Crowsnest

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INSIDE

100 years of submarines

National Defence / Défense nationale

Canada

A CENTURY OF STA

BENEATH T

HMCS Victoria

Photo: Cpl Stuart MacNeil

By Lieutenant-Commander Al Blondin

In commemoration of a colourful history of challenges, controversy and triumphs, submariners will celebrate 100 years of service on board submarines on behalf of Canada on August 5, 2014.

In order to understand the members of this distinct community within the Royal Canadian Navy (RCN), it is essential to examine their history, the nature of the vessels they operate, and the kind of missions they are charged with.

The boats

Silent, sneaky, invisible and deadly, submarines have been a source of debate and controversy as a strategic military asset since the *Turtle*'s attack on HMS *Eagle* in New York Harbor during the American War of Independence on September 7, 1776. As technology evolved over the years, many of the challenges intrinsic to the operation of this new type of war vessel were overcome, but the controversy over their acquisition and use continued.

Many, especially in the Royal Navy (RN), decried the military use of submarines as "ungentlemanly" and contrary to the best traditions of naval warfare. But it could be argued that the insidious and seemingly unfair advantage attributed to these vessels was the very reason their development continued. On the brink of the First World War, 138 years later, Canada's own submarine story began amidst intrigue and controversy.

Surreptitious beginnings

Canada bought its first submarines following a series of clandestine negotiations between an American shipbuilder and Richard McBride, the Premier of British Columbia, on August 5, 1914. Known simply as Her Majesty's Canadian (HMC) Submarines *CC-1* and *CC-2*, the boats were sneaked out silently on their electric motors in the dead of night from a Seattle shipyard without U.S. government approval. While still at sea in the Strait of Juan de Fuca, the submarines were covertly inspected and purchased cash-on-delivery using a B.C. government cheque of $1.15 million, just as the First World War started.

In an ironic twist of fate, the Esquimalt Harbour shore batteries almost shelled the first Canadian submarines as they made their approach to their new home. Esquimalt was one of the very harbours they were purchased to protect.

Premier McBride is said to have acquired the boats in order to alleviate his constituents' fears of an imminent attack by a squadron of German Navy warships that had been reported in the Pacific. Although the threat never materialized, the mere presence of the new submarines served as a deterrent for enemy forces and reassurance to the population. It was an early example of the strategic advantage of having Canadian submarines.

Keeping the dream alive without boats

In the 50 intervening years until the Oberon-class submarines were built, the RCN only commissioned four boats: two British H-class and two captured U-boats. However, RCN submarine expertise survived as Canadian submariners maintained and honed their skills by serving in RN boats throughout the world. During

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Cover page: HMCS *Windsor* sails into Halifax after training exercises in 2006. Photo: DND

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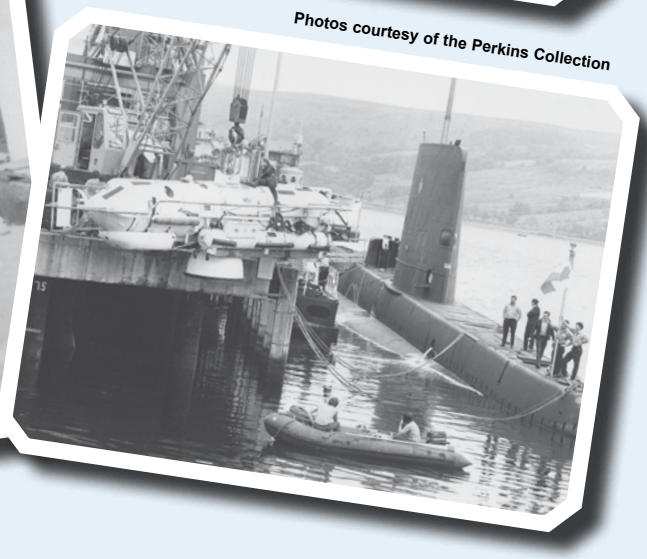
NDING ON GUARD
THE WAVES

Right: HMS **Astute** *arrives alongside HMS* **Auriga** *at Sixth Submarine Squadron in Halifax on August 19, 1961, with HMCS* **Bonaventure** *in the background.*

Bottom right: HMCS **Ojibwa** *conducts submerged submarine rescue vehicle trials at the Royal Navy submarine base in Faslane, Scotland on September 1, 1975.*

Below: **CC-1** *and* **CC-2** *arrive in Halifax on October 14, 1917 after their transit from Esquimalt, B.C., through the Panama Canal.*



Photos courtesy of the Perkins Collection

both world wars, the RN accepted a total of 34 Canadians into its submarine service. Canadian submariners commanded 15 RN submarines, the same number of boats as the total inventory of commissioned RCN submarines in the last 100 years.

1945-1966: An exercise in partnership and collaboration

Following the end of the Second World War, the significant drawdown of RCN assets did not bode well for Canada's submarine service. The RCN was only able to maintain its anti-submarine warfare (ASW) capability by renting RN boats through formal agreements. Eventually, as a result of a much simpler, less formal relationship with the U.S. Navy (USN), various American submarines were also made available for a limited but precious amount of anti-submarine training for RCN ships. Until 1955, RCN ASW training needs were therefore met by rotating two RN submarines per year in Halifax and taking advantage of training opportunities afforded by the USN.

Following the end of the Second World War, because of their newly acquired access to advanced German submarine technologies, the build-up of the Soviet submarine fleet was expected to become a significant new threat. The Soviets quickly took the lead in submarine development and construction, competing with the U.S. and its allies for military dominance of the subsurface world for the next 30 years.

In light of this emerging threat, the needs of a Canadian-based submarine service were re-evaluated and the RCN finally came to an agreement with the RN for the creation of the Sixth Submarine Squadron (SM6) in March 1955. Based out of Halifax, SM6 was made up of mostly RN A-class submarines, commanded by RN officers with no more than half the crews being Canadian.

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The persistence and quality of the service performed by Canadian submariners over the last century is a tribute to the tenacity of these sailors.

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Canadian boats at last!

In the early years of the Cold War, ASW became a critical element of NATO defence strategy. There was much deliberation about the value of including submarines in the RCN fleet. The new St. Laurent class of ships were built with excellent ASW capabilities for the period, but it was clear to naval planners that submarines were the best vessels to detect other submarines because they could operate in three dimensions and use the sound-bending properties of the ocean to maximum tactical advantage.

While surface ships can eliminate most of the noise interference caused by surface activity by towing a submerged sonar array cable, unlike submarines operating at depth they cannot completely eliminate the noise they produce themselves. In a deadly, unforgiving game where the prize normally goes to the most silent platform, submarines are clearly the ASW vessels of choice.

Canada acquired its first Cold War submarine in 1961. Based on the West Coast, HMCS *Grilse* was a USN Balao-class fleet boat obtained on a five-year lease agreement. Used as a training boat, *Grilse* was operated extensively during its first 16 months of service, traveling a distance equivalent to more than twice the earth's circumference and spending 374 days at sea. After seven years of service, *Grilse* was replaced by another USN fleet boat. USS *Argonaut*, a Tench-class submarine purchased in 1968, was commissioned in the RCN as HMCS *Rainbow* and served in the West Coast fleet until 1974.

In March 1962, approval was finally received for the purchase of a fleet of three British Oberon-class submarines. These would be the first new submarines the RCN would acquire since the unconventional purchase of *CC-1* and *CC-2* in 1914. The submarines, HMCS *Ojibwa*, *Okanagan* and *Onondaga*, became the heart of the Halifax-based First Canadian Submarine Squadron.

At the time of their acquisition in the mid-1960s, the Oberons were considered to be among the quietest submarines in the world. After being refitted with upgraded sonar suites, fire-control systems and Mark 48 torpedoes in the early 1980s, their quietness continued to pay dividends that kept them relevant as an ASW weapon platform until the last, HMCS *Onondaga,* was decommissioned in 2000.

The challenges of a new submarine fleet for Canada

A testimony to the challenges of acquiring submarines in Canada is the fact that preparations for replacing Canada's ageing Oberon-class submarines began in the early 1980s and was finally resolved when HMCS *Victoria* was commissioned in 2000 following a long and complex process.

Canada's newest submarines were originally known as the British Type 2400 submarines. During the early 1980s, none had been built yet. They were only one among the various candidates being considered during preliminary discussions for acquiring as many as 16 new diesel-electric submarines. This original project was displaced however, when 1987's *White Paper on Defence* called for 12 nuclear-powered fast-attack submarines instead.

The end of the Cold War resulted in a whole re-evaluation of Canada's defence requirements. Significant cuts to the Defence budget during the 1990s added additional pressures that caused many in Canada's naval community to predict the imminent demise of a Canadian submarine capability.

Then, like a Phoenix rising from its ashes, the submarine force was re-energized with the announcement that Canada would purchase four submarines from the United Kingdom in 1998. These boats were the only four Upholder-class (Type 2400) the RN managed to build before their own conventional submarine program was cancelled in favour of maintaining a nuclear-only submarine fleet. The four former Upholders became the Victoria-class as they adopted the names HMC Submarines *Victoria*, *Windsor*, *Chicoutimi* and *Corner Brook*.

Before the new submarines could be added to the fleet, significant challenges still laid ahead. The British boats required many upgrades and repairs. Then, tragedy struck when a

Photo: DND

HMCS* Chicoutimi *comes off the floating dock to undergo sea trials in November 2013.

fatal fire erupted aboard HMS *Upholder* (HMCS *Chicoutimi*) at the beginning of its voyage to Halifax in 2004.

Other priorities exasperated the submarine program setbacks in the following years as the Canadian Armed Forces (CAF) struggled to meet with the increasing demands of the conflict in Afghanistan. As the death toll rose, army and air force procurement was at the forefront, while Canadians clamoured for better armour, vehicles and helicopters for their troops.

Success marked by determined incremental progress

Despite significant challenges that continued to plague the Victoria-class over the next years, the Canadian submarine force persisted in its efforts and incremental progress was made to bring the new class of boats towards full operational readiness.

The ranks of Canadian submariners continued to fill as training progressed and HMCS *Victoria* finally fired its first Mark 48 torpedo in 2012, becoming the first submarine of its class to reach high readiness. *Victoria* spent most of 2013 at sea, culminating with its successful deployment on Operation Caribbe in the fall when the submarine excelled in its covert role.

HMCS *Windsor* followed suit until a defect was discovered in one of its two generators. The submarine remained operational with certain restrictions that did not prevent it from accumulating 119 days at sea in 2013, ending with its participation in Exercise Atlantic Shield in early 2014. *Windsor*'s generator is expected to be replaced during a planned docking period from March to October 2014. The boat is scheduled to return to sea in November.

HMCS *Chicoutimi* reached a significant benchmark in November 2013. After an extensive overhaul, *Chicoutimi* finally came off the floating dock to undergo a series of final preparations and trials. It is expected to return to sea in late 2014.

On the eve of its centenary, the future of Canadian submarines looks promising. Despite setbacks, Victoria-class submarines spent over 250 days at sea during the last fiscal year. The RCN continues steady progress towards its objective of having three of four Victoria-class submarines at sea by the end of 2014.

Canadian submarines have evolved tremendously in the last 100 years; however, it is interesting to note that the fundamental requirements and characters of submariners have not changed that much.

Photo: DND

A Sea King helicopter hovers over HMCS* Windsor *during a hoist exercise in 2005.

A Canadian submariner portrait

Canada's submariners are often described as a breed apart. Like other specialist occupations in the CAF, they are a relatively small community with a subculture of their own. The precarious three-dimensional environment they work in shapes their distinctive and often colourful character. Their lives depend on it.

Operating complex vessels in an inherently unforgiving environment, submariners are motivated and trained to know their boats intimately and perform as a cohesive team beyond the already high level expected of surface sailors.

In his preface to Julie H. Ferguson's book, *Deeply Canadian,* retired Captain (Navy) Keith Nesbit noted, "Canadians make ideal submariners. They have an ability to tolerate their fellow men, often under trying conditions. They have a dedicated, no-nonsense approach to their work. And they have a refreshingly irreverent (and somewhat less than 100 per cent politically correct) sense of humour. Our submarine service may well be, in fact, the most Canadian part of the Canadian Forces."

Last words

The persistence and quality of the service performed by Canadian submariners over the last century is a tribute to the tenacity of these sailors who, despite adversity, never gave up their dream of standing on guard for Canada while serving beneath the waves. These proud individuals come from all walks of life but have in common the unique and intimate experience of sharing a challenging, covert undersea environment on board capable, complex and versatile machines that still cause the uninitiated to shudder. Submariners accomplish this while displaying the best of Canadian values: innovation, quiet competence, determination, excellence and, above all, that unrelenting and irreverent sense of humour.

Lieutenant-Commander Al Blondin is a public affairs officer currently serving with the RCN in Ottawa. He also served in HMCS Ojibwa *from 1982-1985.*

Members of HMCS Regina*'s naval boarding party come alongside a fishing dhow in the Arabian Sea region.*

Photo: Cpl Rick Ayer

Members of HMCS Toronto*'s naval boarding party train on the upper decks during Operation Artemis.*

Photo: LS Dan Bard

The unexpected nature of

BOARDING PARTY OPERATIONS

By Darlene Blakeley

Intense heat. Huge rats. Cockroaches. Spiders. Toxic fumes. Overpowering smells. And always the adrenaline rush of anticipating the unexpected.

There's a lot to get used to when you're a member of a naval boarding party (NBP) working in difficult conditions in far flung and dangerous parts of the world. Some of it you can train for, but some of it just can't be predicted.

The Royal Canadian Navy (RCN) uses NBPs to conduct boardings of vessels which intelligence teams have identified as being of interest. While deployed on Operation Artemis in the Arabian Sea region, NBPs are expected to carry out tasks such as establishing the identity of a suspicious vessel and/or the legality of its cargo or passengers, and gathering information to determine if the cargo or passengers are linked to terrorism.

There are numerous people aboard ship who have the NBP training necessary to assist with a boarding, but 20 personnel are selected to make up the team, according to Lieutenant (Navy) John Willigar, who served in HMCS *Toronto* during her recent deployment on Op Artemis. The personnel are broken into two waves, Alpha wave and Bravo wave, with 10 personnel each. "This configuration is used to board large ships such as cargo vessels," he explains. "During Op Artemis, we primarily board small fishing dhows, so we augment the team to the mission, usually one wave of eight to 12 team members."

Lt(N) Willigar, who was posted to *Toronto* from January to July 2013 as bridge watch keeper, now works as deck officer aboard HMCS *St. John's* in Halifax. But he remembers well his time in *Toronto* as the officer in charge of one of the NBPs. He volunteered for the job, taking the NBP basic course for six weeks, then the supervisor course for two weeks.

The basic boarding course provides team members with the required weapons training, using the Sig Sauer hand gun, MP5 machine gun, Remington 870 shotgun, C8, pepper spray, ASP baton and mechanical restraints. Each member is then required to conduct refresher training at least once a year on each of the weapons, and the boarding team is required to conduct team training at the Boarding Party Training Centre once per year. There are also a number of combat readiness requirements that need to be completed throughout the year to keep the team current, and prime physical fitness is essential.

The process involved in a boarding is regimented and includes a set sequence of events to ensure RCN ships remain compliant with direction from Combined Maritime Forces (CMF) (a multinational naval partnership) and Combined Task Force 150 (CTF 150) working in the Arabian Sea region, as well as national doctrine and both domestic and international law.

It begins with a search for a vessel of interest (VOI). Upon localizing the target vessel, the ship requests authorization from CTF 150 to carry out a boarding. The ship is then brought to boarding stations while the NBP verifies its equipment. "Each member maintains their own equipment and is responsible for having enough provisions to sustain themselves for a 12-hour period," says Petty Officer 1st Class Edward Burns, a marine engineer personnel analyst, NBP technical advisor and search team leader, who served in *Toronto* for over a year. "The team will also take extra water and rations to supplement this. When the decision is made to conduct a boarding the ship will pipe 'port/starboard watch to boarding stations.' At this point the boarding team has 30 minutes to be armed, briefed and ready to depart the ship and commence the boarding. It requires a lot of team effort from the entire ship's company as the evolution involves more than just the boarding team. An entire support network is closed-up on the ship outside of the normal combat spectrum and watch personnel."

After being fully equipped, inspected and briefed, the team will embark the ship's rigid-hulled inflatable boat (RHIB), conduct one last kit inspection, prepare the boarding ladder and wait for permission to proceed to the contact. "The contact may be over the horizon, a few miles ahead or adjacent to the ship," says PO1 Burns. "Each situation and scenario is different, and time of day/night and sea-state also play a factor. The more extreme the weather conditions, the closer we will be before launching."

Once ordered the team advances at speed to the VOI, approaching from astern and inspecting both sides of the vessel for threats, obstructions and the best possible embarkation point. The crew of the VOI, if awake, are kept in sight and grouped together at the bow of the ship if possible. The team then quickly affixes a narrow cable ladder and begins boarding, covering all possible threat areas while pushing outward as more members embark.

Once the team embarks, three things happen simultaneously: the crew is placed under authority, the bridge is seized, and the lower decks are searched until the team is confident it has complete control of the vessel. At this point a safe location is made to place the crew members, each of whom is subjected to a physical search, documented, photographed and moved to the new area.

Any language issues are normally resolved by using a translator. One member of *Toronto*'s boarding team spoke several local languages, which was enormously helpful. During instances when translation is not possible, the team uses hand signals and body language to impart instructions.

Once the VOI has been searched initially, the crew secured and it is determined that the vessel is seaworthy, a report is sent back to the ship that control has been gained and the team is ready to conduct a detailed inspection.

From here the process to search starts with documentation – it has to be proved that the VOI is "stateless", meaning that it is not legally registered to a state or protected under the laws of that state. "Very few of the VOIs we boarded were carrying the necessary documentation and protected," says PO1 Burns. "When we did find a VOI that was properly documented, we immediately ended our boarding operations, thanked the crew for their cooperation and departed. This was usually established within the first 30 minutes of boarding."

He explains that the vast majority of the VOIs his team

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> “The legitimate businessmen working in the region show appreciation and gratitude for our efforts and the positive impact associated with our presence.”

Continued from page 7

boarded were deemed stateless, as most of them were targeted due to intelligence reports that considered the vessel suspicious. “We did not randomly board many vessels; most were deliberate interceptions, often taking us hundreds of miles outside of our current course.”

Searches of the VOI normally lasts up to 10 hours, and can run longer depending on the nature of the vessel and any cargo that it has on board. During her time in the Arabian Sea region, *Toronto* was highly successful in discovering narcotics, intercepting and destroying nine shipments totalling approximately 8.5 metric tonnes.

Although most of the boardings are routine, conditions encountered on some of the VOIs are not. “The conditions on board definitely took some getting used to,” says Lt(N) Willigar. “The extreme heat and the effect of the sea-state on a small boat takes its toll on you physically and mentally. This increases exponentially when you are on the VOI for an extended period of time and below decks. I have encountered rats, insects and feces, amongst other undesirables, which lead to foul odors and unhygienic conditions. Some vessels are worse than others, but you can always count on cockroaches, they are everywhere. After one or two boardings you will adapt and become comfortable having them around and on you. The hard part is ensuring you don’t bring any hitchhikers back to the ship.”

PO1 Burns remembers one boarding during the rainy season. “The rain fell so hard it almost blinded you like a thick fog, but I didn’t care; it was so nice to not have the sun burning me. But it also made everything slippery and all the grime and filth from the vessel was being washed and sloshing everywhere so the excitement was short lived once I had to crawl in it.”

Photos: Cpl Rick Ayer

A naval boarding party member descends a ladder into the rigid-hulled inflatable boat en route to a boarding operation.

He also remembers the rats. “More than half had rats – you could see them crawling all over the vessels at night using thermal imaging. First we thought they might be pet cats, until we got over to the ship and didn’t find any cats, just really big rats.”

Another concern during the searches were the smells and, more importantly, the safety of the team members as they made their way around the VOI. “The smells were very unpleasant,” says PO1 Burns. “These vessels were often used as fishing vessels and so the holds, which have no ventilation system, could really hum to the point it made you sick, but you couldn’t get away from the smell. The engine rooms were absolutely stifling, the engine was loud, exhaust leaks were all too plentiful, and fuel vapours were unavoidable. The worst part was that they didn’t have any safety guards on anything – all equipment was pulley-driven off the main engine and sea water sprayed all over the place. You had to be very careful when moving around and limit your time in the engine rooms. It could take hours to search them due to the amount of breaks that were needed so that you didn’t become overwhelmed with heat exhaustion, dehydration or the various fumes and vapours.”

Boarding party members are briefed aboard ship before departing on an operation.

As a result of the conditions they faced, the NBPs became tight units in the way that only those facing danger together on a regular basis can form. “We had good team cohesion and trusted each other, which added comfort to uncomfortable situations,” says Lt(N) Willigar.

Despite the knowledge that when they board a vessel the NBP never knows what they might encounter or what type of reception they might receive, Lt(N) Willigar knows that boarding party operations are essential to the mission. “Boarding operations allow us to monitor the activity of people posing potential threats to coalition forces, local fisherman and merchant ships,” he says. “Our presence directly leads to increased security and stability in the operating area. The legitimate businessmen working in the region show appreciation and gratitude for our efforts and the positive impact associated with our presence.”

Toronto was replaced earlier this year in the Arabian Sea region by HMCS *Regina*, which continues to carry out boarding party operations in support of Op Artemis.

With files from Captain Annie Morin

Op Caribbe 2013

Significant achievements in combating transnational organized crime

Operation Caribbe was a success story in 2013, and there is every expectation that this year will be no different.

Last year the Canadian Armed Forces (CAF) made significant achievements combating transnational organized crime off the Caribbean and Pacific coasts of Central America, directly contributing to the seizure of more than 5,000 kilograms of cocaine and the disruption of international drug trafficking.

As part of Op Caribbe 2013, the CAF contributed seven ships, four CP-140 Aurora maritime patrol aircraft and a submarine. Four ships and three aircraft deployed to the Western Caribbean Sea at various times throughout the year, and the remaining assets focused on the Eastern Pacific Ocean near Central America.

While deployed, CAF air and naval assets patrolled international waters in an effort to locate, track, approach and potentially intercept suspicious vessels in order to allow U.S. Coast Guard Law Enforcement Detachment (USCG LEDET) personnel to board and conduct law enforcement operations. CP-140 Aurora aircraft played a crucial role in the operation, providing surveillance and detection that guided both Canadian and international partners' ships to suspect vessels.

The use of Her Majesty's Canadian Submarine *Victoria* was also "a significant achievement that successfully integrated its inherent stealth capabilities into a multinational operation," said Vice-Admiral Mark Norman, Commander Royal Canadian Navy (RCN). "Through participation on Operation Caribbe, *Victoria* and her crew demonstrated the unique contribution that submarines bring to today's complex maritime environment."

Last year was one of the most successful in terms of the total amount of illicit drugs seized and traffic disrupted since Canada began Op Caribbe missions in November 2006. Over the years Op Caribbe has helped strengthen international partnerships and build partnership capacity.

Ongoing support in 2014

The CAF is continuing its support of Op Caribbe this year. In February, HMC Ships *Nanaimo* and *Whitehorse* set sail from Esquimalt, B.C., for the Eastern Pacific Ocean, and *Kingston* and *Glace Bay* departed Halifax for the Caribbean Sea. All four are multi-role minor war vessels with a primary mission of coastal surveillance and patrol, including general naval operations and exercises, search and rescue, law enforcement, resource protection and fisheries patrols.

On March 15, *Glace Bay*, in cooperation with her embarked USCG LEDET, recovered 97 bales of cocaine during a patrol in the Caribbean Basin. "It's the persistence, dedication and ongoing collaboration with our partners that enabled the ship's company of HMCS *Glace Bay* to successfully assist in seizing illegal narcotics on this operation," said Lieutenant-Commander Victoria DeVita, commanding officer of *Glace Bay*.

Over the course of the year the RCN will periodically deploy warships from both the East and West Coasts, while the Royal Canadian Air Force will provide CP-140 Aurora aircraft from various long-range patrol squadrons. One CP-140 Aurora aircraft has already contributed to Op Caribbe 2014, completing a deployment in January.

HMCS* Glace Bay*, with a U.S. Coast Guard helicopter flying overhead, patrols the Caribbean Basin in March.

Photo: U.S. Coast Guard

Photos: Cpl Michael Bastien

Lieutenant (Navy) Markian Haluszka, HMCS* Regina*'s navigating officer, takes a bearing on the bridge.

HMCS *Regina* ready for broad spectrum of missions

By Lieutenant (Navy) Mark Fifield

HMCS *Regina* is currently conducting maritime security and counter-terrorism operations at sea off the east coast of Africa as part of Operation Artemis. Op Artemis is Canada's contribution to Combined Task Force 150 (CTF 150), a multinational maritime task force combating terrorism across the Red Sea, Gulf of Aden, Indian Ocean and the Gulf of Oman.

Regina's mission is to deter and deny terrorist and transnational criminal organizations from using merchant shipping lanes to smuggle weapons and illicit cargo, while simultaneously enabling the free and fluid movement of goods and services in the region. In general, *Regina*'s mission is similar to what previous HMC Ships like *Toronto* have done in the region, although each ship has been assigned to different areas of operations in the Op Artemis Joint Operations Area (JOA).

"We are taking valuable lessons learned from previous rotos [rotations] and adapting them to the constantly evolving maritime operations picture in the Op Artemis JOA," says Commander Dan Charlebois, *Regina*'s commanding officer. "Our presence also provides the Government of Canada with the flexibility and capability to respond to an emerging crisis in the region on their behalf."

Regina and her CTF 150 coalition partners are working closely together to promote security, stability and prosperity in an area that spans over two million square miles in one of the world's most important shipping routes for transoceanic commerce and trade. The Op Artemis JOA includes the main shipping routes from the Far East to Africa, Europe and North America, with one-third of the world's oil passing through the area and over 23,000 shipping movements each year. It also contains three narrow waterways or chokepoints where ships have to pass closely between two shorelines, restricting their maneuverability and making them more vulnerable to a littoral attack than they would be in open waters.

The Op Artemis JOA poses many unique operational challenges as it is quite large and contains many diverse countries, cultures and people. It is also an area that has seen significant poverty, conflict and political instability over the course of many decades, further complicating any effort to maintain law and order on the oceans and internal waterways of the region. Terrorism and criminal activity flourish in these kinds of conditions, which is why these kinds of organizations choose to conduct and base their operations here.

"Once we determine what the

Leading Seamen Rebecca Charlesworth and Stephanie MacLean reload a .50 calibre heavy machine gun.

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normal pattern of maritime activity is in this area, then we can distinguish that from what is considered abnormal or suspicious," said Lieutenant-Commander Gordon Roy, *Regina*'s executive officer. "From that point on, we can target suspicious activities and vessels to determine if they are smuggling illicit cargo and/or persons of interest that are directly or indirectly supporting terrorism."

When illicit cargo such as narcotics is discovered and linked to the support of terrorist or transnational criminal organizations, *Regina* is authorized to seize and destroy the cargo at sea, thereby depriving these organizations of a key source of funding for their operations. This supports *Regina*'s counter-terrorism and maritime security mission of promoting security and stability in the maritime environment, while denying international terrorists and criminal organizations the free use of the seas as a venue for attack or to transport personnel, weapons or other illicit cargo.

"The ship's company has worked very hard to prepare for this deployment over the last year and we are eager to continue the good work of HMCS *Toronto* and build upon her successful mission," said Cdr Charlebois. "We are ready to execute a number of missions across a broad spectrum of operations, including humanitarian assistance and disaster relief, counter-terrorism, regional military engagement and capacity building, as well as international diplomacy."

Regina completed her last set of mission specific workups and achieved high readiness in the Pacific Ocean waters east of Guam on January 22. This was the culmination of months of pre-deployment training and preparations for their deployment. While en route to the JOA, they visited the following ports: Pearl Harbor, Hawaii; Guam; Manila, Philippines; Singapore; and Malé, Maldives. *Regina* officially entered the JOA on February 15.

Lending a hand in the Philippines

By Lieutenant (Navy) Mark Fifield

The helping hands of Canadian sailors reach far beyond operations at sea and into the hearts of those they meet ashore. The busy seaport of Manila was HMCS *Regina*'s third port of call during her Operation Artemis deployment. In between some well-deserved rest and relaxation, a number of *Regina*'s sailors participated in community outreach activities designed to improve the lives of some of the city's poorest citizens.

Manila is the capital city of the Philippines and is one of the most densely populated cities in the world – approximately 16.3 million people inhabit an area of only 38.55 square kilometres. Although there has been significant improvement in the overall quality of life of its citizens over the past few decades, extreme poverty can still be seen throughout the city, especially in the city's slums and shantytowns like Helping Land.

Helping Land is located on the outskirts of Manila and is home to hundreds of people who survive and earn a living by recycling and repurposing garbage from the city's landfills. During the port visit, *Regina*'s sailors accompanied the wife of the Canadian ambassador and Project Pearl outreach workers during a guided tour of Helping Land and visited local children at the community school.

Following the tour, the children were bused to *Regina* where they toured the ship and were provided with a hot meal in the crew café. Afterwards, they were brought to a local museum before returning home at the end of the day. "It was obvious from all their smiling faces that they had a wonderful experience and if the kids had half as much fun as we did, then the day was a huge success," said Chief Petty Officer 1st Class Janet Graham-Smith, HMCS *Regina*'s coxswain. "This day would not have happened without the outstanding efforts of the ship's company, who put their hearts and souls into this initiative."

The ship's charitable outreach activities didn't end there as *Regina*'s padre, Captain Moley Mangana, spearheaded an effort to encourage the entire ship's company to donate their unspent Philippine pesos to charity at the end of the port visit. The turnout was much greater than expected as 9,100 pesos, worth approximately $202 US, were generously donated to this worthy cause. Most of the money was distributed directly to homeless persons such as street children and their families, and over 3,000 pesos were donated to a local medical centre which provides street people with medical assistance and flu shots.

"I would like to express my sincere thanks to the ship's company for their generosity as we made the lives of these poor people a little bit better even just for a day or two," said Capt Mangana. "They will always remember for the rest of their lives the day that the Canadian sailors showed up unexpectedly to extend a helping hand."

Leading Seaman Lee Thibault shows local children how to use the ship's helm as they visit HMCS* Regina *in Manila, Philippines.

MISSION FACTS

♦ *Toronto*'s mission represented one of the longest naval deployments of a single hull in recent history. *Toronto* spent 375 days away from home and 279 days at sea, travelling close to 80,000 nautical miles (more than 146,000 kilometres) over the span of the deployment. This is the equivalent to just over 3.5 times around the world.

♦ *Toronto* departed Halifax on January 14, 2013, arriving in the Arabian Sea region on February 3, 2013, to begin her mission on Op Artemis. Although *Toronto* was maintained in operations in the Arabian Sea region for over one year, the entire crew rotated out in late July 2013. The second crew completed the mission on February 2, 2014.

♦ In total, *Toronto* successfully intercepted and destroyed nine narcotics shipments, totalling approximately 8.5 metric tonnes.

♦ *Toronto*'s CH-124 Sea King helicopter logged over 800 flying hours, and the unmanned aerial vehicle detachment logged over 1,200 operational hours.

♦ *Toronto* conducted 16 port visits designed to reinforce relations with strategic partners, and to demonstrate that Canada is actively involved in setting the conditions for security and stability in the Arabian Sea region.

Photo: John Clevett

HMCS* Toronto *is greeted by family and friends in Halifax as the frigate returns from a deployment to the Arabian Sea region.

HMCS *Toronto* returns home from successful mission

The crew of HMCS *Toronto* arrived home in Halifax on February 27, reuniting with family and friends after more than seven months in the Arabian Sea region.

"During our mission on Operation Artemis, the crew of HMCS *Toronto* worked tirelessly to deny the use of the maritime environment to terrorist organizations and to demonstrate solidarity with our many international partners and allies in the region," said Commander Matt Bowen, commanding officer. "I couldn't be more proud of their efforts and dedication given the many achievements of this crew over the past seven months."

This was the second crew in *Toronto* since the frigate left Halifax on January 14, 2013. She has since been replaced in the Arabian Sea region by HMCS *Regina* (see story on page 10).

Photos: Cpl Anthony Chand

A warm welcome awaits crew members as they come ashore to meet family and friends.

Service, sacrifice and loyalty

By Virginia Beaton

"You represent what is an essential part of what we are as sailors and as Canadians. It's all about service, sacrifice and loyalty, and all about being part of something larger than yourself."

With these words, Vice-Admiral Mark Norman, Commander Royal Canadian Navy (RCN), presented the 2013 RCN Centennial Award to Master Seaman William White-Brown, a boatswain in HMCS *Preserver*.

Lockheed Martin and the Navy League of Canada sponsor the annual award, which was first presented in 2010. It recognizes excellence among junior non-commissioned members for their contribution to the quality of life in the RCN, as evidenced by "their dedication, enthusiasm and spirit of cooperation at sea and ashore." It may be given in recognition of a specific action or initiative, or it may be bestowed in recognition of results achieved over a period of time.

As recipient of the 2013 award, MS White-Brown will have $1,500 donations made in his name to Royal Canadian Sea Cadet Corps Lanark in Carleton Place, Ont., as well as to the Halifax and Region Military Family Resource Centre. MS White-Brown will also receive a personalized certificate and will have his name engraved on the Centennial Cup.

MS White-Brown thanked VAdm Norman and the senior officers and guests present, as well as his shipmates. "Thanks to my bosses for putting me forward for this award, and to Lockheed Martin and the Navy League of Canada for choosing me to accept this award. I accept it on behalf of all of you, because all of you dedicate time at home and at work, working extra hours and long days to make this organization what it is, and our communities what they are."

Photo: Cpl Charles A. Stephen

Vice-Admiral Mark Norman, left, Commander Royal Canadian Navy; Rosemary Chapdelaine, President Lockheed Martin Canada; and Lieutenant (Navy) Earl Corn, right, of the Navy League of Canada; present Master Seaman William White-Brown with the 2013 Royal Canadian Navy Centennial Award.

Peaceful intentions

Commander Patrick Montgomery, mine warfare officer from Maritime Forces Pacific (MARPAC), picks up the ceremonial knife to signal peaceful intentions during a traditional Powhiri (a Māori welcoming ceremony) at Devonport Navy Base in New Zealand. The ceremony took place during the Western Pacific Naval Symposium mine counter measures and diving exercise, hosted by the Royal New Zealand Navy in Auckland from February 17 to March 14. It involved 640 personnel, five ships and 14 dive units from 14 nations. Twelve MARPAC personnel, including seven divers, embraced a spectrum of goals from improving international relationships between navies to practising tactical mine clearance procedures.

Photo: Royal New Zealand Navy

Sailors in the SANDBOX

A flag lowering ceremony in Kabul March 12 marked the end of Canada's military mission in Afghanistan. After more than 12 years, the largest deployment of Canadian Armed Forces (CAF) personnel since the Second World War has drawn to a close.

While Afghanistan is a land-locked country, the Royal Canadian Navy (RCN) was heavily involved in this mission as its ships patrolled the Arabian Sea region and its sailors participated in everything from staff positions in Kabul to combat operations in Panjwai.

The following article was written at the height of the war in Afghanistan by an RCN clearance diver, whose name is withheld for security reasons, and whose powerful first-hand account of an individual mission is a reminder that the RCN stood together with more than 40,000 members of the CAF in the fight against terrorism.

AFGHANISTAN – In the early morning of August 3, 2006, radios at our bedsides crackle off our call sign; we have to report to the Tactical Operations Centre (TOC). The massive tent sleeping a few hundred army engineers is still in a slumber as we pop to our feet and grab our battle rattle. We head to our vehicle without talking; no need to wake up others – their day will start soon enough.

We have been in-theatre for almost six months and rolling out in the darkness to respond to improvised explosive device (IED) hits has become a normal activity. We roll our Bison light-armoured vehicle (LAV) down to the TOC to receive orders. We are told a Canadian has been killed in an IED strike, and the ground is not secure. We are detailed into a convoy of Canadian infantry who are acting as the Quick Reaction Force (QRF).

We regularly deploy outside the wire with Canadian and Romanian QRFs, and also with British convoys. As long as we have professional gun fighters to get us to the IED site, we are content. Since our two-vehicle IED response team is made up of two RCN clearance diver bomb technicians, one Canadian Army bomb technician, two navy signalmen for our radio equipment and army drivers, we are a highly effective group for disposing of IEDs. However, we enjoy the security of professional soldiers escorting us and providing security while we are focused on the job at hand: taking IEDs apart.

The IED strike is in Panjwai district, wild country that we have worked in before. As we clear the main gate we pull over to meet our interpreter. We load our side-arms, rifles and vehicle-mounted C6, a 7.62 mm machine gun. This is our standard roll out, to this point.

It is a dark ride to Panjwai, about an hour northwest of Kandahar Airfield. We drive though the city, which is always intense. Many describe Afghanistan as a 360-degree war, meaning you can expect contact from any direction at any time. We are always ready, searching for possible hidden IEDs ahead of us, shooters alongside rooftops, or cars that seem suspicious, possible car bombs.

We arrive in Panjwai incident free, with the sun just up, and we are met by a sergeant-major who calmly briefs us on the situation. We are in a wide riverbed with fields on the sides, about 500 metres of open ground, with one road

Photo: LCdr Rollie Leyte

A navy diver displays an IED he has just dismantled and rendered safe.

crossing the open ground and heading into a tree line on the far side. We hear gunfire at our perimeter, but no shots are being fired at us.

There is already one casualty – his LAV is disabled and stuck out in the open on the road. There are at least three IEDs on that road, and an extended line of combat vehicles is about 250 metres back facing the enemy tree line. On the far left of the tree line is a white school house in the vicinity of the gunfire. Taking this school house, which has Taliban hiding inside, is apparently the mission of the troops we are now assisting.

We pull up so we are on the far right flank of the line of combat vehicles, and start planning. The first-aid materials are spread around the ground from the response to the earlier IED attack; a sobering sight. Any one of these IEDs or the post-blast (the vast area where massive and diverse evidences must be searched, collected and transferred for analysis) is a full job; now we have four jobs to deal with in a live-fire situation.

We quickly split the team, giving the driver the post-blast drawing responsibility, while each bomb tech dismounts for reconnaissance of the IEDs. I pick the further one, which is located in the far tree line. We have some dismounted infantry hunkered down close by against a mud wall for cover, so I have some security in the area.

On my way forward I find a new command wire, some small copper wire running along side the road. I investigate this and discover a fourth live IED under a small bridge. I then continue forward to my original IED task. Once I get "eyes on", I realize the dismounted infantry are less than 40 feet from a command wire initiated IED. The command wire is running through the mud wall into enemy controlled ground. With six months experience on the ground in Afghanistan it is a quick decision to immediately take control of that IED.

I head back to our vehicle to gather tools for the IED under the small bridge. As I enter the vehicle, we come under direct fire. I immediately run to the front of the vehicle, with three teammates behind me. As I get to the front, I take a knee for a solid firing position, and search for a target. My three teammates do the same.

As soon as the fourth is on his knee, an enemy round zips over our heads and hits our vehicle. The enemy has us sighted, but they are hidden in the tree line. We quickly take up firing positions inside our vehicle, so we will have increased cover and firepower with our C6. A rocket-propelled grenade misses our second vehicle by mere metres.

The temperature is hovering around 40C and with our battle rattle, guys are dropping from heat exhaustion. At this point the crew commanders from both explosive ordnance disposal vehicles are affected by heat stress. We return fire from within our vehicle, yelling suspect target positions over our internal radio. Our external radio system has gone dead, as is the norm. I recall dropping down from my firing position yelling "changing mags" as I reloaded, and thinking, "I never thought I would ever say that in combat, I'm a sailor!"

The intense firefight goes on for about an hour. We watch several of our brothers-in-arms being carried off the field, we assume wounded, but with a busted radio it would not be until later we found out they were killed.

When the firefight slows, we take a breather and try to get some food and water in, knowing it is going to be a long day. The rotation of our tour replacements is beginning, and we have a chief diver friend who is out with us in the forensic role. Although they are 100 metres behind us, slightly safer, it is still a hectic day for his first time outside the wire. Even with all this going on, we lighten our mood with some jokes about how he must be feeling on his first day in combat.

We then have another navy diver, known to us as Lieutenant (Navy) Rolex from the forensic team, come forward to our position. He tells us that the officer-in-charge is asking for a situation report on the IEDs over the radio, but cannot reach us. After the unserviceable radio brief, we prioritize the leftover IEDs in the "no man's land" in front of us. There is one that I can reach on foot to finish off, but will need close-in security while I work, since we will be forward of all other positions. Lt(N) Rolex says he will move forward with me. We use a heavily armoured vehicle, the Cougar, to get us a little closer.

We both pop out of the Cougar and sprint forward. I get to the priority IED, and go to work as Lt(N) Rolex keeps an eye out, and then we sprint back to the cover our vehicles, yelling "get down!" to the gunner in a nearby hatch, and "danger close" as my disposal charge burns down. We now get the order to back up – time to roll out and head back to base.

We know we could get hit on the way out, since there is only one route in. It is almost standard operating procedure for the insurgents to hit us on the way out. As we organize the clean-up of the battle field and break into multiple convoys, the first convoy heads out.

Within minutes we hear a huge explosion about a mile away. We know our first convoy has been attacked. It is a suicide driver in a car bomb. He picks a busy market area to attack our first convoy. The bomber detonates too early to kill any Canadians, but he kills 21 innocent civilians. As we drive out, the first convoy is already gone, and the market area is destroyed. It is a tense ride back, totally dehydrated from a long vicious day of combat in extreme heat.

As I try to stand as rear sentry for our vehicle, my legs are like rubber and I have to use my arms to hold myself in position. When we roll up to our base, we unload our weapons, as normal. But this was no normal day, and our heads are spinning. We have lost four of our brothers-in-arms, and many more are wounded. Regardless, we clean our vehicle, prep it for our next call, and go for some food and rest, waiting with our crackling radios.

Perseverance and passion

"Anyone who is committed to hard work will succeed."

Captain (Navy) Jill Marrack

By Darlene Blakeley

She's a powerful woman according to the Women's Executive Network. But she's also a mother, teacher, mentor and citizen sailor.

Captain (Navy) Jill Marrack, Deputy Commander of the Naval Reserve, has been honoured as one of Canada's top 100 most powerful women, an award that recognizes high achieving female leaders in the private, public and not-for-profit sectors. A logistics officer from Thunder Bay, Ont., she received an award under the Public Sector Leaders category "in recognition of her leadership, vision and strategic guidance of the Naval Reserve Formation, and as an example for all women who aspire to executive leadership roles."

"It was a tremendous honour to be recognized," says Capt(N) Marrack. "All the women identified were inspiring and reinforced that with a positive attitude, perseverance and exceptional work ethic, we can exceed our dreams."

Capt(N) Marrack's dream began in the 1970s when the Canadian government introduced the Summer Youth Employment Program. This program, funded jointly by the Secretary of State and the Department of National Defence, offered young Canadians the opportunity to undergo eight weeks of general military training during summer holidays.

"At the end of the eight weeks, enthralled with the experience of being 'at sea' in Northern Ontario and challenged to lead, I was hooked and applied to join Naval Reserve Division HMCS *Griffon* in Thunder Bay," says Capt(N) Marrack.

After completing an honours degree in geography at Lakehead University, she began her career as a teacher while continuing to work in the Naval Reserve at a number of positions on the West Coast. She eventually returned to Thunder Bay as the commanding officer of *Griffon*, and then moved to Naval Reserve Headquarters in Québec City where she is currently employed as a full-time sailor.

Lieutenant-Commander (at the time) Jill Marrack commands a Freedom of the City parade in Thunder Bay, Ont., in 2006.

Successfully combining her military knowledge and theoretical understanding of administrative issues while completing a placement with the Singapore Institute of Management, she also earned a Master of Business Administration degree from Athabasca University.

Capt(N) Marrack's busy life is all about balance. While maintaining a demanding work schedule, she rigorously pursues a variety of sports, in particular cross country skiing – she is a three-time winner of the Thunder Bay 50-kilometre Sibley Ski Tour. She also has two sons, and succeeding as a mother is essential. "My children are very supportive and understanding when supper does not make it to the table until 8 p.m.," she says. "One of the principles I have followed is to live close to work. I have almost always been able to walk to work. This saves time and allows me to arrive home refreshed for evening activities."

Capt(N) Marrack is passionate about the Naval Reserve and believes

it is “critically important” to Canada. “We have a huge country with two principle navy bases [Halifax and Victoria] thousands of kilometres apart,” she explains. “It is the Naval Reserve which fulfills Walter Hose’s recognition that between the two dockyards there is a requirement to inform Canadians about the need for a navy. It is not often that a teacher in Murillo, Ont., for example, reflects on the fact that the fixture he just bought from Canadian Tire would not be on the store shelf without the navy. It is the navy that guarantees the freedom of the sea for merchants.”

Capt(N) Marrack says that with the end of the Cold War, all Reserve organizations have become more professional. “Canada’s Naval Reserve has followed suit. The degree of professionalism is evident, for example, in the work of HMCS *Edmonton* in Operation Caribbe – they were instrumental in the seizure in one day of 639 kilograms of cocaine, helping to keep illicit drugs from entering Canada.”

Her pride in Naval Reserve sailors is evident. “There are no finer Canadians than those who choose to serve in the Naval Reserve. They unselfishly put the interests of the organization ahead of their own. This is exemplified in the rescheduling of exams prior to summer training and the lengths they go to ensure their civilian employers will permit them to help during domestic emergencies such as flooding in Quebec in 2011 or tragedies such as SwissAir disaster in 1998.”

Photo: Dennis Drever

Captain (Navy) Jill Marrack and Commodore David Craig, Commander of the Naval Reserve, visit the Senate Chamber in 2013.

Capt(N) Marrack credits several people with her continued success, from her parents and sisters to former commanding officers and coxswains who taught her that if you are willing to persevere and feel passionately about the contribution you can make to an organization, you will thrive.

She also believes that the Royal Canadian Navy has been receptive to women in leadership roles for some time. In 1989, Lorraine Francis Orthlieb became the first woman to hold the rank of commodore; in 2009 Commander Josée Kurtz was the first woman appointed to command a major warship (HMCS *Halifax*); and in 2011, Jennifer Bennett became the first woman to reach the rank of rear-admiral, as well as the first woman to be appointed Chief Reserves and Cadets, the Canadian Armed Force’s highest Reserve Force position.

Capt(N) Marrack says that other senior leaders such as Rear-Admiral (retired) Ray Zuliani, also helped pave the way by fully integrating women into his ship’s company despite, at the time, a lack of designated shipboard accommodation for female sailors. “I think that the glass ceiling exists in our own perceived limitations,” says Capt(N) Marrack. “I believe that anyone who is committed to hard work will succeed.”

She adds, however, that she would like to work with NATO allies to encourage them to mentor their female officers in overcoming perceived barriers. “The strongest teams comprise men and women, and the defence challenges of the future will require our collective wisdom,” she says.

The impact and experience of growing up in Northern Ontario, serving on the West Coast and living in Quebec has built a huge sense of national pride in Capt(N) Marrack. She also knows that the Naval Reserve has enabled both herself and other citizen sailors to excel as leaders in an organization that demands dedication and hard work, but delivers the challenge, satisfaction and recognition of achievement.

Sub-Lieutenant (at the time) Jill Marrack receives the Duke of Edinburgh’s Award from Prince Philip in 1985.

HMCS Iroquois *crew members conduct a replenishment-at-sea with Federal German Ship* Bonn.

Joint training at sea

Approximately 900 personnel from the Royal Canadian Navy and Royal Canadian Air Force participated in a major fleet exercise in February and March off the eastern seaboard.

During the exercise, HMC Ships *Iroquois*, *Preserver* and *Ville de Québec* operated with allied ships. At the beginning of the exercise, they operated with visiting Federal German Ship *Bonn*, and with U.S. Coast Guard vessel *Campbell*, executing replenishment-at-sea, communication and boarding training.

RCN ships also practised anti-submarine warfare scenarios with HMC Submarine *Windsor*, and operated with Royal Canadian Air Force aircraft, including one CP-140 Aurora from 14 Wing Greenwood, N.S., and two CH-124 Sea King helicopters from 12 Wing Shearwater, N.S., in a variety of operational scenarios.

"The RCN routinely conducts joint international training exercises with our allies to strengthen Canada's ability to partner in multinational operations and missions," says Vice Admiral Mark Norman, Commander Royal Canadian Navy. "This type of training develops the skills that will be utilized when called upon by the Government of Canada."

Leading Seaman Michael Seri, left, Able Seaman Lucas Gallant and Ordinary Seaman Aaron Symonds, naval communicators in HMCS* Iroquois*, raise the signal flags.

"Strengthening Canada's ability to partner in multinational operations and missions."

Above left: Ordinary Seaman Evan Lenihan, a stoker in HMCS **Iroquois**, *checks the oil level on an engine.*

Above: **HMCS Iroquois**, *foreground, and* **HMCS Ville de Québec** *practise tow approaches.*

Left: Ordinary Seaman Bill Blackburn and Leading Seaman William Gray, cooks in **HMCS Iroquois**, *prepare the evening meal.*

Crew members of **HMCS Iroquois** *pass signals to another ship, with* **HMCS Ville de Québec** *in the background.*

Photos: Cpl Chris Ringius

The Stadacona Band marches over the Angus L. MacDonald Bridge in Halifax during the Natal Day Parade.

STRIKING THE RIGHT NOTE

Professional bands bring the navy to Canadians

By Darlene Blakeley

As the frigate slips her lines and heads to sea for a long foreign deployment, the triumphant sound of band music echoes throughout the dockyard. Amid the smiles and tears of those saying goodbye to loved ones, the brassy notes uplift spirits and bring a festive aura to the departure.

This is one of the traditional tasks of a naval band, but there is so much more. The Royal Canadian Navy (RCN) bands, made up of professional musicians in naval uniforms, have many diverse and intricate ceremonial duties that cross the broad spectrum of naval life and also bring the navy to Canadians through various events across the country.

The two Regular Force bands, the Stadacona Band in Halifax and the Naden Band in Esquimalt, B.C., have long and rich histories of military music that stretch back for decades. This year both bands will celebrate 74 years of service to the RCN.

As well, the National Band of the Naval Reserve, active in the summer, is composed of musicians from Naval Reserve Divisions *Montcalm* (Québec City), *York* (Toronto), *Star* (Hamilton), *Tecumseh* (Calgary) and *Chippawa* (Winnipeg).

Both the Stadacona Band and the Naden Band play nearly 200 engagements each year including mess dinners, street parades, Guards of Honour, receptions, educational concerts, festivals and fundraising events for charitable organizations. Along with the full concert band, each has an assortment of other performers such as brass quintets, jazz combos, soloists and parade bands.

"Our presence at events helps to create a sense of pageantry, instill a sense of national pride and reinforce the strong reputation of our military," says Petty Officer 2nd Class Michael Tutton, a trombonist in the Stadacona Band. "Furthermore, the bands are often present during port visits when our ships visit local and international ports, and also when ships from other navies dock in Canada. Such a presence helps to establish a warm and instant connection with those who are present, as music is an international language that supersedes borders and formalities."

Halifax has a rich history of military music beginning with bands that supported the garrison and fleet dating back to the founding of the city in 1749. The Stadacona Band was formed in 1940 when the city was fully engaged in preparing convoys for passage across the Atlantic during the Second World War. Over the years it has become a proud ambassador of

the RCN, displaying for Canadians the pride and traditions of the service.

The beauty of the navy band explains PO2 Tutton, is that it is completely mobile and ready to deploy at a moment's notice. "We bring the RCN to Canadians by being in their towns, playing in their schools, or marching down their streets," he says. "The band is completely mobile and incredibly versatile. Put a jazz quartet on board a ship and they can perform at every port; load the band on a bus and they have the ability to reach every Canadian in each city or town they travel through; send them on a parade with their boots polished and they become integrated into that community. No other medium is available to the Canadian Armed Forces (CAF), and specifically the RCN, to leave such an impact on any Canadian, no matter where they live."

On the West Coast, the Naden Band was also formed in 1940 and kept up both civilian and military morale with concerts, dances and hundreds of radio broadcasts, as well as playing for base ceremonies, monthly church parades and public parades through the streets Victoria and Vancouver. The band also assisted the government in raising money for the war effort through countless war bond drives in Western Canada.

In the decades following the Second World War, the Naden Band continued to represent the CAF throughout British Columbia and Canada, receiving acclaim for its performances at events such as the Pacific National Exhibition and the Grey Cup, the Kelowna Regatta, Edmonton's Klondike Days and the Calgary Stampede. In travels abroad, the Naden Band became an ambassador for Canada with performances as varied as Expo '70 in Osaka, Japan; accompanying HMCS *Provider* and the Second Canadian Destroyer Squadron in a 1972 tour of Fiji, New Zealand and Australia; and participating in an historic visit to Vladivostok, Russia in 1991.

The Naden Band continues to aid CAF recruiting offices in their efforts to reach young Canadians through concerts and presentations at schools. The band demonstrates support for local communities with its active role in fundraising for non-profit organizations such as the Salvation Army Christmas Toy Drive, the Military Family Resource Centre and the United Way.

According to its music director, Lieutenant (Navy) Matthew Clark, the Naden Band's mission is to "capitalize on the power, emotion and inspiration of music to instill Canadians with a sense of pride in the navy, the CAF, the Department of National Defence and the nation."

He also notes that bands represent the history and heritage of the RCN to both civilians and members of the navy, past and present. "From the early days of sail when sailors would sing shanties to help with coordination of hauling lines and hoisting sails, it also served as an aural method of passing along history and folklore within the navy itself. Singing also passed the time and distracted those from the mundane routine of ship life."

Those joining RCN bands today are highly trained and experienced professional musicians from across the country. It is a rare occasion when a musician joins the CAF without a Bachelor of Music degree, and most have a Master's of Music. Some of

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Photos courtesy of the Stadacona Band and the Naden Band

The Naden Band performs on the jetty at CFB Esquimalt, B.C., as HMCS Protecteur arrives home from a deployment in 2010.

Lieutenant-Commander Ray Murray, Director of Music for the Stadacona Band, conducts the band during a recent concert.

Photo: Cpl Blaine Sewell

Patrol craft training boats sail in formation during an exercise in the Strait of Juan de Fuca near Victoria February 14. Eight of these Orca-class steel-hulled patrol boats were constructed by Victoria Shipyards and delivered between 2006 and 2008 to replace the 50-year old, wooden-hulled yard auxiliary general training vessels. Based at CFB Esquimalt, B.C., these vessels are primarily used as training platforms.

Photo: Sgt Ronald Duchesne

Petty Officer 2nd Class Jason Sparkes, left, was presented with the Star of Courage by His Excellency the Right Honourable David Johnston, Governor General of Canada, during a ceremony at Rideau Hall in December. PO2 Sparkes, a volunteer firefighter, was honoured for his bravery following a harrowing rescue in 2010 when he and other first responders were called to Peggy's Cove after a wave washed a man off the rocks. During the search for the victim, an RCMP constable was also swept into the ocean. Thanks to the efforts of PO2 Sparkes and others, the constable was rescued from the water. Tragically, the original victim could not be saved.

Photo: MCpl Marc-Andre Gaudreault

Lieutenant (Navy) Melanie Espina, doctor for the 1st Canadian Field Hospital and member of the Canadian Armed Forces Disaster Assistance Response Team (DART), examines a baby during Operation Renaissance, in Sara, Philippines on November 21 following Typhoon Haiyan. One of the strongest typhoons ever recorded, Typhoon Haiyan set off landslides, knocked out power in several provinces and cut off communications in the country's central region of island provinces, affecting an estimated 11.3 million people in nine different regions across the Philippines.

Photo: Cpl Michael Bastien

Rear-Admiral Kim Duk-ki of the Republic of Korea Navy (ROKN) talks with Commander Paul Francoeur on the bridge of HMCS Regina*. The first-ever staff talks held between the Royal Canadian Navy and the ROKN were held in November, part of the Canadian Armed Forces' global engagement strategy to strengthen relations with key partners in the Asia-Pacific region. The two parties examined a range of themes, shared their perspectives on common strategic issues, and examined ways to increase bilateral exchange and training opportunities. As part of the two-day program, the ROKN delegation toured* Regina*, the Fleet Maintenance Facility and Venture, the Naval Officer Training Centre.*

Photo: RCN

Honorary Naval Captain Tung Chan has been honoured as a Chinese Canadian Legend for 2013. This award, sponsored by the Asian Business Network Association, honours Chinese-Canadians who have made significant contributions to the community and to Canada through outstanding achievements in their field. HCapt(N) Chan, who was the chief executive officer of S.U.C.C.E.S.S., one of the largest social services agencies in British Columbia, was appointed an honorary naval captain in 2010. He also worked with TD Bank for 28 years and has been awarded the Queen's Jubilee Medal for service to the community.

HMCS Fredericton *glows in the reflecting lights of Halifax during the early morning hours of January 17.*

Photo: John Clevett

Photo: MCpl Patrick Blanchard

Sailors from Naval Reserve Division HMCS Montcalm*'s canoe team participate in the annual Carnaval de Québec canoe race, making their way through ice and water on the St. Lawrence River near Québec City February 8. Each year, several courageous teams compete with one another during a tumultuous ride along the St. Lawrence River between Québec City and Lévis.*

Professional bands bring the navy to Canadians

Continued from page 21

the schools represented are famous institutions such as the Julliard School of Music, the Eastman School, New York University, McGill University, the University of Miami and the University of Toronto.

Outside the academic spectrum, RCN musicians have extensive performing experience in all mediums. “Many musicians entering the CAF have toured with world-class artists, performed with major symphony orchestras across North America, and worked as jazz/commercial musicians on cruise ships and in recording studios,” PO2 Tutton says. “As far as choosing the right musicians, there is a rigorous and thorough audition process that must be passed before a new musician joins a band. The auditions are very competitive.”

Navy musicians take great pride in their work, enjoying the positive response from listeners, adds Lt(N) Clark. One piece of music that always seems to evoke a special reaction is the official march of the RCN, *Heart of Oak*. “I have had many people talk to me about their memories of going to sea on extended missions, waving goodbye and hearing the Naden Band play *Heart of Oak* on the jetty. They also mention how proud they were to hear the band again upon their return home.”

There’s no doubt that music that brings people together, and the talent the Stadacona and Naden Bands have to showcase the navy while providing an enjoyable experience for civilians and sailors alike is unique. “The ability to entertain and also tug on the very heart strings of the Canadian public will always solicit a very human and positive response to the CAF and navy,” says Lt(N) Clark.

Photo: Cpl Charles A. Stephen

The Naden Band performs during a memorial service in Esquimalt, B.C., in April 2013.

RCN names new Joint Support Ships

The Royal Canadian Navy (RCN) has named its two new Joint Support Ships (JSS), which will be built by Vancouver Shipyards Co. Ltd. in North Vancouver, B.C. They will be named HMCS *Queenston* and HMCS *Chateauguay* in recognition of the significant battles of Queenston Heights and Chateauguay during the War of 1812.

“Canada’s rich military history is a source of inspiration for the men and women who currently serve in the Royal Canadian Navy,” said Vice-Admiral Mark Norman, Commander Royal Canadian Navy. “The events surrounding the War of 1812 remind us of the sacrifices of soldiers and sailors who fought for their country during a pivotal moment in Canadian history.”

An artist’s rendering of the definition design for the new Joint Support Ships.

Traditionally, the name of a class of warship is derived from the name of the first vessel in this class to be constructed. *Queenston* will be built first, therefore, the two JSS will be known as the Queenston-class.

These ships will provide under way replenishment capability for fuel and other supplies, and offer hospital facilities and strategic sealift for operations ashore. They will ensure that the military can continue to monitor and defend Canadian waters and make significant contributions to international naval operations. The JSS will provide Canada with a modern, task-tailored, globally deployable support capability for naval task groups for extended periods.

For more information about the JSS, visit www.forces.gc.ca/en/business-equipment/joint-support-ship.page?

Correction

In the Fall 2013 (Vol. 7 No. 3) issue of *Crowsnest*, incorrect information appeared on page 9 in the article entitled “Rare crew exchange in the Arabian Sea”. It was pointed out to us by Chief Petty Officer 2nd Class (retired) Don Hayes that the following sentence was incorrect: “In the early 1990s, a Relief In Place was conducted to replace HMCS *Preserver*’s crew during the UN-led humanitarian relief mission in Somalia.” In fact, a Relief in Place was conducted in January 1991 when the crew of HMCS *Preserver* replaced HMCS *Protecteur*’s crew in the Persian Gulf during Operation Friction as they participated in UN sanctions against Iraq.