

Crowsnest

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National
Defence

Défense
nationale

Canada

HMCS *Charlottetown* joins

Operation Active Endeavour



A wave breaks over the fo'c'sle and forward gun of HMCS *Charlottetown* as the frigate takes a heavy sea head-on.

By Lieutenant (Navy) Jessica MacDonald

The Strait of Gibraltar was a magnificent sight as it stretched out before the bow of HMCS *Charlottetown* in mid-January. The moon rode high in the sky, highlighting the gentle profile of Africa to starboard and the curves of Europe to port. Lights from shore and other vessels in the Strait illuminated the water. And somewhere along the way, *Charlottetown* entered the Mediterranean Sea and crossed the boundary of the NATO Joint Operational Area. At that moment, the Halifax-based frigate officially became part of the task force of Operation Active Endeavour, the

NATO counter-terrorism mission in the Mediterranean Sea.

From Gibraltar, *Charlottetown* continued east to the naval base in Taranto, Italy, where, on January 24, she joined the NATO surface fleet. During this deployment – conducted by the Canadian Forces under the name Operation Metric – *Charlottetown* will patrol her area of responsibility in the Mediterranean Sea to detect, deter and protect against terrorist activity.

“This operation is important because it represents Canada’s continuing commitment to international security and cooperation,” said Commander Wade



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Front page: HMCS *Charlottetown* sails in the Mediterranean Sea during Operation Metric. Photo: Cpl Ronnie Kinnie
All articles written by Darlene Blakeley, except where otherwise noted.

Carter, commanding officer of *Charlottetown*. "Having a presence in the Mediterranean Sea will give Canada and the Canadian Forces the flexibility and capability to respond to crises that may arise in the region."

Operation Active Endeavour is conducted by Vice-Admiral Rinaldo Veri of the Italian Navy, the current maritime component commander at NATO Joint Forces Command in Naples, Italy.

The surface fleet includes ships from Italy, the Netherlands, Germany and the United Kingdom, as well as *Charlottetown* from Canada. The task group into which *Charlottetown* is currently integrated is commanded by Commodore Ben Bekkering of the Netherlands, with his flag in the Dutch destroyer HNNLS *De Ruyter*.

"The crew has undergone months of intense preparation to get ready for this deployment," said Cdr Carter. "We are well trained, prepared and eager to take on the challenges that lay ahead."

On the way from Gibraltar to Taranto, *Charlottetown* also continued preparing for high readiness. Working with sea trainers from Halifax, the crew completed a week of mission work-ups, exercises that test the ship and ship's company in a wide range of emergency scenarios – missile inbound, fire, flood and man overboard – in preparation for whatever they might encounter during their deployment.

"Ninety percent of global trade is conducted by sea," said Cdr Carter. "The world depends on maritime shipping to transport vital supplies such as food and fuel. Operations such as these help ensure that world trade does not get disrupted."

Charlottetown departed her home port of Halifax on January 8 and will remain in the Mediterranean region until July.

Sub-Lieutenant Danielle Turner, a maritime surface and sub-surface officer, checks a bearing during HMCS Charlottetown's approach for replenishment at sea from a German tanker. In the background is HNNLS De Ruyter of the Royal Netherlands Navy.



Commodore Ben Bekkering of the Royal Netherlands Navy, commander of Standing NATO Maritime Group 1, addresses the crew of HMCS Charlottetown.

Below: A boarding party member from HMCS Charlottetown climbs down to a rigid-hulled inflatable boat for a boarding exercise.



Photos: Cpl Ronnie Kinnie

HMCS *Vancouver* returns from successful deployment

Excited family members and friends lined the jetties at CFB Esquimalt, B.C., February 19, as HMCS *Vancouver* returned home from nearly seven months of active NATO operations.

"The captain and crew of HMCS *Vancouver* have done a tremendous job," said General Walt Natynczyk, Chief of the Defence Staff, who was on hand as the ship sailed into harbour. "They deserve our heartfelt appreciation for the important contribution they made to bring peace and security to the people of Libya, and while patrolling alongside our NATO allies in the Mediterranean. I am thankful for their professionalism, for their service, and for the sacrifices their families made to support them. The men and women of HMCS *Vancouver* have brought great credit to Canada and to the Canadian Forces."

Vancouver left Esquimalt on July 10, 2011 to relieve HMCS *Charlottetown* on Operation Mobile, Canada's contribution to Operation Unified Protector, NATO's mission to protect civilians and civilian-populated areas in Libya. *Vancouver's* main tasks were to facilitate the movement of legitimate traffic and humanitarian aid into and out of Libyan ports, and help enforce the no-fly zone imposed by United Nations Security Council Resolution 1973 of March 17, 2011.

Operation Mobile was a historic experience for the frigate and her crew. Over about two months on-station in Libya's territorial waters, *Vancouver* conducted three boardings and more than 160 hails. Finally, in late

*Commander Bradley Peats,
HMCS Charlottetown's
commanding officer*



Photo: Cpl Brandon O'Connell

October, *Vancouver* monitored the front-line action in Sirte, scene of the last major battle of the Libyan conflict, watching in real time as the Gadhafi regime collapsed. Operation Unified Protector ceased, its work done, on October 31, 2011.

"I have no doubt in my mind that there are Libyans alive today who would not be if this ship and crew had not been here," said Commander Bradley Peats, *Vancouver's* commanding officer. "We stood shoulder to shoulder with our NATO partners, and this Canadian warship and this crew played a crucial role in protecting Libyan civilians and in the success of Operation Unified Protector."

On November 20, 2011, the Minister of National Defence announced that Canada would maintain a naval presence in the Mediterranean Sea throughout 2012.

This new initiative gave *Vancouver* a new assignment: Task Force Endeavour, the NATO counter-terrorism effort in the Mediterranean Sea. NATO launched Operation Active Endeavour in October 2001 under

HMCS Vancouver steams into Esquimalt harbour February 19 after nearly seven months at sea.



Photo: Cpl Alex Croskery

Article 5 of the North Atlantic Charter to support the United States in the aftermath of the 9/11 attacks.

Over nearly 10 weeks with Task Force Endeavour, *Vancouver* operated in NATO-assigned "patrol boxes" – areas of responsibility – in every corner of the Mediterranean Sea: as far north as France, south to Algeria, west to Spain and east to Israel.

As *Vancouver's* deployment came to an end in mid-January and HMCS *Charlottetown* was en route to take

over the operation, Cdr Peats was quick to praise his crew. "Without a good crew no ship will move, float or fight. These sailors, soldiers, airmen and airwomen are the finest, most professional and most skilled ship's company I have had the pleasure to sail with. It is an absolute honour to be their commanding officer and I cannot be more proud of what we've accomplished together."

With files from Lieutenant (Navy) Tony Wright

Family and friends gather to welcome home the crew of HMCS *Vancouver*.



Photo: Cpl Alex Crockery



Photo: Cpl Alex Crockery

Saifon Hozempa and her husband Petty Officer 1st Class Derrick Hozempa greet each other after a long separation.

HMCS Vancouver conducts high speed manoeuvres while on patrol in the Mediterranean Sea during Operation Active Endeavour.

Photo: Cpl Brandon O'Connell



Above: Aboard HMCS Charlottetown, the ship's UAV team and civilian technicians from ING Engineering place the launch and recovery equipment for the ScanEagle UAV on the flight deck, the catapult launcher on the starboard side, and the recovery system – a device based on the Insitu SkyHook – on the port side.

Right: In an early trial by the Royal Canadian Navy in 2009, the ScanEagle UAV flies for the first time from the deck of a Canadian warship.



Photo: Cpl Ronnie Kinnie

Photo: MCpl Robin Mugridge

By Sub-Lieutenant Emily Todd

We have seen the future, and it has tip-tilted wings.

When HMCS *Charlottetown* deployed to the Mediterranean Sea for Operation Active Endeavour, she took with her a potent surveillance and reconnaissance capability that is new to Canadian warships: the ScanEagle unmanned aerial vehicle, a small, low-cost, long-endurance UAV built by Insitu, a subsidiary of Boeing.

Among her many tasks during this deployment, *Charlottetown* is exploring the feasibility of integrating UAVs aboard Royal Canadian Navy ships and developing expertise in operating UAVs at sea. *Charlottetown* will use the ScanEagle for general maritime surveillance in international waters and airspace.

"The ScanEagle was originally designed for fishing vessels to search for and locate schools of fish," says Sergeant Michael Jenkins, leader of the UAV detachment embarked in *Charlottetown*. A member of 4 Air Defence Regiment, Royal Canadian Artillery, Sgt Jenkins has worked with the ScanEagle since 2008, when he deployed to Afghanistan with the UAV detachment supporting Canadian combat operations in Kandahar Province.

The ScanEagle team also includes civilian technicians, employees of ING Engineering, a Canadian business that delivers unmanned systems tailored to the needs of

clients around the world.

"It is an excellent piece of kit that will provide my team with increased safety, which is a priority," says Lieutenant (Navy) Adam MacIntyre, the naval boarding party officer in *Charlottetown*. "The overall picture of the situation will be up to date. I can liaise with the ScanEagle detachment to see what I want, when I want, through the video display. The more information I get that is accurate and relevant, the better."

"[The UAV] allows us to see in the dark much further for longer periods of time," added Commander Wade Carter, commanding officer of *Charlottetown*. "Back in World War I, in the Battle of Jutland, two gigantic battle fleets sailed past each other in the dead of night. The challenge has always been locating the enemy before he locates you. ScanEagle gives us a definite edge in this area."

Cdr Carter, summarizing what a UAV could bring to operations at sea, adds, "Confirmation of the enemy, his intent and his location, without him even knowing it. ScanEagle is a game-changer in terms of rapidly developing situational awareness with low risk."

The ScanEagle has been in service with the U.S. Navy since 2005. The most famous case in which it has been used to date was the April 2009 rescue by the USS *Bainbridge* of Captain Richard Phillips, master of the cargo vessel MV *Maersk Alabama*, who was taken hostage by pirates.



Photo: Cpl Dan Bard

Commodore Darren Hawco, left, Rear-Admiral David Gardam, centre, and Captain (Navy) Scott Bishop sign the change-of-command certificates.

New commander takes over Atlantic fleet

By Virginia Beaton

Canada's Atlantic fleet has a new commander. Commodore Darren Hawco assumed command during a ceremony held in HMCS *Iroquois* January 12.

"Your responsibility and mine, is to lead the fleet," Cmdre Hawco told an audience that included senior officers and non-commissioned members of Canadian Fleet Atlantic. Describing upcoming events ranging from the Halifax-Class Modernization Frigate Life Extension Project to the National Shipbuilding Procurement Strategy, Cmdre Hawco added, "I'm really jazzed to be working together with you on this."

Cmdre Hawco succeeded Captain (Navy) Scott Bishop, who served as Commander Canadian Fleet Atlantic from December 21, 2011 until January 12, 2012. It was a brief but enjoyable command, Capt(N) Bishop acknowledged. He noted that Cmdre Hawco's naval career had prepared him for his latest post, stating, "We will be the beneficiaries of his experience in the coming years. We are making sure that the fleet is ready to be part of the future."

Rear-Admiral David Gardam, Commander Maritime Forces Atlantic, commended Cmdre Hawco as "an action- and results-oriented officer."

Cmdre Hawco graduated from the College Militaire Royale de St-Jean in 1989. He has served in a variety of ship and shore appointments including a Standing Naval Force Atlantic staff appointment from 1993 to 1994, during which the squadron deployed for nine months to the Adriatic Sea for Operation Sharp Guard, followed by a posting to Canadian Forces Naval Operations School in 1994 as the navy's senior advanced air control instructor.

Cmdre Hawco has served in HMC Ships *Terra Nova*, *Ottawa* and *Vancouver*. He was executive officer of

Vancouver during Op Apollo during a seven-month operational tour as an integrated unit within the USS *John C. Stennis* Carrier Battle Group, and was commanding officer of *Ottawa* during a second deployment to the Persian Gulf, this time in support of Op Altair as an integrated unit within the USS *Boxer* Expeditionary Strike Group. This deployment, which concluded in 2007, earned Cmdre Hawco the Meritorious Service Medal from both Canada and the U.S.

Cmdre Hawco attended the Canadian Forces Command and Staff College in 2003 and earned a Masters in Defence Studies. He returned to the college in September 2008, earning a Masters in Defence Policy and Management.

Did you know?

- ◆ The Commander of Maritime Forces Atlantic is responsible to the Commander of the Royal Canadian Navy (RCN) in Ottawa for generating ships and sailors, as well as command and control capabilities for domestic and international missions. He also has command of all RCN units within the Formation, including the Canadian Atlantic Fleet and CFB Halifax, to achieve operational success at sea and to support ongoing missions. The commander's intent is to "sustain today while we build tomorrow."
- ◆ The Commander of Canadian Fleet Atlantic is responsible for the operation and readiness of the Atlantic fleet. He is also the Canadian Task Group Commander for any East Coast deployment of ships to exercises or operations.

The Royal Canadian Navy and the RCMP



The Royal Canadian Navy and the RCMP work together off the west coast of Canada.

Photo: Ben Green

By Ben Green

The Royal Canadian Mounted Police (RCMP) and the Royal Canadian Navy (RCN) joined forces in mid-January for a series of boarding exercises off the west coast of Canada.

Approximately 70 members of the RCMP teamed up with HMCS *Algonquin* to conduct tactical assault training, something the RCMP is mandated to keep current with its members as the agency responsible for responding to maritime incidences such as drug trafficking or migrant transportation.

“Our training branch in Ottawa recognized a need to ensure everyone’s skills are up to date,” says RCMP Staff Sergeant Scott Morrison. “Techniques are always changing – people go to different courses all over the world with various partner agencies and they learn new techniques and they like to come back and share that.”

The exercises with the RCN saw the RCMP repeatedly approach *Algonquin* with four attack rigid-hulled inflatable boats (RHIBs). Manned with personnel in full combat gear, the RHIBs tucked snugly along the ship’s port and starboard sides while ladders were thrown onto the flight deck above. Once all personnel had clambered on board, each team completed a sweep of the ship searching for 10 “merchant sailors” located on various levels. In reality, the sailors were *Algonquin* crew dressed in civilian clothing.

“It was very physically hard on our emergency response team members going up those ladders,” says

SSgt Morrison. “But they had a heck of a time having fun doing it.”

Embedded with the RCMP teams were a handful of *Algonquin*’s boarding party members. Ship boarding is a secondary duty for RCN sailors, so the opportunity to work closely with the agency allowed them to see different techniques and learn about kit that might be of value to their naval activities.

Commander Timothy Kerr, commanding officer of *Algonquin*, says providing the destroyer as a platform for the exercises was a win-win for all personnel involved. “It allowed us to facilitate the RCMP training so they got really good training in a marine environment and how to assault a ship at sea,” he says. “It also allowed us to incorporate some boarding party members to get that assault experience that we might not necessarily get in the course of our training.”

SSgt Morrison echoed Cdr Kerr’s thoughts, stressing the importance of having the two forces collectively provide maritime security throughout our coastal waters. “What we were hoping to achieve was to look at the interoperability between our two agencies and iron out any kinks there may be if we do get deployed in future operations, as well as to allow our members to board a vessel while under way at sea in various conditions.”

He adds that the productiveness and real-environment experience his teams received wouldn’t have been possible without help from the flagship of the Pacific fleet.

Three years of service, three medals

"It gives me a great deal of confidence in the future to be able to honour a sailor like you."

By Virginia Beaton

Despite her youth, Able Seaman Holly Pothier has something in common with Second World War combat veterans. She has shrapnel in her back, a reminder of the rocket attack in which she was injured during her Afghanistan deployment in 2011.

During an informal ceremony in Halifax January 19, Vice-Admiral Paul Maddison, Commander Royal Canadian Navy, presented AB Pothier with the Sacrifice Medal; the General Campaign Star Afghanistan, First Rotation Bar; and the Operational Service Medal Humanitas.

"It gives me a great deal of confidence in the future to be able to honour a sailor like you," VAdm Maddison told AB Pothier. "You have done a lot already, during your time in."

He noted that with just under three years in the navy, AB Pothier has already earned three medals for her service. In addition to the Sacrifice Medal, created to acknowledge the service of those who are wounded by hostile action or who die as a result of military service, AB Pothier received the General Campaign Star Afghanistan, First Rotation Bar.

"During your time in Afghanistan, you found yourself in harm's way. That's actual contact with the enemy," said VAdm Maddison. He said that he and Chief Petty Officer 1st Class Claude Laurendeau, Command Chief Petty Officer, were recently in Afghanistan, and that many people are surprised to learn that there were at least 60 naval personnel posted to Kabul. "There are so many things going on, and the navy is doing amazing things for Canada and we will continue to do more."

AB Pothier said the rocket attack took place in Kandahar on July 24. She was in camp with colleagues "and suddenly we heard a loud bang." After observing standard procedures and drills, including waiting for two minutes, AB Pothier said she could feel that something was wrong with her back. Concerned, she removed her combat shirt to find blood on it.

She was taken to the hospital run by the U.S. Navy and x-rays revealed that she had shrapnel fragments in her back. AB Pothier says that what she worried about the most was the call home to tell her husband and family about the incident.

For several days following her injury, AB Pothier rested and limited her activities, and friends brought her meals. "I was back to work four days later," she says.

She acknowledges that there still is some pain from



Able Seaman Holly Pothier receives her medals from Vice-Admiral Paul Maddison, Commander Royal Canadian Navy.

Photo: Cpl Dan Bard

the injury, "but most of the time I feel pretty good."

Before her deployment to Afghanistan from May to December of 2011, AB Pothier sailed in HMCS *Athabaskan* when that ship deployed on Operation Hestia in January of 2010 for the humanitarian mission to Haiti following the earthquake.

For that deployment, AB Pothier received the Operation Service Medal Humanitas, and VAdm Maddison said, "That deployment showed Canadians what their navy can do. We are a force for good... People dream of doing a deployment like that."

AB Pothier currently works as a storesperson for Formation Logistics at Maritime Forces Atlantic in Halifax.

Former naval reservist appointed to the bench

The former commanding officer of Calgary's Naval Reserve Division HMCS *Tecumseh* has been appointed to the bench of the Alberta provincial criminal court.

Gordon K. Wong, who served in the Naval Reserve for 23 years, also commanded the maritime coastal defence vessel HMCS *Edmonton*.

Mr. Wong was admitted to the Alberta bar in 1983 and was appointed Chief Crown Prosecutor in 2002. In 2005 he received the Alberta Centennial Medal, awarded to Albertans whose achievements have benefited their fellow citizens, their community and their province.

HMCS *Victoria* conducts trials

HMCS *Victoria* transits in the vicinity of Esquimalt, B.C., during diving operations February 20. The submarine is currently at sea conducting equipment trials and crew training so that she can be declared fully operational in 2012. *Victoria* is expected to complete a number of important milestones in the near future which are required for her to be ready for an operational employment, including the firing of torpedoes as a demonstration of weapons capability in early 2012. The submarine fleet will achieve full operational capability in 2013, at which point Canada will have three of four submarines continuously available for operations. A high readiness submarine will be available in both the Atlantic and Pacific Oceans. As part of the ongoing submarine operational cycle, the fourth submarine will be with industry, undergoing necessary deep maintenance.

Photo: Jacek Szymanski



Perseverance and optimism lead to RCN firsts

by Sadie Toulany

When Petty Officer 1st Class Monika Quillan joined the Royal Canadian Navy (RCN) 21 years ago, she had no idea that she would set in motion a number of firsts for women in her trade.

PO1 Quillan immigrated from Poland to Brantford, Ont., at the age of 12 and joined the Canadian Forces (CF) immediately following high school. She was the first female to enter the Marine Engineering Technology Training Program and would soon pave the way to even greater success.

"I enrolled with no concept of the trade I had chosen," says PO1 Quillan. "I was guided by a CF recruiter, who said that my strengths in math and physics made me a good fit for engineering."

Since joining, PO1 Quillan has started a family, sailed from both the east and west coasts aboard four naval vessels, deployed on two NATO missions, and continued to advance in her trade. Most recently PO1 Quillan achieved the final and most challenging step in her career progression, reaching another milestone for both herself and the RCN: she became the first female to acquire the Marine Engineer Artificer Certification 4 (CERT 4) accreditation.

Throughout her career, PO1 Quillan has remained modest in her achievements. "It certainly is significant," she says. "But, if I had to look at my peers, I've done what they've done. There have been others before, I just happen to be the first female."

The certification involves a one-year rigorous process of testing and training, after which a presentation must be made to a final board. As such, the confidence and support of her supervisors was essential to PO1 Quillan's success. "I received a lot of guidance," she explains. "No-one wants to send you to school to fail. The CERT 4 is the most intense part of the trade and you have to prove yourself to a lot of people."

As the current Marine Systems Engineering Regulating Petty Officer in HMCS *Athabaskan*, PO1 Quillan is an integral member of the Engineering



Photo: Sadie Toulany

Petty Officer 1st Class Monika Quillan at her work station aboard HMCS Athabaskan.

department. Her areas of responsibility include overseeing the main propulsion, auxiliary and ancillary machinery, as well as supervising personnel. She is only one of three females in her department.

PO1 Quillan's work does not stop on board ship. Her primary duty is mother to her 10 and 15-year-old sons. Both PO1 Quillan and her husband are members of the CF, which makes balancing home with work a bigger challenge.

"The military is very accommodating," explains PO1 Quillan. "They provide maternal leave and many other benefits that allow flexibility. It is challenging when you get deployed, but I have an encouraging husband who understands what I'm going through as a CF member, so we work around it."

For PO1 Quillan, a strong support system, perseverance and optimism have allowed her to maintain a successful work-life balance. "If you are open to hard work and possibilities, the doors will open despite the rough seas you may encounter," she says. "Everyone faces obstacles; you just have to find a way to overcome them."

If you are open to hard work and possibilities, the doors will open..."

Interested in becoming a marine engineer? Visit www.forces.ca



Exercise trains sailors to protect Canadian shores

Three Kingston-class maritime coastal defence vessels (MCDVs) were at sea February 5 to 18 for Exercise Pacific Guardian, a joint coastal defence exercise. HMC Ships *Nanaimo*, *Brandon* and *Saskatoon* took part in the exercise off the west coast of Vancouver Island and in the Strait of Juan de Fuca.

During Pacific Guardian, participating members were put to the test, exposed to a variety of scenarios relating to the protection of Canadian domestic interests. These scenarios may include drug or immigrant smuggling, pollution detection, marine mammal sightings, shellfish

poaching, illegal logging or criminal activities.

“Exercise Pacific Guardian brings together various units in Joint Task Force Pacific to provide a cohesive and coordinated team capable of defending Canadian maritime interests,” said Captain (Navy) Luc Cassivi, Maritime Forces Pacific Operations Officer. “Coordinating and working alongside various federal departments and our U.S. allies is instrumental to ensuring our coastal defence. The highly manoeuvrable Kingston-class is well suited for maritime security patrols in coastal areas.”

Also participating in the exercise were Canadian Forces members from 19 Wing Comox, B.C., and several Naval Reserve units whose members worked in concert with crews of the MCDVs. Additionally, there was a U.S. Coast Guard vessel, USS *Wahoo*, and a U.S. Coast Guard helicopter.

The Kingston-class are multi-role ships that can be fitted with inter-changeable modules allowing a wide variety of missions including coastal operations and exercises, as well as specialty work such as seabed mapping and mine countermeasures.



A sailor aboard
HMCS Saskatoon
fires blank warning
shots from a
.50 calibre
machine gun.

Photos: SLt Mike Strapko

Exercise Pacific Guardian



Above: A sailor with the Port Security Unit patrols near Canada Place in Vancouver.



Sub-Lieutenant Tyson Babcock on the bridge during action stations.

Right: A U.S. Coast Guard helicopter arrives at HMCS Saskatoon.



Below: The U.S. Coast Guard USS Wahoo, left, and a boarding party in a rigid-hulled inflatable boat approach PCT 58 Renard, which was posing as a vessel of interest during the exercise.



From beginning
to end:

A sailor's powerful connection to the sea

A burial at sea takes place aboard a Royal Canadian Navy ship.



File photo

In the novel *Lord Jim*, Joseph Conrad penned, “There is nothing more enticing, disenchanting, and enslaving than the life at sea.” For many sailors, their connection to the sea is so powerful that when they come to the end of their lives, they choose to be buried forever beneath the waves.

In the Royal Canadian Navy (RCN), there are nearly 100 burials at sea conducted each year. Upon the request of the next of kin of a deceased former service member, a designated RCN ship performs the ceremony at a time when the ship is scheduled to be at sea for operational or training requirements. For this reason, family members may not accompany the ship for the committal.

Burial at sea is a deeply personal decision. “Many who have retired, and some still serving, have spent almost half their lives with the navy, whether at sea or in shore positions, supporting the fleet,” explains Chief Petty Officer 1st Class Claude Laurendeau, Command Chief Petty Officer. “They served because they loved what they did, so I guess it’s only fair to think that they would want to be buried somewhere they were comfortable. For some I am sure it also means rejoining old friends that were lost at sea during some of the many conflicts the navy was involved in.”

Once a ship has been tasked to perform a burial at sea, the formation chaplain will arrange for the delivery of the ashes to the ship. A fleet chaplain will sail with the ship to conduct the committal ceremony at a pre-arranged position at sea.

Once the committal ceremony is completed, the ship’s commanding officer will send a letter of confirmation to the family, which will include the date, time, latitude and longitude of the committal. A copy of the religious service, nautical chart and, if possible, pictures of the

committal ceremony will also be sent to the family.

The burial at sea ceremony is carried out in the dignified tradition of the RCN. The ashes receive a ceremonial pipe when they are brought on board the ship and when the ship has arrived at the location for the committal it will:

- ◆ Stop its engines or proceed at very low speed;
- ◆ Lower the ship’s ensign (National Flag) to half-mast and raise the church pennant;
- ◆ The committal party (an officer, ceremonial piping party and designated personnel to assist the chaplain) will muster on the lee side (up wind) of the quarter deck (the deck farthest to the back of the ship);
- ◆ The urn is placed on a “committal board”, and the board and urn are covered by the ship’s ensign;
- ◆ The fleet chaplain performs the service and, at the appropriate moment, the ashes are committed to sea over the leeward side of the ship by lifting the inboard end of the committal board and letting the container slide out from under the covering flag; and
- ◆ The ship’s ensign is raised and the church pennant is hauled down marking the completion of the ceremony.

The navy is a family, and CPO1 Laurendeau says that relatives know their loved ones will be taken care of during the navy’s longstanding tradition of burying its own.

“When you lose someone who is dear to you,” he adds, “you want them to be at peace forever. I am sure that many of our veterans have talked and some are still talking about the good old days and how much they enjoyed their time with the navy and being on the water. So returning them to this special place only makes sense.”

With files from Lt(N) Heather McDonald

Sailors awarded MSMs

Four sailors were awarded Meritorious Service Medals (Military Division) during a ceremony at Rideau Hall in Ottawa January 26.

Lieutenant-Commander Louis Christian Haché, Captain (Navy) Richard Philip Harrison, Capt(N) John Frederick Newton and Capt(N) Kenneth John Pickford received their decorations from His Excellency the Right Honourable David Johnston, Governor General and Commander-in-Chief of Canada.

The Meritorious Service Medal (Military Division) recognizes a military deed or activity performed in a highly professional manner, according to a very high standard that brings benefit or honour to the Canadian Forces.

The citations read as follows:

♦ **LCdr Louis Christian Haché:** As deputy commander of Task Force Port-au-Prince, and chief of Plans and Strategic Measures within the United Nations Stabilization Mission in Haiti from July 2009 to April 2010, LCdr Haché was instrumental to the success of international efforts in the country. In the aftermath of the January 2010 earthquake, he re-established command and control capabilities that were lost when the local United Nations Headquarters was destroyed. LCdr Haché's leadership contributed significantly to the United Nations' efforts in Haiti and brought great credit to the Canadian Forces and to Canada.

♦ **Capt(N) Richard Philip Harrison:** From 2009 to 2010, Capt(N) Harrison was instrumental in planning and executing a series of very high-profile and successful events in support of the Canadian Naval Centennial. These events, including the exercising of the freedom of the city of Victoria and an international fleet review, received national and international recognition, which enhanced the standing of the Canadian Forces both at home and abroad. In addition to these centennial activities, Capt(N) Harrison was involved in groundbreaking work on the charter of the Western Pacific Naval Symposium, which elevated



Photo: Sgt Ronald Duchesne

Canada's influence in the region and among the 24 participating nations.

♦ **Capt(N) John Frederick Newton:** Capt(N) Newton was the base commander for Canadian Forces Base Halifax from July 2008 to July 2010. During his tenure, he displayed exceptional leadership in guiding the planning and execution of two extremely high-profile ceremonial events: the consecration and presentation of a new Queen's Colour to Maritime Command in 2009, and the international fleet review by Her Majesty Queen Elizabeth II in 2010. Through his success, Canadians were inspired anew by their navy as a treasured national institution, and sailors were filled with pride in their naval service to Canada.

♦ **Capt(N) Kenneth John Pickford:** From 2005 through 2010, Capt(N) Pickford displayed leadership and vision during the planning and execution of the Canadian Naval Centennial celebrations. With him at the helm, the centennial team drove a comprehensive program from coast to coast, with a mandate to bring the navy to Canadians. In all respects, the celebrations were an unparalleled success and well-received by both national and international audiences, bringing considerable credit to the navy and to the Canadian Forces.

Contract awarded for *Athabaskan* refit

In order to certify the destroyer HMCS *Athabaskan* for another five years of service in the Royal Canadian Navy fleet, a \$21.7 million contract was awarded to Seaway Marine and Industrial Inc. (SMI) in St. Catharine's, Ont., February 6.

The contract was awarded following a competitive process as part of the life cycle of the Iroquois-class, occurring approximately every five years. SMI will conduct the work necessary between April and November 2012. Work includes docking the ship to facilitate extensive underwater repair and maintenance work. It will also involve comprehensive maintenance and repairs to the ship's high and low pressure air systems, fire fighting systems, electrical system and deck equipment.



SHORT Takes



Photo: MCpl Marc-Andre Gaudreault

A team from Québec City's Naval Reserve Division HMCS Montcalm pushes its canoe across the ice February 4 while training for the Québec Winter Carnival Canoe Race. The legendary competition has been held since the Carnival's first edition. Each year, several courageous teams compete with one another during a tumultuous ride across the St. Lawrence River between Québec City and Lévis.



Photo: Sgt Ronald Duchesne

Master Seaman Chris Switzer, centre, received the Queen's Jubilee Medal from Prime Minister Stephen Harper, left, and Governor General of Canada David Johnston in Rideau Hall February 6. MS Switzer, a hull technician, was on the way home to Esquimalt, B.C., from HMCS Vancouver's six-month deployment on Operation Mobile in the Mediterranean Sea, when he learned he would be one of the first 60 Canadians to receive the Queen's Jubilee Medal. He was selected for his contributions to his shipmates and to numerous local charity activities.



Photo: Cpl Louis Gagné

Commander Claude Gauthier, right, commanding officer of HMCS Champlain, and deputy mayor of Saguenay, Que., Luc Blackburn, display a commemorative plaque highlighting the naval centennial and the 25th anniversary of Champlain, Saguenay's Naval Reserve Division. The plaque was unveiled at a ceremony February 9. The flag also displayed was flown at City Hall in Saguenay during last year's naval centennial.



Photo: Cpl Michael Bastien

Chief Petty Officer 2nd Class Pierre Cayer leads the Naden Band of Maritime Forces Pacific during the Chinese New Year Parade in Vancouver January 29. This signature event of Vancouver's Chinatown featured lion dances, marching bands, martial arts performances and more.



Photo: MCpl Rory Wilson

Lieutenant (Navy) Mary Pedersen, second from right, Lieutenant-Colonel Rob Carter, left, and Col Peter Dawe, right, stand with International Security Assistance Force (ISAF) medical staff and Afghan children at the opening of the children's waiting area at the ISAF Role 3 hospital in Kabul, Afghanistan. The Role 3 hospital often treats seriously injured Afghan children, which presented a problem for hospital staff as there was no place for the children – whether patients or siblings of patients – to play at the hospital. Lt(N) Pedersen, a Canadian Forces doctor who serves at the hospital, began organizing the collection of toys, stuffed animals, blankets and school supplies that were given to Afghan patients and their families. These efforts led to an initiative to establish a waiting area for children and their parents in the hospital. After a lot of volunteer work and the assistance of Afghans, coalition allies and people in Canada, the new waiting area was officially opened January 12.

Sailors aboard HMCS Regina in Esquimalt, B.C., begin the process of dressing the ship overall to celebrate Her Majesty Queen Elizabeth II's 60th anniversary of accession to the throne February 6. "Dressing ship" is a navy tradition of flying signal flags on a line from bow to stern with the National Flag at the masthead.



Photo: Shelley Lipke

Lieutenant Governor of British Columbia Steven L. Point, accompanied by Lieutenant-Commander Iain Meredith, inspect the ceremonial Guard of Honour in front of the B.C. Parliament Buildings in Victoria. The Guard of Honour was on hand to participate in the "Presentation of the Black Rod" ceremony, held in honour of the 60th anniversary of the accession to the throne of Her Majesty Queen Elizabeth II, when the Legislative Assembly of B.C. opened February 14.



Photo: Cpl Alex. W. Croskery

A legacy of **MUSIC** in the navy

By Petty Officer 2nd Class Megan Reekie

The Royal Canadian Navy (RCN) lost one of its most influential and hardest-working musical leaders late last year, when Commander (retired) Jack McGuire died in Halifax at the age of 86.

John Francis “Jack” McGuire was born in 1925 and brought up in a musical family in Halifax. His father played the clarinet for the CBC, and often took Jack to see the Princess Louise Fusiliers band play. But when Jack heard HMCS *Stadacona* Band play in 1942, he thought they were “outstanding” and in 1943, when he was 18, he auditioned to play clarinet and saxophone, and enrolled in the RCN.

During the war, Cdr McGuire volunteered for overseas duty with HMCS *Ontario*’s band, and after a year was posted to the West Coast. He left the navy for six months in 1946, but rejoined and played aboard *Warrior* until April 1947, when he was posted back to HMCS *Stadacona*. He played in concert and dance bands aboard HMC Ships *Cornwallis*, *Magnificent* and *Shearwater* in the 1950s, all the while progressing on career courses.

In 1956, he travelled to the United Kingdom to study at the prestigious Royal Marines School of Music, and in 1963 was commissioned, becoming the Director of Music at HMCS *Cornwallis*.

In 1966, Cdr McGuire took over as Director of Music for the Stadacona Band. He steered the band through many changes, including amalgamation with the Royal Canadian Artillery Band to form the Canadian Forces Stadacona Band. They were busy but exciting times: the band travelled to Trinidad, France, Holland, Belgium and Germany (including their participation in ceremonies commemorating the 25th anniversary of D-Day). They sailed aboard *Preserver* to accompany the Governor General’s state visit to Europe, and they sailed to Norfolk, Va. The Stadacona Band also made an annual event of travelling north in February for CFS Goose Bay’s Winter Carnival. After nine busy years, while providing steady leadership, he retired from the Stadacona Band in 1975.

But Cdr McGuire was never one to slow down. That same year, he joined the Naval Reserve as a staff officer and went on to devise and establish a 35-piece band comprised of reservists from ships’ bands all across Canada that was stood up during the summer on a voluntary basis. The National Band of the Naval Reserve (NBNR) is still in existence today, and its success can largely be attributed to Cdr McGuire’s passion for music and his leadership, which shaped the NBNR for 11 years.



Lieutenant-Commander Ray Murray, left, commanding officer and Director of Music of the Stadacona Band, presents Commander (retired) Jack McGuire with a copy of the band’s CD Heart of Oak Fantasy in 2008. Cdr McGuire wrote and arranged the title cut and the CD was dedicated to him. Inset: Cdr (retired) Jack McGuire, 21, in 1946.

In 1990, Cdr McGuire was awarded the Canadian Band Association’s premiere National Band Award, recognizing his outstanding contributions to the promotion, growth and development of the musical, educational and cultural values of bands throughout Canada. Morale of those under his command was always foremost in his mind.

Cdr McGuire may have retired from the navy in 1987, but he didn’t stop there. He was a driving force behind the very successful Royal Nova Scotia International Tattoo, acting as Principal Director of Music and Arranger from its inception in 1979 until his retirement in 2006. He still conducted and arranged (with the added title Emeritus) for the Royal Nova Scotia International Tattoo well into his 80s. He was legendary for his bagpipe and brass/reed medleys, always arranging new tunes for the entire cast to march out to in the Finale, and always ending with the perennial crowd favourites *Scotland the Brave* and *Black Bear (Hoy!)*.

Holding a Licentiate from the Royal Academy of Music in England and a diploma in arranging and composition from the University of Chicago, Cdr McGuire was one of the foremost arrangers of combined and military band music in North America. For hundreds of performances he stood proudly on the podium, beating the time with his baton and cuing instrumentalists and soloists with confidence and joy. With the exception of a six-month period after the war, Cdr McGuire spent an impressive 63 years in Canada’s naval uniform.

Cdr McGuire made such an enormous impact on military bands in Canada, that although he will be dearly missed, his legacy to music in the navy will never be forgotten.

Admiral recognized among Canada's 100 most powerful women

An admiral in the Royal Canadian Navy is one of three senior officers in the Canadian Forces who have been recognized among Canada's top 100 most powerful women for 2011 by the Women's Executive Network.

Canada's Most Powerful Women: Top 100 is Canada's most recognizable award for the country's highest achieving female leaders in the private, public and not-for-profit sectors.

"I am pleased to extend my congratulations to Rear-Admiral Jennifer Bennett, to Major-General Christine Whitecross and to Colonel Jennie Carignan for their career achievements and for their dedication to the Canadian Forces," said the Honourable Peter MacKay, Minister of National Defence. "These women have defined their careers with the Canadian Forces and their status amongst Canadians through a strong work ethic, integrity, vision and loyalty – a commitment to the values Canadians hold dear."

RAdm Bennett, Chief Reserves and Cadets at National Defence Headquarters in Ottawa, received an award under the Public Sector Leaders category, while MGen Whitecross, Chief of Staff-Assistant Deputy Minister (Infrastructure and Environment), and Col Jennie Carignan, Chief of Staff-Joint Task Force Central/Land Force Central Area, both received an award under the Trailblazers and Trendsetters category.

The three senior officers were selected from a pool of female business and community leaders, academics, artists, educators and health care providers as representatives of achievement and success in Canada.

"[They] have gained some very well-deserved public recognition for their exemplary service to Canada," said General Walt Natynczyk, Chief of the Defence Staff. "This is another clear signal to the next generation of

Canadian women that the Canadian Forces is an excellent career choice where professionalism, integrity and personal drive are highly valued traits. I am extremely proud of their leadership and commitment to the Canadian Forces, and to Canadian society as a whole."



Rear-Admiral
Jennifer Bennett

Last survivor passes away

The last surviving crew member of HMCS *Esquimalt*, the last Canadian ship to be sunk by enemy fire during the Second World War, died January 1.

Chief Petty Officer 1st Class Joe Wilson, who also served in the Korean War, was one of a few dozen crew members who survived after the minesweeper was torpedoed by a German submarine in Halifax Harbour on April 16, 1945. Forty men died as a result of the attack.

CPO1 Wilson, 89, regularly travelled from his home in Chase, B.C., to attend a memorial ceremony held annually in Esquimalt, B.C., to honour HMCS *Esquimalt*.

For more information on HMCS *Esquimalt*, visit: www.navalandmilitarymuseum.org/resource_pages/ships/esquimalt.html

Concert to benefit Canadian Naval Memorial Trust

Do you plan on being in Halifax April 24? If so, you are in for a real treat. The Stadacona Band of



HMCS Sackville,
Canada's Naval
Memorial

Maritime Forces Atlantic is hosting the 14th annual Battle of the Atlantic Musical Gala that evening.

Ticket sales are in support of the Canadian Naval Memorial Trust, which operates HMCS *Sackville*, Canada's last corvette. The concert will be held at Pier 21 starting at 7 p.m.

The list of guest performers is growing and it promises to be an evening of great entertainment. Tickets are only a \$15 donation to the Trust and can be purchased through Doug Thomas, Executive Director of the Naval Memorial Trust, at doug.thomas@forces.gc.ca, or through Mike Bonin, CFB Halifax Public Affairs, at mike.bonin@forces.gc.ca.

For more information on Canada's Naval Memorial and the musical gala, please visit: www.canadasnavalmemorial.ca.

Serving with the Royal New Zealand Navy

By Leading Seaman Pamela Vant

Recently I was attached posted for six months to the Royal New Zealand Navy (RNZN), where I served aboard the Anzac-class frigate HMNZS *Te Kaha*. It was a unique and rewarding experience, as well as challenging at times.

While deployed on *Te Kaha*, I sailed to Waitangi in the Bay of Islands, New Zealand to help celebrate Waitangi Days, an annual celebration of the signing of the treaty of Waitangi at the historic flag pole. The treaty is considered the founding document of New Zealand and was signed by the British and the Maoris, the native people of New Zealand, on February 6, 1840.

After Waitangi Days we sailed for three-and-a-half months, participating in Exercise Trident Storm with the Royal Australian Navy off the coast of Western Australia, and Exercise Bersama Shield with the British, Malaysian, Singapore and Australian navies in the South China Sea.

The RNZN often exercises with these navies as part of an historic five nation's alliance formed after the Second World War to protect South East Asia, particularly Malaysia and Singapore.

During this deployment I also participated in many of the ship's activities, such as circuit training on the flight deck, a netball tournament in Singapore, Anzac Day (a national day of remembrance in Australia and New Zealand), a sports day in Malaysia and a crossing-the-line (equator) ceremony.

The RNZN has a real zest for fitness. Their physical training instructor conducts flight deck circuit training twice a day at sea, which the ship's company can



Canadian sailor Leading Seaman Pamela Vant served aboard the Royal New Zealand Navy Anzac-class frigate HMNZS Te Kaha.

participate in when scheduling allows. I also participated in a netball tournament between the ships in Singapore. It was a unique and interesting opportunity to learn a sport not played in Canada. The Anzac Day ceremony was also very interesting. It is Australia and New Zealand's equivalent to our Remembrance Day and occurs on April 25. It commemorates the major losses of the Australian and New Zealand Army Corps (ANZAC) who fought at Gallipoli during the First World War. It has expanded to honour all veterans who have served and died in military operations. Unlike Canada's Remembrance Day, however, Anzac Day services are conducted at dawn.

The RNZN, although similar to Canada's in many respects, also has many differences. It is a young navy in comparison, and many sailors are only in the navy for a few transitional years, whereas Canada has an older and more career-oriented navy. The Anzac-class frigates themselves aren't designed to sustain long durations at sea due to a lack of food storage space and garbage treatment. As a result, the longest duration is approximately two weeks at sea before returning to land to resupply.

The naval communicators' trade, or comms as it is called in the RNZN, differed from Canada's by placing a far greater emphasis on visual signalling. Relying on flashing light and flag hoist operationally was both a unique and challenging opportunity for me, as Canada rarely uses flag hoist or flashing light anymore.

In conclusion, my deployment to New Zealand was a rewarding experience. It was a chance-of-a-lifetime trip to sail in the western Pacific, brave the raging Tasman Sea, and sail the smooth seas of south China. It was amazing to experience a different navy and culture, and to see so many unique ports in New Zealand, Singapore and Australia.

RCN to participate in War of 1812 bicentennial

The Royal Canadian Navy (RCN) will join the Canadian Army and Royal Canadian Air Force in supporting a number of initiatives that the Department of National Defence and the Canadian Forces have developed to support the Government of Canada's effort to mark the Bicentennial of the War of 1812.

For additional information on DND/CF's contributions towards the War of 1812 Bicentennial Commemoration, please visit: <http://www.forces.gc.ca/site/news-nouvelles/news-nouvelles-eng.asp?id=4085>