

# Crow'snest

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# HMCS *Toronto* departs for Arabian Sea



**HMCS *Toronto* departs  
Halifax January 14.**

Photo: Cpl Chris Ringius



By Laura Armstrong

**F**amilies, friends and members of the Atlantic fleet assembled January 14 to say goodbye to HMCS *Toronto* sailors departing for the Arabian Sea.

"This is an important deployment," Vice-Admiral Paul Maddison, Commander Royal Canadian Navy, told the crew just before the ship sailed. "You will be forward-deployed on-station for Canada in a part of the world where there's a lot going on at sea. *Toronto* will be expected to carry the load, alongside our allies, in the mission against terror, against any illicit activity at sea."

In addition to congratulating the crew, VAdm Maddison also thanked the crew's family members who gathered at the send-off, for undertaking extra stress and burden while their loved ones are at sea. "This is all about one team, one crew, one family," he said. "It's not just about the sailors' forward deployment, it's very much about the families here in Halifax."

It was an emotional day for the frigate's 225 personnel said Commander David Patchell, *Toronto*'s commanding officer, as the crew is not expected to return until mid-July at the earliest. "It's sad to depart so we'll sail, we'll do exercises this afternoon, we'll have some quiet time



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

Cover page: Leading Seaman Jacob Russell and two children pose in front of the main gun on HMCS *Regina* during a stop in Manila, Philippines, on Valentine's Day. For more information, see page 7. Photo: Sidney Snoeck - Project Pearls



# “This is all about one team, one crew, one family.”

where the crew can reflect, and then we'll get right to it.”

There's always concern when deploying, Cdr Patchell added, but there is a need for Canada to be abroad, representing Canadian interests. His crew, he said, are ready for their time at sea. “We have the best sailors on board who are thinkers, and we are ready to react to any contingency.”

*Toronto* will replace HMCS *Regina*, which deployed to the Arabian Sea region in August. Although *Toronto* will remain in the area as part of Combined Task Force 150 (CTF 150) for about 13 months, crew members from HMCS *St. John's* will replace the current crew this summer.

Canada is one of 26 nations that contribute naval assets to CTF 150. *Toronto's* task during this deployment is to detect, deter and protect against terrorist activity by patrolling and conducting maritime security operations in the Gulf of Aden, the Gulf of Oman, the Arabian Sea and the Indian Ocean.

Furthermore, her presence in the area gives the government a ship overseas to rely on should unexpected incidents occur, explained Cdr Patchell. “Her Majesty's Canadian Ship *Toronto* is a multi-purpose frigate, fully combat capable, but also capable of any humanitarian assistance missions, combat, non-combat or evacuations operations called upon by the



Photo: Cpl Ronnie Kinnie

*Leading Seaman Alexandra Schumacher stands with her daughter and father just before the departure of HMCS Toronto from Halifax.*

Canadian government.”

For those left at home, the Halifax and Region Military Family Resource Centre (MFRC) does all it can to keep families well informed about *Toronto's* progress, said the MFRC's Emily Hatcher. “When a ship leaves, our role is to set up a family network. It gives military families experiencing this deployment to come together and get to know one another...because sometimes the best support is being around people who are experiencing the same type of thing.”

Communicating with the crew, at least, is getting easier thanks to advances in technology, she added. “Back a few years ago, one of the main ways to communicate would have been actual mail. Now, with email capabilities and internet and video teleconferencing, families have the opportunity to not only communicate with their loved ones, but to see them.”

*HMCS Toronto sails with Brazilian Navy Ship Liberal in the Mediterranean Sea January 25 en route to the Arabian Sea region.*



Photo: Cpl Malcolm Byers

**UPDATE:** As of March 1, HMCS *Toronto* had joined CTF 150 and successfully completed her first patrol.

## On-station with HMCS *Toronto*



**Top:** Heavy seas and brooding skies greet HMCS *Toronto* as the frigate heads through the Mediterranean Sea in late January.

**Middle left:** Chief Petty Officer 2nd Class James Mahoney, HMCS *Toronto*'s chief bos'un.

**Middle right:** Crew members practise casualty clearing.

**Bottom:** Crew members take part in boarding party training.

Photos: Cpl Malcolm Byers



# Sailors conduct exchange visits with Israelis

By Lieutenant (Navy) Mitchell Dingwell

GULF OF AQABA – Shalom. Not a common greeting on board Royal Canadian Navy ships. Recently however, five Canadian sailors from HMCS *Toronto* conducted a short exchange with counterparts from the Israeli Navy in the Red Sea.

*Toronto* sent five sailors to Israeli Navy Ship *Kidon*, while *Kidon* sent seven sailors to *Toronto*. These exchanges are an important way for navies to interact with one another. It gives excellent insight into the operating procedures of allies so that when they are called upon to work together in an operational capacity, they are aware of what is happening on the other vessel and know what to expect.

Sub-Lieutenant Drew MacLeod was one of the sailors selected to travel to *Kidon*. “It is really amazing to see how much really transcends cultures,” he said. “The language of warfare is quite international. It was also nice to have the opportunity to have lunch with them and get a taste of Israel.”

While the sailors were conducting their exchange, both ships, along with an Israeli patrol boat, conducted a search and rescue

exercise (SAREX). During the exercise, the ships tracked a “stricken” patrol vessel before evacuating mock casualties to *Toronto* for triage and treatment by members from both navies.

While conducting the SAREX, both *Toronto* and *Kidon* conducted maneuvering serials with each other. It is vitally important that vessels working together be comfortable maneuvering in close proximity to

one another, especially since many of these situations occur in less than ideal weather conditions.

“It was an exceptional opportunity to work with our friends in the Israeli Navy, sharing ideas and medical procedures that can benefit both countries,” said Commander David Patchell, *Toronto*’s commanding officer. “These types of exercises clearly demonstrate Canada’s capacity and willingness to operate

with our friends. The Israeli Navy was extremely professional and welcoming in working with *Toronto*. In an ever changing and dynamic security environment, it is vital that we are capable of working side by side with our allies from around the world.”



*HMCS Toronto, left, sails with Israeli Navy ships in the Red Sea.*

Photo: DND

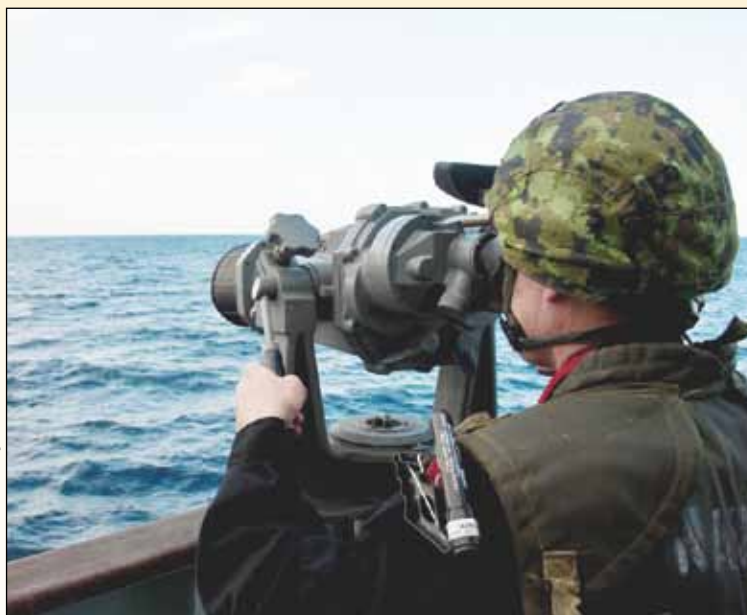


Photo: Cpl Malcolm Byers

*The starboard lookout aboard HMCS Toronto.*

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# HMCS *Regina* disrupts probable drug exchange

This interdiction is a blow for terrorists who seek to fund their activities through the transportation of narcotics on the high seas.

Shortly before her departure from the Arabian Sea region, HMCS *Regina* disrupted a suspected drug transfer off the coast of Yemen January 11.

“Just after midnight, while patrolling international waters of the coast of Yemen, HMCS *Regina*’s unmanned aerial vehicle observed a dhow transferring large bales to a small motorized skiff,” said Lieutenant (Navy) David Dallin, *Regina*’s combat officer. “When the ship approached and fired a flare to illuminate the area, the skiff fled the area, dropping approximately 15 bales of probable narcotics in the water as it fled. Despite a thorough search of the area, none of the bales were recovered as they are believed to have sunk.”

*Regina* had been conducting maritime interdiction and counter-terrorism operations in the Gulf of Aden as part of Combined Task Force (CTF) 150. The activities of CTF 150 directly influence counter-terrorism events ashore as terrorist organizations are denied a risk free method of moving income-generating narcotics by sea.

On May 5, 2012, *Regina*’s sister ship HMCS *Charlottetown*, also disrupted a drug exchange and recovered 600 pounds of hashish.

“I am very proud of the way my team and equipment came together to deliver this opportunity to disrupt suspected drug smuggling,” said Commander Jason Boyd, commanding officer of *Regina*. “This is a great way to begin 2013, and I am confident that CMF [Combined Maritime Forces] units will effectively continue to disrupt the movement of illicit cargo in the area.”

Commodore Charles McHardie, Royal Australian Navy, currently heads the combined Australian and Canadian staff in command of CTF 150. “The disruption of the transfer of illicit cargo is a victory for those who work to create a lawful and stable maritime environment,” he said. “This interdiction is a blow for terrorists who seek to fund their activities through the transportation of narcotics on the high seas.”

Cmdre McHardie said the close cooperation between Canada and Australia both at sea and within the headquarters has been extremely beneficial. “This is a good outcome and all contributors should be extremely proud of their efforts in this operation.”

CTF 150 is one of three task forces operated by CMF, a 27-nation naval partnership which exists to promote security, stability and prosperity across approximately 2.5 million square miles of international waters covering the Arabian Gulf, the Gulf of Oman and the Indian Ocean; an area which encompasses some of the world’s most important shipping lanes.

**Commander Jason Boyd, commanding officer of HMCS *Regina*, briefs the naval boarding party prior to disembarking the ship to investigate a dhow in the Arabian Sea.**

Photo: Cpl Rick Ayer







*HMCS Regina and the Arleigh Burke-class guided-missile destroyer USS Stockdale sail in formation during a passing exercise in the Pacific Ocean February 11. Stockdale is part of the Nimitz Carrier Strike Group and was conducting a transit of the Western Pacific Ocean, while Regina was heading home after a deployment to the Arabian Sea region.*



*Lieutenant (Navy) Jolene Lisi of HMCS Regina visits with two children during a visit to Manila in the Philippines. The children were visiting the ship on Valentine's Day as part of Project Pearls, an organization dedicated to helping poor children in the Philippines have a better life through various outreach programs.*



*Indian Navy Western Fleet Commander Rear-Admiral A.R. Karve, left, welcomes Commander Jason Boyd, commanding officer of HMCS Regina, when the ship visited Mumbai, India, January 21, on the way home after a deployment to the Arabian Sea region.*

## Update on HMCS Regina

HMCS *Regina* is expected to arrive home in mid-March after more than eight months away from her home port of Esquimalt, B.C. *Regina* replaced HMCS *Charlottetown* on Operation Artemis, Canada's contribution to Combined Task Force 150, to conduct maritime security operations in the Arabian Sea region. *Regina* has been replaced by HMCS *Toronto*. (See story page 2.)

*HMCS Windsor sets sail from Halifax in December, marking the completion of an extended docking work period.*

Photo: MCpl Holly Canning



## HMCS *Windsor* preparing for high readiness

**H**er Majesty's Canadian Submarine *Windsor* returned to sea in December 2012, officially marking the completion of a deep maintenance cycle known as an extended docking work period.

"Over the next few months, *Windsor* will conduct additional crew training and trials on her path to high readiness," said Vice-Admiral Paul Maddison, Commander Royal Canadian Navy. "This milestone builds on the achievements of HMCS *Victoria* and is another important step towards the Victoria-class submarine fleet achieving steady state."

*Windsor* will now conduct a series of sea trials, crew

training and certifications to prepare for future operations, a process known as the tiered readiness program. It will closely resemble the one conducted by *Victoria*, the first Victoria-class submarine to become operational and weapons certified to fire MK-48 heavyweight torpedoes.

The Victoria-class submarine fleet continues to progress towards steady state when three of four submarines will be available for operations. This will include a high readiness submarine available on both the Atlantic and Pacific coasts, *Windsor* and *Victoria* respectively, with a third submarine, HMCS *Chicoutimi*, available at standard readiness.

HMCS *Corner Brook* will rotate into an extended docking work period in 2013. This will provide the submarine's 200-plus systems with the maintenance and upgrades needed to conduct operations.

For more information on the status of the Victoria-class submarine fleet, visit [www.forces.gc.ca/site/news-nouvelles/news-nouvelles-eng.asp?id=3979](http://www.forces.gc.ca/site/news-nouvelles/news-nouvelles-eng.asp?id=3979).

### MILESTONES

Submarine	Extended docking work period (EDWP)	Ready for operational employment	Next scheduled EDWP
HMCS <i>Victoria</i>	2005-2011	2012	2016-2018
HMCS <i>Windsor</i>	2007-2012	2013	2018-2020
HMCS <i>Chicoutimi</i>	2010-2012	2013	2020-2022
HMCS <i>Corner Brook</i>	2013-2015	2016	2022-2024



# Achievements of Victoria-class submarines

The Royal Canadian Navy's Victoria-class submarine fleet has been actively sailing since 2003 and has accumulated approximately 1,083 days at sea, participating in exercises at home and overseas, patrolling Canada's coastal areas including the Arctic, and participating in international operations.

Highlights of Victoria-class achievements include:

- ♦ HMCS *Victoria* returned to sea in December 2011 and has spent 123 days at sea since then. *Victoria* torpedoed and sank a decommissioned U.S. Navy ship in the weapons testing range located near the island of Kauai, Hawaii during the Rim of the Pacific exercise in July 2012. *Victoria* is the first operational Victoria-class submarine to successfully target and sink another vessel with a MK-48 heavyweight torpedo.
- ♦ HMCS *Windsor* sailed from June 2005 to December 2006 and spent 146 days at sea in 2006. The boat participated in a number of large U.S.-Canadian exercises and advanced and improved special operations forces capabilities, while training with Canadian ships in essential warfare skills. *Windsor* participated in the first ever parachute rendezvous at sea practised with Canada's Patrol Pathfinders (Canadian Army paratroopers). The boat also conducted several sovereignty patrols off Canada's east coast for intelligence gathering, surveillance and reconnaissance.
- ♦ HMCS *Corner Brook* spent 463 days at sea between October 2006 and mid-June 2011. The boat participated in various NATO and U.S.-Canadian exercises where she received high praise for her contribution as a simulated enemy to assist in the training of NATO and U.S. surface and air forces. *Corner Brook* deployed to the Arctic in support of



Submariners signal from HMCS *Victoria*.

Operation Nanook in August 2007 and again in August 2009, where she participated in a counter-narcotics exercise and conducted covert surveillance patrols in the vicinity of Baffin Island. In March 2008 and again in 2011, the boat also deployed as part of Operation Caribbe, a U.S.-led, multinational effort to interdict drug trafficking in the waters of the Caribbean Basin and the Eastern Pacific.

HMCS *Corner Brook* in Canada's North.



Photos: DND

# Reservist honoured with Centennial Award

## Award recognizes significant contributions to quality of life in the RCN

By Master Seaman Emily Agopsowicz

A wave of applause and impromptu cheers swept over the parade square as the audience loudly voiced their approval for this year's recipient of the Navy Centennial Award at HMCS *Malahat*, Victoria's Naval Reserve Division, January 16.

Vice-Admiral Paul Maddison, Commander Royal Canadian Navy (RCN), with Rosemary Chapdelaine, President of Lockheed Martin, and David Yates, Vice-President of the Navy League of Canada, presented the award to Master Seaman Rebecca Charlesworth in front of

more than 50 guests, family and friends, including Sea and Navy League cadets. Her peers, standing on parade with her, beamed with pride for their shipmate's achievement.

"It is a tremendous honour to award the Canadian Navy Centennial Award to Master Seaman Rebecca Charlesworth," said VAdm Maddison. "She is the first reservist in the navy to receive this award. She has set the bar very high indeed for every sailor in our navy."

The Canadian Navy Centennial Award, co-sponsored by Lockheed Martin Canada and the Navy League of Canada, is awarded annually to the junior non-commissioned member who has made the most significant contribution to quality of life in the RCN.

As her award nomination outlines, "MS Charlesworth consistently displays a deep interest in promoting the military at the grass

roots level to those within her community and inexhaustibly strives to improve the experiences of her shipmates."

A member of *Malahat*, MS Charlesworth joined the Naval Reserve as a boatswain in 2002. She served full-time with various domestic and overseas operations including Operation Athena in Afghanistan, for which she was awarded the General Campaign Star.

"I felt happy and excited to be surrounded by family and friends this evening," said MS Charlesworth. "I thank all the people in my life that trained me and encouraged me to do more and aim high."

Recently relocated from Nanaimo to Victoria, MS Charlesworth now volunteers with Navy League Cadet Corps *Admiral R.H. Falls* (Langford) and Royal Canadian Sea Cadet Corps *Rainbow* (Esquimalt). Her countless volunteer hours with the Sea Cadets and Navy League in Nanaimo helped earn her the Queen Elizabeth II Diamond Jubilee medal last year.

As part of the award, a cheque for \$1,500 will be donated in MS Charlesworth's name to the Nanaimo Branch of the Navy League of Canada, and an additional \$1,500 to the Military Family Resource Centre in Esquimalt, B.C.

"The donation made, through the generosity of Lockheed Martin, by Master Seaman Charlesworth to the Nanaimo Branch of the Navy League of Canada is monumental for the cadets," said Mr. Yates. "This donation will afford the branch the immediate ability to focus their support directly to the cadets with supplies, training aids and uniforms."

Previous winners of the Canadian Navy Centennial Award include Leading Seaman Guillaume Mercier of HMCS *Ville de Québec* (2010), and LS Amy Durrah of HMCS *St. John's* (2011).



Photo: Cpl Charles A. Stephen

Commander of the Royal Canadian Navy Vice-Admiral Paul Maddison, left, President of Lockheed Martin Canada Rosemary Chapdelaine, and Navy League of Canada Vice-President Dave Yates, present Master Seaman Rebecca Charlesworth with the Canadian Navy Centennial Award.



# Our men and women are second to none.

## **Chief Petty Officer 1st Class Robert Cl  roux is senior non-commissioned advisor to the Chief of the Defence Staff**

By Cheryl MacLeod

**E**ven though he would rather be aboard ship than in a boardroom, Chief Petty Officer 1st Class Robert Cl  roux concedes that "the boardroom is probably the place where I can exercise the most influence." It's there he has the ear of the Chief of the Defence Staff (CDS) and other general officers, and the opportunity to bring his ideas and opinions forward.

As the Canadian Armed Forces (CAF) Chief Warrant Officer, CPO1 Cl  roux is the senior non-commissioned advisor to the CDS on all issues relating to non-commissioned members (NCMs). He is also involved in succession planning and development for the NCM corps.

What CPO1 Cl  roux enjoys most about his job is communicating with the young men and women of the CAF, whether on a leadership course, in a ship, or in the field. "This means talking to and meeting people across the country, checking on morale, dress, discipline and development of the NCMs, so I bring this information back not only to the CDS, but also to the Armed Forces, to help make improvements where needed," he explains. "When I come back from those visits, I'm pumped."

CPO1 Cl  roux acknowledges the challenges facing the CAF and its members. Changes resulting from government-wide spending reviews, CAF organizational restructuring, and a change in operational tempo have had a direct impact on its members and as a result, senior leaders are plotting a new course for

the future.

"Until the government balances the budget we, as Canadians, have a role to play in helping the government achieve those goals," says CPO1 Cl  roux. "My role is to ensure that whatever the future may hold, NCMs and all CAF members remain top of mind."

CPO1 Cl  roux's cross-country visits have given NCMs a chance to raise concerns about the CAF and their futures to him. He says several themes keep recurring, and the first question asked is: where are we going next? "They don't only mean overseas, they mean in the North, or what other roles will we have within Canada? I believe that many of our men and women have joined to make a difference, so that question is understandable."

The second theme is health care, not only for CAF members, but also for their families. "We have a great health care system," says CPO1 Cl  roux. "But it can be difficult to find doctors for your family due to our frequent moves. Also, mental health gets raised often, from both CAF members and their families."

Benefits such as post living differential, imposed restriction, severance pay, pension contributions, relocation and housing are also of concern to CAF members.

"Ultimately, we have the greatest jobs," CPO1 Cl  roux says. "We have a pay package that continues to grow. No one is being laid off;



Photo: Cpl Rick Ayer

**Chief Petty Officer 1st Class Robert Cl  roux  
talks to sailors aboard HMCS Regina recently.**

jobs are pretty much guaranteed. There aren't many jobs in Canada where you get time off for fitness and sports, or can take time for family matters as you do in the CAF. It may be difficult right now due to government-wide spending reviews, but we still have a great profession."

After more than 12 years of counter-insurgent operations and nation building in Afghanistan, there is now a group of professionals who are not sure about what the future holds, or about what these changes in the CAF have done to morale among NCMs. "We've just come through a lot," says CPO1 Cl  roux. "There's some uncertainty about where we are going next. But I do think morale is good. As far as I'm concerned, our men and women are second to none. Our allies are happy to have Canadians by their side."

CPO1 Cl  roux's proudest moment is not something he has achieved or accomplished, or even something he did in the CAF. Without hesitation he says it is "the great young men and women who have been decorated by the Governor General for the amazing deeds they did, not only in Afghanistan, but across Canada. They are heroes and they need to be celebrated."



Photos: SLT Cody Black

Commodore Scott Bishop, far right, and HMCS Ottawa crew members at sea participating in the U.S. Navy Submarine Command Course.

## Canadian commodore plays key leadership role in exercise

Personnel from Canada and the United States participated in a task group exercise from February 11 to 21 off the coast of Hawaii.

The joint operations are designed to build and strengthen interoperability and effectiveness between Canada's three military services and her allies. The exercise also supported the U.S. Navy Submarine Command Course, a training course for naval officers preparing to take command of a submarine.

Her Majesty's Canadian Ships *Ottawa* and *Algonquin* met at sea with U.S. Ships *Chafee* and *Port Royal*, and U.S. Naval Ship *Guadalupe*, along with three Los Angeles-class nuclear submarines. The ships were joined by a Canadian CP-140 Aurora aircraft from 407 Long Range Patrol Squadron, and by CH-124 Sea King helicopters from 443 Maritime Helicopter Squadron.

Commodore Scott Bishop, Commander of Canadian Fleet Pacific, played a key leadership position during the exercise as the commander of anti-submarine warfare. "I am honoured to have been asked to participate as the anti-submarine warfare commander," he said. "Combining work-up training, multi-ship exercises, and anti-submarine warfare scenarios provide a great opportunity for sailors and officers, new and seasoned, to develop and improve warfare skills."

Mock scenarios were staged to make training more realistic. The exercise also focused on force generation, surveillance, reconnaissance and seamanship.

"The Royal Canadian Navy has a significant part to play in fostering cooperation and understanding at sea, especially with our neighbours to the south," commented Rear-Admiral Bill Truelove, Commander of Maritime Forces Pacific. "Exercises such as the task group exercise help improve naval interoperability, while also ensuring readiness if called upon."



Ordinary Seaman Scott Watson of HMCS Ottawa handles the telephone distance line during a replenishment-at-sea with USNS Guadalupe.



## From Navy League cadet to commanding officer

By Darlene Blakeley

It's an inspirational and remarkable achievement to travel the long road from Navy League cadet to commanding officer of a Naval Reserve unit. It took Lieutenant-Commander Glenn Woolfrey 41 years – all of it as a part-time sailor.

Like most reservists in the Royal Canadian Navy, LCdr Woolfrey has a full-time civilian job – he is currently Vice-President Operations for Winmar Property Restoration in London, Ont. He is also the top sailor at HMCS *Star*, Hamilton's Naval Reserve Division (NRD).

LCdr Woolfrey began his naval career in 1971 when he joined Navy League Cadet Corps *Apollo*, then Royal Canadian Sea Cadet Corps *Vanguard*, and finally the Naval Reserve in 1978 as an ordinary seaman signalman. He later re-mustered as a clearance diver and was an active member of the diving trade from 1982 to 2003.

He rose steadily through the ranks and in 2004 was appointed as the Naval Reserve formation chief petty officer, the highest ranking Naval Reserve non-commissioned officer, until May 2007 when he was commissioned from the ranks as a navy lieutenant into the Intelligence Branch. In August 2012 he was appointed commanding officer of HMCS *Star*, the culmination of an extraordinary career.

"I would never have thought that one day I would be in the position that I am now," LCdr Woolfrey says. "During the cadet phase I was in the 'awe' phase and was hungry for knowledge. I then progressed to going into the Reserves where I felt a sense of belonging and amongst a family and culture I understood."

Throughout his career LCdr Woolfrey has been intricately involved in the Naval Reserve's efforts to promote professional development for all senior non-commissioned members (NCMs) across Canada. In this capacity, he participated in the development of the NCM 2020 project, frequently spoke at NCM professional development seminars, and was instrumental in the development of the current NRD Coxswains' Course. This earned him the Order of Military Merit (Member) in recognition of leadership within the Naval Reserve.

LCdr Woolfrey says the highlight of his career to date has been his former appointment as formation chief for the Naval Reserve. "That was an honour that I will cherish throughout the rest of my military career," he says. "I was able to travel the country meeting people who by day may be doctors, lawyers, farmers or mill workers, but who also carry a second career as a naval



Photo: Cpl Michael Terry

**Lieutenant-Commander Glenn Woolfrey signs change-of-command certificates as he takes over as commanding officer of HMCS *Star*.**

reservist. They give so much to a great organization, providing a message that we have a strong navy – a navy that extends coast to coast and all parts in between."

Having a full-time civilian career and a family, while also devoting hours a week to the Naval Reserve, takes determination, a strong work ethic and balance. "I must say that this has been the biggest challenge for me at the best of times, especially in the latter part of my career," admits LCdr Woolfrey. "When I was going to school it was easy to get the time to go away on training and go to sea, but later in my career this became challenging."

As for reaching the top job as commanding officer of an NRD, LCdr Woolfrey attributes this to his belief that you get out of an organization what you put into it, strong family support, and also a bit of luck. "I believe that this story has been made possible because of the people who believed in me, my hard work, and being in the right place at the right time."

While his current appointment is the pinnacle of a long and varied part-time career, when it is over, LCdr Woolfrey hopes that he will be able to continue providing support to the Naval Reserve through special projects until he reaches the age of 60, when he must retire. "But when it is my time to go I will go proudly and with the feeling that I have accomplished everything I would have ever thought that I could accomplish."

## Naval memorial receives contribution

Canada's Naval Memorial Trust (CNMT) has received a one-time government contribution of \$240,000 in support of the naval memorial HMCS *Sackville* and the Canadian Naval Memorial Project. The announcement was made by Peter MacKay, Minister of National Defence, March 3 in Halifax.

HMCS *Sackville* is the last of Canada's 123 corvettes, one of many convoy escort vessels built in Canada and the United Kingdom during the Second World War. She is Canada's oldest fighting warship and has been the country's official naval memorial since 1985.

"HMCS *Sackville* is a witness to our past and reminds us of our navy's accomplishments during the Battle of the Atlantic," said Minister MacKay. "Canadians can be proud of our navy's rich heritage and our contribution to preserve the vessel for the benefit of future generations."

The CNMT was formed with a mandate to preserve the Flower-class corvette as a naval memorial and museum, providing professional interpretation of the ship within the larger scope of the Royal Canadian Navy's own history.

More information about the *Sackville* and the Canadian Naval Memorial Trust can be found at [www.canadasnavalmemorial.ca](http://www.canadasnavalmemorial.ca).



Photo: Lawson Health Research

*Group Captain G. Edward Hall's family joins Brigadier-General Jean Robert Bernier, Surgeon General, in congratulating Captain (Navy) Raymond Kao, who has been appointed the First Chair in Military Critical Care Research at Lawson Health Research Institute. From left to right: Capt(N) Kao; Michael Naish, grandson of Group Capt Hall; Sharon Naish and Burt-Ann Ward, daughters of Group Capt Hall; and BGen Bernier.*

## Naval officer appointed First Chair in Military Critical Care Research

Captain (Navy) Raymond Kao, a Canadian Armed Forces (CAF) medical officer, was appointed the First Chair in Military Critical Care Research at Lawson Health Research Institute, the research arm of London Health Sciences Centre, during a ceremony held January 31 in London, Ont.

Capt(N) Kao is currently the senior critical care advisor to the Surgeon General, critical care physician at the London Health Sciences Centre, and an assistant professor in the Department of Medicine at Western University's Schulich School of Medicine and Dentistry.

Sponsored by the CAF and affiliated with the Canadian Institute for Military and Veterans Health Research, the Group Captain G. Edward Hall Chair in Military Critical Care Research is named after the University of Western Ontario's former Dean of Medicine, and longest serving president, who also contributed greatly to Canadian and Allied defence as a military health researcher. His research in the development of oxygen equipment and protective clothing for pilots made such a huge contribution to the Canadian and Allied war effort that he was one of very few non-aircrew officers to be awarded the Air Force Cross. He was also made

an Officer of the Legion of Merit by the government of the United States, and he was elected to the Royal Society of Canada.

"My family is truly honoured today and my father would be so pleased by this announcement," said Sharon Naish, daughter of the late Group Capt Hall. "It is wonderful to know that the Canadian Armed Forces honour their past members with such dignity."

Also on hand for the ceremony was Brigadier-General Jean-Robert Bernier, Surgeon General and Commander of the Canadian Forces Health Services Group. "Capt(N) Kao's superb work and extraordinary dedication to serving Canada are worthy of Group Capt Hall's noble example and commitment to protecting the armed forces through innovative research," he said. "Just as the findings of Group Capt Hall's military research were generally applicable to civilian aviation medicine, Capt(N) Kao's work contributes to the care and protection of both military personnel and civilians. To the staff of the London Health Sciences Centre and the Lawson Health Research Institute, I offer my profound thanks for the support you provide Capt(N) Kao, which in turn supports the health of all Armed Forces members and all Canadians."



# CANADIAN SAILORS PLAY CRITICAL ROLE IN PROTECTING MERCHANT SHIPS

By Margaret Campbell

A merchant ship crossing the Indian Ocean took self-protective measures in reaction to two skiffs that were shadowing it on November 27, 2012. When the master reported the incident to the NATO Shipping Centre (NSC) in Northwood, England, the anti-piracy team based there quickly took action.

"On the basis of further information from the ship, the NSC assessment – produced in conjunction with colleagues at NATO, Maritime Security Centre Horn of Africa (MSCHOA) and the United Kingdom Maritime Trade Operations (UKMTO) office in Dubai – was that this was a pirate attack group," says Lieutenant-Commander Nicholas Smith of Task Force Northwood, the Canadian Forces' team deployed at the NSC.

After determining that the skiffs were part of a pirate attack group, the NSC proceeded to identify and warn all other vessels in the area of the danger. NATO and European Union warships also went to the area to look for the pirate vessels.

Embedded in the NATO Maritime Component Command Headquarters in Northwood, the NSC is the main link between NATO naval forces and the international shipping industry. Most NSC communications focus on the High Risk Area, the part of the world where piracy is most common, including waters around the Horn of Africa, the Gulf of Aden, the northern Arabian Sea, and the northwest quadrant of the Indian Ocean.

Maintaining communication between NATO and the international shipping industry is critical to the success of Operation Ocean Shield,



Photo: Mark Rawlings

NATO's contribution to the international efforts to combat piracy. This is because the High Risk Area is roughly half the size of Canada, and only a few warships are available to combat piracy in the region.

According to LCdr Smith, the Canadian Forces contribute about 30 per cent of NSC personnel. This level of participation makes Canada important in the effort to ensure communication and cooperation between military authorities and merchant skippers.

Task Force Northwood is a group of Royal Canadian Navy specialists in the staff function known as "naval cooperation and guidance to shipping", or NCAGS. Originally deployed under Operation Saiph, the task force was integrated into Operation Artemis on May 31, 2012. Op Artemis is the Canadian Forces' current participation in maritime security and counter-terrorism operations in the Arabian Sea.

The NSC leads NATO's work to support the merchant shipping community by recognizing and mitigating the risks of maritime trade in the area along with Combined Maritime Forces, MSCHOA and UKMTO. The various organizations

*Multinational naval personnel, including Lieutenant-Commander Nicholas Smith of the Royal Canadian Navy, centre, discuss fishing and other normal activities in the High Risk Area.*

use a method known as "See and Avoid" to deter and disrupt terrorist activity.

"See and Avoid is a technique used to prevent merchant ships from encountering pirate ships in the High Risk Area," says LCdr Smith. "The NATO Shipping Centre leads See and Avoid

activities by providing guidance to ships through their website, participating in conferences and seminars, and staying in contact with individual mariners."

In addition to disseminating reports of pirate attacks, the NCS provides advice to affected vessels. Staff contact every vessel in range of an attack and ensure that warning messages are broadcast on the World Wide Navigational Warning System, according to LCdr Smith.

The speed of the NSC's reaction contributed to the apprehension of seven pirates on October 11, 2012, by the Royal Netherlands Navy amphibious transport ship *Rotterdam*. A day earlier, the NSC issued warnings to ships off the coast of Somalia in reaction to a report of a pirate attack in that area from the master of a European fishing vessel, relayed by the Dubai office of UKMTO.

The mission effects achieved by Task Force Northwood extend beyond protecting merchant vessels in the High Risk Area. Maintaining the safety of international shipping routes has a profound impact on the stability of the Canadian economy.

# SOLDIERS AT SEA

By Petty Officer 2nd  
Class Bradley Breland

A warship in the middle of the ocean is not an obvious place to find four gunners of the Royal Regiment of Canadian Artillery.

If you look closely at a photo of HMCS *Regina*'s crew however, in among the sailors' naval combat uniforms you will see the green camouflage uniform and unit identifiers of four soldiers of 128 Air Defence Battery, 4th Air Defence Regiment, Royal Canadian Artillery, from CFB Gagetown, N.B.

As members of the second unmanned aerial vehicle (UAV) troop to go to sea, the gunners joined *Regina* last summer for her deployment to the Arabian Sea on Operation Artemis. The first ship-borne UAV deployed in late 2011 with HMCS *Charlottetown*, which completed Op Metric in the Mediterranean Sea before moving to the Arabian Sea in April 2012 for the initial rotation of Op Artemis.

As part of *Regina*'s air department, Sergeant Pete Sova, Bombardiers Levi Sheppard, Kendall Hartjes and Justin Kovacs, operate the ship's ScanEagle UAV, working with the crews of the CH-124 Sea King helicopter to provide aerial surveillance and reconnaissance of the ship's area of responsibility.

The soldiers didn't take long to realize that life at sea is vastly different from training in Gagetown or operations in Afghanistan.

"Before joining *Regina*, I had never even seen a ship," said Bdr Kovacs, the most junior member of the UAV team, who is on his first operational deployment. "There's a lot of terminology to learn."

Bdr Sheppard added that "there are a lot of strange traditions in the Royal Canadian Navy, and it is a very different environment from what we're used to. But the navy has been extremely accommodating to us and there has been a smooth amalgamation of the three elements on board: army, navy and air force."

Bdr Hartjes, a quiet, experienced soldier, said that



**Bombardier Kendall Hartjes works at the controls aboard HMCS Regina during a flight of the ship's ScanEagle UAV.**

Photo: Cpl Rick Ayer

although life at sea is a big change from their traditional operating environment, "the ports are great, especially Hawaii."

Although their uniforms are green, their faces are not. All three soldiers are proud to point out that they haven't been seasick. "Well, not yet," said Bdr Sheppard.

The gunners' previous experience was entirely land-based, so integrating the UAV into the ship's operations presented them with some major challenges.

In comparison with operations in Afghanistan, Sgt Sova explained, "The challenges we face are similar in a sense that there will always be different variables, such as the objectives of the mission. However, at sea there are many additional variables. Given that we don't remain in place at any time, this changes the parameters in which we employ the UAV – be it weather, sea state or international water regulations. The UAV team has not only overcome these challenges, but has demonstrated that professional skill, coupled with years of operational experience, will provide an invaluable asset to the ship's operational spectrum."

With soldiers in the UAV troop, airmen and airwomen in the helicopter detachment and, of course, the sailors of the rest of the ship's company, *Regina* is truly a joint Canadian Armed Forces contribution in a maritime theatre of operations.

As only the second UAV troop to deploy in a Canadian warship, Sgt Sova and his team continue the work of developing effective procedures and tactics for maritime employment of the ScanEagle UAV. Excited about future opportunities, Bdr Sheppard said, "We contribute in a huge way, we bring a whole new asset to the ball game."

With every flight, the UAV troop demonstrates its effectiveness and importance to the ship's mission. "I am extremely proud of this team of UAV operators," said Sgt Sova. "I am proud of their families for their support, and most importantly, proud to be here with them."



# Aboriginal sailor marks milestone at RMC

By Captain Yvette Grygoryev

A commissioning ceremony held January 10 at the Royal Military College (RMC) of Canada in Kingston, Ont., marked a significant milestone for one former naval cadet.

Acting Sub-Lieutenant Nicole Shingoose is the first aboriginal cadet to commission from the college who began with the Aboriginal Opportunity Leadership Year (ALOY) program, and she will set another precedent when she graduates in May.

A/SLt Shingoose explains that she joined the ALOY program in what is affectionately known as the “guinea pig year” – the first year of the program. “Right now the program is in its prime and most of the new cadets in this program want to be here for school,” she says. “I can just feel this energy. I can see the discovery and see the drive.”

The ALOY program was created in August 2008 to provide a military education and learning experience for members of aboriginal communities in Canada. ALOY is one of several programs created to demonstrate to aboriginal communities in rural, urban and remote locations that the Canadian Armed Forces offer a fair and equitable environment in which to serve.

A/SLt Shingoose has lived in Saskatchewan on the Plains Cree Moosimin Reserve most of her life and heard about the ALOY program through the high school Raven program, a military summer camp for high school students.

In 2008, her Raven group was given a presentation on the ALOY program, and for A/SLt Shingoose it seemed like a great opportunity, so she applied. “At that time the program was new for everyone,” she explains.

Although the ALOY program is still a fledgling in some respects, aboriginals and First Nations peoples have fought for Canada since the war of 1812. They went on to fight in the First and Second World Wars, building a long history of military service. That service will continue through RMC with the signing of a memorandum of understanding between the ALOY advisory council and RMC, to continue to support the ALOY program. The agreement will help ensure ALOY remains responsive to aboriginals and the needs of the Canadian Armed Forces.

The ALOY program strives to provide aboriginal cadets with the opportunity to excel in the four cornerstones that are at the core of life at RMC:



Photo: Brad Lowe

*Acting Sub-Lieutenant Nicole Shingoose, centre, accepts her commissioning scroll from Army Commander and ALOY Champion Lieutenant-General Peter Devlin, right, and Army Sergeant Major Chief Warrant Officer Michael Hornbrook.*

leadership, academics, military training and athletics. Regardless of whether they choose to continue studies at RMC at the conclusion of their one-year program, the experience gives them excellent leadership experience. Many go back to their communities as mentors to aboriginal youths and are in a better position to assume leadership roles in their communities.

For A/SLt Shingoose, the challenge to continue her studies at RMC was irresistible. She applied for undergraduate studies and later this spring will be the first aboriginal to graduate after beginning with the ALOY program.

She says she has learned so much, and that it all began with a challenge she set herself, to see if she could make it. “I just wanted to see if I could do it. I was proving to myself that I could take pride in what I could accomplish and also in being Cree.”

According to A/SLt Shingoose, one of the greatest recent additions to the ALOY program is Elder Bernard Nelson, and the biggest change is to the spiritual component of the program. “If the cadets are having problems of any kind, his presence reinforces a positive sense of community,” she explains.

For many of the cadets who come to RMC from small communities, the culture can differ significantly. A/SLt Shingoose is not daunted by these differences though, and plans to encourage youth in her community to apply to the summer basic program, believing the experience would be positive for them. “I hope that they can be mentored and I can explain that this is for us. I can do that, and take away the doubt,” she says.



## Unique naval painting depicts wartime action

By Laura Armstrong

When Lieutenant-Commander (retired) Bill Dziadyk realized HMCS *Bytown*, the Naval Officers' Mess in Ottawa, housed an overlooked Second World War painting, he was compelled to share the illustration with a wider audience.

Referring to the watercolour entitled "Canadian destroyer *Haida* stops to pick up survivors from the *Athabaskan*", he said: "It was placed in the corner and we realized it was very unique to the history of the [Royal] Canadian Navy. We wanted to get prints made at that point."

This year's 70th anniversary of *Athabaskan's* commissioning (the first of three ships to bear the name was commissioned February 3, 1943) offered LCdr Dziadyk that

opportunity – 300 digitally-restored limited edition prints of the painting are now available to the public at a cost of \$150 each.

The painting, arranged on beige illustration board, depicts HMCS *Haida's* efforts to rescue survivors from *Athabaskan* after German destroyer-escort *T-24* torpedoed the Tribal-class destroyer in the English Channel on April 29, 1944. One hundred and twenty-eight officers and men were lost, while 83 were taken prisoner. *Haida* rescued 44 survivors.

The portrayal, said LCdr Dziadyk, is rare. "It captures a very important episode of wartime action in the Canadian Navy. I'm not aware of any other paintings that do that for that particular action."

Composed by William McDowell, a professional marine and war artist

Commodore Darren Hawco, centre front, Commander Canadian Fleet Atlantic, presented the first limited edition print of "Canadian destroyer *Haida* stops to pick up survivors from the *Athabaskan*." He was joined by Chief Petty Officer 1st Class Stephen Strba, front left, Commander Mathias Plaschka, front right, and in the back row, from left to right: Ordinary Seaman Tyler Case, Petty Officer 2nd Class Brent Williamson, Able Seaman Jordan Herritt, Petty Officer 2nd Class Jamie Skiffington, Lieutenant (Navy) Philip Fordham and CPO1 Michael Feltham.

who worked on the sunken ship, the painting was presented to *Bytown* by Commodore George "Gus" Ralph Miles, *Athabaskan's* first commanding officer, while he served as president of *Bytown*.

Over the years, people associated with both ships, including members of the Friends of *Athabaskan* and Friends of *Haida* organizations, have taken pictures or asked for copies of the painting, without realizing its medium, explained LCdr Dziadyk. Using Chinese ink, an archival art medium derived from a fine black coating formed inside the surface of oil lamps, as well as small amounts of white and blue gouache, an opaque artist paint, Mr. McDowell conjured a modern look.

"It doesn't catch your eye when you see it in its frame, if you just walk past it quickly. It's all black and white. It almost looks like a photograph. A lot of people didn't realize it was actually a watercolour," said LCdr Dziadyk.

The first print (1/300) was presented to the current *Athabaskan's* commanding officer, Commander Matt Plaschka, by Commodore Darren Hawco, Commander Canadian Fleet Atlantic, on behalf of *Bytown* in a ceremony held February 1 in Halifax. The second print (2/300) will be presented to *Haida* later this summer to recognize the 70th anniversary of her August 30, 1943 commissioning.

**Prints are available at [www.tinyurl.com/Haida-Athabaskan](http://www.tinyurl.com/Haida-Athabaskan).**



# SHORT Takes .....



Photo: Cpl Charles A. Stephen

The Naden Band of the Royal Canadian Navy leads the parade through the gates of Chinatown during the 40th Vancouver Chinatown Spring Festival celebrations February 16. During the cultural fair, Fleet Diving Unit (Pacific) and Fleet School Esquimalt provided dynamic and interactive displays at the Sun Yat-Sen Plaza to entertain and educate the public. This year's festival marks the Year of the Snake and showcased approximately 3,000 parade participants from various multicultural groups.



Photo: U.S. Navy

Above: German frigate FGS Hamburg, front, and Canadian frigate HMCS Ville de Québec sail in formation February 2 during a simulated strait transit. Hamburg and Ville de Québec sailed with aircraft carrier USS Harry S. Truman during a training exercise.

Below: The HMCS York Band played the National Anthem and performed at half-time during Canadian Forces Appreciation Night at a Toronto Raptors game January 26. The game, played at Air Canada Centre, marked the sixth consecutive year the Raptors have dedicated a game to show their appreciation to the men, women and families of the Canadian Armed Forces.



Photo: PO2 Andrew Payton



Photo: Cpl Justin Ancelin

Royal Canadian Navy ships in Esquimalt, B.C., including HMCS Nanaimo, foreground, "dressed ship" from sunrise to sunset February 6 to celebrate Her Majesty Queen Elizabeth II's accession to the throne. Dressing ship is a navy tradition of flying signal flags on a line from bow to stern with the National Flag at the masthead. This is done to mark significant events in Canada and the Commonwealth, and occurs on nine different occasions throughout the year, including our National Flag Day.





## Naden Band supports opening of B.C. Legislature

A ceremonial Guard of Honour, comprised of members of the Canadian Armed Forces, was at the centre of the ceremony to open the 5th Session of the 39th British Columbia Parliament in Victoria February 12.

The guard was supported by an artillery saluting battery from 5th B.C. Field Regiment, Royal Canadian Artillery, and the Naden Band of the Royal Canadian Navy.

*Top: Petty Officer Second Class Greg Sly plays trumpet with the Naden Band of the Royal Canadian Navy during the opening of the 5th Session of the 39th British Columbia Parliament.*

*Left: A ceremonial Guard of Honour, including members of the Royal Canadian Navy, marches in front of the Provincial Legislature during the opening of the 5th Session of the 39th British Columbia Parliament.*

## LETTERS

I have been an avid reader of the original *Crowsnest* and the current version since I was a sea cadet at *Discovery* in 1951, and I must say that it continues to be the most readable, interesting medium for disseminating naval news.

Having said that, I have a picky comment concerning the particular wording on page 9 of the current issue [Vol. 6 No. 4] wherein mention is made of "The Honourable Brigadier-General (retired) J.J. Grant, Lieutenant Governor of Nova Scotia". I think you'll find that when a military officer has more than one honorific, his or her military rank always comes first; for example, Admiral Lord Nelson, Colonel the Reverend so-and-so, Admiral Lord Louis Mountbatten, Brigadier General the Honourable J.J. Grant, etc.

Yours Aye,

**H.A. (Mike) Cooper**  
*Commodore (retired)*

I read with interest the story on page 20 [Vol. 6 No. 4] about Maritime traditions and Prairie sailors by

Lieutenant-Commander Colin Matthews. In the fifth paragraph about "Crossing the Line", the statement "the two youngest sailors paint the bull ring red" is incorrect. The bull ring is painted red when the ship crosses the Antarctic Circle. The painting of the bull ring blue or red is mentioned in the third paragraph for crossing the [Arctic and Antarctic] Circles and is correct. In paragraph seven about Operation Nanook, "Crossing the Line" is mentioned. The correct term, I believe, is "Crossing the Circle."

In my 33 years in the Canadian Navy, 16 years of sea time with seven equator crossings and six International Date Line crossings, I have never seen the bull ring painted any other colour than black as it is not painted when "Crossing the Line." If the commanding officer, for ship's company cohesion, believes the bull ring should be painted green, it's a good idea. New traditions are welcome as they all start somewhere.

**Ken Oke (retired)**  
*Royal Canadian Navy*