

INTRODUCTIONS

Leading up to presenting McFadden as Guest of Honour, we need to make special mention of the former CO's currently in the room as such

Cdr Monaghan (9 Jul 2014 to present)
 Cdr Tennant (3 Jul 2011 to 31 Jul 2013)
 Capt(N) Sutherland (8 Jan 2009 to 30 Jun 2010)
 Capt(N) Woodburn (26 Jun 2003 to 4 Apr 2005)
 Capt(N) Jolin (9 July 1999 to 22 Jun 2001)

And now introducing our guest of honour, CO # 3 for HMCS MONTREAL,
 Vadm McFadden (9 Jul 1997 to 9 Jul 1999)

Sequence of events

| <u>20th Anniversary Gala</u> | | | |
|--|-------------|--|------------------------------------|
| Serial | Time | Event | OPI/Remarks |
| | 1645 | Set-up Kisbey Ring & Ticket stand for sales and draw | SLt Sarty |
| | 1700 | Set-up | Westin Staff |
| | 1900-1945 | Reception | |
| | 1945 | Call people to seats | MC SLt Killawee |
| | 2000 | VIPs and junior personnel seated at tables | |
| | 2000 | Serving staff in place | Westin Staff |
| | 2000 | Short Welcome | MC PO1 Browne |
| | 2000 | Grace - English & French | Padre (Capt White) |
| | 2000-2015 | History/Slide Show CO's intro Bio for McFadden McFadden to Speak Present Wine Bottle Oh Canada Major Events from MON's history | SLt Killawee and PO1 Browne |
| | 2000-2015 | Serve Bread & Soup | Westin Staff |
| | 2015-later | Serve Entrée | Westin Staff |
| | 2115 | Serve Desert | Westin Staff |
| | 2130 | Dance | DJ Bruce Johnson |
| | | Prize Draws | PO1 Browne Throughout the night |
| | | Clean-up | Westin Staff |
| | 0100 | Secure | |

PPT SLIDE 1

PO1 Browne

Welcome, and good evening, ladies, gentlemen, honoured guests, and (INSERT NAME) the bartender.

I'm Petty Officer First Class (or Petty Officer No Class to my close friends) Brad Browne, one of your MC's for this evening. Here with me is SLt Jacob Killawee, my partner in crime.

We've all heard through the years that it is the sailors, and not the ships that constitute the Navy.

However.

This evening, we the sailors are gathered to celebrate the 20th anniversary of our ship.

Those two decades have seen our ship through an entire generation of sailors. Fathers that I sailed with years ago, well, their sons are now on this ship with us.

In the 20 years that our ship has been sailing, it's done numerous overseas deployments, I've personally taken this ship as far north as Norway, as far South as Colombia, and as far East as Turkey.

Members of MONTRÉAL's ships' company have chewed the dust in Afghanistan, and stood tall and proud as the gun's crews at the 90th Anniversary of the battle of Vimy Ridge. We've sent sailors far and wide, representing our nation, all of us wearing the flag on our shoulders.

Other notable points...we had sailors representing the crew at the 60th Anniversary of VE day in Appeldoorn, Holland in 2005. MONTRÉAL was one of 3 warships that was selected for the honorary sailpast during the celebrations at the 200th Anniversary of the Battle of Trafalgar and the International Fleet Review. It's not too often that the Queen sends the message "Splice the Mainbrace!"

Our ship was selected in 2007 as part of Canada's response to a crisis in Lebanon, and went from a short work period on a Friday, to recalling personnel from Parental leave on Saturday, to sailing on Monday to do some equipment tests in preparation to help evacuate 30,000 people.

This ship has been at the tip of Canada's spear in terms of Naval deployments, and international representation, and while we are here today to celebrate the 20th anniversary of our ship, it is, in fact, the crew that enabled all of these things, and so today, it is us

who carry forward with this task, and we're now in the midst of another big one...the FELEX project.

Now, I'd like to call forward the Padre to bless the meal, and our time together this evening.

Padre:

PADRE OFFERS BLESSING FOR MEAL.

My thanks Padre, please enjoy the evening.

Before we kick off with the meal, we're going to look at a few historical highlights from MONTRÉAL's past....so now let us have a quick look at the ship who's battle honours we perpetuate.

PPT SLIDE 2

SLT Killawee

(K319 Dates)

K319 HMCS MONTRÉAL

The first HMCS MONTRÉAL was a River Class Corvette, built in Montreal by Canadian Vickers Ltd, commissioned in 1943, sailed on Convoy duties in 1944 and then escort training duties in the UK, based out of Plymouth and Portsmouth until March 1945.

PPT SLIDE 3

SLT Killawee

(K319 Stbd Side)

She was refitted for the south pacific area, but was never deployed. She ended up being paid off on October 15, 1945, then scrapped in Sydney NS in 1947. There were 151 River Class ships built, and at about 1500 tons, she was about 1/3 the size of our ship (though only half the length.)

PPT SLIDE 4

SLT Killawee

(K319 Port Side)

Interestingly, the 40mm Bofors guns used as her secondary armament "grew up" after the war and was developed into the 57mm Bofors that we have onboard today. As

PPT SLIDE 5

PO1 Browne

(FFH 336 Commissioning dates)

Our ship is the 7th of the Canadian Patrol Frigates to be commissioned.

How many of you know what the ship's Motto is?

Ton Bras Sait Porter L'Épée (We Stand On Guard For Thee)

Our ship's motto is an excerpt from our national anthem. And over the years, here are some examples of how Canada has stood on Guard.

PPT SLIDE 6

PO1 Browne

(MON at Sunset with Zodiac)

My first exposure to HMCS Montréal was in August 1994. I was an Ordinary Seaman working at Fleet Maintenance Group at the time, and I was part of the team of Acoustic Techs who had the opportunity to help fix the sub's SONAR Dome after there was a "little" bump coming alongside. The Admiral was actually onboard the sub when the bump happened, and I understand that the real tragedy there was some spilt coffee! However, the sub's Fiberglass SONAR Dome was laid down in the dockyard, and for weeks as we walked into and out of the yard, that dome was sitting on the Jetty, and I shall never forget, some wit decided (no, it wasn't me!) to circle the smashed up section and write "LE OOPS" with chalk on it.

PPT SLIDE 7

SLT Killawee

(Commanding Officers)

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PPT SLIDE 9

PO1 Browne

Guest of Honour Bio

Vice-Admiral Philip Dean McFADDEN, CMM, CD

Vice-Admiral McFadden joined the Canadian Forces (CF) as a Cadet in 1974, attending Royal Roads Military College. He served in HMC Ships Yukon, Restigouche and Miramichi, as well as instructing navigation at the Naval Officers' Training Centre Venture. In 1982 he released from the CF to work with the Canadian Coast Guard at Vessel Traffic Services in Vancouver. In 1983 he re-enrolled in the CF serving in HMC Ships Chaleur, Miramichi, Kootenay and Thunder. In 1987 attended the year-long Combat Control Officers Course, followed in 1987 by an appointment to the destroyer-escort HMCS Qu'Appelle. In 1989 he was appointed to the staff of the NATO Commander-in-Chief Eastern Atlantic at Northwood UK in support of the Standing Naval Force Atlantic. In 1990, on return to Canada, he served at the Canadian Forces Fleet School Halifax NS, followed by the staff of the Commander Fifth Canadian Destroyer Squadron, subsequently the Seventh Maritime Operations Group. In 1996 he attended the Canadian Forces Command and Staff College in Toronto, and later that year, on promotion to Commander he returned to Halifax as Executive Officer of the replenishment ship HMCS Provider. In 1997 he assumed command of the frigate HMCS Montreal, and in 1999 he changed over Command of Montreal to Capt(N) Jolin who is with us this evening and then he was appointed Commander Sea Training (Atlantic). In 2000 he was promoted Captain(N) and assumed responsibilities as Director Maritime

Strategy for the Chief of the Maritime Staff at National Defence Headquarters (NDHQ) in Ottawa. Following year-long language training, in 2002 he was appointed Director Asia-Pacific Policy at NDHQ. In December 2003, upon completion of Advanced Military Studies at the Canadian Forces College, he returned to the east coast and assumed command of the Fifth Maritime Operations Group. Promoted Commodore in 2005, he assumed command of the Atlantic Fleet. In 2006 he was promoted to Rear-Admiral and assumed command of Maritime Forces Atlantic in August of that year.

Promoted to Vice-Admiral in June 2009, Vice-Admiral McFadden returned to NDHQ in Ottawa as the Commander Maritime Command and Chief of the Maritime Staff, in which position he served until his retirement in July 2011.

Or:

Vice-Admiral Philip Dean McFADDEN, CMM, CD

Vice-Admiral Philip Dean McFadden joined the Navy in 1974, and passed through Royal Roads on his way to the fleet. Sailing on both coasts, and spending some time with the Coast Guard, his path has taken him to the heights of the RCN. Having sailed on most classes of ship that the RCN has operated, including the Restigouche, Yukon, Miramichi, Kootenay, Thunder, Chaleur, the Qu'Appelle, and as the XO of the Provider. In 1997, he was appointed the CO of the Montreal, deploying with her for the NATO in 1998.

He moved from MON to be the CO at Sea Training before succumbing to the call of NDHQ and leaving the fleet behind (temporarily) for Ottawa.

His time inland allowed him to advance back to the coast, where he commanded MOG 5, and was promoted to Commodore, then to Rear Admiral as Commander MARLANT.

No good deed goes unpunished, so Vice Admiral McFadden returned to NDHQ as the Chief of Maritime Staff and Commander of Maritime Command, finally reefing in his sails and hanging up his tunic one last time in July 2011.

I understand that VAdm McFadden has a few words he'd like to share with us, I'll ask him to come forward at this time, Sir, the mic is yours.

Speaking.....

THANKS + WINE BOTTLE PRESENTATION

Sir, our thanks for both your time leading on HMCS Montreal, and the guidance you provided at the Helm of the RCN. I recall when you spoke to us in the MS&Below Mess on the Montreal in 2007, and then, as now, you speak to the matters at hand.

We now have a small token of our crew's appreciation for your time here this evening, I want to present you with a commemorative bottle of wine, celebrating HMCS MONTRÉAL's 20th anniversary.

PPT SLIDE 10

PO1 Browne

(Oh Canada)

I would now ask all of you to join me as we stand for the playing of Oh Canada.

PPT SLIDE 11

PO1 Browne

(Key Events)

HMCS MONTRÉAL has been busy for 20 years now. For almost 6 of those years, I've been onboard.

I haven't seen all of what the ship's done, but we will speak briefly to some of the goings-on that the ship's been involved with.

PPT SLIDE 12

PO1 Browne

(NATO 95/NATO 98)

It's hard to speak of something that happened 19 years ago if you weren't there, so I got ahold of a friend of mine who was the very first person to land a Sea King on the HMCS MONTREAL. Major (Retired) Jason Graveline. He's now an air ambulance pilot with STARS in western Canada, so he cannot make it this evening, but he passed me some photos and some anecdotes to share:

On 23 Jun 95, Crew 1 departed with all of Crew 2 onboard except me. I stayed on as LSO until they were airborne. I then transferred control to FLYCO who cleared MOLSON over and then I was hoisted into the helo. About 5 min later, the helo lapsed 10000 flying hours with all aircrew onboard. Shortly after, I was hoisted back down so I could LSO the landing. Crew 2 got off and Crew 1 carried on with the trip. At the end of the flying day, the cooks gave us a cake with 10000 hours Molson on it to celebrate.

PPT SLIDE 13

PO1 Browne

(NATO 95/NATO 98)

"Crew 2 conducting helo boarding of MV Juniper, 4 Feb 95 in the Adriatic Sea. Pictured are Capt Tasseron (L) and MCpl Laporte (R). We hovered directly over the white atco trailer port side, putting the white crane in the right seat chin window. My records show: "Wind Red 30@30-40kts, heavy pitch and roll". This was a very tricky insertion, commenced at sunset and extraction completed in the dark. With the first 6 onboard on extraction, we got a series of transmission chip lights and had to emergency recover on MTL. The Dutch Lynx recovered the other 6 party members. Lt Koester was Co-pilot with me. Lt(N) Ian Wood was NBP Commander."

Interestingly, I was on HMCS CHARLOTTETOWN when HMCS MONTREAL relieved us to commence her 1998 NATO Deployment. We met a day out from Mayport Florida, and did an at sea transfer of deployment related equipment, everything from the Moose Antlers for the Moose-milk Table to the NATO Crests from the Bridge-wings.

PPT SLIDE 14

SLT Killawee

(OP APOLLO/OP NARWHAL)

"The Classic Persian Excursion"

PPT SLIDE 15

PO1 Browne

(NATO 05/OP LANCASTER 2006)

I was onboard MON for the NATO in 2005, and could tell some tales, but between the stolen garden gnome, the mermaid statue, and the wide variety of port visits, it was one of the best deployments I've done in my life. The crew gelled as a team in a way that I'd never seen before, and I think a part of that was from the shared experience of losing a shipmate.

LS Robert Leblanc went over the side off the coast of Poland late one night. He was the night steward. I can tell you I've never heard a ship so silent as it was that night after the verification muster when we didn't find him. I was the door sentry in 15 Mess that night. I had a top bunk, he was in the bottom bunk on the other side of the stack from me. The entire NATO fleet turned around to help us look for him, to no avail. We held a memorial service at a chapel in Gdansk for him.

The year after that NATO, MONTRÉAL got tasked with OP LANCASTER. This was a short, 12 day deployment to the Northern reaches of Canada's waters, and brought our crew in contact with some of the Northern Rangers, as well as other elements of the Canadian Army, learning to operate in a joint environment, and learning to operate at the edges of our ship's design.

PPT SLIDE 16

PO1 Browne/SLT Killawee

(OP CARIBE 2008/Joint Warrior)

I was on MON for the OP CARIBE in the first part of 2008.

We brought the ship through the MHP refit, getting her ready for the challenge of the anticipated Cyclone helicopters, we went storm chasing and smashed a brand new STIR fire control RADAR...as a result of that incident they shortened the cables on the bridge-top search-light by a few inches to make sure it could no longer reach the radome.

It was an almost never ending year of WUPs, but once we passed, the ship moved into an operational pattern that started with Landing ST(A) to the tourist train in the Bahamas, then transitioning to the first of two back to back Op Caribe's.

On the first one, we crossed paths with the HMCS ST JOHN's, on the second, a somewhat more exciting event occurred where the ship seized 4.3 tons of cocaine.

SLt Killawee will now speak on the helo crash/joint warrior.

PPT SLIDE 17

SLT Killawee

(Op Nanook,/Duke & Dutchess)

SLt Killawee speaks on these

PPT SLIDE 18

PO1 Browne

(FELEX/BERMUDA)

Since HMCS MONTRÉAL came out of refit 13 months ago, and we marched into the Irving Shipyard to re-take our ship, we have seen some of the capabilities that the ship has gained. I've seen the ship's engineering readiness state go from having basically a working PA system, and a working Fire Pump system, to a ship that's now almost ready to head to sea and fire our guns, and move on to the next step of operational readiness, the transition back to being an operationally deployable warship.

We've had a visit to Bermuda, and for the first time in my career, I saw a ship recalled in Foreign port, with us heading out to sea early to avoid a potential storm. Of note, for those who weren't aware, we had about 18" of safe water below our ship when we exited the harbour...if the waves had been 1 meter higher, we would have left part of our SONAR dome on the bottom of the harbour. That's why we had to leave when and how we did.

My thanks to all of you for letting me bend your ears for a few minutes. Enjoy your dinners, and I'll be back up here again soon enough!