Group 455 sail in formation October 31, marking the end of Operation Unified Protector: Flagship ITS San Giusto, left, from Italy; TCG Gelibolu, rear left, from Turkey; HMCS Vancouver, right; and FS Commandant Birot from France.



## Royal Canadian Navy to maintain presence in the Mediterranean Sea

Photo: U.S. Department of Defense

By Lieutenant (Navy) Tony Wright

**A**t midnight on October 31, HMCS *Vancouver's* mission to help protect the people of Libya officially came to an end. Libya now stands liberated and the fate of the country rests with the Libyan people.

Since relieving HMCS *Charlottetown* in mid-August, *Vancouver* has worked with NATO partners in enforcing a no-fly zone and arms embargo, seeking to protect the civilian population of Libya.

"HMCS *Vancouver* made a significant contribution to Operation Unified Protector," said Lieutenant-Commander Ryan Tettamanti, *Vancouver's* executive officer. "Our mission was to help protect the lives of civilians under threat from the fighting in Libya. By operating close to the Libyan coast and employing unique capabilities that we have on board, the ship was able to gather vital intelligence to support the NATO mission. On more than one occasion, intelligence gathered by *Vancouver* led to direct action by NATO to prevent the loss of civilian lives."

On November 20, the Government of Canada announced that Royal Canadian Navy ships will maintain a presence in the Mediterranean Sea until the end of 2012, in order to join Operation Active Endeavour, the NATO counter-terrorism effort in the region.

*Vancouver* will be the first ship to join Operation Active Endeavour and will carry out her new mission until early 2012, when she will be relieved by HMCS *Charlottetown*.

Launched in October 2001 under Article 5 of the North Atlantic Charter to support the United States in the aftermath of the 9/11 attacks, Operation Active Endeavour has sought to prevent the movement of terrorists and weapons of mass destruction through the Mediterranean Sea, and enhance the security of shipping in the area.

*Vancouver's* tasks include locating, tracking, reporting and boarding vessels suspected of involvement in terrorism. Although their mandate is limited to detection and deterrence of activities related to terrorism, the NATO fleet deployed on Operation Active



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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: Leading Seaman Cory Boudreau performs a gun salute exercise on board HMCS *Montréal*. Photo: Cpl Martin Roy  
All articles written by Darlene Blakeley, except where otherwise noted.



Endeavour has enhanced security and stability in the Mediterranean Sea to the considerable benefit of trade and commerce.

"I know *Vancouver's* crew will dedicate themselves to this new mission with the same sense of purpose and high level of professionalism and accomplishment they have brought to Operation Mobile," said Commander Bradley Peats, *Vancouver's* commanding officer. "With this new mission, HMCS *Vancouver* will once again show Canada's resolve and readiness to support our international commitment to promoting peace and security."

**Vice-Admiral Paul Maddison, left, Commander Royal Canadian Navy, speaks with naval communicator Leading Seaman Cosette-Bourassa on the bridge of HMCS Vancouver. VAdm Maddison visited the ship in the Mediterranean Sea November 22.**



Photo: Cpl Brandon O'Connell

## Sailor conducts first operational boarding

*(Editor's Note: The following article was written while HMCS Vancouver was in the Mediterranean Sea off the coast of Libya as part of Operation Unified Protector. The ship has since joined Operation Active Endeavour, the NATO counter-terrorism effort in the region. See the story on page 2.)*

By Leading Seaman Daniel Evans

"Starboard watch to boarding stations, starboard watch to boarding stations. Upper decks are out of bounds." The pipe shook me out of what threatened to be a regular day of ship's maintenance and training for the boarding team. I was glad to hear the news; HMCS *Vancouver* had just begun patrolling the Libyan coast a few days before and I was eager to conduct my first boarding.

"Here we go," I thought to myself. It was my first

operational boarding, on my first operational tour, on my first operational, high-readiness ship. For me, that's a lot of firsts. Even with all the training and preparation the boarding team (and the ship) had undergone prior to this mission, nothing could ease my anxiety or calm the butterflies in my stomach.

For some members of the boarding team, this too was their first boarding. The jokes and small talk that passed between the members of the team as we readied ourselves served its purpose in taking the edge off. I was beginning to relax. It's hard to describe what goes through one's mind in a situation like this. My thoughts drifted to my wife and two kids. I couldn't help but think that if all went well, it would make for a good story to tell them when I came home.

Once we had suited up and checked our weapons, we mustered on the starboard boat deck for the captain to brief us. Commander [Bradley] Peats gave us everything we needed to know about the vessel and a clear understanding of our mission, and assured us the ship would be close by to watch our backs.

The vessel of interest was a tug boat transiting from the recently liberated port of Al Khums. Seeing an opportunity to gather information on the port, the commander of Task Group 455 directed *Vancouver* to conduct a boarding.

The one-metre seas made for some fast footwork while embarking the rigid-hull inflatable boat (RHIB), as the boat's coxswain fought to keep steady contact with the side of the ship. Once in the RHIB, I was soaked from head to toe as the sea pounded the RHIB. As soon as we collected the last member of the team, we peeled away from *Vancouver* and made our way over to our objective.



Photo: Cpl Brandon O'Connell

**HMCS Vancouver's commanding officer, Commander Bradley Peats, speaks to the ship's boarding party prior to its departure to search a vessel of interest.**

*Continued on page 9*

# Crews congratulated for role in multinational counter-drug operation

The crews of HMC Ships *St. John's*, *Athabaskan*, *Algonquin*, and the submarine HMCS *Corner Brook*, and those of the ship-borne CH-124 Sea King helicopters and the CP-140 Aurora long-range patrol aircraft, have been recognized for their outstanding contributions to Operation Caribbe.

"During the past three months, our Royal Canadian Navy and Royal Canadian Air Force crews have continued to provide crucial support to the law enforcement interdiction and counter-drug surveillance missions alongside our U.S. and multinational allies on both the Atlantic and Pacific coasts," said the Honourable Peter MacKay, Minister of National Defence. "Their commitment to the ongoing efforts to suppress the illegal trafficking of drugs by sea is of great importance to our citizens in communities across North America."

Op Caribbe is the standing U.S.-led multinational counter-drug surveillance and law enforcement interdiction operation in the international waters of the Caribbean Basin and Eastern Pacific.

On August 27, HMCS *Athabaskan* departed Halifax, followed by *Algonquin* and *St. John's* a few days later, to conduct

combined operations with the U.S. Navy and U.S. Coast Guard (USCG) on Op Caribbe. USCG Law Enforcement Detachments (LEDETS) comprising up to 10 officers sailed on board the Royal Canadian Navy ships. The LEDETS conducted boarding, searching and other law enforcement activities in international waters.

"Op Caribbe is just one example of how security of the maritime commons has emerged as a global issue, creating opportunities to partner at sea with other nations," said Vice-Admiral Paul Maddison, Commander

Royal Canadian Navy. "I commend the crews of HMC Ships *Athabaskan*, *Algonquin*, and *St. John's*, as well as the crew of the Victoria-class submarine, HMCS *Corner Brook*, for their meaningful contributions to an international operation that suppresses criminal activity at sea and keeps illegal drugs off Canadian streets."

*Corner Brook* made significant contributions to the operation while the boat was transiting to the West Coast this past summer. *Corner Brook* helped to interdict drug trafficking by monitoring and reporting vessels of interest.

Royal Canadian Air Force CP-140 Aurora detachments deployed to Curacao, El Salvador and Key West, Fla., to provide surveillance support to the mission. The watch over the Caribbean and eastern Pacific is vital for maintaining the recognized maritime

picture of air, sea and semi-submersible illegal drug trafficking threats.

Op Caribbe missions are coordinated by Joint Interagency Task Force South (JIATF South), a subordinate command of U.S. Southern Command, based in Florida. During these joint

operations, the command of Canadian Forces assets and personnel remains under the command of Canada Command.

In Fiscal Year 2011, JIATF South documented 767 metric tonnes of cocaine departing South America and moving towards North America. Over 200 metric tonnes of cocaine were seized, either on the high seas or in the landmass of Mexico/Central America and the Caribbean. The wholesale value (based on Miami street price) is estimated at over US \$4 billion.

Photo: Jacek Szymanski



HMCS *Corner Brook* made significant contributions to Op Caribbe.

**Follow the Royal Canadian Navy's Commander,  
Vice-Admiral Paul Maddison,  
ON TWITTER**

**[http://twitter.com/#!/Comd\\_RCN](http://twitter.com/#!/Comd_RCN)**



# HMCS *St. John's* supports drug sub recovery

*HMCS St. John's at sea with her Sea King helicopter.*

Photo: Sgt Norm McLean

By Lieutenant (Navy) Tony Chainho

**H**MCS *St. John's* deployed October 3 in support of Operation Caribe, joined by a U.S. Coast Guard Law Enforcement Detachment (LEDET) and her CH-124 Sea King ship-borne maritime helicopter.

Canada Command, the Canadian Forces organization responsible for routine and contingency operations in Canada and continental North America, contributed *St. John's* and, later in the deployment, Aurora aircraft, to U.S. Joint Interagency Task Force South (JIATF South), offering powerful surveillance and support capabilities to help law enforcement authorities locate, track and intercept illegal activities off North America's coasts.

Op Caribe has been ongoing since 2005 and highlights Canada's continued contribution to the U.S.-led, multinational effort to interdict drug trafficking in the waters of the Caribbean Basin and East Pacific.

During her six-week deployment, *St. John's* supported the successful recovery of over 6,736 kg of cocaine from a scuttled self-propelled semi-submerged (SPSS) vessel. The drugs, which were destined for distribution in North America, had an estimated street value of US \$180 million.

*St. John's* marked a significant milestone during the deployment, becoming the first Canadian warship involved in a multi-agency effort to recover drug cargo from a scuttled SPSS. This effort included the deployment of the FBI Laboratory's Technical Dive Team, located in Quantico, Va., which conducted dive

operations at the site of the submerged vessel from U.S. Coast Guard Cutter *Cypress*.

Throughout her time in the Caribbean, *St. John's* primary role was to contribute to the recognized maritime picture, distinguishing legitimate maritime traffic and those engaged in drug trafficking operations. The method of trafficking varies from small "go-fasts", to fishing vessels, sailboats, fully submersible and semi-submersible self-propelled vessels. Using her sensors and helicopter in conjunction with fixed-wing aircraft and intelligence sharing with JIATF South, *St. John's* endeavoured to locate possible traffickers for the LEDET to interdict.

Although no narcotics were directly seized by the ship, *St. John's* mission was effective in countering the illicit trafficking of narcotics in the region. "We easily integrated into the JIATF South team, working with several different nations and their government agencies," said Commander Jamie Clarke, commanding officer of *St. John's*.

During *St. John's* deployment, law enforcement activities resulted in 38 arrests, along with six seizures totalling 10,902 kg of cocaine and 1,144 kg of marijuana, equating to over US \$223 million. Simply put, the presence of *St. John's* in the area not only contributed towards team success, but also caused a noticeable decrease of drug trafficking operations, delaying a number of shipments and disrupting an organization that transports more than 30 per cent of the world's illicit drugs out of Latin America into North America and the European Union every year.

# Shipbuilding strategy promises revitalized fleet

by Lesley Craig

**P**redicting the future is a difficult task, Commodore Daniel Sing admits ruefully. However, as Director General of Maritime Force Development, it's his job to look at what the future might bring and determine what the Royal Canadian Navy (RCN) needs to meet it.

When Cmdre Sing and his colleagues sit down to decide whether the RCN needs new ships and, if so, what kind, they always start with one simple question: Does this country need a navy for defence and security?

"We always reaffirm that, yes, it does," says Cmdre Sing. "The Royal Canadian Navy needs a balanced, combat-capable multi-purpose fleet to support the nation's defence needs. We don't see that changing."

This affirmation stems from an analysis of the future security environment. Current and emerging geopolitical, socio-economic, environmental, technological and military trends inform the future security environment which, in turn, informs maritime force development.

"Despite our best efforts to predict the future, we are continually surprised," Cmdre Sing says. "Few would have predicted that a Canadian frigate would have played a role in removing Gadhafi from Libya. Recent examples like that continue to support the need for a balanced, combat-capable, multi-purpose fleet."

The National Shipbuilding Procurement Strategy (NSPS) provides a mechanism for revitalizing that fleet. Based on the work done by Cmdre Sing's division in support of the commitments made in the Canada First Defence Strategy, the NSPS will facilitate the procurement of three new classes of ships that will enable the RCN to conduct successful and safe operations in Canadian, Arctic and international waters.

Although the strategy is managed by Public Works and Government Services Canada – and includes plans for ships for other federal partners, like the Canadian Coast Guard – the Defence projects are managed by the Assistant Deputy Minister (Materiel).

"The National Shipbuilding Procurement Strategy is historic," says Ian Mack, Director General Major Project Delivery (Land and Sea). "It charts the course for us and industry to equip the Royal Canadian Navy for its second century of service and represents an important shift in shipbuilding procurement. We are moving from working with industry on a project-by-project basis to taking a long-term approach."

Under the NSPS, work is progressing on the procurement of new ships for the navy, specifically the Joint Support Ship (JSS), the Arctic/Offshore Patrol Ship (AOPS) and the Canadian Surface Combatant (CSC).

The JSS will replace the current auxiliary oil replenishment vessels, HMC Ships *Protecteur* and *Preserver* which, at 40 years old, are pushing the limits of their lifespan. The JSS will provide other ships at sea with fuel, food and supplies, and medical and maintenance support.

This will increase the range and sustainment of a naval task group, permitting it to remain at sea for significant periods of time without going alongside for replenishment. The JSS will serve as a base for helicopter operations and maintenance, and provide a limited sealift capability and logistics support to forces deployed ashore.

"We will be acquiring two support ships, while retaining the option for a third," Mr. Mack says. "The definition phase is under way and involves existing design options and a new design that we are developing in parallel. The design will be selected in the fall of 2012 and constructed by the NSPS selected shipyard. The first JSS is targeted for delivery to the RCN for operations in 2018."

The Arctic/Offshore Patrol Ships will be used year-round in a variety of roles, including domestic surveillance, search and rescue, and support to other government departments. Because the AOPS project is in the project definition phase, a shipbuilding contract for six to eight ships will be negotiated under the NSPS.

"The need for the AOPS stems from the recognition that climate change is making the Arctic more accessible," Cmdre Sing explains. "It behoves us to expend energy and resources to assert and enforce our sovereignty. However, the AOPS are not limited to the Arctic. They will also fulfill a constabulary function off



The new Joint Support Ship will replace the current auxiliary oil replenishment vessels like HMC Ship *Preserver*, right.



the East and West Coasts, relieving the combatants to develop readiness for defence purposes.”

The combatants in question are the Canadian Surface Combatants. They will replace the Iroquois-class destroyers and, when the time comes, the Halifax-class frigates that are currently undergoing a mid-life refit.

“We are in the options analysis phase, and will go to government for approval to enter the definition phase in due course,” says Mr. Mack. “This new fleet will ensure that our men and women can continue to monitor and defend our waters and contribute significantly to

international operations.”

In the end, that’s what it all comes down to – defending Canada and North America, and contributing to international peace and security.

“The three roles and the six core missions of the Canada First Defence Strategy are always at the forefront of any decision about the navy,” says Cmdre Sing. “Everything we’re advancing in the Royal Canadian Navy is completely consistent with the joint aspirations of the Canadian Forces. The navy is but one component of the whole.”

## Irving Shipbuilding Inc. to build RCN combat vessels

**T**he future fleet of the Royal Canadian Navy (RCN) took a big step forward October 19, when the National Shipbuilding Procurement Strategy (NSPS) Secretariat announced the results of a Request for Proposals to build large ships for Canada.

The NSPS will create jobs and generate significant economic benefits in shipbuilding and related industries across Canada. This will involve skilled work in a variety of sectors, such as steel manufacturing, information technology, and defence systems development and integration. Small- and medium-sized enterprises across the country will benefit through the construction of large and small vessels, as well as work related to repairing and refitting.

The combat package includes the RCN’s Arctic/Offshore Patrol Ships and Canadian Surface Combatants. The non-combat package includes the

navy’s Joint Support Ship, the Canadian Coast Guard’s off-shore science vessels, and the new polar icebreaker.

Irving Shipbuilding Inc. has been selected to build the combat vessel work package (21 vessels), and Vancouver Shipyards Co. Ltd. has been selected to build the non-combat vessel work package (seven vessels). The total value of both packages is \$33 billion and will span 20 to 30 years.

The next step in the implementation of the NSPS is the finalization of a strategic sourcing arrangement, called an umbrella agreement (UA), with each of the selected shipyards. Once the UAs are signed, individual ship construction contracts will be negotiated with the respective shipyards. First in line will be the Arctic/Offshore Patrol Ships in the combat package and the science vessels for the Canadian Coast Guard in the non-combat package.

## RCN ships to be built include:

- **Arctic/Offshore Patrol Ships (six to eight vessels):** The Arctic/Offshore Patrol Ships will conduct armed sea-borne surveillance in Canada’s waters, including in the Arctic. They will enhance the government’s ability to assert Canadian sovereignty and provide surveillance and support to other government departments.
- **Joint Support Ships (two vessels with the option of one additional):** The Joint Support Ships are a critical component for achieving success in both international and domestic Canadian Forces missions, as laid out in the Canada First Defence Strategy. The ships will increase the range and endurance of naval task groups, permitting them to remain at sea for significant periods of time without returning to port for replenishment. The Joint Support Ships will replace the two existing Protecteur-class auxiliary oil replenishment vessels.
- **Canadian Surface Combatants (15 vessels):** These warships will replace Canada’s destroyers and frigates. While the ships will be based on a common hull design, the frigate and destroyer variants will be fitted with different weapons, communications, surveillance and other systems. These new ships will ensure that the military can continue to monitor and defend Canadian waters and make significant contributions to international naval operations.

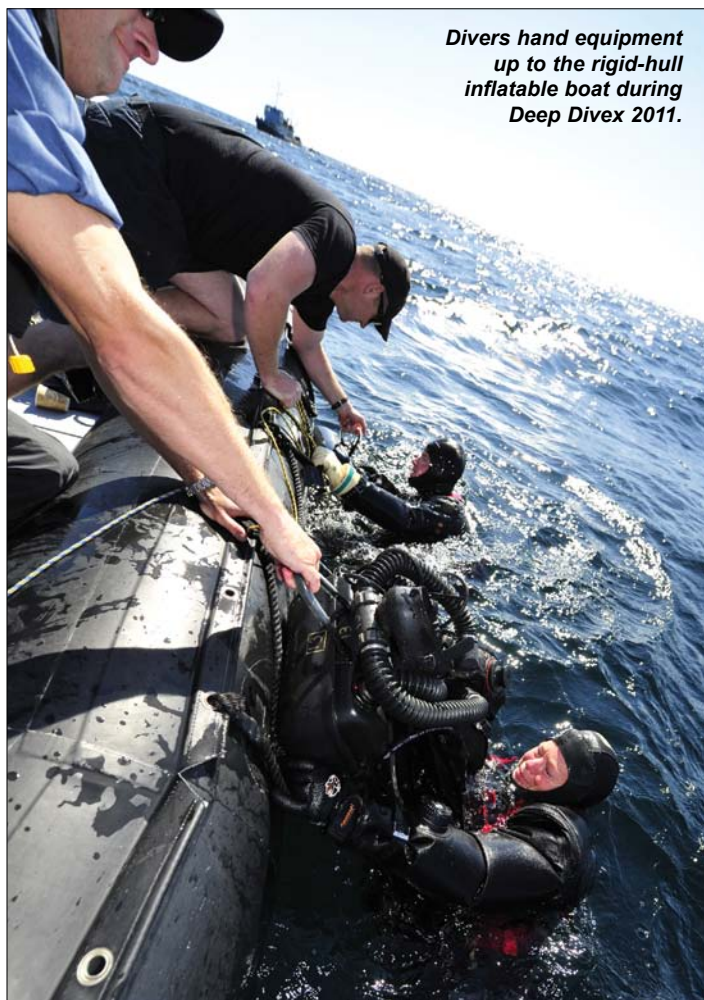


*An artist's rendition of the Arctic/Offshore Patrol Ship.*



*Fleet Diving Unit (Atlantic) diver Chief Petty Officer 2nd Class Nico Lamote, left, and Belgian diver Lieutenant-Commander Hans Renders, work together under water.*

Photos: MCpl Peter Reed



*Divers hand equipment up to the rigid-hull inflatable boat during Deep Divex 2011.*

# DEEP DIVEX

## highlights cooperative training

**M**aritime Forces Atlantic hosted Deep Divex 2011 at Fleet Diving Unit (Atlantic) in September. The annual exercise enables mine counter-measures (MCM) diving teams from NATO and other countries to exchange operational and technical information on the Canadian Underwater MCM Apparatus (CUMA) and similar rebreathers.

“Due to the specialized nature of CUMA diving and the rare opportunities for cooperative training among the users of this MCM equipment, Deep Divex provided an excellent opportunity to exchange information for the purposes of enhancing the safety and effectiveness of MCM diving,” said Lieutenant (Navy) Neville Lockyer, mine counter-measures officer at Fleet Diving Unit (Atlantic).

Deep Divex also provided an environment to test and improve interoperability. This year’s participants included Canada, Belgium, Portugal, Finland, Norway and the United States.

“The exercise was very successful,” added Lt(N) Lockyer, “with all countries gaining and sharing in many experiences and memories.”



# MCDVs participate with U.S. Navy in mine countermeasures exercise

By Lieutenant-Commander Michele Tessier

**H**MC Ships *Brandon*, *Nanaimo* and *Saskatoon* returned to their home port of Esquimalt, B.C., in October, after a busy month at sea with participation in San Francisco Fleet Week and a bi-lateral mine countermeasures exercise (MCMEX) with the U.S. Navy in the approaches to San Diego, Calif., harbour.

The exercise was designed to improve communications and interoperability between Canadian and U.S.

naval forces in a mine countermeasures (MCM) environment, as well as to certify crew. In order to challenge the ships' crews, an exercise scenario was created that required localizing and clearing inert practice mines placed in vicinity of the harbour by a fictitious drug cartel.

*Brandon* and *Saskatoon*, along with U.S. Ships *Champion* and *Chief* (Avenger-class MCM vessels), were mission-outfitted with MCM equipment to assist the U.S. Navy

in clearing the exercise minefield. *Brandon*, using side-scan sonar, surveyed more than eight miles of the



*HMC Ships Nanaimo, Brandon and U.S. Ship Chief conduct manoeuvres in the waters off Southern California.*

ocean floor and identified 28 contacts of interest from amongst hundreds of detected objects. Contacts were classified based on qualities such as size, shape and strength of sonar return. *Saskatoon* then investigated the mine-like contacts using a bottom object inspection vehicle. Taking pictures and video of the items, they validated whether the area was safe for the transit of other vessels. U.S. Explosive Ordnance Disposal (EOD) Unit One utilized divers to neutralize, raise and recover the mines.

*Nanaimo*, without an embarked MCM capability, provided force protection support to the MCM vessels in the conduct of their duties. Ironically, *Nanaimo* was the first Canadian ship in the exercise to discover a mine when a moored mine-shape broke its tether and surfaced just outside the mine field.

The exercise proved to be a huge success as many of the anticipated communications and interoperability issues were resolved in the first day, providing all units the ability to carry on with their respective duties.

MCMEX also laid the initial survey work for next year's Rim of the Pacific (RIMPAC) exercises, which will see *Brandon* and *Saskatoon* returning to southern California with HMCS *Yellowknife* to conduct further mine hunting operations.



*Right: Crew members from HMC Ships Brandon, Nanaimo and Saskatoon parade during San Francisco Fleet Week.*

## Sailor conducts first operational boarding

*Continued from page 3*

In the distance I could see the tug boat. I was expecting it to be in poor shape, but once aboard and the search begun, I was surprised to find that it was quite a clean and well-kept boat. The paint was bright and new, the interior neat and orderly. There were indications that it once had fittings and equipment for mine laying and that Gadhafi's forces may have used it for that purpose earlier in the war.

After a thorough search of the tug, confirming both the ship's documents and the crew's, the vessel was cleared to proceed to its next port of call.

On my way back to the RHIB, one of the tug's crew

took my hand and shook it hard. "Thank you," the man said. "Thank you Canada for helping us and protecting Libyans."

Three words stood out in my mind; "Thank you Canada." That's when I saw the much bigger picture that I was a part of. This man wasn't thanking me, he was thanking my country. Canada was among the first of many nations that answered the call to aid and protect Libyan civilians. Any anxiety I had left began to give way to pride.

I responded in a manner I felt was appropriate for this man's appreciation. With a polite nod and a smile, I simply said, "You are very welcome."

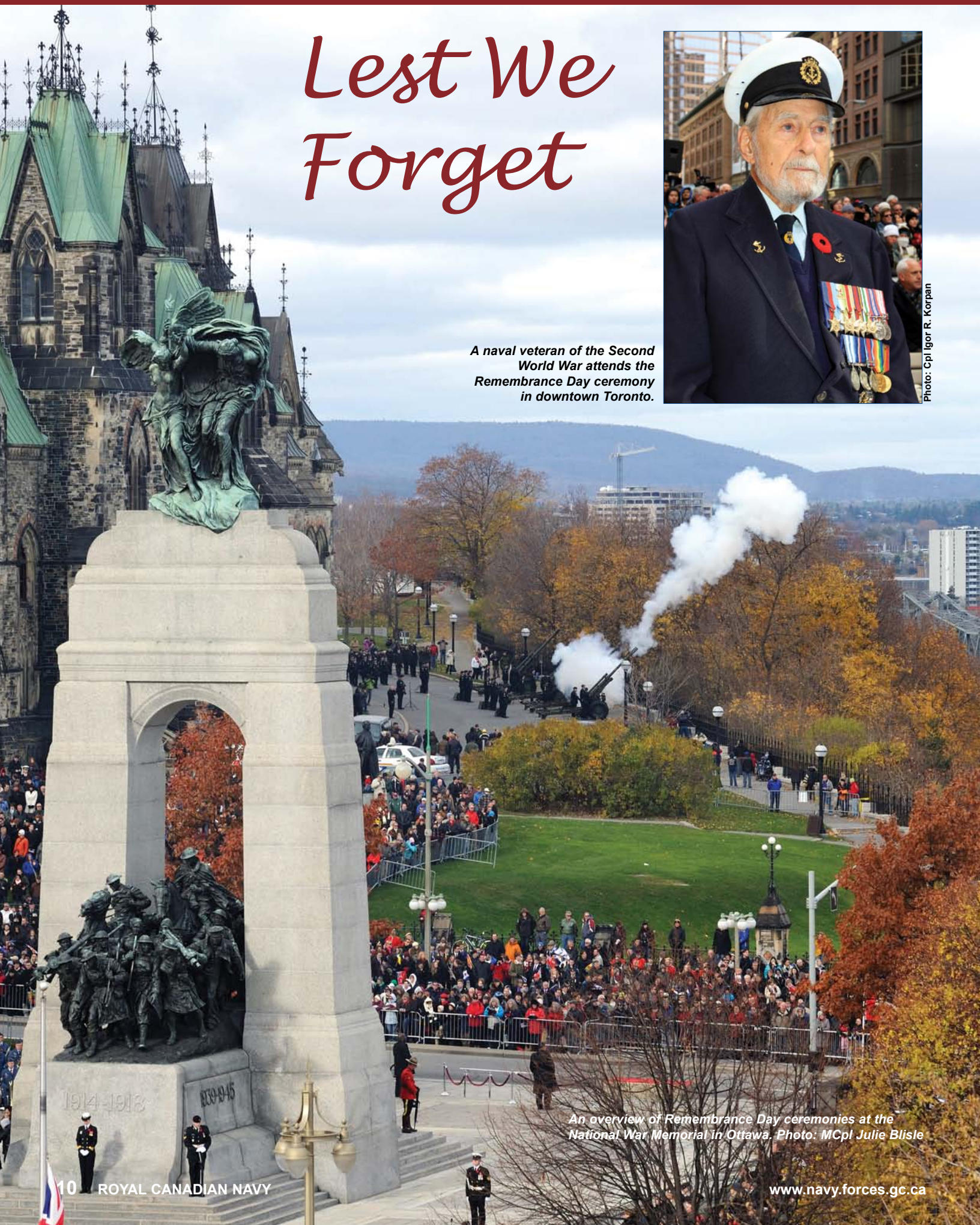


# *Lest We Forget*

*A naval veteran of the Second World War attends the Remembrance Day ceremony in downtown Toronto.*



Photo: Cpl Igor R. Korpan



*An overview of Remembrance Day ceremonies at the National War Memorial in Ottawa. Photo: MCpl Julie Blisle*



# Navy joins fellow Canadians in marking Remembrance Day

Members of the Royal Canadian Navy serving in Canada and on deployments around the world from the Mediterranean Sea to Kandahar took time to remember on November 11, helping keep alive the achievements and sacrifices made by those who served Canada in times of war and peace.

Photo: MCpl Dan Shoulnard



*Petty Officer 2nd Class Dion Walsh remembers fallen comrades in Kandahar.*

*The flag party from the Royal Canadian Legion stands at attention during the Remembrance Day ceremonies in downtown Halifax.*



Photo: Pte Kristen McCord

Photo: PO1 Mike Mitchell



*Ordinary Seaman Curtis Conarroe from HMCS Malahat lays a poppy at the gravesite of Commander Rowland Burke, the only Victoria Cross recipient interred in Victoria, on Remembrance Day.*

Photo: Sgt Craig Flander



*Captain (Navy) Craig Baines, Base Commander at CFB Esquimalt, B.C., accompanied by Chief Petty Officer 1st Class Doug Markin, Base Chief Petty Officer, places a wreath at the Memorial Park Cenotaph in Esquimalt.*



*Leading Seaman Devin Snashall walks through rows of graves after HMCS Vancouver's Remembrance Day ceremony at the Souda Bay War Cemetery in Crete, Greece.*

Photo: Cpl Brandon O'Connell



# “The torch has been passed to us”

By Sub-Lieutenant Jackie Geiger

On September 13, 1942, 500 nautical miles east of St. John's, Nfld., the first HMCS *Ottawa* was torpedoed. Less than 30 minutes later, unable to manoeuvre, she was hit a second time. This time the torpedo broke her in half, sinking her. Only 65 survivors were rescued from the freezing Atlantic waters; 114 souls were lost.

I can't speak for everyone on board, but looking around the flight deck of the fourth navy ship to be named HMCS *Ottawa*, 69 years later, I could feel the mood had changed. Now three ships later, generations of sailors between, we were in Pearl Harbor, Hawaii, gathered on the flight deck to pay our respects to our naval forefathers. Our commanding officer, Commander Jon Allsopp, began the ceremony with a quotation from a survivor:

“Everything happened so quickly. At 2305 came the first torpedo, followed at 2320 by the second. The latter exploded in number two boiler room, located between the two funnels, wreaking havoc and breaking the ship's back. Underneath the wreckage could be heard groans from a few victims who were in great distress – there were grim dramas being played out...”

His speech was followed by a two-minute moment of silence to pay respect to the tragedy. During that time my mind started to wander. HMCS *Ottawa* has been deployed in the Asia-Pacific region for four months; her crew seeing everything from the mystic tropical mountains of American Samoa, to the sparkling city skyline of Tokyo, Japan at night. We've seen what it looks like for the sun to set in the middle of nowhere

with nothing but the ocean all around us. We've felt that romantic notion of what it is to sail and represent our country. Now we will soon find ourselves back in home port and with our loved ones, something many of the crew members of the first *Ottawa* never lived to experience. Their mission had been a mission of war and ultimate sacrifice against a formidable enemy. Our mission has been a mission of training and building international ties with foreign allies. Our mission would not have been possible without sacrifices like the ones faced by the crew of the first *Ottawa*.

As the ceremony continued, a prayer was said, the side was piped, and everyone watched as water was committed to the sea from the ship's bell. The ceremony was no longer than 20 minutes, but Cdr Allsopp's words left a powerful message resonating with the crew:

“On your way out of harbour this morning, take note of the [USS] *Arizona* and the [USS] *Missouri*,” he said. “The *Arizona*, also sunk by enemy action in World War II, lies in stark contrast on the seabed beside the *Missouri*. The *Missouri* is a floating monument and symbol that we must continue to represent and fight for our values, that we must always battle through to victory, not permit set backs to stop us, and never allow tyranny to reign. That we must persevere and honour the memories of those who have fallen, that we now carry on the traditions and memories of our brothers-in-arms, that we can never let their sacrifices be taken in vain, or overlooked. As the *Missouri* is to the *Arizona*, so *Ottawa 4* is, and must always be, to *Ottawa 1*. The torch has been passed to us; let us hold it high, lest we forget.”

HMCS *Ottawa* returned to her home port of Esquimalt, B.C., on October 13.

Crew members line the flight deck of HMCS *Ottawa* in Pearl Harbor, Hawaii, to pay respects to the first HMCS *Ottawa*, which was torpedoed on September 13, 1942.

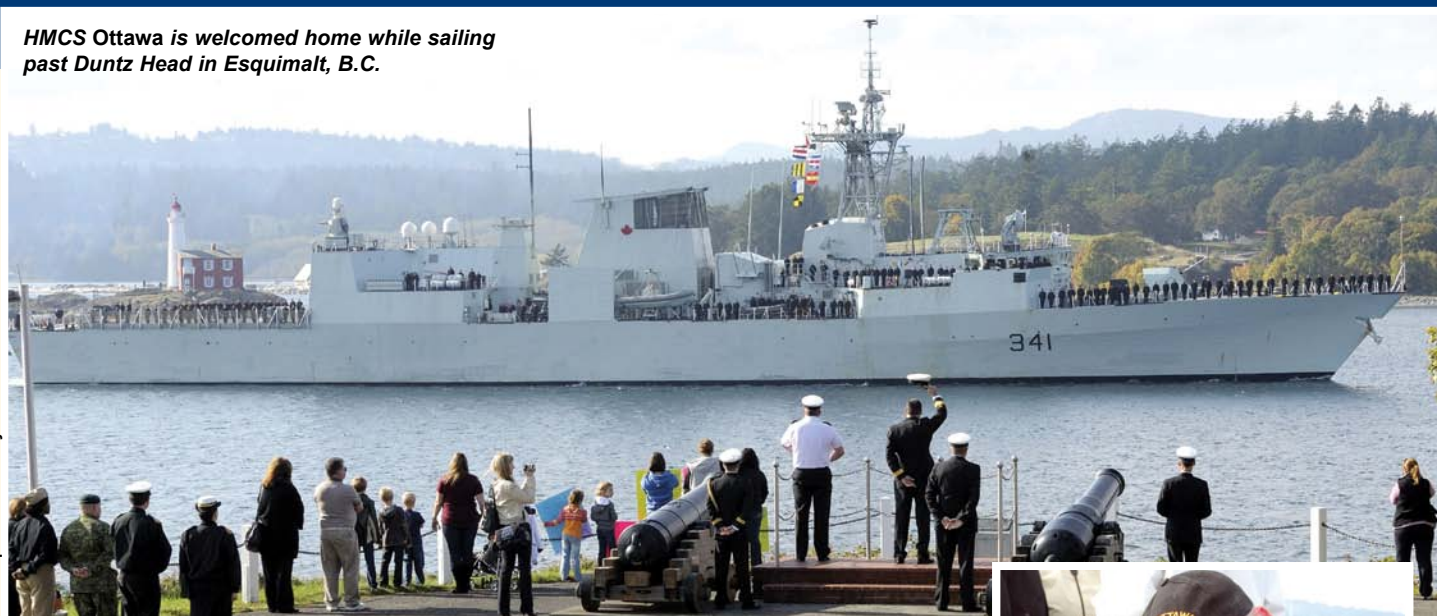


Photo: HMCS Ottawa



*HMCS Ottawa is welcomed home while sailing past Duntz Head in Esquimalt, B.C.*

Photo: Cpl Alex Crockery



## HMCS Ottawa home from Asia-Pacific

**H**MCS *Ottawa* returned home to Esquimalt, B.C., October 13 following a four-and-a-half month operational deployment and goodwill tour in the Asia Pacific region. *Ottawa* visited several countries including Australia, Singapore, Japan and South Korea to foster strategic relationships and enhance interoperability for future operations.

The frigate returned after 130 days away, 100 of them at sea. As the ship docked, families and friends eagerly greeted their loved ones.

*Ottawa* and her crew of 235 personnel left Esquimalt June 6 for the biennial Westploy deployment. From July 11 to 26, *Ottawa* joined American and Australian military personnel for Operation Talisman Saber 2011 off the northeast coast of Australia. Following Talisman Saber, the ship's company conducted operations with Korean and Japanese units, and participated in regional engagements in the Pacific region to help strengthen

*Even the dogs are happy to see their masters home, as Leading Seaman Kelly Potts is greeted enthusiastically by his Boston terrier.*

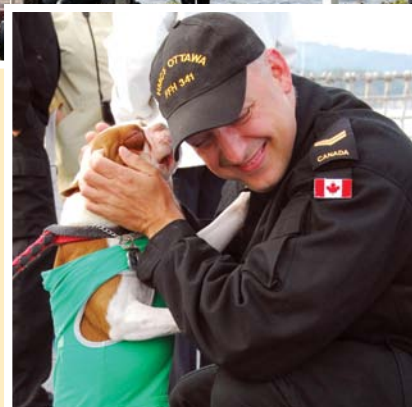


Photo: Ben Green

Canada's diplomatic bonds and relationships.

The ship also had the opportunity to reach out to people in that region, including visiting an orphanage in Busan, South Korea, and raising \$7,000 for victims of the 2011 Tohoku earthquake in Japan.

"As *Ottawa* returns to Esquimalt after more than four months away, I am happy to report the ship and her company have successfully completed the mission and exceeded expectations in the process," said the ship's commanding officer, Commander Jon Allsopp. "*Ottawa* proudly carried the Canadian flag throughout the Pacific region this summer, working closely with allies and furthering Canada's diplomatic interests abroad."

Throughout, *Ottawa* was also heavily involved in the "Train the Sailor" program, a training program providing dedicated at-sea individual and collective training. The program focuses on ensuring that skills acquired ashore are perfected at sea in order to maintain a state of high readiness for the ship's company.

"None of this would have been possible without the hard work and dedication from the crew, and the sacrifices both they and their families have made," said Cdr Allsopp. "I consider this to be the highlight of my command tour, and feel proud and privileged to have had the opportunity to work with such a fine ship's company."

*With files from Mike Hillian*



Photo: Ben Green

*Family members hold up a banner to welcome home the crew of HMCS Ottawa.*



# SHORT Takes

Chief Petty Officer 1st Class Claude Laurendeau, left, Royal Canadian Navy (RCN) Command Chief Petty Officer; Rear-Admiral Mark Norman, Deputy Commander RCN; Canadian sculptor Christian Corbet; and Dr. Richard Gimblett, Acting Director, Navy History and Heritage, stand with portrait busts of Chief Petty Officer Max Bernays and Sir Admiral Charles Kingsmill. The RCN requested a portrait bust of CPO Max Bernays be created to honour his heroic contributions during the Battle of the Atlantic in 1942. The portrait, mounted on a finely carpentered oak plinth, was sculpted above life-size and placed alongside Mr. Corbet's smaller portrait bust of Sir Admiral Charles Kingsmill, which was presented to the navy last year during its centennial. For more information on CPO Bernays, visit: [www.navalandmilitarymuseum.org/resource\\_pages/heroes/bernays.html](http://www.navalandmilitarymuseum.org/resource_pages/heroes/bernays.html)



Photo: Canadian Portrait Academy



Photo: NATO Training Mission - Afghanistan

Lieutenant (Navy) JoAnne Carter, an advisor for the Afghan National Civil Order Police on Operation Attention, poses with Afghan girls after delivering stationery and other supplies to a school in Kabul. Operation Attention is Canada's participation in the NATO Training Mission-Afghanistan, which delivers training and professional development services to the national security forces of Afghanistan, especially the Afghan National Army and the Afghan National Police.

Jacek Szymanski, left, Publication and Imagery Coordinator for Navy Public Affairs in Ottawa, receives first prize in the "Current Affairs" category for the IMAX film "Rescue" from Italian General Antonio Bettelli. The prize was presented at the 22nd International Military Film Festival "Armed Forces and People" in Bracciano, Italy, in November. The film highlights the Royal Canadian Navy's contribution to humanitarian assistance after Haiti's catastrophic earthquake in January 2010. This year's festival included 50 films from 19 countries.



Photo: Daria Podemska



Photo: Chad Lucas

Chief Petty Officer 2nd Class Perry Colley, right, and the Honourable Percy A. Paris, Minister of African Nova Scotian Affairs, stand together after CPO2 Colley was recognized in the Nova Scotia House of Assembly November 9. CPO2 Colley was officially named the co-swain of HMCS Scotian, Halifax's Naval Reserve Division, in late September, making him its senior non-commissioned member and the first African Nova Scotian ever to hold the position. Members of the House of Assembly congratulated CPO2 Colley for his historic appointment, and thanked him for his "excellent and faithful service to Canada."





Lieutenant-Commander Stewart Hughes, left, Detachment Commander, Canadian Forces Naval Engineering School Detachment St. John's, stands with the top three winners of the inaugural Uniformed Services Run (USR) in St. John's October 30: Able Seaman Shawn Miller, Newfoundland Corrections Officer Peter Power, and Newfoundland Fish and Wildlife Enforcement Officer Bill Collins. The race's honorary starter, Corporal Shawn Mulcahy, was also on hand for the presentation of the winners' medals. The aim of the USR is to raise money for charities in support of uniformed services personnel such as the Military Families Fund. In total, the USR raised just over \$4,400 for charity.



Beth Corney-Gauthier, left, Children's Wish Foundation, Lieutenant (Navy) Jonathon Kettle, Lt(N) J.D. Forbes and Commander Wade Carter of HMCS Charlottetown, display a cheque for nearly \$40,000 raised by the ship in its annual Run 4 Wishes event. Crew members took part in the five-day, 400 km relay across PEI in late October, with money raised going to the PEI Chapter of the Children's Wish Foundation. The crew started the run in 2003 when members of the ship's company wanted to raise funds for a worthwhile cause. The Children's Wish Foundation grants children aged 3 to 17 facing a life-threatening illness their most heartfelt wish.



Tom Mercer, left, of Mercer and Shaefer Glasstudios, and Rear-Admiral (retired) Bill Hughes, stand beside three new stained glass windows that have been installed in St. Peter and St. Paul's Naval Garrison Church in Esquimalt, B.C. Last year, the 150-year-old church commissioned a beautiful stained-glass window in recognition of Canada's naval centennial. There was money left over from that project, so it was decided by the Naval Memorial Committee to create the new three-panelled "Sailors' Window of Remembrance" with mouth-blown antique German glass. The window is dedicated to all the sailors of the Royal Navy and Royal Canadian Navy who have made the ultimate sacrifice.

Sailors from the Russian Navy Ship Varyag march in the Remembrance Day ceremony held in Vancouver. Three ships of the Russian Navy, hosted by HMCS Algonquin, visited Vancouver from November 8 to 11. Vancouver was the final stage of the ships' long-range cruise, in which they also visited Japan and the United States to strengthen naval cooperation. The vessels, cruiser Varyag, tanker Irkut and a sea-going salvage tug, spent time exercising in the Strait of Juan de Fuca before coming alongside at Canada Place in Vancouver.





# Improving community, navy and country

By Sub-Lieutenant Julian Yates

**W**hen a ship goes to sea, two things are on the mind of the sailors aboard: the loved ones left behind and the success of the mission ahead. Every sailor works hard for success, no matter the circumstances, but a stable, contented situation at home and a responsive support team onboard are both key to a happy and successful team.

Every person aboard and supporting the ship in Halifax helps contribute to this positive state of affairs, but aboard HMCS *St. John's*, one person in particular is heavily involved in ensuring the best possible support is given to sailors and their families: Chief Petty Officer 2nd Class Barry Eady.

Through the good times and the difficult situations, those individuals who have a positive and lasting impact on you are not easily forgotten. Through their leadership and involvement, their efforts improve their communities and make them great places to live and work in. In order to recognize these efforts and inspire others to follow in this leader's journey, crew aboard *St. John's* thought it best to tell the story of its very own CPO2 Eady, whose efforts improve his community, the navy and his country.

CPO2 Eady, in his role as the logistics department chief aboard *St. John's*, is responsible for the smooth functioning of the whole department, including such vital areas as the galley, pay office, ship's office and the non-public fund organization. These are important organizations on any ship, ensuring the happiness of the crew. Nothing will ruin a person's day faster than an issue with their pay, food or promotion.

Furthermore, CPO2 Eady provides leadership to the logistics department of *St. John's*, enabling it to meet the demands of a busy sailing schedule. During the last six months, *St. John's* has completed operations from Ireland to Ellesmere Island to the coast of Columbia, operations the logistics department has persistently supported, ensuring the mission is always successfully completed. The ship just completed Operation Caribe, supporting drug interdiction in the southern Caribbean. This mission required responsive logistic support to deal with quickly-evolving, multinational logistics issues, support that the logistics department ably provided. In large part, the success of the logistics department is due to the tenacity of its chief, who constantly inspires and enables peak performance from the entire team.

However, Chief Eady's personal focus goes far beyond his commitment to the ship and crew. In addition to his professional role, the chief is an example of how, even far away from home, a sailor can be



Photo: Cpl Rick Ayer

**Chief Petty Officer 2nd Class Barry Eady, left, greets Rick Hansen in Halifax. CPO2 Eady was recognized by Mr. Hansen as an exceptionally committed volunteer and leader in raising awareness and funds for spinal cord rehabilitation research.**

involved with good works in his community. He is involved in fundraising for charities across the Maritimes, a demanding task when at sea, but one that keeps his and other sailors' families safe and happy during long deployments. In meeting these challenges, Chief Eady provides an exceptional example to the sailors around him, not only in his abilities as a sailor and master of his trade, but also as an admirable person and pillar of his community.

Chief Eady is heavily involved in the fundraising efforts of *St. John's* and as a volunteer outside of his workplace. Throughout the entire year, *St. John's* has a strong focus on fundraising, giving generously to the Government of Canada Charitable Campaign (GCWCC) every fall and linking with its namesake city's province in the spring to raise money for the Newfoundland chapter of the Children's Wish Foundation. Chief Eady's efforts help ensure funds are contributed to support a variety of charities through the GCWCC and *St. John's* own efforts, ensuring the ship gives back to the communities that support it so tirelessly.

For example, during the spring of 2011, the ship's company contributed over \$9,000 for the Children's



Wish Foundation, while enabling generous Newfoundlanders to raise over \$30,000 more during the annual *St. John's Run the Rock*. Run the Rock is a *St. John's* tradition where members of the crew run 1,100 km across Newfoundland, raising money along the way.

Personally, Chief Eady has volunteered extensively over the last decade to support Rick Hansen's "Man in Motion" campaign. For these efforts, he was recognized in September by Rick Hansen himself as an exceptionally committed volunteer and leader in raising

awareness and funds for spinal cord rehabilitation research.

The strength of any naval force lies rooted in reciprocity: the support from communities ashore to sailors at sea, while those sailors protect their communities and country. This bond is as old as the practice of men going to sea, but it does not spring from nothingness. Instead, it relies on the dedication of Chief Eady and hundreds of other leaders to keep it strong.

## HMCS *Montréal* connects with Canadians on Great Lakes tour

Commander Michael James Tennant, right, commanding officer of HMCS *Montréal*, is greeted by members of the Qalipu Mi'kmaq First Nation in Corner Brook, Nfld., September 27. *Montréal* visited Newfoundland at the end of her 2011 Great Lakes Deployment, which saw the frigate deployed to ports on the St. Lawrence Seaway and Lake Ontario in support of Operation Connection, which provides Canadian Forces personnel the opportunity to showcase the Forces throughout the year and to connect with Canadians.



Photo: Cpl Martin Roy

## HMCS *St. John's* sailor wins centennial award

By Virginia Beaton

Leading Seaman Amy Durrah, a sailor in HMCS *St. John's*, is the recipient of the second annual Canadian Naval Centennial Award.

Rear-Admiral David Gardam, Commander Joint Task Force Atlantic, and Tom Digan, president and general manager of Lockheed Martin Canada, presented the award to LS Durrah during a ceremony held on board *St. John's* November 22.

"Bravo zulu for a job well done," RAdm Gardam told LS Durrah. "You exemplify the people we want in the navy, and the people we want in the Canadian Forces."

LS Durrah was selected for the award on the basis of her outstanding accomplishments as a member of the ship's company. She is a Marine Systems Engineering department harassment advisor, a regular volunteer for secondary duties and has twice been selected as a member of the ship's Run the Rock team, which conducts a fundraising relay run across Newfoundland each summer.

Colleen Calvert, executive director of the Halifax and Region Military Family Resource Centre, Lieutenant (Navy) (retired) Earle Corn, president of the Navy League of Canada, and Vice-Admiral (retired) Larry Murray, former president of the Navy League of Canada, were on hand for the occasion.

Lt(N) Corn congratulated LS Durrah on her achievements. "She has done all this in just five years," he said. "You can only imagine what she will be able to do in the next 20 years."

The \$3,000 award has been donated to the Naval Cadet Corps and the Military Family Fund, in the name of the recipient.


Photo: Cpl Martin Roy



Leading Seaman Amy Durrah, left, accepts the Canadian Navy Centennial Award from Lieutenant (Navy) (retired) Earle Corn, centre, president of the Navy League of Canada, and Tom Digan, president and general manager of Lockheed Martin Canada.



# HMCS *Victoria* achieves milestone

A large black submarine, HMCS Victoria, is partially submerged in the water. A small white inflatable boat with several crew members is positioned in front of it. The background shows a forested shoreline and other ships in the distance.

Contained in a four-point mooring to ensure a steady state, HMCS *Victoria* conducts tests in Esquimalt, B.C.

Photo: MCpl Angela Abbey

By Ben Green

**F**or HMCS *Victoria*, a move in late September across the harbour in Esquimalt, B.C., to F jetty might have seemed inconspicuous, but the transition was probably the most significant milestone towards the submarine becoming fully operational since leaving drydock five months ago.

Contained in a four-point mooring to ensure a steady state, the submarine conducted a series of static dives in order to progress tests and trials.

"The dives further tested and assessed the integrity of the boat and trialed a variety of systems in a submerged environment," explains Captain (Navy) Donald Smith, commanding officer of Fleet Maintenance Facility Cape Breton (FMF CB).

Many of the submarine's systems were tested in drydock, but areas such as the weapons handling discharge system, combat, marine safety systems, buoyancy and the submerged signal injectors could only be tested in water.

Employees from FMF CB and Formation Technical Authority (FTA) (the agent for Director General Maritime Equipment Program Management, which is the materiel authority for the Royal Canadian Navy) from Ottawa joined the crew of 48 in the submarine for three days at F jetty, diving once a day for seven or eight hours at a time. Beside the jetty, about 14 metres below the surface, a man-made dredged channel allowed the submarine to submerge in the harbour.

Along with the static dives, a trim and incline exercise tested the submarine's ability to roll side-to-side and up and down. This ensured its ballast and buoyancy checks aligned properly with what the instruments were saying on board. Escape tower functioning trials and torpedo shape discharges, to ensure the weapons were in good form, were also run.

"It was a very successful three days," says Commander Christopher Ellis, commanding officer of *Victoria*. "The trials went very smoothly."

The next step for *Victoria* sees a few weeks of remaining maintenance on board. The crew will be sent to Halifax to further prepare for missions in simulators, undergo team training, and full-motion ship control training. The final test for the submarine will see it take to the open ocean for a deep dive, again testing its equipment and receiving a weapons certification.

"This is a beginning of new beginnings for submarines on the West Coast," adds Cdr Ellis. "It's taken a lot of hard work to get here, by both the personnel in the Formation, as well as the crew."

He also sends a big thanks to the 20 personnel on the jetty who endured long hours and miserable weather working the lines during the static dives, and to those submariners from the East Coast and HMCS *Corner Brook* who augmented *Victoria's* crew.

Now that the major work on *Victoria* is complete, FMF CB staff can reflect on the success of such a new

*Continued on page 20*



## Across borders

# Exercise gauges effectiveness of bilateral cooperation

By Major Paule Poulin

**C**anadian and U.S. military personnel and government civilian agencies took part in the annual training exercise Frontier Sentinel 11 (FS 11) from September 20 until October 5. The maritime security exercise was led by the U.S. Coast Guard, and also involved U.S. Fleet Forces and Canada's Joint Task Force Atlantic (JTFA). It is the first time that the exercise scenario went all the way to the Great Lakes, passing through the Northwest Atlantic, Gulf of St. Lawrence and St. Lawrence Seaway.

As well as JTFA's headquarters, HMCS *Goose Bay*, a CP-140 *Aurora* aircraft from 14 Wing Greenwood, N.S., and the Halifax-based inter-governmental Marine Security Operations Centre (MSOC) also took part. Because of the locations involved, two other regional joint task forces, Joint Task Force Central and Joint Task Force East, as well as the MSOC (Great Lakes) also participated for the first time.

"Exercise FS 11 helped to gauge the effectiveness of bilateral and inter-agency cooperation at the tactical and operational levels, measure the efficiency of intelligence distribution, assess collaborative planning skills, and test both internal and shared command and control processes," said Rear-Admiral David Gardam, Commander JTFA. "I look forward to building upon this exercise for Exercise Frontier Sentinel 12, which will be held in Nova Scotia and the U.S. eastern seaboard in May 2012."



Photos: HMCS *Goose Bay*

*Above: Lieutenant-Commander Kray Robichaud, commanding officer of HMCS *Goose Bay*, observes an RCMP assault boat and rescue boat approaching during Exercise Frontier Sentinel.*



*Above right: U.S. Coast Guard vessel *Neah Bay*, left, HMCS *Goose Bay* and an RCMP rescue boat exercise together off the coast of Sept-Îles, Que., during Exercise Frontier Sentinel.*

## Sailors awarded medals of bravery

Two sailors received the Medal of Bravery from His Excellency the Right Honourable David Johnston, Governor General and Commander-in-Chief of Canada, at the Citadelle of Québec September 20.

The Medal of Bravery, which recognizes acts of bravery in hazardous circumstances, was awarded to Lieutenant (Navy) Christopher Devita and Leading Seaman Cory Bond. Their citation reads as follows:

"On May 27, 2008, Lieutenant (Navy) Christopher Devita and Leading Seaman Cory Bond rescued the captain of a small sailboat in dangerous weather conditions, off the coast of Halifax, Nova Scotia. A distress call was received from a boat that was taking on water. The captain had been braving the elements and bailing his vessel for many hours.

"Despite the rough seas, high winds and thick fog that caused extremely poor visibility, Lt(N) Devita launched out with LS Bond in a rigid-hull inflatable boat (RHIB) to assess the stricken vessel's situation and conduct the safe rescue of its captain. The sailboat repeatedly struck the inflatable boat, making it nearly impossible and extremely dangerous for the men to attach a tow line. They struggled through the risky conditions for over two hours before finally securing the line.

"LS Bond then manoeuvred the rescue craft close to the sailboat, while Lt(N) Devita caught the victim as he leapt onto their boat. They towed the sailboat to a nearby Canadian Coast Guard ship and safely transferred onboard."



*Leading Seaman Cory Bond, left, and Lieutenant (Navy) Christopher Devita*





Members of the Royal Canadian Navy, Canadian Army and Royal Canadian Air Force gather in front City Hall in Montréal during the Freedom of the City parade.

Photo: Cpl Martin Roy

by Lieutenant (Navy) Marco Chouinard

It was a magnificent sunny day for a memorable event in Montréal, uniting the Royal Canadian Navy (RCN), Canadian Army (CA) and Royal Canadian Air Force (RCAF). Approximately 120 sailors from HMCS *Montréal*, soldiers from Le Régiment de Maisonneuve, and air personnel from 438 Tactical Helicopter Squadron, conducted a Freedom of the City parade and ceremony September 17.

It was the first time that the three units – as holders of the honorific designation “The Three Defenders of Montréal” – were present in the city at the same time. The title was bestowed upon them by Mayor Jean Doré in 1994. The Freedom of the City parade began at the Cathcart Armoury and proceeded to City Hall.

Freedom of the City is the highest honour a city can bestow on a Canadian Forces (CF) unit. The custom is believed to be based on a military tradition dating back to England’s Civil War of the Roses in the 15th century, when marauding military units from both sides

constantly harassed cities. Before a city would admit a military unit inside its walls, the chief constable would demand to know the reason soldiers wished to enter the city, and then escort their commander to the City Council. If the leaders felt the unit could be trusted, it was granted the privilege known as “Freedom of the City.” This entitled the unit to enter the city with drums beating, banners flying and bayonets fixed.

“It was a great day for the CF to have the RCN leading the parade, followed by the Canadian Army and RCAF in downtown Montréal,” said Chief Petty Officer 1st Class Michel Vigneault, coxswain of HMCS *Montréal*. “We had the opportunity to show them some of the unique things that the Canadian navy is doing for Canada and around the world. With very little time to practise together, it came down to a great deal of cooperation between the three elements, and a common desire to put on a great show. I was extremely proud of the turnout, and especially proud to be the coxswain of such dedicated sailors from HMCS *Montréal*.”

## HMCS *Victoria* achieves milestone

*Continued from page 18*  
and adventurous project.

Capt(N) Smith says the refit on a submarine is conducted to more demanding standards than work they do on frigates or other above-water vessels. Every piece of the submarine, down to the smallest nut and bolt, has supporting documentation that describes the types of material it is composed of, who completed the work, when it was completed, how they tested it, and what tools were used. If documentation isn’t provided when a job was finished, the piece may have to be taken off and the work started over again.

Not only did FMF CB have to document each phase

of the refit, it also had to pass rigorous inspection and quality control milestones from the FTA to undock the submarine and conduct the static dives.

Capt(N) Smith says all the precautions leading up to and during the dives were due to unforgiving surroundings submariners work in. The margins for error in a submerged environment are exceedingly small. They test rigorously to ensure they can operate safely, he says.

“These static dives were a milestone, not an endpoint,” says Capt(N) Smith. “We’ve done everything to make this a safe and operational boat and are well on the road to being at full weapons capability in 2012.”