

Crow'snest

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ROYAL CANADIAN
NAVY

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National
Défence

Défense
nationale

Canada

Royal Canadian Navy assists in large drug bust

HMCS *Ottawa* is currently conducting a 44-day deployment in the eastern Pacific with resounding operational success. On November 28, the Esquimalt-based frigate was patrolling in international waters southeast of Isla de Coco, Costa Rica, when she assisted a United States Coast Guard Law Enforcement Detachment team in boarding a suspicious fishing vessel.

This boarding resulted in the seizure of 36 bales of cocaine weighing 1,086 kilograms, with an estimated wholesale value of more than US \$29 million. Between November 18 and 29, CP-140 *Aurora* crews from 19 Wing, Comox, B.C., and 14 Wing, Greenwood, N.S., assisted in seizing, through surveillance and detection, 144 bales of cocaine weighing 4,300 kilograms, with a wholesale value of more than US \$116 million. In total, more than US \$145 million worth of drugs were seized.

"The Royal Canadian Navy continues to work alongside our allies and whole-of-government partners to help suppress criminal activity at sea and interrupt the flow of illicit drugs destined for our shores," said Vice-Admiral Paul Maddison, Commander Royal Canadian Navy. "We are taking the fight to the narco-trafficker in their backyard, denying them freedom of movement at sea, enforcing the rule of law and making

the streets of our Canadian cities safer for our children."

In 2012, in addition to *Ottawa*, the Canadian Forces contributed five ships to counter-narcotic operations in the Caribbean region. The frigate HMCS *St. John's*, the destroyer HMCS *Iroquois*, the replenishment ship HMCS *Preserver* and two maritime coastal defence vessels, HMCS *Kingston* and HMCS *Goose Bay*, all deployed to the region this year to assist in the disruption of illicit drug trafficking and other criminal activities.

While operating in international waters, their tasks are to locate, track, approach and potentially intercept suspicious vessels in order to allow the U.S. Coast Guard Law Enforcement Detachment personnel to board and conduct law enforcement operations.

The Royal Canadian Air Force has also contributed to Operation *Caribbe* by providing five CP-140 *Aurora* long-range patrol aircraft to fly critical surveillance sorties in the region.

"I am tremendously proud of the dedication and hard work displayed by everyone involved in this seizure," said Commander Scott Van Will, commanding officer of *Ottawa*. "Their commitment to Canadian and North American security solidifies the many opportunities we have to partner with other nations and organizations to suppress criminal activity at sea and keep illegal drugs off our streets."

Every year, under the coordination of Joint Interagency Task Force South, partner nations intercept and seize millions of dollars' worth of illicit drugs, and play a major role in suppressing trafficking in international waters and airspace. Since it began in November 2006, Operation *Caribbe* has helped strengthen international partnerships, build partnership capacity, and demonstrate our regional commitment to combating transnational criminal organizations.

Photo: JIATFS South



HMCS Ottawa's Sea King helicopter and members of a U.S. Coast Guard boarding party approach a suspect vessel in international waters near Costa Rica on November 28.



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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.

Front page: A member of HMCS *Regina*'s naval boarding party climbs a jump ladder on the side of the ship in the Gulf of Aden.
Photo: Cpl Rick Ayer

NAVY HEROES

Sailors honoured on Parliament Hill



Photo: MCpl Matthew Uffholz

From left to right: Chief Petty Officer 2nd Class Thomas Curley; Lieutenant-Commander Mike Mangin; Lieutenant-Commander Stéphane Julien; Leading Seaman Sara-Ève Parent; Petty Officer 2nd Class Richard Hussey and Leading Seaman Douglas Young.

By Darlene Blakeley

Six members of the Royal Canadian Navy (RCN) who have performed acts of heroism or exceptional achievement of their duties in service to Canada were honoured on Parliament Hill October 30, as part of Navy Appreciation Day.

Hosted by the Navy League of Canada, Navy Appreciation Day brings together parliamentarians, the RCN, the maritime education sector and the maritime defence industry to celebrate the accomplishments of Canada's navy.

"While having the best equipment available is important to the mission, even more important are the men and women of the navy who through their dedication and professionalism ensure our success for Canada," said Minister of National Defence Peter MacKay. "It is therefore gratifying when an organization such as the Navy League of Canada formally recognizes the contribution of outstanding members of the Royal Canadian Navy as part of Navy Appreciation Day."

Vice-Admiral Paul Maddison, Commander RCN, added: "Navy Appreciation Day is a special moment in the year when Canada's parliamentarians are invited to celebrate their navy and its people for their contributions to Canada."

The sailors, who were hosted in the Senate Chamber by Speaker of the Senate Noël A. Kinsella (who is also an Honorary Naval Captain), included:

♦ Lieutenant-Commander Stéphane Julien from Boucherville, Que., was recognized for his exceptional leadership when he served in Kandahar, Afghanistan, as the officer in command of the Counter Improvised Explosive Device (IED) Training Company. Under his direction, thousands of NATO and Afghan soldiers were trained in counter IED awareness. LCdr Julien was

awarded the United States Bronze Star medal as a result of his excellent service. Currently, he serves as the mine warfare officer for Canadian Fleet Atlantic.

♦ Originally hailing from Windsor, Ont., Lieutenant-Commander Mike Mangin was recognized for his tremendous service in orchestrating numerous naval operations. Most recently, he served as the lead planner for Canadian Task Force 176 Expeditionary Strike Group as part of the Rim of the Pacific exercise – the world's largest maritime warfare exercise. Presently, LCdr Mangin is the fleet operations officer for Canadian Fleet Pacific.

♦ Leading Seaman Sara-Ève Parent of Rimouski, Que., serves as naval reservist for HMCS *d'Iberville*. She was recognized for her exceptional service in Operation Lustre, the Canadian Forces response to the Manitoba floods in 2011. She was a recipient of a Joint Task Force (West) commendation for her work in the mission and was chosen as Sailor of the Year in 2010-2011 for her Naval Reserve Division.

♦ Leading Seaman Douglas Young from Victoria was recognized for his service during Operation Attention, Canada's contribution to the NATO training mission in Afghanistan, where he served as a member of the close protection program, the unit charged with protecting VIPs in high-threat theatres of operation. LS Young was recognized for his ability to handle hazardous situations with courage and quick thinking in a hostile and fast-changing environment.

♦ Petty Officer 2nd Class Richard Hussey of St. John's currently serves as a rigger in the Fleet Maintenance Facility Cape Breton. PO2 Hussey originally joined the army in 1994 and transferred to the navy in 2003. In his previous career in the army, PO2 Hussey served on two rotations in Bosnia-Herzegovina as part of Operation Palladium. PO2 Hussey was

Continued on page 7

HMCS *Regina* passes halfway point in overseas deployment



Weapons engineering technicians conduct maintenance on the close-in weapons system on board HMCS Regina in the Gulf of Aden.



Ship's divers from HMCS Regina prepare to conduct a dive while deployed in the Arabian Sea.



Photos: Cpl Rick Ayer

By Lieutenant (Navy) C.D. Walkinshaw

Deployed in the Arabian Sea since August and away from their home port of CFB Esquimalt, B.C., since July 3, the crew of HMCS *Regina* has reached the halfway point of the deployment to Operation Artemis. Solidly settled into their routine at sea, the ship's complement of 250 soldiers, sailors and members of the Royal Canadian Air Force are actively engaged in counter-terrorism and maritime interdiction operations as part of Combined Task Force (CTF) 150.

"The ship's company arrived well trained and enthusiastic to accomplish our mission," says Lieutenant-Commander Andrew Hingston, executive officer in *Regina*. "*Regina* now has more than three months of experience and the benefit of knowledge sharing with our coalition partners. Both of those factors result in our ability to be more operationally effective."

The last few months have brought experience and confidence to the crew. "Before this deployment I had never hailed a vessel," says Able Seaman Corey Bliss, a naval communicator. "Now I see my trade and our ability to contribute in a whole new light. I have gained confidence in my abilities and look forward to the challenges that lie ahead."

Others such as signal's officer Captain Banan Al-Aubidy agree. "I had never sailed on board a warship before joining *Regina*. As a newcomer, it's taken me the first couple months to get accustomed to a naval environment and the shipboard routine," he says.

Reaching the halfway point of the deployment is a morale boost for many of the crew, explains the ship's logistics officer, Lieutenant (Navy) Chris Chalmers. "Being away from your loved ones for nearly nine months can be a challenging experience for many. But now we see a brighter future, like a light at the end of a tunnel."

The experience gained in this deployment will be beneficial both during the remainder of the deployment and long after the ship returns home in early 2013. "Once you've worked with your shipmates for a period of time and share common experiences, it's easier to work together," says AB Bliss. "I feel I am ready for new challenges and contribute more to the team."

Capt Al-Aubidy looks forward to using his experiences at sea even after his Op Artemis deployment is over. "When I return to my role as a procurement officer for communication equipment in Ottawa, I will take with me a greater understanding of communications at sea and the realities of operations in a coalition and naval environment," he says.

The experience that *Regina* has gained is also recognized by Canada's coalition partners. "We've had the opportunity to share our best practices with our colleagues from Australia, France and the United



Ordinary Seaman Frank Grant observes United States Ship John C. Stennis from the starboard bridge wing of HMCS Regina in the Arabian Sea.

Kingdom," says LCdr Hingston.

In December *Regina* will be participating in an exercise that includes participation from the Yemeni Navy and both the navy and Coast Guard from the African country of Djibouti. "We will be embarking two officers from the Yemeni Navy to provide them an exposure to our operations and allow them to witness how CTF 150 operates," explains LCdr Hingston.

While Yemen is one of the 27 nations who are members in the Combined Maritime Forces, this will be *Regina's* first opportunity to interact with their navy.

Regina's crew members are proud of their contributions thus far to Operation Artemis, and look forward to putting the experience gained to practice during the second half of their deployment.



HMCS Regina prepares to join in formation with USS John C. Stennis, left, USNS Bridge, centre, and HMS Diamond during Operation Artemis in the Arabian Sea.



Fill 'er up!

HMCS Regina receives a fuelling probe from USNS Rappahannock.
Photo: Cpl Rick Ayer

By Sub-Lieutenant Natalie York

As you're driving down the road, across town or even across the country, do you wonder when you will next get a chance to buy gas and maybe a snack? Count yourself lucky you're in a car. If you were driving a warship, you would face that problem on a much grander scale.

Ships that have to stay at sea for extended periods must find a way to restock everything ship and crew consume – peanut butter, engine parts, fuel. It's called replenishment-at-sea – abbreviated RAS (pronounced "razz") – and the commodity most often replenished this way is fuel.

When a ship like HMCS *Regina* refuels at sea, the crew aligns her beside a replenishment ship (called a tanker). As the two ships keep station, cruising along side by side, the two crews rig a span wire to connect them. Then the tanker crew uses the span wire to send a fuel hose fitted with the right kind of nozzle to the receiving ship. The crew of the receiving ship catch the nozzle of the fuel hose and attach it to their inlet pipe. When everything is firmly connected, the fuel starts to flow.

Imagine trying to fill up your car from a tanker truck while both you and the truck driver keep going down the highway, side by side.

Since leaving Esquimalt on July 3, *Regina* has replenished at sea more than a dozen times, taking fuel from American and British naval tankers. From initial planning to completion, each RAS requires a high degree of cooperation between the two ships' companies, and among the various departments of each crew.

The combat department is responsible for precision ship-handling. The deck department delivers expert seamanship in tasks such as rigging the span wire. The combat systems engineering department keeps all the communication equipment in top shape, and the marine systems engineering department monitors the entire fuelling operation.

Regina is currently deployed on Operation Artemis, the Canadian Forces' participation in maritime security and counter-terrorism operations with Combined Task Force 150 in the Arabian Sea, the Persian Gulf, the Gulf of Oman and part of the Indian Ocean. This area of responsibility comprises about 2.5 million square miles of ocean and encompasses some of the world's most important shipping lanes.

Naval officer receives the U.S. Legion of Merit

It recognizes the high regard that the U.S. has for the calibre of the soldiers, sailors and airmen that Canada produces...

By Acting Sub-Lieutenant Sean Catterall

“Early dialogue in coordination is important for success and it cannot be done at the last minute.” That was one of retired Captain (Navy) James Heath’s messages at a recent award ceremony held on his behalf November 16 in Esquimalt, B.C.

In front of a group including Joe Salazar, U.S. Consulate Deputy Principal Officer, and Rear-Admiral Bill Truelove, Commander Maritime Forces Pacific, Capt(N) Heath was awarded the U.S. Legion of Merit for exceptional meritorious service as the Division Chief of Maritime Homeland Defense during his time with the U.S. Pacific Fleet in Hawaii from July 2009 through July 2012.

Capt(N) Heath humbly accepted this honour while attributing his success in this role to his prior experience and the extensive knowledge he acquired from his time spent in numerous command and staff positions in the U.S. and Canadian navies.

Wrapping up a successful career of 36 years, Capt(N) Heath stressed the importance of maintaining informal lines of communication and interoperability between our two nations. “It is important that we retain and maintain those skill sets through actual asset integration, the placement of people at the right level, at the right exchange and liaison positions, and through practice in training so that we don’t call upon those skills for the first time when a real world event occurs,” he said.

Capt(N) Heath’s position allowed him to coordinate U.S. and Canadian naval and Coast Guard vessels in order to prepare for and respond to maritime security



Photo: Cpl Brandon O'Connell

Captain (Navy) retired James Heath, left, receives the U.S. Legion of Merit from Joe Salazar, U.S. Consulate Deputy Principal Officer.

threats as they became apparent over the past few years. Specifically, Capt(N) Heath had a direct hand in coordinating the interdiction of the motor vessel *Sun Sea* in August 2010, providing the maritime security for the Vancouver Olympics that same year, and positively contributing to Asia-Pacific economic cooperation.

In closing, Capt(N) Heath had this to say in response to receiving the U.S. Legion of Merit: “The citation speaks factually of some of the specific things I was involved in, but more importantly, it recognizes the high regard, in my mind, that the U.S. has for the calibre of the soldiers, sailors and airmen that Canada produces and makes available to the U.S. and other countries through liaison and exchange positions.”

Navy heroes

Continued from page 3

recognized for his continuous professionalism, pride in performance, exceptional leadership and an unmatched work ethic in his everyday and exceptional duties in the navy.

♦ Chief Petty Officer 2nd Class Thomas Curley of Agassiz, B.C., was recognized for his outstanding service within the navy and his community. Serving continuously in the navy since 1982, CPO2 Curley has excelled at the many positions that he has held, including previous service as the coxswain of HMCS *Discovery*, and his current position as a liaison officer with Joint Task Force (Pacific). CPO2 Curley is also a prolific volunteer in his civilian life, exemplifying “excellence at home” by dedicating himself to the betterment of his community by being involved as a volunteer in numerous educational and environmental pursuits.

HMCS Algonquin sails off the coast of Vancouver Island.



Strengthening interoperability between services and allies

By Shelley Lipke

More than 1,000 personnel from Canada and the United States participated in a task group exercise (TGEX) from October 9 to 22 off the west coast of Vancouver Island. TGEX's are designed to build and strengthen interoperability and effectiveness between Canada's three military services and our allies.

HMC Ships *Ottawa*, *Algonquin* and

Victoria joined U.S. Ships *Ford*, *Momsen* and *Yukon* for the third TGEX this year. *Algonquin* served as command platform for fleet staff under the command of Captain (Navy) Martin Teft, deputy commander of Canadian Fleet Pacific. He directed the entire exercise and provided instruction to all Canadian and American ships, submarine and aircraft.

"This exercise features participation of the submarine

HMCS *Victoria* and ships from the United States Navy in Everett, Washington," said Capt(N) Teft just before the exercise started. "During at-sea exercises such as this, Canadian sailors and air personnel are able to progress their individual and team training requirements while maintaining our close fleet-to-fleet relationship with the United States Navy."

Embarked CH-124 Sea King helicopters joined CP-140 Aurora



Left: Ordinary Seaman Alexis Ossibens, left, and OS Kipark Song man a gun position aboard HMCS Algonquin.

Right: Ordinary Seaman Valerie Courville scans the horizon while standing watch aboard HMCS Algonquin.



Photos: Cpl Alex Croskery



A Sea King helicopter hovers over HMCS Victoria.

maritime patrol aircraft from 19 Wing Comox, B.C., and contracted aircraft that towed targets for anti-air firing serials. Scenarios focused on building effective international interoperability, advanced competency in conventional maritime warfare disciplines, and anti-submarine warfare involving surface, subsurface and air forces.

This training also prepares *Ottawa's* crew for their deployment as part of Joint Interagency Task Force South, a U.S. national task force responsible for conducting interagency and international detection and monitoring operations, and facilitating the interdiction of illicit trafficking of drugs, weapons, money

and people.

"Practising anti-submarine warfare, surface and air gunnery, flight operations and general seamanship in an exercise with scaled complexity goes a long way to providing the Royal Canadian Navy with the readiness required to serve Canada at home and abroad," said Capt(N) Teft.

Participating ships also use the TGEX to exercise capabilities necessary to respond to a variety of threats, including defending themselves against small land-based threats or small boats. As well, the exercise provided an opportunity to conduct training in preparation for future deployments.



HMCS Algonquin prepares to conduct an approach on USNS Yukon for replenishment-at-sea.

Atlantic fleet warships work with NORAD

In addition to the task group exercise off the West Coast in October, three of Her Majesty's Canadian Ships from the Atlantic fleet participated in a joint international exercise called Task Group Exercise 6-12 from November 19 to December 14 off the east coasts of Canada and United States.

The Royal Canadian Navy (RCN) worked with the North American Aerospace Defense Command (NORAD) to combine the task group exercise with the NORAD air defence exercise Amalgam Dart to further enhance interoperability and effectiveness



Photo: Cpl Anthony Chaud

HMCS Ville de Québec

between the RCN and NORAD.

The high tempo training provided valuable experience to Canadian sailors in a wide range of at-sea evolutions, including navigation and seamanship exercises, helicopter operations and maritime warfare exercises. Amalgam Dart also provided an excellent opportunity to train in coordinated surveillance procedures and anti-air warfare.

HMC Ships *Iroquois*, *Ville de Québec* and *St. John's* participated in the exercise, along with Royal Canadian Air Force aircraft (CH-124 Sea King helicopters, CF-18 fighters and a CP-140 Aurora long-range patrol aircraft) and personnel.

Adrian Burns joins the navy

Adrian Burns has joined the Royal Canadian Navy (RCN) as an Honorary Naval Captain. The announcement was made October 12 by Minister of National Defence Peter MacKay. Ms. Burns will be affiliated with the office of the Director General Naval Personnel in Ottawa.

"It is an honour to have Adrian Burns, a prominent personage in the national arts and business communities, become an Honorary Naval Captain," said Minister MacKay. "By maintaining a wide range of involvement in public and community interests, I have no doubt she will successfully help integrate our navy in her surroundings."

HCapt(N) Burns has dedicated her career to business, corporate governance, broadcasting, the arts and education, public service and community involvement. Her diverse career highlights include being a member of the Copyright Board of Canada, chair of the Western Independent Producers Fund of CanWest Global Television, and a commissioner of the Canadian Radio-Television and Telecommunications Commission (CRTC).

"I am very honoured for being named an Honorary Captain of the Royal Canadian Navy," said HCapt(N) Burns. "I have always admired the women and men of our navy and am thrilled to be affiliated with the office of the Director General of Naval Personnel."

Vice-Admiral Paul Maddison, Commander Royal Canadian Navy, added: "Ms. Burns is a distinguished Canadian who has a deep-seated connection with Canadians through her work in various and diverse boards and organizations. She truly embodies the values of an Honorary Naval Captain, such as personal



Photo: Denis Drever

The Royal Canadian Navy's newest Honorary Naval Captain Adrian Burns, right, is joined by Vice-Admiral Paul Maddison, Commander Royal Canadian Navy, left, and the Honourable Noël Kinsella, Speaker of the Senate and also an Honorary Naval Captain.

commitment and sense of duty, and I couldn't be happier welcoming her to our naval family."

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

Honorary Naval Captains are quite visible, attending significant naval, Canadian Forces, and public events and ceremonies in uniform across the country. The Minister of National Defence, on recommendations from the Chief of the Defence Staff and the Commander of the Royal Canadian Navy, is the approving authority for all appointments. These appointments are generally for a period of three years, although extensions may be granted.

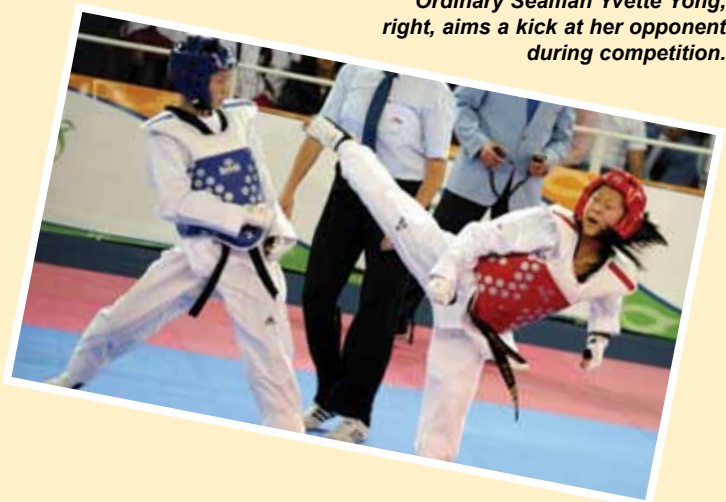
Naval reservist captures gold medal in Vietnam

Another year, another gold medal.

Once again Ordinary Seaman Yvette Yong of HMCS *Discovery*, Vancouver's Naval Reserve Division, has captured first place in taekwondo (under 46 kg class) of the 21st Conseil International du Sport Militaire (CISM) Military World Games held this year from October 19 to 25 in Ho Chi Minh City, Vietnam.

CISM hosts over 20 annual military world championships for different sports for armed forces members from 133 countries.

Ordinary Seaman Yvette Yong, right, aims a kick at her opponent during competition.



Wren sculpture unveiled at museum

By Virginia Beaton

As former Wrens and serving members of the Royal Canadian Navy (RCN) looked on, retired Wren Eleanor Goldring and renowned sculptor Christian Corbet unveiled Mr. Corbet's sculpture bust of Captain Adelaide Sinclair at the Maritime Command Museum in Halifax October 17.

During the informal ceremony, tributes were paid to Capt Sinclair, who served from 1943 to 1946 as the first director of the Women's Royal Canadian Naval Services, fondly known as the Wrens.

"This year marks the 70th anniversary of the establishment of the Women's Royal Canadian Naval Service," said the museum's acting curator, Rock Sanderson. He described the Wren display, which together with the sculpture, will be open to the public until the spring of 2013. He also thanked Chief Petty Officer 1st Class (retired) JoAnn Cunningham, Ms. Goldring and the Nova Scotia Wren Association for their knowledge and assistance in the research and creation

Did you know?

Established as a division of the Royal Canadian Navy (RCN), the Women's Royal Canadian Naval Service was created July 31, 1942. This group of Canadian women volunteered to serve Canada during the Second World War at a time when women had not previously played an active role in the Canadian military.

"These courageous women simply wanted to be in naval service at a time when there was a huge threat to Canada's national interests at sea," said Vice-Admiral Paul Maddison, Commander RCN and Canadian Forces Champion for Diversity. "They willingly faced the inequalities of the day, did great work ashore to enable the success of our men at sea and helped push society into full acceptance of the role of women as full contributing members of the Royal Canadian Navy. Today, women serve as equals in the Royal Canadian Navy, as both regular and reserve members, ashore and at sea. I would not want to deploy a ship or submarine without women of all ranks among their crews."

By the end of the war, nearly 7,000 women had served with the Women's Royal Canadian Naval Service in 39 different trades, including many non-traditional occupations such as sonar operators, coders and telegraphists.



Photo: MCpl Max Murphy

Rear-Admiral David Gardam, Commander Maritime Forces Atlantic, right, Royal Canadian Navy sculptor-in-residence Christian Corbet, left, and Wren Eleanor Goldring, unveil the sculpture bust of Captain Adelaide Sinclair.

of the exhibit.

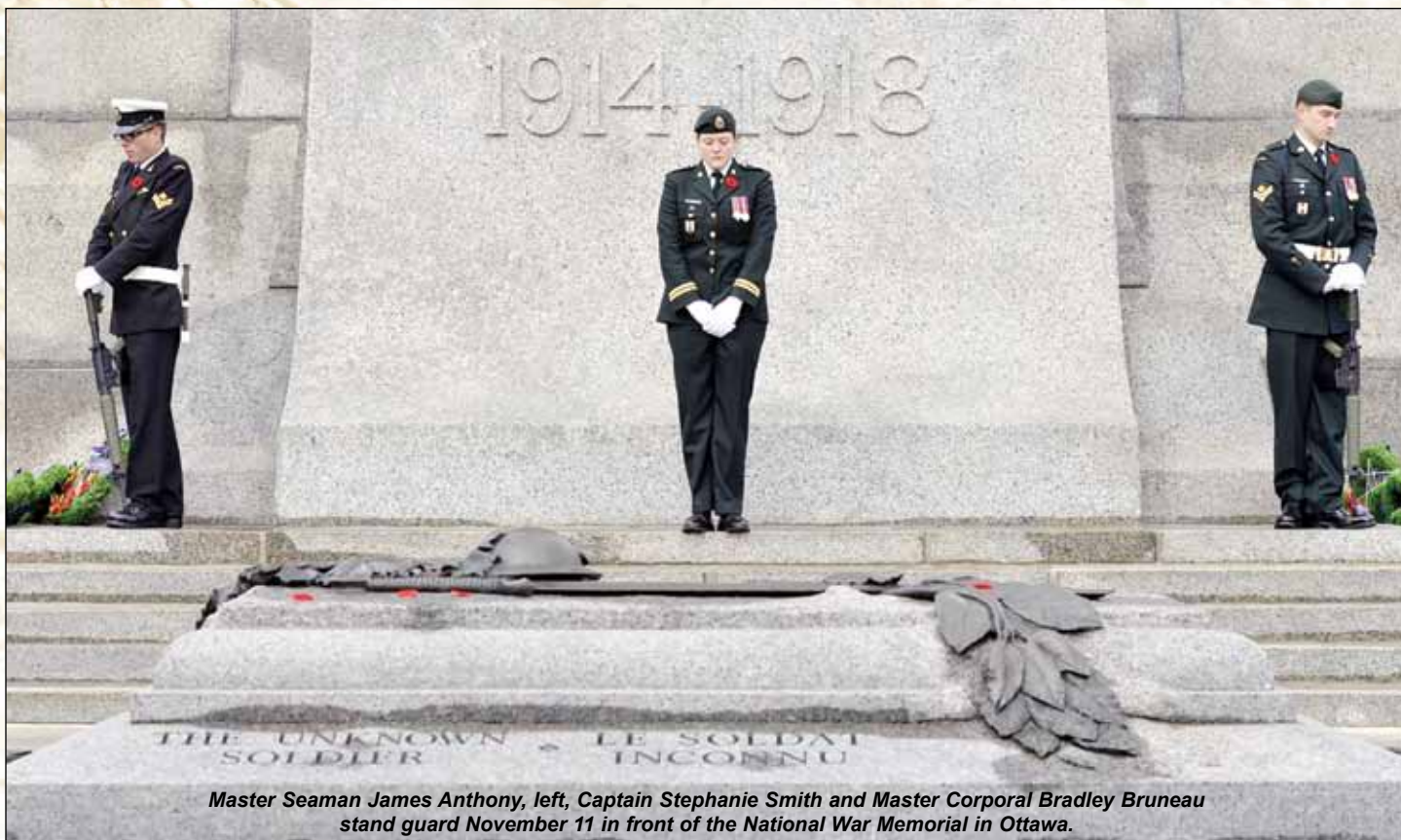
"How progressive our country is," said Rear-Admiral David Gardam, Commander Maritime Forces Atlantic, noting that as he looked at the historical display about the Wrens it made him proud "to see how far we have come in terms of women serving their country. And today, we salute someone who charted a course for others to follow."

RCN command historian Dr. Rich Gimblett described the background of the sculpture project, stating that it was the wish of Vice-Admiral Paul Maddison, Commander RCN, to engage with Canada's artistic community. Mr. Corbet had approached the navy with the offer to create sculptures and has already completed a portrait sculpture of Admiral Sir Charles Kingsmill and another of Chief Petty Officer Max Bernays.

RAdm Gardam presented Mr. Corbet with a scroll sent by VAdm Maddison, naming him as the official sculptor-in-residence of the RCN.

Guests present for the unveiling included the Honourable Brigadier-General (retired) J.J. Grant, Lieutenant Governor of Nova Scotia. In his remarks, Lt.-Gov. Grant noted that Capt Sinclair "had served Canada with great distinction throughout her career."

In recognition of her service with the Wrens, Capt Sinclair was made an Officer of the Order of the British Empire in the New Year Honours 1945. She then went on to several high-ranking public service positions, including serving as executive assistant to the deputy minister of National Health and Welfare, and Canadian representative to UNICEF, followed by a 10-year stint as deputy director of UNICEF until her retirement in 1967. Capt Sinclair was made an Officer of the Order of Canada. She died in 1982 at the age of 82.



Master Seaman James Anthony, left, Captain Stephanie Smith and Master Corporal Bradley Bruneau stand guard November 11 in front of the National War Memorial in Ottawa.

Photo: Cpl Anthony Lavolette

Lest We Forget

Members of the Royal Canadian Navy serving in Canada and on deployments around the world from the Arabian Sea to the Sinai, Egypt, 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: Cpl Heather MacRae



Photo: MCpl Holly Canning

Above: A colour party led by retired Leading Seamen Gerry McGovern forms up beside the Sailors' Memorial at Point Pleasant Park in Halifax during Remembrance Day ceremonies.

Left: Second World War veteran Clifford Chadderton, 93, The Royal Winnipeg Rifles and chief executive officer of The War Amps of Canada, and Rear-Admiral Andy Smith, Chief of Military Personnel, lay a wreath at the Beechwood National Military Cemetery in Ottawa.

*They shall grow not old, as we that are left grow old:
Age shall not weary them, nor the years condemn.
At the going down of the sun and in the morning,
We will remember them.*



Photo: PO2 Al van Akker

Commander Jim Sprang and Petty Officer 1st Class Mike Mitchell salute Commander Rowland Bourke's grave after placing a wreath on behalf of Canada's Naval Reserve. HMCS Malahat, the Royal Canadian Navy's Naval Reserve Division in Victoria, honoured this World War One hero at his grave on Remembrance Day. The contingent of local naval reservists, with Cdr Bourke's family and a local historian, retired Master Warrant Officer Bart Armstrong, conducted a brief graveside ceremony at Royal Oak Burial Park. Cdr Bourke is the only Canadian Victoria Cross recipient interred in Victoria.



Photo: Cpl Alex Crockery

Above: Veterans form up at Memorial Park in Esquimalt, B.C., for the Remembrance Day ceremony.



Photo: U.S. Army

Right: Lieutenant (Navy) Lisa Shields acts as the master of ceremonies during the Remembrance Day parade in the Sinai, Egypt.



Photo: Lt(N) Chris Walkinshaw

Commander Jason Boyd, centre, commanding officer of HMCS Regina, accompanied by Padre Lieutenant (Navy) Nigel Tully and Ordinary Seaman Mathieu Gigault, lays a wreath during Remembrance Day ceremonies in the Arabian Sea.

Remembering *Caribou* and her gallant crew

By Pat Jessup

The Thanksgiving dishes were barely put away on October 13, 1942 when the 2,222-tonne Newfoundland car ferry SS *Caribou* departed North Sydney, N.S., on a scheduled trip to her home port of Port aux Basques, NL.

"The night was dark with no moon," recorded the officer of the watch in the log of *Caribou's* Royal Canadian Navy (RCN) escort, the "one-stacker" Bangor-class minesweeper HMCS *Grandmère*.

Caribou was carrying 237 that night: 191 passengers and a crew of 46, as well as a belly-full of livestock, cargo and rail cars for her owners the Newfoundland Railway. One hundred and eighteen of the passengers were Canadian, American and British military personnel making their way to bases in Stephenville, Argentia/Marquise, Torbay, Gander and St. John's on the island, and to Happy Valley-Goose Bay in Labrador. Among this group was Nursing Sister Agnes Wilkie, RCN Voluntary Reserve, returning for duty in St. John's. A quiet transit was expected and

passengers settled in for the night in their bunks and cabins below decks.

Lurking in the vicinity was the Nazi submarine *U-69*. With 16 kills totaling 69,000 tonnes, Kapitän-Leutnant Ulrich Gräf was anxious for one more hit before *U-69* finished her patrol and headed home to Lorient, France. Shortly before midnight, the submarine spotted two ships travelling at 10.5 knots on the horizon. Despite the darkness, visibility was clear. To Gräf, the *Caribou*, "belching black smoke", looked like a 6,500-tonne freighter and her escort a "two-stack destroyer." As described by historian Michael Hadley in *U-Boats against Canada*, the misidentification of the size and type of both ships was a problem systemic in the Kriegsmarine. It cost the Newfoundland ferry her life.

At 3:21 a.m. the ferry was ripped by a torpedo fired by *U-69*. Hit in the engine room where the boilers also immediately exploded, *Caribou* began sinking fast. Despite the heroic efforts on the part of the crew and passengers, only one lifeboat could be launched, and the rest of the survivors fell into the frigid water,

clinging to overturned lifeboats and bits of wreckage. In less than five minutes *Caribou* slipped beneath waves.

Grandmère carried out a quick depth-charge attack against the submarine, which attempted to escape under the sinking ferry, and an exhaustive search for *U-69* proved fruitless. It was nearly three hours before the minesweeper could return to look for survivors. For many it was too late. By then, of the 237 passengers and crew of the *Caribou*, only 101 could be recovered – 136 men, women and children were lost in the most devastating attack in Canadian waters during the Second World War.

Caribou's Master Ben Taverner, and his sons Harold and Stanley, perished as did several other father-son teams working as crew. Agnes Wilkie drifted away in the night to become the only Canadian nurse casualty of enemy action during the Second World War. Similarly, fellow traveler Bride Fitzpatrick of the Newfoundland Merchant Navy was the only female of her service to die during the war. Howard Cutler with



A committal of ashes to the sea takes place during a ceremony to mark the 70th anniversary of the sinking of SS *Caribou* by a German U-boat during the Second World War.

Photo: Marine Atlantic

the Royal Newfoundland Regiment at Gallipoli and Beaumont Hamel during the First World War, was killed working in the ferry's mailroom.

Eric Andrews, Royal Navy, was one of the lucky ones. He not only survived the sinking of the *Caribou*, but six previous submarine attacks during the war. Afterwards he said: "I want to forget the *Caribou*. The screaming of the women and children was awful. It was the worst experience I ever went through." Left behind were 21 widows and 51 children from the tight-knit coastal communities, including Howard Cutler's young son Robert. Only 34 bodies were ever found and brought ashore in Port aux Basques for identification. Suddenly the war was on Canada's doorstep.

In the days to follow, Angus L. Macdonald, the Minister of National Defence for Naval Services, issued on behalf of Canadians the following: "The sinking of the SS *Caribou* brings the war to Canada with tragic emphasis. We deplore the loss of officers and men of our fighting forces... Yet those for whom our hearts bleed most are the...women and children. If there were any Canadians who did not realize that we were up against a ruthless and remorseless enemy, there can be no such Canadians now. If anything were needed to prove the hideousness of Nazi warfare, surely this is it. Canada can never forget the *Caribou*."

And Canada has not forgotten. Seventy years later a ceremony at sea on board the *Atlantic Vision*, the modern day version of the ferry service connecting Newfoundland with Nova Scotia, commemorated the tragedy. The ceremony also included the committal to the sea of the ashes of Robert Cutler and Eric Andrews whose ties to the tragedy are clear. Mr. Cutler's wishes were that his ashes be scattered over *Caribou*'s last known coordinates so that he could be with his father Howard, the mailroom clerk. Mr. Andrews' last wishes were to return to the *Caribou* where so many of his mates died that fateful day.

Representatives from CFS St John's, National Defence and Marine Atlantic took part along with the Cutler and Andrews families and 129 Royal Canadian Sea Cadets from RCSCC *Caribou*, North Sydney. Dr. Rich Gimblett, RCN command historian, provided introductory remarks, and Lieutenant (Navy) Padre Jack Barrett officiated over the wreath-laying and committal ceremonies. Petty Officer 2nd Class Kasandra Kennedy, RCSCC *Admiral Mountbatten*, Sudbury, Ont., played *The Last Post* in memory of her great-grandfather Eric Andrews.

"The seas were rolling fairly heavily and everyone at the ceremony had some indication of what the conditions were like for the crew and passengers 70 years ago," remarked Commander Larry Trim, commanding officer of CFS St. John's.

Rear-Admiral David Gardam, RCN commander of Maritime Forces Atlantic, added: "The loss of the SS *Caribou* in 1942 by a German U-boat is a tragedy beyond words that is still felt today by the family and friends of those lost and by Marine Atlantic. I am thankful that Canadians continue to show respect to all members of the Canadian Forces, and especially to our veterans, who paid the ultimate sacrifice for their country."

Following the service Gwendlyn Andrews, daughter of Eric Andrews wrote: "It was very important to our father that the lives lost when the *Caribou* was torpedoed never be forgotten. He certainly never forgot. The commitment of Dad's ashes to the deep at the 70th anniversary of the sinking of the *Caribou* has meant a great deal not only to our immediate family, but to all the extended family and friends who loved and honoured him throughout his life. Thank you for allowing Dad's ashes to be cast as he wished. He was a hero in the eyes of everyone but himself. My father, Eric Andrews, can now finally rest in peace. And we can have peace, also knowing that his wishes were carried out."

New sonar technology on the way for MCDVs

The Government of Canada will be investing in important new sonar technology for the Royal Canadian Navy's maritime coastal defence vessels (MCDVs).

The announcement was made November 2 by Associate Defence Minister Bernard Valcourt. "The Route Survey System is a valuable tool for our navy crews in their coastal surveillance and patrols, giving them information that helps them to protect the sovereignty and security of our Canadian coasts, harbours and shipping lanes," said Minister Valcourt.

MacDonald Dettwiler and Associates Ltd. has been awarded the \$13.4 million contract over the next two years for the repair and upgrade of four deployable sensor systems. During that time, they will repair, upgrade or replace the various elements of the Route Survey System that it originally delivered for the navy's Kingston-class MCDVs in 1999.

The main element of the Route Survey System is a towed sensor, which is deployed from a ship to provide a sonar image map of the sea floor. The system also enables crews to maintain a database of such maps. This data is then used in conjunction with other sensor systems to detect and identify any suspect objects on the sea floor. The Route Survey System mapping is then used by the navy's diving teams undertaking harbour inspections, ordnance disposal and sea mine clearance.

HMCS Whitehorse



A memorial of *POPPIES* & *PHOTOGRAPHS*

By Sub-Lieutenant David Lewis

The third annual poppy placing at the Battle of the Atlantic Memorial at HMCS *Prevost* Naval Memorial Park in London, Ont., took place October 28.

It all began in 2010 as a project for the Royal Canadian Navy (RCN) centennial celebrations. The first installation in the park was the Battle of the Atlantic Memorial. It is a series of 24 granite stones, each engraved with the name, hull number and date of loss of an RCN ship during the Battle of the Atlantic. The stones are placed along a steep 300-metre hillside in chronological order. Information panels along the base of the hill give visitors the story of each ship and her brave crew. The memorial was dedicated in May of 2010.

As Remembrance Day 2010 approached, there was a desire to honour those represented in this memorial without detracting from the official ceremony at the London cenotaph. The result was a poppy placing ceremony a week before Remembrance Day. Each stone commemorates a ship and the men who perished with her. To honour these men a single poppy for each life lost is placed alongside that ship's stone. Some stones have a few poppies, while others have well over 100. The view of the memorial hillside as it turns red with poppies is overpowering as you realize each poppy signifies an individual ultimate sacrifice.

As this year's ceremony approached, the thoughts of crew from HMCS *Prevost*, London's Naval Reserve Division, turned to those members of ships' companies who had perished in the Battle of the Atlantic. It was



Photos: SLT David Lewis

Chief Petty Officer 2nd Class Jeff Gourlay and his wife Debbie place poppies at the HMCS Alberni stone. Chief Gourlay's great uncle Leading Seaman James Walker was lost with Alberni. His photo was provided by the Gourlays and is placed at the ship's stone.

decided to acknowledge them by placing a small framed photo of each at the appropriate stone. A few photos were placed on the hill. These young faces reflecting back from the hillside produced an emotional impact. It was then decided that every poppy on the memorial should be accompanied by a photo of the brave young Canadian it represents.

"This is an aggressive undertaking by HMCS *Prevost*," said Lieutenant-Commander Iain Findlater, commanding officer. "But the end-state of almost 1,500 young faces reflecting from the hillside will be incredibly moving. We owe it to them. This will help us remember that these were young men with families, with friends, with hopes and plans and dreams which were all ended too soon. Incredible individual sacrifices."

To locate, copy and frame an individual photo of each man lost is a monumental task. This year's poppy placing featured the first 50 photos. It is hoped that by next year the majority of photos will be found and placed.

To do so HMCS *Prevost* needs help. They are calling on every Royal Canadian Legion, every Naval Reserve Division, local Books of Remembrance, Navy Leagues, newspaper archives, surviving family members, etc. If you have a photo of an RCN sailor who perished in the Battle of the Atlantic, please contact HMCS *Prevost* at hmcsprevost@gmail.com.

The Reflection Project at HMCS *Prevost* is truly a reflection on all of us.



Lieutenant-Commander Mark Van den Bossche (retired) and his eight-year-old son Kyle place poppies at the memorial.



Lieutenant-Commander Al Wong, sixth from the left, stands with Vice-Admiral Paul Maddison, Commander Royal Canadian Navy, and colleagues after being awarded a 2012 Chinese Canadian Legend Award.

Sailor honoured with prestigious Chinese Canadian Legend Award

Lieutenant-Commander Al Wong was honoured by the Asian Business Network Association (ABNA) with a 2012 Chinese Canadian Legend Award in Toronto October 27.

The award recognizes Chinese Canadians who have made significant contributions to the community and Canada through outstanding achievements in their field.

"I would like to thank the Asian Business Network

Association and Mr. Bammy Wong [president of the ABNA] for your efforts to recognize deserving Chinese Canadians and I am proud to join the company of my co-recipients tonight and the worthy past recipients of this award," said LCdr Wong in his acceptance speech.

Vice-Admiral Paul Maddison, Commander Royal Canadian Navy, was on hand to present the award. "LCdr Wong has long been recognized for his gifts as a strategic communications planner and for his work as a communications advisor to the senior leadership of Royal Canadian Navy and the Canadian Forces. He is a true role model, not only for Chinese Canadians, but for all of us who proudly choose to wear the uniform in the service of Canada. As the Canadian Forces Champion for visible minorities, I am personally very proud of his accomplishments as a Chinese Canadian Legend in the Canadian Forces."

His sentiments were echoed by Minister of National Defence Peter MacKay: "Through his indomitable spirit, outstanding work ethic, integrity and perseverance, LCdr Wong has been able to not only succeed, but to excel in the face of challenging conditions. He provided significant motivational leadership to his clients, his friends, his co-workers and to the community at large. LCdr Wong's appointment embodies the best of Canadian values and highlights the professionalism and integrity of the Royal Canadian Navy and the Canadian Forces as a whole."

LCdr Wong currently works as a naval reservist based in the Toronto area.



Photos: Lawrence Yeung

Lieutenant-Commander Al Wong, left, receives the 2012 Chinese Canadian Legend Award from Vice-Admiral Paul Maddison, Commander Royal Canadian Navy, on behalf of the Asian Business Network Association.



Above: Kruzenshtern sails into St. John's harbour.

Right: Many cadets visited the tall ship Kruzenshtern while she was in St. John's, including two from Navy League Cadet Corps Polynia, posing here with ship's captain Michail Novikov.

Below right: Cdr Larry Trim, left, commanding officer of CFS St. John's, and Temur Tairov, a representative of the Ministry of Fisheries of the Russian Federation, climb the forward mast of the tall ship Kruzenshtern.



Photos courtesy of Kruzenshtern



Russian tall ship sails into St. John's

Like a glimpse of the past, the Russian four-masted tall ship *Kruzenshtern* sailed into St. John's harbour October 15. The world's second largest sailing ship visited St. John's to participate in the International Maritime Conference of Maritime Universities at Memorial University. This was the second visit of the ship, which last visited St. John's in 2009. *Kruzenshtern*, built in 1926, is more than 144 metres long and 51 metres high. She is a multiple winner of numerous international sailing regattas, transatlantic races and other sporting events, and operates as a naval training and educational vessel. During her four-day visit, several events were held with sailors from *Kruzenshtern* and members of the Royal Canadian Navy, veterans and cadets.

Maritime Component Commander visits HMCS *Regina*

By Lieutenant (Navy) C.D. Walkinshaw

Rear-Admiral David Gardam, Commander of Maritime Forces Atlantic (MARLANT) and Joint Task Force Atlantic (JTFA), joined HMCS *Regina* for two days at sea November 23.

Already double-hatted in his force generation and regional force employment responsibilities, RAdm Gardam is also the Maritime Component Commander for Canadian Forces operations, and advisor to the Commander of Canadian Joint Operations Command (CJOC). It was this third role that brought him to his rendezvous in Kuwait with *Regina*.

"It was a privilege to welcome RAdm Gardam on board *Regina*. Having the opportunity to personally explain both the current operations and the challenges facing your ship face to face is important," said Commander Jason Boyd, the frigate's commanding officer. "The realities of life in the Arabian Sea are constantly changing, so the opportunity to provide a mid-mission update to our Canadian commander is highly valuable for a deployed ship."

During his visit, RAdm Gardam explained his responsibilities as Joint Forces Maritime Component Commander, an organizational construct that may be unfamiliar to the crew of a West Coast ship. All naval units deployed on named operations fall under his responsibility, he said, and he reports to the Commander CJOC in this role.

"Today, the Canadian Forces have HMC Ships *Ottawa* and *Regina* both at sea on named missions," said RAdm Gardam. "Both these ships are from the Pacific fleet, and they are reporting to the Maritime Component Commander, who happens also to be Commander MARLANT and JTFA."

Visits from Canada's



Photos: Cpl Rick Ayer

Rear-Admiral David Gardam, left, converses with Sergeant Peter Sova during a recent visit to HMCS Regina.

senior naval leaders always boost morale in the ship's company. "It makes me proud to show off what we are accomplishing," said Able Seaman Corey Bliss. "The admiral's visit demonstrates that people with incredibly busy schedules are willing to come and see what we are doing, and remind us what we are doing is important."

During his presentations to the ship's company, RAdm Gardam shared some of the feedback that he had received during his recent meetings in Bahrain with the leadership of Combined Maritime Forces: *Regina* has earned an excellent reputation as a "workhorse", a "go-to" ship, and one of the most capable of Combined Task Force 150.

RAdm Gardam obviously enjoyed his time aboard *Regina*. When it was time to disembark, he told his aide, "You go. I'll stay at sea."



Rear-Admiral David Gardam speaks to sailors aboard HMCS Regina during a visit to the ship in late November.

Maritime traditions and Prairie sailors

By Lieutenant-Commander Colin Matthews

Every society has rituals to commemorate experiences or milestone achievements such as weddings or graduation ceremonies. These rituals play an important role in our lives. They remind us of what is important, or celebrate triumph. As a society in itself, the navy is no exception.

Seafaring rituals have been around as long as sailors have braved the open sea. For example, the Phoenicians offered sacrifices to their sea god upon passing the Pillars of Hercules (now known as the Straits of Gibraltar). Still today, myriad ceremonies commemorate other passages. These include the "Order of Magellan" for circumnavigating the earth, and the "Order of the Ditch" for transiting the Panama Canal.

Other ceremonies still practised by today's Royal Canadian Navy (RCN) include the "Orders of the Blue Nose and Red Nose" for traversing the Arctic and Antarctic Circles respectively, and more famously, the "Crossing the Line" ceremony for crossing certain parallels such as the equator. No matter the event, each ceremony was originally designed to test the novices of the crew to see if they could endure their first lengthy voyage at sea.

The RCN's modern "Crossing the Line" ceremony is believed to have evolved from the Viking's ancient tradition carried out upon crossing the 30th parallel. While navy rituals in the 17th century inflicted cruelty upon sailors, today's rituals no longer harbour serious undertones. The RCN's modern ceremonies help build a strong and lasting team spirit, as well as a sense of belonging, both of which are vital components of serving in a warship. When conducting naval traditions, the RCN not only recognizes the significance of triumph in a sailor's life, but also mandates the respect and dignity of all participants throughout the ceremony.

On the occasion of an HMC Ship "Crossing the Line" at the equator, the two youngest sailors paint the bull ring red. The bull ring is the vessel's most forward fairlead and used to place a berthing line through when the ship is secured alongside a jetty. The same ceremony happens upon crossing the Antarctic and Arctic circles, except the bull ring is painted blue.

In either case, the ceremony continues with terming those who have previously crossed the line in former years as shellbacks, while the novices are referred to as tadpoles. The tadpoles, at the hands of the shellbacks, trustingly eat an unpleasant mixture of condiments and food created by the ship's cooks. They are then



Photo: Cpl Malcolm Byers

Petty Officer 2nd Class Jenesta Ingram paints the bull ring green.

"washed" with foul smelling concoctions before finally being accepted into the realm of King Neptune.

This year, the crew of HMCS *St. John's* had the opportunity to mark two major events while deployed for Operation Nanook 2012, the Canadian Forces' annual joint operation exercise in Canada's Arctic. During the operation, the crew first had the honour of celebrating with the momentous "Crossing the Line" ceremony. Upon completion, the ship proudly displayed her blue bull ring to mark the occasion.

The second major event for *St. John's* during this year's exercise was a port visit to Churchill, Man. It marked the first time a major warship had sailed to the Prairie province since 1974. Here, a new variation of seafaring traditions presented itself to the ship's commanding officer, Commander Douglas Campbell – painting the bull ring green. What better way to combine the majesty of the Prairies with the traditions of sailors throughout history.

To celebrate the occasion, all Prairie members of the ship's company, a total of 12, were invited to the f'o'c'sle to join the commanding officer in the inaugural painting of the bull ring this new colour. To honour the milestone, Prime Minister Stephen Harper, Minister of National Defence Peter MacKay and former Chief of the Defence Staff General Walter Natynczyk (also from Manitoba) joined the ship, making this visit for the crew even more memorable.

The colour green was chosen to commemorate the beauty of the Prairie provinces. It brought back memories for all the sailors, soldiers and airmen and airwomen on board who at one time in their lives called the lush land "home." Although many had exchanged views of vast open farm land for visions of the sea, it became evident that their ties with home still remained strong.

To mark the two major events simultaneously, the bull ring of *St. John's* is currently striped blue and green.

RCN cyclists raise money for military families

Eight cyclists from the Royal Canadian Navy (RCN) participated in the third annual Canada Company Tour de Force ride in September.

The sailors were part of an overall 43-person cycling team, which also included eight-person teams from the Canadian Army and Royal Canadian Air Force, along with civilian riders and support staff.

The Tour de Force is an annual fundraising event that directly benefits Canadian military families. The money raised goes to the Canada Company Scholarship Fund (awarded to the children of fallen Canadian Forces members) and Camps for Kids of Deployed Canadian Forces Personnel, which is a new initiative that launched in May.

The Tour de Force was divided into six 80-120 kilometre stages, starting out September 17 from the Air Canada Centre in Toronto and arriving six days later with a police escort through the streets of Ottawa to the National War Memorial. Each night the Tour de Force team visited local armouries, air force or naval units, which allowed civilian team members to gain a firsthand look at the military and how they work.

After riding most of the final day in the rain, the riders arrived a little wet and cold just in time for the sun to come out for the police escort into Ottawa. The next day the riders performed a ceremonial five kilometre ride, leading 18,000 participants of the Army Run. Although it's not a prerequisite for military members to raise funds for the event, the RCN team raised over \$5,400.

"Even though I'm an avid cyclist and spinning instructor, I've never actually ridden 120 kilometres in



Members of the Royal Canadian team included, from left to right: Lieutenant (Navy) Dave Stewart, Petty Officer 2nd Class Paul Belhumeur, Chief Petty Officer 2nd Class Shaun Perry, Lt(N) Melanie Weaver, Lt(N) (retired) Norman Russell (a Second World War veteran who joined in for part of the tour), CPO2 Cheryl Bush and Chief Petty Officer 1st Class Sean Neraasen. Missing: Lt(N) Brent Limbeek and Lt(N) Ian Nicholson.

one day, so it was a personal bucket list achievement for me," says Chief Petty Officer 2nd Class Cheryl Bush, one of the RCN team members. "It was an absolutely amazing week to ride with other Canadian Forces members and share our RCN traditions and experiences with the civilian riders."

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- **Commander RCN,
Vice-Admiral Paul Maddison:**
https://twitter.com/Comd_RCN/

SHORT Takes

Ojibwa, Canada's first Oberon-class Cold War submarine, docked in Port Burwell, Ont., aboard the Heddle Marine barge November 21 after transiting the Welland Canal. Ojibwa's journey began in Halifax in May and will culminate with an overland move to her new home at the site of the Elgin Military Museum of Naval History. Ojibwa will open to the public as a museum in the summer of 2013. For more information about Ojibwa and this historic move, visit the museum's web site at www.projectojibwa.ca.



Photo: Elgin Military Museum



Photo: Shelley Lipke

The crew of HMCS Ottawa were joined by past commanding officers and veterans September 14 in Esquimalt, B.C., to commemorate the 70th anniversary of the sinking of the original destroyer HMCS Ottawa and crew. Lieutenant (Navy) Padre Jeannine Friesen led a naval prayer and blessed the water in the ship's bell of the second HMCS Ottawa, and Master Seaman Ley Ireland and Petty Officer 1st Class Keith Fairman committed the water over the side of the ship. The first Ottawa was built as British HMS Crusader in 1931, transferred to Canada in 1938 and was renamed HMCS Ottawa. During the Second World War, Ottawa escorted convoys between Great Britain and Canada. On September 13, 1942, the ship was torpedoed off the coast of St. John's. A second hit broke the ship in half and sunk it. Only 65 survivors were rescued from the freezing Atlantic waters, while 114 died. The current HMCS Ottawa is the fourth generation of Ottawa in the Canadian Navy.

Honorary Naval Captains and senior Royal Canadian Navy (RCN) leaders gather in the Senate of Canada after an Honorary Naval Captain's symposium was convened in October. It brought together all but two of the RCN's 20 Honorary Captains for a day-long discussion. Honorary Naval Captains act as a bridge between military and civilian communities, and represent diverse areas of Canadian society from politics and business to journalism and the arts. They bring with them unique skills and connections that help strengthen the navy's ties to Canadian communities and promote a better understanding of maritime defence issues.



Photo: Denis Drever



Jacek Szymanski, second from left, accepted the Golden Sabre on behalf of the Royal Canadian Navy for the 2011 IMAX film *Rescue* during the Polish International Historical and Military Films Festival held from October 17 to 20 in Warsaw. The documentary was produced and directed by Stephen Low, the noted Canadian IMAX filmmaker, who worked with the navy's public affairs broadcast unit for five years. During the festival, the navy also received a special mention for its short video production on RIMPAC (Rim of the Pacific) 2012. Mr. Szymanski was associate producer and principal photographer of the production.



Mayor of Charlottetown Clifford Lee inspects members of the city's Naval Reserve Division, HMCS Queen Charlotte, following a Freedom of the City parade October 27. Sailors marched through the city with flags flying and bayonets fixed, marking the 200th anniversary of the War of 1812. Freedom of the City is a prized honour that cities bestow upon military units, allowing them to march through the community. The right for Freedom of the City was granted by Charlottetown's council in October 2010 in honour of the 100th anniversary of the Royal Canadian Navy.



Three Royal Canadian Navy ships took part in the 31st annual San Francisco Fleet Week. HMC Ships Algonquin, Edmonton and Brandon joined U.S. Navy and Coast Guard vessels for activities and events from October 4 to 8. San Francisco Fleet Week brings together Canadian and U.S. military units for a week of celebrations and family-oriented events that are open to the public. The events showcase naval equipment, technology and capabilities, with an emphasis on humanitarian assistance and disaster relief, while also taking the opportunity to host and thank the men and women of naval services and their families for their duty.

The naval and maritime air cohort of 2102/2013, along with guests, gather at the Canadian Forces College (CFC) in Toronto. In addition to the Canadians, there are international students and staff from 25 allied nations. The CFC is a military school for senior and general officers of the Canadian Forces. The college provides military education courses meant to enable officers to effectively provide leadership within the CF.



A family's tradition of military service

By Petty Officer 2nd Class Brad Breland

In some families, the tradition of military service has been passed from father to son for many generations. However, the Stohl family has started their own tradition with three generations of women serving in the Canadian Forces (CF).

Currently, there are two family members serving at sea with the Royal Canadian Navy (RCN). Petty Officer 1st Class Lindsay Stohl currently serves as an information management director and senior naval

combat information operator on board HMCS *Regina*, while her sister Petty Officer 2nd Class Jaime Stohl sails in HMCS *Ottawa* as a naval communicator.

Their family's tradition of military service began in the 1960s when their great aunt, Flight Lieutenant Judy Poole, was a dietician in the Royal Canadian Air Force. "She was my mother's idol,"

explains PO1 Stohl. "I believe that it was her positive example that led my mother to join the CF in 1972."

The Stohl's mother Melody Lowe, a supply technician by trade, was the second generation of the family to choose a military career. Her mother's untraditional career choice made an impression on her daughters at a young age, as PO2 Stohl recalls, "There was a sense of pride that she was out in the world doing something that, for most of my school years, not many women were doing." Her younger sister, PO1 Stohl agreed and described her mother as "a strong woman – she was a single mother who raised us while going to sea with the RCN."

The example of naval service made a significant

impact on the career choice of PO1 Stohl. Looking back she recalls, "I wanted to be just like her." She knew from a young age that she wanted to follow in her mother's footsteps and she joined the military immediately after high school graduation, just two years after her older sister Jaime. "I grew up with the lifestyle and loved hearing about her adventures...and some of my Mom's military friends became like family," says the younger Stohl about her reasons for joining the navy.

Another unique experience is that all three women of the Stohl family have served in *Regina*, and PO2 Stohl even had the special opportunity to serve aboard *Regina* at the same time as her mother. "There aren't many words to describe the feelings when I got to sail with my Mom. My sister and I spent many a day sailing on board her various ships while growing up, but it wasn't the same as how I felt wearing the same uniform and working side by side with her on the same ship."

Even 10 years after PO1 Stohl joined the RCN, her mother's influence on her has not weakened. Shortly before she deployed to the Arabian Sea in *Regina*, her mother still had plenty of leadership advice to offer her daughter. "We had a long talk about taking care of your sailors," Lindsay says before adding with a chuckle that, "she sent me to sea with leadership books to read."

Her older sister agreed and described her mother's influence as follows: "She plays a large role in the way I do my job in the navy, whether it be advice about how to juggle my life as a mother and a sailor, that she did so well, or how to go about instilling that sense of respect from my peers, supervisors and subordinates."

The pride that the Stohl sisters have in their tradition of service is evident as they continue to follow in their mother's footsteps and progress their careers. The possibility of a fourth generation of Stohl military women now exists in PO2 Stohl's three-year-old daughter. When asked if she would like to see her niece take up the mantle and continue the tradition of the Stohl woman's service, PO1 Stohl allows a smile to spread from ear to ear, and simply states, "I think about it all the time."

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Photo : Cpl Rick Ayer

Naval combat information operator Petty Officer 1st Class Lindsay Stohl aboard HMCS *Regina* in the Gulf of Aden.