



# Crow'snest

The national news magazine of the Royal Canadian Navy



Vol. 11, No. 4 Fall 2017

[www.navy-marine.forces.gc.ca](http://www.navy-marine.forces.gc.ca)

## INSIDE

Shining at the highest levels  
Unique Arctic scenarios  
Modernizing the Naval Reserve  
MV Asterix helps fill capability gap



National  
Defence

Défense  
nationale

Canada



# SHINING AT THE HIGHEST LEVELS

## First woman appointed Judge Advocate General



By Darlene Blakeley

**C**ommodore Geneviève Bernatchez has come a long way from scrubbing the decks at her Naval Reserve Division in Montréal.

This summer she was appointed by the Governor General of Canada as the first woman to hold the position of Judge Advocate General (JAG) of the Canadian Armed Forces (CAF).

"It was an immense honour to be appointed," she says. "The competition was very tight among a number of tremendously talented colleagues. It was incredible news for both myself and other women in general to see this milestone reached. And not only for women in Canada, but also internationally, where everyone can see that Canada is leading the way in allowing women to shine at the highest levels."

The JAG is the senior legal officer in the CAF, responsive to the chain of command in providing legal services, but responsible to the Minister of National Defence for the performance of duties. The JAG has two unique statutory roles set out in the National Defence Act: the superintendence of the administration of military justice in the CAF, and the provision of legal advice to the Governor General, the Minister of National Defence, the Department of National Defence (DND) and the CAF in matters relating to military law.

Cmdre Bernatchez is the 15th JAG, and the second from the Royal Canadian Navy (RCN).

A native of Gaspé, Que., she enrolled in the Naval

Reserve in 1987 at Her Majesty's Canadian Ship *Donnacona* in Montréal. She was awarded her Bridge Watchkeeping Certificate as a maritime surface officer at a time when the CAF was first introducing women to combat arms. During her 10 years with the Naval Reserve, she served in a variety of command, training and staff positions. In 1997, she transferred to the Regular Force and joined the Office of the Judge Advocate General.

### Leadership and teamwork

Cmdre Bernatchez is quick to credit the early leadership and teamwork skills she developed to her time in the Naval Reserve.

"There is no doubt that had it not been for my experience as a non-commissioned member and then an officer in the Naval Reserve I would not be where I am today," she explains. "At a very young age I learned that my leadership experiences could shape who I am. That working for a team, and contributing to a team, looking after the people I was working with and working for, could help me become successful. I started in the RCN scrubbing decks and learned to serve before I learned to lead."

Cmdre Bernatchez earned a Masters of International Legal Studies degree, with a specialization in National Security Law, from Georgetown University (Washington, D.C.), a Bachelor of Laws from the Université de Montréal, and a Diplôme d'Études Collégiales in Administration from the Collège Jean-de-Brébeuf (Montréal). She has been a member of the Barreau du Québec since 1993.

Her career with the JAG office reflects diverse

appointments and responsibilities involving the provision of legal advice and services in the areas of operational, military justice and administrative law. These included a deployment to Kosovo in 1999 and the oversight, coordination and provision of legal services to CAF expeditionary and domestic operations from 2000 to 2005. After being promoted to Captain (Navy) in 2010, she became the Deputy JAG for Operations, where she was the senior legal officer responsible for the provision of operational and international legal advice and services to DND and the CAF.

It was also during that time that she co-authored the "Tallinn Manual on the International Law Applicable to Cyber Warfare", the first published manual on the legal framework supporting cyber conflicts.

"I have a special interest in all things cyber," she says. "Cyber certainly continues to develop as a topic from a legal perspective, and the Office of the JAG will have a role to play in this regard in order to support the implementation of the new defence policy."

From 2012 to 2014, Commodore Bernatchez was the Chief of Staff to the JAG and led the delivery of corporate services and policy development in a challenging time of change and renewal. In the summer of 2014, she took on the responsibilities of Deputy JAG for Regional Services where she oversaw the delivery of legal advisory services across the full spectrum of military law in support of the CAF's chain of command in North America and Europe.

### **Priorities as JAG**

This year marks the 100th anniversary of the CAF's Legal Branch; 100 years of military legal services in support of Canada and the rule of law.

Cmdre Bernatchez hopes to maintain the Branch's long history of service by continuing to provide client-focused, timely, options-oriented and operationally driven legal advice and services.

Her main priorities include assisting Office of the JAG clients in myriad complex legal issues, and supporting the implementation of the new defence policy from a legal perspective.

"We also need to educate parliamentarians, members of DND and the CAF, and the general public about the military justice system," she says. "We want it to be better understood."

She plans to work closely with colleagues from the Department of Justice, as well as the legal services of the Privy Council Office and Global Affairs.

"This consultative work will ensure that we provide enhanced legal advice and services to departmental and CAF decision-makers, particularly on matters which transcend pure military law," she says.

Cmdre Bernatchez recognizes that Canadians "have every right" to expect that their military force will be a disciplined one that complies with both Canadian and international law. "This discipline, enforced by all levels in the chain of command, will contribute to a respectful work environment, one in which members are motivated to give it their all in order to achieve mission success."

She believes that the Office of the JAG's service is centred on the confidence that "we can help sailors, soldiers, as well as airwomen and airmen, to do what they do best: protect freedom and justice. This is what I believe - and this is what will drive me as Judge Advocate General."

She admits that her first few months in the new position have been extraordinarily busy, but that she has the background and experience to manage it successfully.

"Since I have become JAG I have been drinking from the fire hydrant," she laughs. "But I've been around the table of senior officers for some time and that has helped prepare me for the job. I know the people and the issues, and how to deal with it at the highest level."

### **Work-life integration**

As the wife of a high-level government executive and the mother of two children (aged 17 and 11), Cmdre Bernatchez is keenly intent on ensuring that both her career and her family life flourish.

"I don't like the term 'work-life balance' as I don't think it's possible," she says. "I call it 'work-life integration'. My recipe for success has been an incredible husband who believes in my career, and the support of my children as we face together the things that all families face: work, school, getting supper ready, doing the laundry, and so on."

She also volunteers in the community and is involved with her children's schools for bake sales, spin-a-thons and other events.

"My parents were both public servants and very involved with community work. From a very early age I learned that each of us has great social responsibilities and we need to prioritize this with all the other things we do in our lives," she explains. "When I was considering whether or not to express my interest for the job of JAG we had a family council to discuss what it would mean for us, and then we decided to embark on this adventure together."

During her appointment ceremony, her children saw the Minister of National Defence, the Chief of the Defence Staff and the Deputy Minister of National Defence in attendance and it began to hit home just what was happening.

"They began to understand the responsibility I was taking on personally, but also the one we were taking on as a family. Everything would have to be done as a team. It was very inspiring," Cmdre Bernatchez says.

She was particularly interested in instilling in her daughter the knowledge that women in the workplace can shine at the highest levels.

"My daughter looks at me working with important people and for her this is normal. And that's exactly the way I want her to feel; that she, like all men and women, has the power to make a difference."

Cmdre Bernatchez's appointment as JAG is for four years, but it is renewable at the discretion of the Governor General. What comes after JAG is anyone's guess.

"I never thought I'd make it this far, so I don't think too much about the future," she says. "I am just grateful for the present. My hope is that my appointment as the first woman to hold the Office of JAG will inspire other women to realize their full potential. To dream big. To truly believe that they can do anything they set their mind to."



# NORTHERN OPERATIONS

Developing skills in a  
**challenging**  
environment

*HMCS Montréal in the area of Nuuk, Greenland, during Op Nanook.*



Photos: LS Dan Bard

*Leading Seaman Jacob Wiseman of HMCS Montréal opens an engine containment to check the oil level.*



*Ordinary Seaman Nathalie Miller of HMCS Montréal watches the horizon for icebergs.*



# Op Nanook highlights unique Arctic scenarios

By Lieutenant Matt Howse

**O**n a crisp summer morning in August, nearly 900 Canadian Armed Forces (CAF) and civilian personnel descended upon Nunavut and Labrador for Operation Nanook, Canada's largest and best known annual operation in the north.

A wide range of tasks were conducted throughout the 12-day operation, which ran from August 14 to 25. While a mass casualty scenario was playing out in Nunavut, Her Majesty's Canadian Ship (HMCS) *Montréal* was defending itself from two CF-188 Hornets off the coast of Labrador. While members of the Canadian Army and Canadian Rangers patrolled the tundra on ATVs and by foot, others were strengthening local ties at Simon Alaittuq Middle School in Rankin Inlet.

For the first time in its 10 iterations, Op Nanook was carried out across two lines of operations: one by Joint Task Force North (JTFN) in Rankin Inlet, Nunavut, and the other simultaneously by Joint Task Force Atlantic (JTFA) in northern Labrador.

JTFN operated under a general safety scenario in Nunavut, which focused on a whole-of-government response to a resupply barge being compromised. Meanwhile, JTFA operated under a defence and security scenario. This scenario required the CAF to provide temporary radar coverage after two NORAD north warning system sites along Labrador's northern coast malfunctioned and required repair.

Op Nanook has become a staple of summer training in the Arctic for CAF members, as it provides them with an opportunity to train and operate in Canada's north. It highlights the challenges that are unique to summer in the Arctic; other exercises such as Exercise Arctic Bison and Exercise Northern

Sojourn take place in the Arctic in the winter months and present different challenges.

As the ice thaws and routes travelled by snowmobile in the winter become inaccessible, traversing the north in the summer is arguably more difficult. Op Nanook presents an opportunity for all CAF members to understand how significant their role is, as a team comprised of army, navy, air force and Canadian Ranger personnel is crucial for navigating and protecting the north.

Op Nanook also extends beyond the jurisdiction of the CAF, as the scenarios presented required the expertise of governmental partners such as the Royal Canadian Mounted Police and Indigenous and Northern Affairs Canada,

and regional partners such as the Nunatsiavut Government and the Red Cross. This year's operation included involvement from 10 other governmental departments/agencies and six regional partners.

JTFA employed HMC Ships *Goose Bay* and *Montréal*. Throughout the operation each ship conducted sea training, embarked members from the Canadian Army and Canadian Rangers, and participated in community outreach events. These

*Right: Able Seaman Chanell Chorney onboard HMCS Montréal in Saglek Bay, Labrador.*

*Below: Rear-Admiral John Newton, former Commander of Maritime Forces Atlantic, talks to members of the Canadian Rangers in the community of Nain, Labrador.*





provided members with a break from the scenario, as they displayed their equipment, aircraft and ships to the Labrador communities of Goose Bay, Nain and Natuashish.

“Operation Nanook has given the junior members of the ship’s company the opportunity to develop their skills in an unfamiliar and challenging environment, and to sail to parts of Canada that many people will never see in their lives,” says Lieutenant-Commander Scott Meagher, Commanding Officer of *Goose Bay*.

*Goose Bay* was specifically chosen to transport members from the Canadian Army and Canadian Rangers between small communities along the coast of Labrador because of its manoeuvrability.

“The challenging terrain of Labrador’s coast makes troop transport a more complex problem than in more southern locations where we often sail,” says LCdr Meagher. “The Kingston class of ships is ideal for navigating the narrow inlets and we made use of small boats when required to provide the necessary support to ground-based forces.”

One of *Montréal*’s primary roles on the operation was maintaining critical radar coverage until the radar site was restored. As land elements



*HMCS Montréal sails past an iceberg during Op Nanook.*

made their way back south, the onset of inclement weather compressed flight schedules. *Montréal* was rerouted to assist with troop transport to meet timelines.

*Montréal* also conducted an ex-filtration of 69 troops from Nain to Cartwright, where they were then transported over land to 5 Wing Goose Bay, Labrador, marking the end of the operation. The flexibility of a well-rounded team of planners

and operators proved to be one of the greatest assets during this year’s operation.

## Op Limpid provides opportunity to connect with northern communities

Also in Canada’s north from late August to late September were three maritime coastal defence vessels (MCDVs), Her Majesty’s Canadian Ships *Kingston*, *Edmonton* and *Yellowknife* on Operation Limpid, a routine domestic surveillance and presence operation in Canada’s maritime and land domains.

It is led by the Canadian Joint Operations Command with supporting component commanders from six different Regional Joint Task Forces (Atlantic, Pacific, North, West, Central, East) that also integrate and coordinate with federal, provincial and territorial departments and agencies.

The ships were joined by HMCS *Montréal* for a few days before it

*Commander Chris Sherban, left, Commanding Officer of HMCS Montréal, exchanges a coin with a member of the United States Coast Guard in Nain, Labrador.*



Photos: LS Dan Bard



detached and joined Op Nanook.

During Op Limpid, the ships were involved with community events at various locations, and worked with the Canadian Rangers (part of the Canadian Armed Forces Reserves working in remote regions). They also assisted the Canadian Hydrographic Society in charting northern waters.

“Our MCDVs have been helping the Hydrographic Office with charting our northern waters for each of the last two years at least,” says Lieutenant-Commander Jordan Holder, Senior Public Affairs Officer for Maritime Forces Atlantic. “For many areas of the far north, the data which our charts are drawn from dates back decades, and in some cases, even centuries. By providing platforms for this chart-work to be conducted, we’re essentially helping to map out highways through the north which vessels will be able to use as traffic increases in the years to come.”

The ships also assisted the Department of Fisheries and Oceans by plotting the location of icebergs they encountered throughout their transits and relaying the information back.



Photos: Cpl Andre Maillet

*Sub-Lieutenant Andrew Chong of HMCS Edmonton shows Canadian Ranger Donna Ruben from Palatuk, N.W.T., how to take a bearing during a familiarization tour as part of Op Limpid.*

“Our ships were honoured to represent the Royal Canadian Navy in the north and to contribute to this year’s operations,” says Commodore Craig Skjerpen, Commander Canadian Fleet

Atlantic. “This deployment gives our sailors an incredible opportunity to connect and strengthen our relationships with northern Canadian communities, and to work with local government partners.”

*Water crashes over the fo’c’sle of HMCS Edmonton.*



*Crew members take out HMCS Edmonton's rigid-hulled inflatable boat on a training exercise in the Beaufort Sea during Op Limpid.*



# Naval Reserve Divisions: Safeguarding our history and modernizing our force

By Lieutenant-Commander  
David Lewis

**F**or over 100 years the Royal Canadian Navy (RCN) has maintained a strong, vibrant and engaged presence in the communities of Halifax and Victoria. The population in these areas are familiar with seeing RCN ships in their harbours and sailors in their streets.

In the vast expanse of Canada between these two cities however, it is a mission of Naval Reserve Divisions (NRDs) to “support the navy’s efforts in connecting with Canadians through the maintenance of a broad national presence.”

For almost a century, NRDs have been accomplishing this task.

The mountains, prairies and

farmlands might never see a Canadian sailor if it wasn’t for the 24 local NRDs that represent the RCN. It is these “stone frigates” that generate a sustainable strategic source of trained personnel for Canadian Armed Forces operations. It is these local hometown sailors, actively involved in their communities, who not only train to augment the naval fleet, but also to deploy on domestic emergency operations.

## Rising to the challenge

Sailors from the NRDs have responded and assisted their fellow Canadians after ice storms, hurricanes,

floods and other natural disasters.

Throughout their history they have risen to the challenge, even in the world’s darkest hours. When the Nazi scourge swept across Europe, Her Majesty’s Canadian Ship (HMCS) *Unicorn* in Saskatoon enlisted over 3,000 prairie boys, and HMCS *Chippawa* in Winnipeg, despite being furthest inland, became the third largest source of



Photos: DND



Sailors from Naval Reserve Divisions have assisted fellow Canadians after devastating floods.



recruits for the RCN. HMCS *Prevost* in London, Ont., enlisted almost 5,000 sailors for the war effort and began an English language training centre for francophone sailors.

The list goes on with a litany of service and action. HMCS *Tecumseh* in Calgary enlisted naval pilot Robert Hampton Gray, the only member of the RCN to be awarded the Victoria Cross. HMCS *York* in Toronto was one of the premier naval recruiting depots in the British Commonwealth with almost 17,000 men and women enrolled.

More recently we see NRDs from Montréal, Québec City, Sept-Îles and Chicoutimi (among others) coming to aid when rising flood waters threatened Montréal, and HMCS *Cabot* in St. John's provided lodging to almost 500 people stranded during the terrorist attacks of 9/11.

These are the stories of Canada's naval reservists. Thousands of untold stories about the icy crossings during the Battle of the Atlantic, offshore actions in Korea, modern missions as first responders in Haiti, and forward deployments around

the world.

Our mission as naval reservists is to inherit the legacy entrusted to us and to continue it forward in the identity and the brand of an active, exciting, relevant force for the future.



*Naval reservists must continue to move forward, while inheriting the legacy entrusted to them.*

### Branding the Naval Reserve

Branding, in general, has evolved over the years. Branding used to be a simple description of the product. A popular cola ad would brand itself as "cold and refreshing", a popular car ad would tell you the horsepower and gas mileage. But things have changed.

The evolution of branding has taken us away from the product itself and into an era which promotes the anticipated experience or emotion the product represents. A modern cola ad simply shows exciting footage of snowboarders, surfers, various athletes followed by a logo of the cola. The new car ad has a father reminiscing about how he loves his family and keeps them safe, followed by him gifting his daughter with this brand of car.

Most of our experience with a brand is created through the associations that we've made and not through personal experience. We assume we would enjoy eating at a certain restaurant because we somewhat voyeuristically shared the warm personal moments in a branded ad of others dining there.



*Naval reservists at sea aboard HMCS Edmonton.*

Photo: Cpl Andre Maillet



Naval reservists aboard HMCS Edmonton let a line out to HMCS Yellowknife while conducting a resupply.



Photo: Cpl Andre Maillet

This is our challenge as reservists in a Naval Reserve Division. We must represent and share the experience of the RCN brand. Quite often we are the first and only contact many Canadians will have with the navy and it is therefore essential, as part of the “One Navy” construct, that we completely represent what the RCN is and does. The NRD is the “storefront” across the country and it is our job to ensure a modern and exciting product placement.

Product placement is essential. In marketing our brand we must evaluate where we can attain maximum visibility to a prime demographic. What other brands target the same demographic and where do they choose to market that brand? Does an energy drink associate their brand with an arts and crafts show or at an athletic obstacle course challenge? Does the sporting gear brand seek visibility at a cartoon characters on-ice show or a hockey game?

To increase awareness of our

brand and to create an immediate and accurate “expectation of the experience” associated with our brand, we need to be strategically aggressive. Our brand is our promise. Within that promise is the expectation that a capable, strong, secure force is engaged today on behalf of Canadians, and those people within that force are having an exciting, rewarding adventure.

Good brands don’t just happen. They are created through a dedicated group of people working together for a product they believe in. The greatest storefront placement we have are the men and women of the Naval Reserve Division within their communities.

#### Understanding history and mission

When sailors understand their history and their mission they will internalize a pride in “their” brand, which will be manifested externally. They will choose to identify with the brand by wearing NRD/RCN t-shirts,

posting their experiences on social media, sharing their experiences and promoting the RCN in their personal circles. This is how a brand is built and reinforced at the local level. We own the brand. Our sailors are the brand.

In their day, those sailors with bell bottoms in the black and white photos were also the brand. Their brand at the time was an active, exciting relevant force for the future. We are that future. It is now our privilege and responsibility to maintain the brand we have inherited. We must be vigilant in our NRDs, our social media, our imagery, and our lives to promote and reinforce our own active, exciting and relevant force for the future.

***It is now our  
privilege and  
responsibility to  
maintain the brand  
we have inherited.***



# Interim Auxiliary Oiler Replenishment ship helps fill capability gap

By Darlene Blakeley

A unique combination of military and civilian crew will operate the Royal Canadian Navy's (RCN) interim Auxiliary Oiler Replenishment ship, Motor Vessel (MV) *Asterix*.

MV *Asterix* is a contracted civilian vessel that will provide at-sea refueling support, as well as additional auxiliary oil replenishment capabilities to the Canadian Armed Forces (CAF). Work on MV *Asterix* is expected to be completed this fall at Davie Shipbuilding's Québec shipyard. The ship will then undergo test and evaluations before being deemed operationally ready sometime in early 2018.

"Although a civilian ship, it will feature a mixed crew of both military and civilian personnel," explains Commander Jacob French, Project Director, Interim Auxiliary Oiler Replenishment. "The CAF will provide mission specialists for the application of unique military skills sets, such as replenishment station operations, aviation operations and maintenance, and medical services."

MV *Asterix*, which will operate on both coasts, is intended to help fill the RCN's replenishment-at-sea capability gap as it awaits the construction and delivery of new Protecteur-class Joint Support Ships in 2022. The federal government has entered into a provision of service contract for a five-year



Vice-Admiral Ron Lloyd, left, Commander Royal Canadian Navy, and Chief Petty Officer 1st Class Michel Vigneault, Command Chief Petty Officer, stand in front of MV *Asterix* at Davie Shipbuilding in Québec.

period, with up to five additional one-year periods.

"The RCN is excited to begin operations with *Asterix* next year; in particular, *Asterix* will be a key enabler to sustaining our operations far from home, in areas such as the Indo-Asia Pacific region," says Cdr French. "It is great to see the conversion work become a reality, and to see the progress from month to month on a ship built to help fill the at-sea replenishment needs of the RCN."

The ship will routinely deploy to support naval forces within continental waters and overseas, and may also be employed to support rapid response operations and humanitarian assistance if required. The RCN role onboard, working with the civilian master and core crew, is to ensure that *Asterix* is fully prepared in all respects for the type of supporting roles it could be called upon to conduct.

"The RCN will be required to supply the right personnel to the right mission that will provide the appropriate functions onboard that are not normally conducted by civilians," explains Cdr French. "The ability to develop seamanship skills onboard an Auxiliary Oiler Replenishment ship is of the utmost importance to the RCN, and so MV *Asterix* will also serve as a means of keeping our seamanship skills from atrophy during the period leading up to the delivery of the new Joint Support Ships."



MV *Asterix* will help fill the replenishment-at-sea capability gap as the navy awaits the construction and delivery of new Protecteur-class Joint Support Ships, above, in 2022.



# RCN sailors train for the future with Chilean Navy

By Lieutenant (Navy) Ellie Aminaie

Seventeen Royal Canadian Navy (RCN) sailors ranging from the rank of naval lieutenant to ordinary seaman took part in three weeks of replenishment-at-sea (RAS) force generation training aboard the Chilean tanker *Almirante Montt* this summer.

With the absence of an Auxiliary Oiler Replenishment (AOR) ship in the Pacific fleet since the decommissioning of Her Majesty's Canadian Ship (HMCS) *Protecteur* in 2015, many junior sailors have not had the opportunity to operate with a tanker, let alone serve on board one.

In preparation for the arrival of Canada's own interim AOR, MV *Asterix*, in 2018, this timely opportunity to train RCN sailors on board *Almirante Montt* was highly beneficial.

This is the third and final year that the RCN and Chilean Navy will conduct RAS force generation training together. Aside from providing an opportunity for Canadian sailors to hone their skills in RAS operations, this training also afforded the Canadian crew the opportunity to learn more about the operations and

culture of the Chilean Navy.

*Almirante Montt* travelled from its home naval base in Valparaiso, Chile, to meet the Canadian sailors in Pearl Harbour, Hawaii. It then proceeded west to rendezvous with HMC Ships *Ottawa* and *Winnipeg* on their journey home to Esquimalt, B.C., after a five-month deployment on Poseidon Cutlass 17-01.

Once the three ships met, RAS force generation training was in full swing, carrying out a multitude of exercises ranging from liquid replenishment at sea (fuelling), heavy jackstay (for transferring provisions) and multi-ship replenishments.

The RCN crew on board *Almirante Montt* consisted of 12 boatswains, four bridge watchkeepers, and a maritime surface and sub-surface officer lieutenant who was the officer in charge of the team. They all found great benefit from this hands-on experience as it allowed them to put their training into practical use, furthering their professional development.

The Canadian crew observed the first two seamanship evolutions conducted by the Chilean crew and then actively participated in follow-on evolutions, safely carrying out the

replenishment of *Ottawa* and *Winnipeg*.

"The interoperability between the two navies was seamless and the Canadian crew took direction from the experienced Chilean crew and applied the lessons learned in follow-on seamanship evolutions," remarked Captain Rene Rojas, Commanding Officer of *Almirante Montt*. "Within two weeks, the Canadian crew took charge, confident in their ability to operate the various replenishment stations on board *Almirante Montt* without assistance. I was quite impressed by their professionalism."

While en route to Esquimalt, the three ships also exchanged sailors daily, referred to as cross-pollination, in order to expose a greater number of RCN sailors to AOR operations. This opportunity was well-received by the 26 sailors who had a chance to experience life on board a tanker for a day.

The Canadian crew spent a total of 18 days on board *Almirante Montt*, travelling 4,517 nautical miles through five time zones while conducting 21 seamanship evolutions with *Ottawa* and *Winnipeg*.

The Chilean sailors were hosted in Victoria for eight days, where they had the chance to experience a West Coast Canadian summer before proceeding on their 21-day journey back to Chile, where it is currently the winter season.



**Left:** Canadian and Chilean sailors had the chance to get to know each other while training together aboard *Almirante Montt*.

**Below:** *Almirante Montt* provides replenishment-at-sea to HMC Ships *Ottawa* and *Winnipeg*.



Photos: DND



# Future HMCS *Harry DeWolf* coming together

The mega-blocks are coming together!

The first two of three major sections of the Royal Canadian Navy's first Arctic and Offshore Patrol Vessel (AOPV), the future HMCS *Harry DeWolf*, have been moved on heavy lift transporters out of the Halifax Shipyard to land level for further outfitting.

According to Sean Lewis at Irving Shipbuilding, major land level events include shaft installation and alignment, propellers and rudders installation, electrical cable pulling and termination, and energizing the main switchboards.

The bow section, the final mega-block, will be transported to land level for joining and further outfitting later this year. It is expected the future HMCS *Harry DeWolf* will be launched in 2018.

Just over a year ago steel was cut for the second AOPV, the future HMCS *Margaret Brooke*. Its keel-laying ceremony has already taken place, marked by the placing of a coin onto the keel of the ship by Olivia Strowbridge, the first woman in a trade supervisory role at Halifax Shipyard, and its first female certified ship spray painter.

Today, 28 of 63 units of this ship are under construction.

Irving Shipbuilding is using a progressive build approach to construct the new AOPVs, and over the course of time 63 smaller units become 21 larger blocks, which then become three mega-blocks.

The AOPV project will deliver six ice-capable ships, designated as the Harry DeWolf Class, after Canadian war-time naval hero Vice-Admiral Harry DeWolf.

The new AOPVs will be capable of armed sea-borne surveillance, including in Canada's Arctic; providing government situational awareness of activities and events in these regions; and cooperating with partners in the Canadian Armed Forces and other government departments to assert and enforce Canadian sovereignty, when and where necessary.

*Right: One of the future HMCS Harry DeWolf's mega-blocks emerges from the Halifax Shipyard building.*

*Below: Two mega-blocks of the future HMCS Harry DeWolf were moved out of the Halifax Shipyard this summer.*





# Canadian whisky found in Australian navy mast

By Darlene Blakeley

It was a strange place to find a miniature bottle of Canadian whisky.

The bottle, hand-marked April 10, 1982, was recently discovered in the forward starboard leg of the main mast of Her Majesty's Australian Ship *Sydney*, a guided-missile frigate named after the state capital city of New South Wales.

The frigate was one of six modified Oliver Hazard Perry-class frigates ordered from 1977 onwards, and the third of four to be constructed in the United States.

We know that the Royal Canadian Navy and the Royal Australian Navy (RAN) have close ties, but it was actually an American who placed the whisky in the main mast when the ship was being built at the Todd Pacific Shipyards in Seattle, Wash., in 1982. Future crews of the ship had no idea it was there.

The bottle remained hidden for 35 years until earlier this year when *Sydney*, decommissioned in 2015, was towed to Henderson in Western Australia to be scrapped.

As part of the *Sydney* disposal activities, the RAN was contacted through the HMAS *Sydney* association that an individual from the United States who was involved in the construction of *Sydney* had placed a bottle of Canadian whisky wrapped in insulation tape inside the mast during construction.

"I was not sure if the story was

*An employee working on the scrapping of HMAS Sydney displays the miniature bottle of Canadian whisky after it was cut from the main mast (right).*

valid or if the bottle still existed 35 years later, thus have been waiting to get an opportunity to inspect," said RAN Captain Brad Smith. "This has now been done and the story is true. I think this is a fantastic story to finish the HMAS *Sydney* story."

Although it is not known why the shipyard employee placed the bottle of whisky into the main mast, Capt Smith thought it would be a great idea to contact him in order to send along a bottle of Australian whisky

or Bundy rum (a dark rum produced in Bundaberg, Australia) in a personalized bottle "35 years after his very personal gift."

The Canadian whisky bottle will be send back to Sydney where it will be placed in the RAN Naval Heritage Collection for display.



Photos courtesy of the Royal Australian Navy



**Senior Advisor**  
Commander Kris Phillips  
Head, Navy Public Affairs

**Senior Editor and Writer**  
Darlene Blakeley  
Navy Public Affairs

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

Cover page: LS Thomas Doyle steers HMCS *Edmonton* in rough seas during Operation Limpid. Photo: Cpl Andre Maillet

If you would like an email subscription to *Crowsnest*, send your request to [Crowsnest-LaVigie@forces.gc.ca](mailto:Crowsnest-LaVigie@forces.gc.ca) to be added to our list.