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Canadian warships assist in narcotics seizures on Op CARIBBE

By DND

HMC Ships *Summerside* and *Saskatoon* assisted in the seizure of almost 700 kg of cocaine while on patrol in the Caribbean Sea and the eastern Pacific Ocean while participating on Operation CARIBBE.

The interception involving *Summerside* took place on March 7, 2016, in international waters off the coast of Nicaragua when the ship located and approached a 12-metre long sailing vessel suspected of smuggling. Members of a United States Coast Guard (USCG) Law Enforcement Detachment (LEDET) embarked in *Summerside* questioned the master and subsequently boarded the vessel. During the search, the team discovered and seized 16 bales weighing 324 kg that later tested positive for cocaine.

During the evening of March 19, 2016, the crew of *Saskatoon*, its embarked USCG LEDET, and a U.S. Maritime Patrol Aircraft were conducting a routine patrol monitoring targets of interest in international waters off the coast of Central America. One of the vessels being monitored, a panga style fishing boat, jettisoned its cargo and fled at high speed. Once on scene, crew members of *Saskatoon* and the LEDET found and retrieved 10 bales of cocaine from the water, with a combined weight of approximately 360 kg.

Operation CARIBBE is Canada's contribution to Opera-

tion MARTILLO – the multinational campaign against transnational criminal organizations in the Pacific Ocean and Caribbean Sea.

“The Royal Canadian Navy continues to provide an important contribution to the fight against drug trafficking and organized crime in South and Central America. By working with our partner nations to disrupt criminal activity, we not only bring security to the region, but also strengthen our international partnerships, and protect Canadians and Canadian interests,” said Harjit S. Sajjan, Defence Minister.

“This success belongs to the ship's company as well as the members of the United States Coast Guard we embarked for this operation. After patrolling these waters together for more than a month and 5000 nautical miles, it's satisfying to know we've contributed to helping keep these drugs off our streets,” said LCdr Paul Smith, Commanding Officer *HMCS Summerside*. “This specific evolution exemplified an excellent coordination of assigned assets. Now that we have our first seizure under our belt, we will use lessons identified to improve tactics, techniques, and procedures to improve interoperability with our partners and enhance our efficiency for future cases,” said LCdr Todd Bacon, Commanding Officer *HMCS Saskatoon*.



HMCS Summerside assists with the seizure of more than 300 kilograms of cocaine on March 7, 2016, while patrolling off the coast of Nicaragua while participating in Operation CARIBBE, Canada's contribution to the multinational campaign against transnational criminal organizations in the Pacific Ocean and the Caribbean.

PUBLIC AFFAIRS, HMCS SUMMERSIDE

RIGHT: HMCS Saskatoon and its embarked United States Coast Guard Law Enforcement Detachment seized approximately 360kg of cocaine as a result of a disruption and interdiction during Operation CARIBBE on March 19, 2016.

PUBLIC AFFAIRS OFFICER, OP CARIBBE



X-Ship leads the way in advancing innovative naval concepts

By Darlene Blakeley,
Senior Editor and Writer, Navy Public Affairs

For the next five years, *HMCS Montréal* will have an exciting role to fill along with its regular naval requirements.

Montréal has been named the Royal Canadian Navy's Experimental Ship – or X-Ship – a program designed to advance innovative and leading edge naval concepts in all areas of warship deployment, crewing and sustainment.

“To do this, we have been allotted a five-year period within which to build and execute a program that builds on existing trial concepts and develops new

ones,” says LCdr Lorraine Sammut, Senior Staff Officer Operations at the New Capability Introduction Detachment in Esquimalt, B.C. “Specifically, X-Ship will be tasked to conduct experiments that fall outside of normal fleet development activities, and be focused on supporting future classes of ships such as the Canadian Surface Combatant and Joint Support Ship.”

In the short term, many of the trials conducted will focus on human factors such as variations of crew size and impacts on crew rest and performance, as well as some operational trials.

“One of the driving tenets behind X-Ship is to explore crew modelling initiatives – future

practices – that are forecasted to be employed in our next classes of ship,” explains LCdr Sammut. “One of the challenges we face is forecasting the level of human effort required to conduct a certain task, given that future ships will have increased levels of automation. To forecast the baseline, the navy, in partnership with Defence Research and Development Canada, uses a crew modelling prediction software and inputs what we already know to be true.”

Medium and long term horizons will see an increased focus on operational and technical type trials, including structural health monitoring, environmental effects on the ship and information

systems trials.

“In the long term, we anticipate that the conduct of naval operations will be shaped by the data collected from these experiments and trials,” says LCdr Sammut. “As we move towards new ship design, one emerging trend is the shift to increased automation across a variety of systems. By default, increased automation equals decreased crew size and a requirement to employ specialized teams depending on the mission at hand.”

Crewing configuration will vary over the five-year program and is dependent on the crewing experiment being conducted at the time. Notwithstanding, X-

Ship will remain crewed by Canadian Armed Forces personnel, and outside of the crew experiments being conducted, *Montréal* will be crewed as usual for Halifax-class frigates.

In support of future platforms like Canadian Surface Combatant where crew size is forecasted to be smaller than the current frigate model, one crewing concept being tested early in the program is a reduced crew complement.

“The goal behind any crewing model is to arrive at an appropriate and sustainable complement to execute the variety of normal readiness tasks encountered during naval operations,” says

See X-SHIP / Page 2

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X-Ship

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LCdr Sammut.

The innovative X-Ship program will benefit the RCN in many ways as streamlining capabilities and finding new efficiencies allows increased effectiveness across a wide array of naval operations.

“In the same vein, it also allows the RCN to determine, with some empirical accuracy, where certain concepts fall short and the diversity of operational effectiveness is potentially compromised, thus requiring further work,” explains LCdr Sammut. “Either way, providing a platform to advance innovative efforts is a tremendous win in the eyes of force developers and our operational community. Likewise, and on the heels of our successful modernization of the Halifax Class, it allows the RCN to align itself with those successful advances made by our allied partners.”

Although X-Ship will have a dedicated trial program, it will not be completely removed from everyday naval requirements and will continue to participate in scheduled engineering repair, docking work periods, fleet training exercises and support to the new shipborne Cyclone helicopter.

“In fact these opportunities lend a considerable hand in providing the appropriate test environment for many of the trials to be conducted,” says LCdr Sammut.

In recognition of the unique nature of the program, VAdm Mark Norman, Commander of the RCN, has directed that a special badge be designed for X-Ship. Details about the badge and what it will look like are expected to be announced in the coming months.

It’s a busy and exciting time for *Montréal* crew members and supporting staff ashore as the frigate moves forward with the X-Ship program, leading the RCN in ground-breaking experiments and trials.

Le navire X ouvre la voie dans le développement des concepts maritimes novateurs

Par Darlene Blakeley,
Rédactrice en chef et journaliste,
Direction des Affaires publiques
de la Marine

Au cours des cinq prochaines années, le NCSM *Montréal* aura un rôle intéressant à jouer, en plus de satisfaire ses exigences maritimes habituelles.

Le *Montréal* a été nommé navire expérimental de la Marine royale canadienne ou navire X, un programme conçu pour le développement des concepts maritimes novateurs et de pointe dans tous les domaines du déploiement de navires de guerre, de l’affectation des équipages et de leur maintien.

« Pour y parvenir, on nous a donné une période de cinq ans au cours de laquelle nous devons élaborer et exécuter un programme à partir des concepts d’essais existants afin d’en développer de nouveaux. Plus précisément, le navire X sera chargé de mener des expériences qui ne relèvent pas des activités normales de développement de la flotte, et de soutenir les futurs navires de classe, tels que le navire de combat de surface canadien et le navire de soutien interarmées, » affirme le capitaine de corvette Lorraine Sammut, officier supérieur d’état-major – Opérations, du détachement Introduction des nouvelles capacités à Esquimalt (C.-B.).

À court terme, de nombreux essais porteront sur les facteurs humains, tels que les variations de la taille de l’équipage et les incidences sur le repos et le rendement, ainsi que certains essais opérationnels.

« L’un des principes moteurs du navire X consiste à explorer les initiatives de modélisation d’équipage – pratiques futures – qu’on prévoit utiliser sur nos prochaines classes de navire. L’un des défis est de prévoir le niveau d’effort humain requis pour accomplir un certain nombre de tâches, étant donné que les futurs navires auront des niveaux d’automatisation accrus. Pour prévoir l’effectif de base, la Marine, en partenariat avec Recherche et développement pour la défense Canada, utilise un logiciel prédictif de modélisa-



A Cyclone helicopter prepares to land on the flight deck of HMCS Montréal off the coast of Halifax on March 3, 2016. Un hélicoptère Cyclone se prépare à atterrir sur le pont d’envol du NCSM Montréal au large d’Halifax le 3 mars 2016.

CPL ANTHONY LAVIOLETTE, 12 WING IMAGING

tion d’équipage pour saisir ce que nous savons déjà, » explique le Capc Sammut.

À moyen et à long terme, l’accent sera mis sur les types d’essais opérationnels et techniques, notamment la surveillance de l’état des structures, les effets environnementaux sur le navire et les essais sur les systèmes d’information.

« À long terme, nous prévoyons que la conduite d’opérations navales sera façonnée par les données recueillies lors de ces expériences et de ces essais. À mesure que nous nous acheminons vers la conception de nouveaux navires, l’automatisation accrue de divers systèmes constitue une nouvelle tendance. Par défaut, l’automatisation accrue équivaut à la diminution de la taille de l’équipage et la nécessité d’employer des équipes spécialisées selon la mission à accomplir, » affirme le Capc Sammut.

La configuration de l’équipage variera au cours du programme quinquennal et dépendra de l’expérience en cours de réalisation. En dehors de ces expériences, le *Montréal* sera comme d’habitude doté d’un équipage de frégate de la classe Halifax.

Pour appuyer des plateformes futures, comme la taille de l’équipage du navire de combat de surface canadien devrait être plus petite que celle du modèle des frégates actuelles, un concept actuellement mis à l’essai dans le programme est la réduction de la taille de l’équipage.

« L’objectif de tout modèle d’équipage est d’arriver à un effectif approprié et durable afin d’exécuter diverses tâches normales lors des opérations navales

pirique, là où certains concepts présentent des lacunes et où l’efficacité opérationnelle est potentiellement compromise. De toute façon, fournir une plateforme qui permet d’encourager les efforts d’innovation est une énorme victoire pour les responsables du développement des forces et pour notre communauté opérationnelle. Après la modernisation réussie des navires de la classe Halifax, cela permet également à la MRC de s’aligner sur ces progrès réalisés par nos partenaires alliés, » explique le Capc Sammut.

Même s’il disposera de son propre programme d’essai, le navire X ne sera pas complètement exclu des exigences maritimes quotidiennes et continuera de participer aux périodes de maintenance prévues, aux périodes en cale sèche, aux exercices d’entraînement de la flotte et d’apporter un appui au nouvel hélicoptère embarqué Cyclone.



Promotion on HMCS Montréal

PO2 Vanessa Parsons was recently promoted by Cdr Kristjan Monaghan, Commanding Officer, HMCS Montréal. PO2 Parsons has been in the RCN for 10 years as a Boatswain and was deployed to the CFB Halifax Base Executive Services department as the Base Operations Master Seaman. Following her maternity leave, she will be posted back to the Montréal. Her promotion is well deserved as she exemplifies hard work, dedication and deep-rooted trade knowledge. PO2 Parsons hails from Yarmouth, NS.

L to R: Cdr Kristjan Monaghan, Mrs. Judy Gordon, (PO2 Parson's mother) PO2 Vanessa Parsons, PO1 Mark Parsons (spouse)

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NSCC students get a lesson in CAF Public Affairs from Director General PA

By Ryan Melanson,
Trident Staff

A group of communications students from NSCC's Waterfront Campus recently had the chance to hear about the inner workings of Defence public affairs from someone who knows the topic very well, the senior uniformed Public Affairs Officer for the CAF.

BGen Marc Theriault, Director General Public Affairs, visited the Atlantic region from March 28-31 to speak with a number of different stakeholder groups, including the students in NSCC's Advanced Diploma Public Relations Program.

With the world of communications in a state of transition, the emergence and importance of new forms of media, and with plans to modernize and re-evaluate the CAF's own public affairs strategy, BGen Theriault said DND stands to gain from engaging with young minds in the field.

In a talk that focused on public affairs through interaction with the media, he described CAF and DND public affairs policy as being very different from other federal government departments, and more permissive than most outside the military would assume. Using news interviews as an example, he said the CAF tries to offer subject matter experts to the media upon request, in the form of members that work in their fields, rather than restricting media interviews to PAOs, senior officers or other typical spokespersons.

It doesn't happen without a reasonable amount of coordination or without proper approvals, but interviews with everyday CAF members about their jobs are common in newspaper stories or TV news spots. For that reason, he said most officers or NCMs who are preparing to deploy will receive some form of communications training.

"We've empowered our folks to speak, but talking to the civilian world is completely different, so we help them out and we provide that training."

And while there will always be strategies at play and important messages to get across, BGen Theriault explained the crucial importance that information provided to the public by PAOs or other personnel is always factual and accurate.

"Our primary strategy is to inform, not to influence," he said.

He touched on the importance of imagery in the PA strategy,



BGen Marc Theriault, Director General Public Affairs, speaks to students at NSCC's Waterfront Campus in Dartmouth on March 29.
RYAN MELANSON/TRIDENT STAFF

something that's also frequently made available to media, as well as used for internally-made PA content or recruiting advertisements.

The students also had a number of questions for BGen Theriault, around topics like the costs associated with media training for so many personnel, the PA strategy for dealing with misquo-

tations or inaccurate news reports, and the increasing importance of social media. He was also asked about the challenges of PA in an organization that works around the world and must effectively communicate with people of different languages, cultures and values.

BGen Theriault referenced Canada's mission in Afghanistan

and some its unique challenges and solutions, like Task Force Commanders walking hand in hand with tribal leaders in a show of respect, or the extra work and perseverance of female officers in gaining acceptance from locals with radically different views on gender equality.

The mission required a re-thinking of some PA strategies, while staying true to Canadian values, and those constant challenges keep things exciting, BGen Theriault said.

"It's a very stimulating area to work in."

BGen Theriault's Atlantic trip also included meetings with students studying communications at the Universite de Moncton and Crandall University in New Brunswick, as well as students in the Critical Military and Veterans Studies course at Mount Saint Vincent University in Halifax. He also spoke to members of the Royal United Services Institute of Nova Scotia, The Canadian Public Relations Society Nova Scotia Chapter, and Dalhousie University's Centre for Foreign Policy Studies.

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Jan 11 MFRC
Jan 25
Feb 8 MFRC
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March 7 MFRC
March 21 Posting Season Special
April 4 MFRC
April 18 Battle of the Atlantic Special
May 2 MFRC
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May 30 MFRC
June 13 DND Family Days
June 27 MFRC
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July 25 MFRC
August 8
August 22 Back to School Special
Sept 5 MFRC
Sept 19 Home Improvement Special
Oct 3 MFRC
Oct 17
Oct 31 MFRC / Remembrance Special
Nov 14 Holiday Shopping Special
Nov 28
Dec 12 MFRC / Year End Review



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Community Calendar

Reunion and event notices must be submitted by mail, fax or internet.
editor@tridentnews.ca include the sender's name and phone number.

A notice will not be published if the event is to happen more than one year from publication date. Submissions may be edited.

The Significance of the Battle of the Atlantic to Canada

Time: 7 p.m.

Date: Wednesday, April 20

Location: Maritime Museum of the Atlantic

In this free evening talk set against the backdrop of the Battle of the Atlantic, Dr. Marc Milner will chart the fascinating development of the battle, and the important role Halifax, the Royal Canadian Navy, and many ships like HMCS *Sackville* played in winning this pivotal Second World War campaign. Milner is the Director of UNB's Gregg Centre for the Study of War and Society, and a well-respected author of numerous books and articles about World War II, particularly the war at sea. In 2009, Milner was also appointed to the Board of Governors of the Royal Military College of Canada.

Second Career Assistance Network (SCAN)

Date: April 19-21

Location: Sea King Club, 12 Wing Shearwater

Retirement or a second career is different for everyone who releases or transfers from the CAF. CFB Halifax offers a SCAN seminar twice a year. Please register for the regular SCAN seminar on April 19 – 20 as well as the Medical SCAN seminar on April 21 if you are a medically releasing member.

The registration form is on the BPSO website located on the

CFB Halifax Splash Page/Common Links/Base Personnel Selection Office under SCAN. Call us at 902-721-8150 and we will assist you.

Emerging Lens Cultural Film Festival kickoff

Time: 7 p.m.

Date: Wednesday, April 20

Location: Canadian Museum of Immigration at Pier 21

Now in its sixth year, the annual Emerging Lens festival presents films from our emerging and celebrated cultural filmmakers who hail from the African Nova Scotian and multicultural communities. At least 15 different filmmakers will be represented through the festival, which runs from April 20-23 with free admittance for all events. The opening gala will feature live entertainment and light refreshments will be served. For a full list of screenings and more information, visit TheEmergingLens.com

Atlantic Women Writers in Conversation

Time: 7 p.m.

Date: Monday, April 25

Location: Central Library Paul O'Regan Hall

This panel discussion will take place as part of the Atlantic Book Awards festival, happening from April 20-27 with events in all four Atlantic provinces. The Halifax event, moderated by Halifax-based author Lindsay Ruck, will feature shortlisted

authors Lesley Crewe (*Amazing Grace*), Carole Glasser Langille (*I Am What I Am Because You Are What You Are*), and Sarah Mian (*When the Saints*). The event is presented in partnership with the Atlantic Book Awards and is sponsored by Scotiabank. **2016 Maritime Acoustic Symposium**
Date: June 7-10
Location: Canadian Forces Maritime Warfare Centre

Trinity will host the biennial Maritime Acoustic Symposium at the CFMWC. This symposium will be a comprehensive forum for discussion and liaison between agencies and people involved in Undersea Surveillance and Warfare (USW). It will include domestic and international representatives from organizations that conduct operations, training, research, and scientific support. Industry and academia have also been invited to participate and will bring with them valuable information on cutting edge technology and scientific advancement. This year's theme is Restocking the ASW Toolbox and many presentations, forums, and sidebar discussions will focus on sharing common goals and aiding the community in advancing knowledge on platforms, weapons and tactics used

throughout the USW domain.

Personnel of any rank with a relevant interest in USW or acoustics are encouraged to participate. Inquiries and expressions of interest may be forwarded to the event OPI, POI Randy Musseau at

randy.musseau@forces.gc.ca.

Telling the Empress of Ireland Story

Time: 7:30 p.m.

Date: Tuesday, May 31

Some say the sinking of the Canadian ocean liner Empress of Ireland exceeds even the tragedy of the Titanic disaster. Many more Nova Scotians perished in the sinking of Empress of Ireland on the Saint Lawrence than died on the Titanic, but the Empress has often been forgotten in Nova Scotia and the rest of the world. Dan Conlin, curator at the Canadian Museum of Immigration at Pier 21, recently brought the exhibit *Empress of Ireland: Canada's Titanic* from Ottawa to Halifax. Join him for a free illustrated talk about the cast of Nova Scotians who were caught up in this epic Canadian disaster.

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Officer's Mess Calendar



APRIL 28, 2016

BATTLE OF THE ATLANTIC DINNER @ WARDROOM

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Nunavut search ends well for missing men

By Sara Keddy,
Managing Editor, The Aurora

Five days into a search over the ice and frozen ground southeast of Iqaluit, a 14 Wing Greenwood helicopter crew picked up three missing men late in the afternoon of March 31.

A 413 (Transport and Rescue) Squadron Cormorant and two Hercules crews were both called into the search by the Joint Rescue Coordination Centre March 29, in support of Nunavut's Emergency Measures Office search, which began when the men were reported missing March 27. The regional Civil Air Search and Rescue Association volunteer group and ground search and rescue officials were already tracking the men.

March 22, the missing men, including Nunavut MLA Paulousie Keyootak, his teenage son and his nephew had left Iqaluit by snowmobile. They were heading north for Pangnirtung, about 300 kilometres away, before continuing on to Qikiqtarjuaq, another 200 kilometres away. They were reported overdue, and the search was underway. A chartered Twin Otter aircraft found them by following snowmobile tracks – but they led searchers 180 kilometres southeast of Iqaluit, the opposite direction of the men's original trip. Bad weather and conditions may have led to their disorientation: when found, they were cold and had very little food remaining. They were not carrying any radio or emergency contact equipment, but had managed to build two

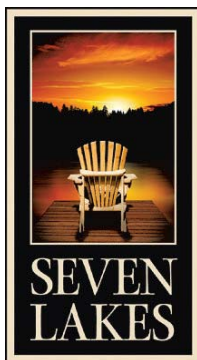
igloos for shelter.

When the Twin Otter landed by the group, it damaged its landing gear. The 413 Squadron helicopter was called to the scene, picked up all the people on site and took the found men to hospital in Iqaluit to be checked over.



Search and Rescue Technician MCpl Kevin McFarlane, 413 (Transport and Rescue) Squadron, in the spotter's seat of the Hercules, during the search for three missing Iqaluit men March 31.

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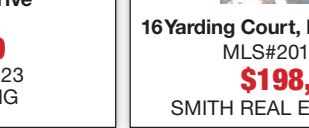
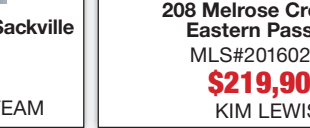
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Battle of the Atlantic

Two brothers, two experiences of the Second World War



OS Pat Charles Devenish.



Cpl Ed Devenish.

By CPO1 (ret'd) Pat Devenish

We all have stories passed down through generations and my own interest in this era of our history was piqued by stories from my own father. One stands out for some reason as it makes one realize that these were very young men on all sides who were 10 feet tall and bulletproof. The one I recall most fondly though was about him and some buddies busting open a Sicilian farmer's wine cellar and getting drunk and then stealing a German half track whose crew had just hours before had done the same thing and were sleeping it off.

It wasn't until 8th Army artillery started firing at them that they realized it was time to fly the white flag and call it a day!

Then there was the sadder story of him and a friend in a latrine and as the man beside him told a humorous story, a red circle suddenly appeared on his forehead as he was hit by an enemy sniper falling into the trench they were over. "Why him and not me?" my Dad asked me several times in his later years.

Farley Mowat, a veteran in my Dad's Regiment, once wrote "It is not until long after peace that soldier's memories of war really begin to live. While war still lasts, the new events bury the old with terrifying swiftness and too deeply for a waning strength and will to resurrect until time's intervention brings a desire for the exhumation."

My Dad was not the only member of his family who heeded the call to war. His younger brother, my Uncle Pat (whom the family called 'Charles' after the war) was a signalman on frigates and corvettes in the Second World War. Close to the very end, with Dad dying in 2000 and Uncle Pat following in 2007, as they both aged, their stories of war were no longer memories but were nightmares seldom discussed. What follows are two items of interest; one a postcard from Uncle Pat to my Dad (Ebby) with a description of what would have been going on their personal lives at that time as well as a chronicle of a U-boat hunt relayed from my Uncle Pat through his son, my cousin Greg.

Dad

On land (8th Army) – In July 1943, the Allies invaded Sicily, securing the island in mid – August. Following the invasion of the Italian mainland in Sept 43 and even though Italian forces surrendered September 7/43, the fight there against the German Army would last until the closing months of the war. The Italian campaign was climaxed for Canadian forces during Christmas 1943 at the Battle for Ortona. Such was the carnage that the battle was given the ominous moniker Little Stalingrad.

Uncle Pat

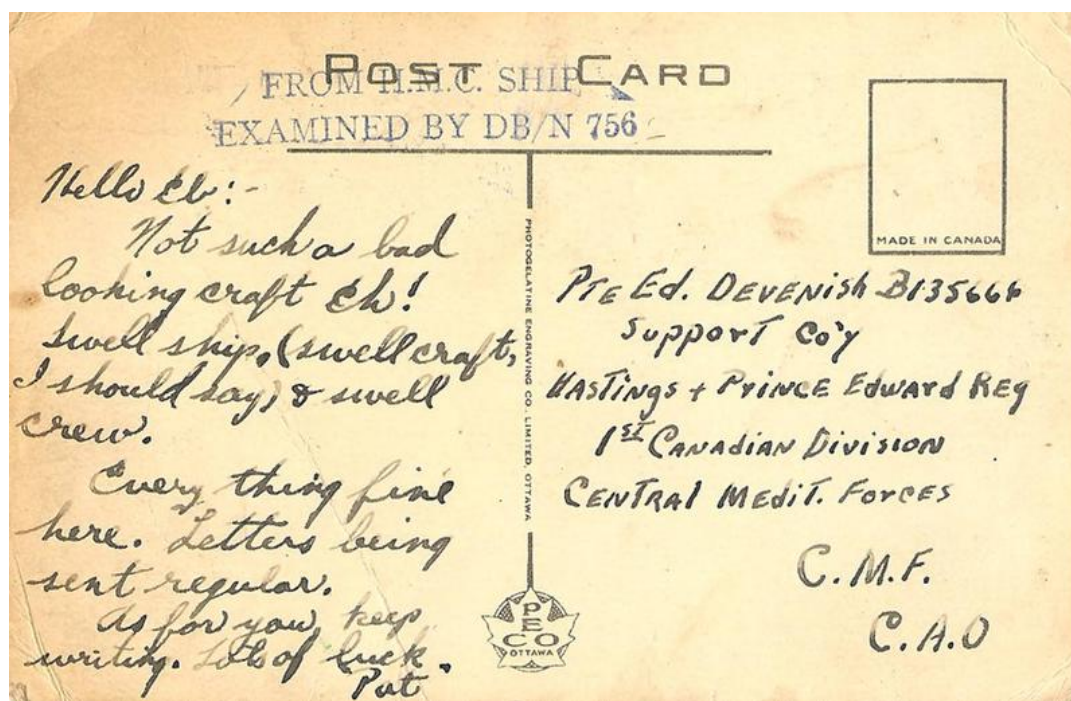
In the Atlantic – Though the happy times for the German U-boat fleets had passed, wholesale slaughter was still occurring on the Atlantic convoy routes. This was also the period of time when the U-boats introduced the use of the deadly acoustic torpedo. Torpedo firings were no longer hit or miss. Though HMCS *Owen Sound* was new to Uncle Pat, he would learn the ropes and go on to later serve in the frigates *Stormont* and *Stettler* as well.

The following is from my cousin Greg, sent after Uncle Pat's passing):

"Hello Patrick. Dad joined the RCN in 1942. He completed his training at Cornwallis in Nova

Scotia and became a signalman. This allowed him access to the Bridge and Asdic hut. His first ship was the corvette, HMCS *Owen Sound*, which was a new endurance corvette and slightly larger than the earlier flower class built earlier in the war. *Owen Sound* was built in Collingwood, Ontario and completed by October 1943. The ship was attached in December 1943 to the escort group EG9.

This EG consisted of the frigates *Swansea* and *Matane* and the corvettes *Baddeck*, *Atholl*, *North Bay*, *Frontenac* and *Owen Sound*. This escort group was placed on the run from Halifax to London-



This postcard was likely sent from Uncle Pat to my Dad around Christmas 1943 as HMCS *Owen Sound* prepared for crew workups.

SUBMITTED BY CPO1(RETD) PAT DEVENISH

derry, Northern Ireland, minus *Atholl*. EG -9 was declared operational and began escorting convoys in February 1944.

While escorting SC 154 (Sydney Convoy - 45 ships),

Owen Sound was sailing with *Halifax* and *St. Laurent*. On March 8, *St. Laurent* and *Owen Sound* were assisting the freighter *San Francisco* which was experiencing boiler fires. U-boat

transmissions had been heard and crews were on alert. Further ahead, *Assiniboine* and HMS

See BROTHERS / Page 7

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Battle of the Atlantic

Annual Battle of the Atlantic Concert will be the last for Stadacona Band Director

By **Ryan Melanson,**
Trident Staff

As part of this year’s events commemorating the Battle of the Atlantic, the Stadacona Band of the Royal Canadian Navy and HMCS *Sackville* will once again present the Battle of the Atlantic Concert in the Spatz Theatre at Citadel High School on April 26.

The performance marks the anniversary of the longest campaign of the Second World War, and the most complex naval battle in history. The RCN, RCAF and Canada’s Merchant Navy took part, with about 4,600 Canadians dying at sea from 1939-1945.

And the concert’s 19th year will be a special one for LCdr Ray Murray, the band’s CO and Director of Music, as it will be his last. After 10 years of helping to continue the band’s proud legacy, he’ll retire from the CAF this summer.

LCdr Murray comes from a military background; his father was a member of IRCR, and his family’s history of service dates back to the Boer War. He chose to continue that tradition in his own way, joining the CAF music branch nearly 40 years ago. Since that time he’s been posted to a number of different military

bands, with other high-profile jobs including CO of the Air Command Band and Director of Music for the Band of the Ceremonial Guard.

“And it has been a privilege to serve. What better a way to serve your country than through music,” he said.

That service brought LCdr Murray to the Stadacona Band for his final posting as CO and Director of Music in 2005. It was a return to Halifax for him, as he had been posted to the band as a trumpet player 25 years earlier.

Since taking the helm, LCdr Murray has led the band through countless engagements. From parade squares, concert halls and the jetties of HMC Dockyard, to representing the RCN at community events, to performances around the world in front of military leaders, prominent politicians and members of the Royal family.

There were obvious highlights along the way, like performing in France on the 70th anniversary of the invasion of Normandy, or the many instances of the Royal Nova Scotia International Tattoo, but LCdr Murray said the experience as a whole is tough to sum up.

“It’s something I’ve been a part of for 37 years. So you wake

up every day and do your work and it becomes routine, but you never stop to think about how lucky you are, and I have been lucky to have done this and worked with so many talented people.”

As for this year’s Battle of the Atlantic performance, LCdr Murray said it will continue the tradition of mixing wartime music and naval marches with a bit of the contemporary. The band also elected to inject some youth into the 2016 concert, with the Halifax Boys Honour Choir and Halifax Regional School Board’s Soundtrax choir slated to perform three pieces each.

“The vets especially love to see the kids out with the band,” he said.

In another unique performance, saxophonist LS Andrey Smirnov will be joined onstage by his wife, violinist Alsu Kamaliev. Frequent collaborators Liz Rigney and Michelle Durling will also be welcomed

back as special guest vocal soloists for the evening.

The band will perform LCdr Murray’s own arrangement of Bob Dylan’s *Make You Feel My Love* with help from Durling. The outgoing director said the ability to create music and hear the band bring it to life is one of the things he’ll miss most in retirement.

“Not just arranging and composing music, but doing that and having the world-class, professional musicians to perform it. They’re the best of the best and they take such pride in their craft,” he said. “I’ll certainly miss all of them and I’ll miss the music.”

While this will be his last Battle of the Atlantic Concert, LCdr Murray’s final engagement will come this June when he leads an ensemble for one last *O Canada* to open the 27th Inter-American Naval Conference in Halifax.

He’ll then step away for in-

coming CO and Director Capt Patrice Arsenault, who currently holds that same position with the Royal Canadian Artillery Band. Like many other former Stadacona Band Directors, LCdr Murray plans to stay busy in retirement, and he’ll be moving on to work with Cadet music programs in the Atlantic region as a way to keep contributing to the military music community.

The 19th annual Battle of the Atlantic concert gets underway at 7 p.m. on April 26, with advanced tickets priced at \$12.50 plus taxes and fees from tickethalifax.com. Door tickets will be available for \$15. The performance also serves as one of the largest annual fundraisers for HMCS *Sackville*, Canada’s Naval Memorial, which helps preserve the memory of those who served and died in the Battle of the Atlantic. For further information, contact Pat Jessup at pr@canadasnavalmemorial.ca.

Brothers

continued from / Page 6

Forester were detecting U-boat transmissions. *St. Laurent* was the first to spot the surfaced U-845 (type IX) trailing the main convoy. *Owen Sound* and *St. Laurent* charged the U-boat while *Halifax* was ordered to stay with the stricken freighter. *Owen Sound* placed an accurate depth charge as did *St. Laurent*. Unfortunately *Owen Sound*’s electric system failed due to depth charging explosions. *St. Laurent* pressed home its attack and was joined by *Swansea* and *Forester*. U-845 surfaced after 5 ½ hours

of depth charging and was raked by oerlikons as well as main armament. The U-boat opened its flooding valves and abandoned the submarine at 11:38 p.m. Forty-five survivors were picked up. Capt Weber of U-845 died by gunfire. The Admiralty wrote, “We congratulate HMS *Forester*, HMCS *St. Laurent*, HMCS *Owen Sound* and HMCS *Swansea* on the destruction of a U-boat on 10th of March 1944.” The captain of *Swansea* sent a telegram to *Owen Sound* (perhaps dad got this message because he was on the bridge) “A real nice piece of work --Thank You”

Dad would later serve on the Castle Class Corvettes HMCS *Stormont* and frigate HMCS *Stettler*.”



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Battle of the Atlantic

Canada and the Battle of the Atlantic

By CPO1 (ret'd) Pat Devenish

The Second World War's longest single campaign occurred right off our doorsteps in what was called the Battle of the Atlantic. It commenced on day one of the Second World War; September 3, 1939 and ended with Germany's unconditional surrender on May 8, 1945. Many have discussed which battle, which campaign, which leader was most prominent in the Allied victory in the Second World War but few will argue that the most important campaign in the European war was the Battle of the Atlantic.

Royal Canadian Navy ships and personnel lost in the Second World War:

HMCS Fraser
On June 25, 1940, the destroyers HMC Ships *Fraser* and *Restigouche* were ordered to stand off the French coast in the Bay of Biscay to evacuate civilians caught in the mass exodus following the German invasion of France. In the melee, *Fraser* collided with the RN cruiser HMS *Calcutta* severing *Fraser* just forward of her bridge. *Fraser* sank along with 47 of her crew and 19 of *Calcutta's* crew.

HMCS Bras d'Or
On October 19, 1940, the Auxiliary Minesweeper HMCS *Bras d'Or* and her crew of 40 simply disappeared during a storm in the Gulf of St Lawrence. Speculation is that she sank due to damage suffered during a grounding the day before combined with upper deck icing caused by freezing sleet.

HMCS Margaree
On the evening of October 20, 1940, as the sole escort for a west-bound convoy, the destroyer HMCS *Margaree* inexplicably



HMCS Athabaskan.

turned into the path of the lead freighter while the convoy was 400 miles off the Irish coast. The freighter's bow cut *Margaree* in half at the bridge with the forward end sinking immediately and the stern section sinking overnight. Of the 142 crewmembers lost that night, 86 were survivors of *Fraser's* sinking four months earlier.

HMCS Otter
On March 26, 1941, the Armed Yacht HMCS *Otter*, while awaiting the arrival of a British submarine off Sambro Head mysteriously and very quickly burned to the water line. Though the bulk of the crew made it into the water and 22 survived, 19 more crewmembers were lost or succumbed to exposure. It is later determined that a generator fire quickly ignited the wooden hulled vessel turning it into an inferno.

HMCS Levis
While escorting convoy SC-44 in the early morning of September 19, 1941, the corvette HMCS *Levis* was struck port side, forward of

the bridge, by a torpedo fired from U-74 off the east coast of Greenland. Survivors were picked up by sister ships HMC Ships *Mayflower* and *Agassiz*, but *Levis* lost 18 of her crew. Taken into tow by *Mayflower*, she sank later that same afternoon.

HMCS Windflower
While escorting convoy SC 58 the morning of December 7, 1941, the corvette HMCS *Windflower* collided with the Dutch freighter *Zypenburg* in heavy fog off the Grand Banks. Though *Zypenburg* remained behind rescuing survivors, *Windflower* lost 23 of her crew.

HMCS Spikenard

While escorting convoy SC 67, south of Iceland, late in the evening on February 10, 1942, the corvette HMCS *Spikenard* and the Norwegian freighter *Heina* were both struck by torpedoes fired from U-136. *Spikenard* actually received two hits in quick succession, which caused her to sink in under four minutes. The loss was not discovered until the next morning and the RN corvette HMS *Gentian* found just eight survivors.

HMCS Raccoon
On September 7, 1942, while escorting convoy QS 33 from

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Battle of the Atlantic

RCN Ships

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Quebec City to Sydney, the Armed Yacht HMCS *Raccoon* disappeared after being hit by two torpedoes from U-165 near Cap des Rosiers on Quebec's Gaspé peninsula. The crew of 37 was never seen again. The loss of several more ships in the next few months led to the Canadian government closing the St. Lawrence River to overseas shipping. From 1943 onwards, all further transportation was done by rail until war's end. The Canadian public was not made aware of the Battle of the St Lawrence until after the war.

HMCS Charlottetown

At the morning watch changeover on September 11, 1942, the corvette HMCS *Charlottetown* quickly sank after two torpedoes from U-517 punctured her starboard side. *Charlottetown* had been running ahead of convoy SQ 35 sailing from Quebec City to Sydney at the time and this whole spectacle took place right in front of the residents of Cap-Chat, Quebec. Only 10 of her crew were lost with the other 55 being picked up by her consort, the minesweeper HMCS *Clayoquot*.

HMCS Ottawa

On September 13, 1942 and just before turning over escort duties of convoy ON 127 in mid Atlantic, the destroyer HMCS *Ottawa* was hit in the bow by a torpedo fired by U-91. Fifteen minutes later, U-91 fired another torpedo into *Ottawa*, stbd side midship which cut the ship in half. Aside from 119 of her own crew, also lost were six RN and 22 merchant seaman picked up from sinking ships over the days leading up to *Ottawa's* demise.

HMCS Louisburg

The corvette HMCS *Louisburg* carries the unique distinction of being the only RCN vessel lost to enemy aircraft. On the evening of February 6, 1943, while escorting a convoy out of Gibraltar to carry supplies to the Allied armies fighting in North Africa, *Louisburg* was struck on her port side by a torpedo launched from marauding Italian aircraft. Only 48 of her crew of 88 were picked up with, once again *Louisburg's* own depth charges killing many crewmembers in the water as she sank.

HMCS Weyburn

On February 22, 1943, shortly after taking up station on the port side of convoy MKS 8 taking supplies to North Africa, the corvette HMCS *Weyburn* struck a mine midship port side laid by U-118 a few weeks earlier. Though the initial inspection suggested the ship could be saved, several internal bulkheads gave way and she sank quickly. *Weyburn's* own depth charges exploded leading to more casualties in the water and on *Wivern's* upper decks.

HMCS St. Croix

On September 20, 1943, the destroyer HMCS *St Croix* became the first Allied victim of the new German torpedo; the GNAT (short for German Naval Acoustic Torpedo) fired by U-305 southeast of Greenland. By the time the convoy reached Liverpool, just one survivor of the crew of 149 survived after the RN frigate HMS *Inchen*, assigned to pick up survivors, was herself sunk two days later.

HMCS Chedabucto

Early on the morning of October 21, 1943, the minesweeper HMCS *Chedabucto* collided with the British cable layer Lord Kelvin in heavy fog near Rimouski. Though only one crewmember of *Chedabucto* was lost, the incident brought to light the gravely serious training shortcomings and woefully inadequate experience held by many RCN officers and seaman as they are rushed into harms way.

HMCS Athabaskan

On the night of April 28-29, 1944, the destroyers HMC Ships *Haida* and *Athabaskan* chased down two German destroyers patrolling the French coast near Brest France. Early in the morning on the 29th, a torpedo from one of the German ships struck *Athabaskan's* port side. Losing power and slowing, a second explosion, suspected to be *Athabaskan's* aft

magazine, doomed the ship causing her to sink in under three minutes.

HMCS Valleyfield

Late in the evening of May 6, 1944 after turning over westbound convoy ONM 243 to the Western Local Escort Group south of Newfoundland's Avalon Peninsula, the frigate HMCS *Valleyfield* was torpedoed by U-548, breaking in half, sinking in less than four minutes. Of the 125 men lost that night, it is suspected that nearly half of them made it off the ship but succumbed to exposure in the confusion as the remainder of the Escort Group divided their time between looking for survivors and hunting the now long gone U-548.

HMCS Regina

On August 8, 1944 as the lone escort of a re-supply convoy to the Normandy coast, the corvette, HMCS *Regina* was struck by an acoustic torpedo from U-667 sinking, quite literally by eyewitness accounts, in seconds. The only survivors were the 63 men on the upper decks attending to the survivors of a ship in the convoy, which had just struck an underwater mine. In all, 30 of *Regina's* crewmembers were lost.

HMCS Alberni

Just after the lunchtime pipe Hands to dinner on August 21, 1944 and while transiting the English Channel near the Isle of Wight, the old corvette HMCS

Alberni was struck by an acoustic torpedo from U-480 on her port side aft. Sinking in less than 20 seconds, most of her off watch crew was lost; 59. For the survivors, two RN Motor Torpedo boats returning from a strike on German merchant shipping came across and rescued 31 survivors.

HMCS Skeena

While sitting out a storm at anchor off Iceland's rocky west coast on October 25, 1944, the destroyer HMCS *Skeena* dragged her anchor grounding on the rocky bottom. Gale force winds of over 100 mph and confusion surrounding an Abandon Ship order lead to the deaths of 15 of *Skeena's* crew.

HMCS Shawinigan

On November 24, 1944 after escorting the passenger ferry *Burgeo* into Port-aux-Basques, the corvette HMCS *Shawinigan* was torpedoed and sunk by U-1228. *Shawinigan's* CO had opted to wait off the coast for *Burgeo's* departure the following morning so it was not until *Burgeo's* arrival back in Sydney two days later that the corvette was noticed missing. The entire crew of 91 was lost as the torpedo struck *Shawinigan* stern-on causing her to sink quickly.

HMCS Clayoquot

On Christmas Eve 1944 after an inbound Liberty Ship reported

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Battle of the Atlantic

Naval historian, author to give free Battle of the Atlantic talk

By Ryan Melanson,
Trident Staff

As we approach the anniversary marking the end of the Battle of the Atlantic, the Maritime Museum of the Atlantic is hosting a respected military historian and author to take a deeper look at Canada's role in the historic campaign.

Dr. Marc Milner, the director of the University of New Brunswick's Gregg Centre for the Study of War and Society, will give a free public talk titled "The Significance of the Battle of the Atlantic and HMCS *Sackville* to Canada" on Wednesday, April 20. He's the author of *Canada's Navy: The First Century, HMCS Sackville, 1941-1985, New Brunswick and the Navy: Four Hun-*

dred Years and a number of other books about the second world war and Canada's military and naval history.

Despite his expertise, Milner said the presentation will be designed for the general public, those who might be curious to learn more about the Battle of the Atlantic and the role that Canada played. He doesn't intend to give a comprehensive overview of five years of war in the short talk, but rather give people something to reference when doing their own research later on.

"One of the purposes of the lecture is just to get people thinking about Canada's role, and thinking about how we assess and evaluate the Canadian contribution to the battle."

And Milner describes the



Dr. Marc Milner. SUBMITTED

effort during the Battle of the Atlantic as Canada's greatest and most decisive contribution to the Second World War, noting how crucial the success of the convoys were to the British. Without victory in the Atlantic, the war in

Europe could have not have been won, he said.

The talk will explore the leadup to war, the Battle itself and the Canadian role, as well as looking at what the contribution accomplished and what it meant for Canada as a nation and as a burgeoning maritime power by 1945, with a large RCN fleet, a large merchant navy and a number of shipyards.

While he didn't want to spoil all the details, Milner said he'll have different perspectives and unique tidbits for the audience to digest, including reminders of the closeness of the battle at times to Canadian shores.

"We don't have to go all the way to the plains of Northwest Europe or the rugged hills of

Italy to find Canadians fighting and dying."

He added there's something a bit special about speaking on the topic in Halifax, one of the key naval ports and convoy assembly ports through the battle, as well as the home of HMCS *Sackville*, the last surviving flower-class corvette.

"That's another main purpose of my lecture, not surprisingly, to talk about where HMCS *Sackville* fits in with all of this. What does that little Corvette represent?"

Milner's talk at the Maritime Museum of the Atlantic gets underway at 7 p.m. on April 20; all are invited to come learn more about Canada's role in one of the fiercest conflicts in naval history.

RCN Ships

continued from / Page 9

striking a mine off Sambro Head, the minesweeper HMCS *Clayoquot* was sent out to investigate and in turn was struck in the stern by a torpedo from U-806. The ensuing explosion caused the loss of eight of *Clayoquot's* crew. Amazingly, *Clayoquot's* CO LCdr Craig Campbel and the Captain of U-806 Klaus Hornbostel would go on to become life long friends after the war.

HMCS Trentonian
On the afternoon of February 22, 1945, while escorting convoy BTC 76 from Antwerp to the Thames estuary, the corvette HMCS *Trentonian* was struck aft on the stbd side by a torpedo fired from *U-1004* with the loss of six crew.

HMCS Guysborough
On March 17, 1945 after a fuelling stop in the Azores, the minesweeper HMCS *Guysborough* was struck by a torpedo fired from *U-878*. With no injuries and damage confined to the stern area, Damage Control parties stepped into action and stopped the ingress of water even though the ship was dead in the water. Unfortunately, 45 minutes later, U-878 fired another torpedo into *Guysborough* causing her to sink in short order. Even still, only two crew were lost but in the 19 hours following until their rescue the next day, 49 more succumbed to their injuries or exposure.

HMCS Esquimalt
Late in the evening of April 15, 1945 while conducting mine-sweeping and anti-submarine patrols off Halifax harbour, the minesweeper HMCS *Esquimalt* was torpedoed and sunk off Sambro Island by *U-190* with the loss of 44 of her crew. Striking her stern on, the torpedo obliterated the entire aft end of the ship and it sank in less than four minutes. Though several aircraft over flew the area and two other mine-sweepers passed within two miles, it was only after being in the water over six hours that survivors were rescued by another minesweeper, HMCS *Sarnia*. *Esquimalt* has the dubious honour of being the last RCN vessel lost to enemy action in the Second World War. Ironically, less than one month later, on May 12, U-190 would be escorted into Bays Bull, NL by *Vic-toriaville* and *Thorlock* and on June 4, 1945 into St. John's as a war prize.

Vessels deemed total losses:

HMCS Ypres
On May 12, 1941 while guarding the submarine nets off Halifax harbour, the British battleship *Repulse* accidentally rammed the Battle class trawler HMCS *Ypres*. Though sunk, all of her crew survived.

HMCS Adversus
On December 20, 1941 after running aground during a blizzard off Liverpool, all of the crew of the ex-RCMP Patrol vessel HMCS *Adversus* made it safely to shore but the vessel was lost.

HMCS Saguenay
On November 15, 1942 off Cape Race Newfoundland, the destroyer HMCS *Saguenay* was accidentally rammed by the Panamanian freighter *Azra* losing her stern when her depth charges

exploded.

HMCS Columbia
On February 25, 1944, the destroyer HMCS *Columbia* touched bottom off Motion Bay, Nfld during an extremely foggy transit. She was eventually towed to Liverpool, NS where she would live her life out as an ammunition hulk.

HMCS Chebogue
On October 4, 1944 after being

torpedoed in the mid-Atlantic by U-1227 and losing seven of her crew, the frigate HMCS *Chebogue* made landfall near Wales but promptly sank in a gale.

HMCS Magog
On October 14, 1944 off Pointe-des-Monts, Quebec, the frigate HMCS *Magog* lost 50 feet of her stern from a torpedo fired from U-1223. Her hulk was towed to Quebec City as scrap.

29th Motor Torpedo Boat Flotilla
In Ostende harbour, Belgium on February 14, 1945 at 4:30 p.m., a welder's spark set the surface of the water ablaze where the 29th Motor Torpedo Boat Flotilla was based. Fire quickly engulfed the wooden vessels setting the whole base ablaze. By the evening, 12 Boats had been burned out and 60 sailors killed, 26 RCN and

35 RN. The Flotilla had effectively been wiped out and in March ceased to exist on the books.

HMCS Teme
On March 29, 1945, the frigate HMCS *Teme* was torpedoed by U-246 while escorting coastal convoy BTC 111 off Lands End. Losing 60 feet of her stern and four of her crew, she was towed to Falmouth, England and declared a war loss.



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**By Capt Cameron Hillier,
JTFA PA**

“That’s the nature of search and rescue operations,” said LCol Marshall. “It is a series of unforeseen events that demands readiness and flexibility to get

The purpose of coming to Summerside was to set up a temporary headquarters to execute a major SAR operation - whereby multiple assets are required to provide 24/7 SAR coverage. While the continuous nature of an exercise scenario was not executed, the real life nature of SAR operations continues.



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GETTING CHARGED UP

Black recommends inspecting battery terminals before charging or reinstalling.

Hopefully you added fuel stabilizer in the fall, but regardless new gas should be added. Check brake fluid, filters, oil and coolant to confirm that there hasn't been any contamination or leakage. Next, ensure that clutch and brake cables are functioning properly. Tires should be carefully inspected for cracks, flat spots or signs of excessive wear. Recommended air pressure can be found on the side wall and topped up if required. The drivetrain of your bike may vary (chain, shaft or belt), but the components should be inspected and maintained.

ANNUAL CHECKUP

The start of the season is a great time to perform an annual assessment. Review your insurance and registration records to confirm they are current and examine your maintenance files to remind you what may need to be replaced or checked for the upcoming season. It is also a good time to inspect your riding gear for wear.. A little patience and preparation will go a long way to ensuring your own safety and your ride's longevity for years to come.


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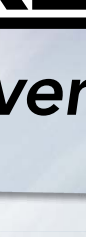
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Gagetown takes home the gold from Regional Badminton Championships

By **Ryan Melanson,**
Trident Staff

The Fleet Fitness and Sports centre was a flurry of activity from March 22-24, with CAF Atlantic Regional Badminton Championships being held in Halifax.

Team Gagetown took top honours overall, collecting 20 points through wins in the various divisions to earn the team gold medal, with Team Halifax placing second overall with 10 points.

PSP Regional Sports Manager Kevin DeLong said he was especially encouraged at the number of athletes who were able to travel to Halifax for badminton, with teams from Gagetown, CFB Halifax, 12 Wing Shearwater, 14 Wing Greenwood, 9 Wing Gander and 5 Wing Goose Bay all representing their bases and wings.

Individual and team winners included :

Opens Men’s Final Cpl Paul-Andre Therrien (Greenwood) def. Cpl Francois Guertin (Goose Bay) 21-12, 21-10
Senior Men’s Final: MCpl



Lt Alex Longfield and Capt Kimberly Chisholm, left side, take on MCpl Paige Pettis and Cpl Melanie Beaulieu in the Women’s Doubles Finals at the CAF Atlantic Regional Badminton Championship.

RYAN MELANSON/TRIDENT STAFF

Roger Snook (Gander) def. MCpl Patrick Porter (Shearwater) 21-12, 21-13
Master Men’s Final: Cpl Roger Simard (Gagetown) def.

MWO Serge Boily (Halifax) 21-17, 21-18
Women’s Singles Final: MCpl Paige Pettis (Gagetown) def. Capt Kimberly Chisholm

(Greenwood) 21-16, 21-8
Women’s Doubles Final: Lt Alex Longfield (Shearwater) and Capt Chisholm def. MCpl Pettis and Cpl Melanie Beaulieu (Ga-

getown) 21-9, 21-8
Mixed Doubles Final: Cpl Guertin and Capt Chisholm def. Cpl Simard and MCpl Pettis 21-14, 21-16



PSP Gym Attendant Meaghan de l'Eveille can be found behind the desk in the STADPLEX lobby every week from Monday to Friday.

RYAN MELANSON/TRIDENT STAFF

Meet your PSP Fitness and Sports Staff: Meaghan de l'Eveille

By **Ryan Melanson,**
Trident News

The smiling face that greets personnel who come to STADPLEX for their early morning workouts is that of Meaghan de l’Eveille, a desk attendant at the gym who has been working with PSP Halifax since 2010.

Born in the Halifax area, being in a military family resulted in a childhood spent mostly in Ontario for Meaghan before returning to this region about 13 years ago. She decided not to follow her father and brother, who each took the CAF career path, but still ended up with PSP through some existing connections and an interest in working in the military environment.

She described her job as a mix of processing transactions, phone calls, answering inquiries and administrative duties.

“Also lots of problem solving; we get conflicts with schedules and booking and things like that, we do a little bit of everything over here. We have lots of fun.”

Lately, she’s also been busy implementing the new Gym Activity Pass, which will eventually see all gym users signing in electronically with a barcode scanner, rather than the log book that’s currently used. It’s been a slow process, but should result in a smoother system for all in the near future, she said.

The gym is a convenient workplace for someone as athletic as de l’Eveille, who is active in playing soccer in a local women’s league and also has a growing

amount of experience in the contemporary circus arts, which combine traditional circus acrobatics and gymnastic skills while conveying a story or theme.

“Most people would know it because of Cirque du Soleil,” she said.

“It started out as just training and learning about things, but it’s gotten more serious. It’s something I really enjoy.”

She even travelled abroad during a recent leave year to study at Australia’s National Institute of Circus Arts, and said the passion is moving beyond training and into performances with the Halifax-based Atlantic Cirque troupe.

Working at STADPLEX means she has all the facilities and equipment needed to stay in top physical shape to continue improving her skills. De l’Eveille said she can be found working out most lunch hours, with a routine that splits cardio training with weights, stretches and calisthenics.

Having that easy access is one of the things that’s kept her a part of the PSP team for nearly six years, combined with the friendly atmosphere that comes with working with the CAF community.

“It’s all about the people you work with and the friendships you make through that. You also meet a lot of characters walking through here. I even see some people who get posted away and then come back and I’m still here and they remember me, which is always nice.”

An Iron Man newbie hits the ground running

By **PO1 Patrick Lavigne,**
HMCS *St. John’s*

A/SlT Matt Golding of CFNES started his triathlon career in fall 2015 with Personnel Support Programs’ annual PO2 Craig Blake Memorial Fitness Challenge.

He joined the Navy Tridents Triathlon club and decided to



A/SlT Matt Golding crosses the finish line of the Intimidator event in Clermont, Florida.

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participate in the Clermont, Florida Intimidator Half Iron Man. This is a 1.9 km swim, a 90 km bike ride, and a 21.5 km run. He finished first in his age category

(males aged 20 – 24) with a time of five hours, 38 minutes. I am proud to call him a teammate who swims in my lane three times a week.

Fitness and sports updates

By **Trident Staff**

PSP will host the Floor Hockey Breakaway Competition on Monday, May 2 at 8 a.m. in STADPLEX. Register as an individual player or as a goalie. Great prizes, lots of fun. To register, contact Jon Berg at 902-721-8418 or email jonathan.berg@forces.gc.ca
The Sports First Responder course will be held at Gagetown from April 25-27. This course will qualify participants in First

Responder level first aid, CPR HCP and C, Oxygen, and AED, and is good for three years. Annual CPR and AED recertification must be completed. For more information on the course and how to register, please contact Kevin DeLong at kevin.delong@forces.gc.ca or call 902-427-3525.

COTW Floor Hockey is at STADPLEX from April 25-29.
Tryouts for the 2016 CFB Halifax Base Slo-Pitch team start on Tuesday, May 3 at 3 p.m.

at Windsor Park Fields. Any questions can be directed towards PO1 Aaron Rogers, HMCS *Halifax* or CPO2 Scott Osborne, HMCS *Toronto*.

The noon recreational bowling league is at the base gym bowling alley every Monday, Wednesday, and Friday.

Check out the new classes at STADPLEX. Mondays: Learn to run. Wednesdays: Yoga. Thursdays: Learn to run. (moved from Friday). All classes begin at 7:30 a.m. at STADPLEX.

Sports Trivia

By **Stephen Stone and Tom Thompson**

Questions

1. Which player was red-carded and sent off for head-butting an opponent in the final of the 2006 FIFA World Cup?
2. Which player received a nine-match suspension for biting an opponent in the 2014 FIFA World Cup?
3. What is the greatest number of own goals ever scored in a single soccer match?
4. Which golfer submitted an incorrect scorecard costing him the opportunity of a playoff in the 1968 Masters Tournament?
5. At the 2008 LPGA State Farm Classic, this player shot 67, 65, and 67 in her first three rounds. She forgot to sign her scorecard and was disqualified. Who was she?
6. Which golfer was leading the 1985 U.S. Open on the final day by four strokes, double-hit a chip shot on the fifth hole scoring a quadruple bogey eight and lost the tournament by one stroke?
7. Which LPGA golfer had to make a one-foot putt on the 72nd hole to seal her first major title at the 2012 Kraft Nabisco Championship, had the putt lip out, and lost the title in a playoff?
8. Which golfer’s infidelity is estimated to have cost shareholders in companies he endorsed between five and \$12 billion dollars in lost share value?
9. Which golfer needed a double bogey six to win the 1999 Open

Championship at Carnoustie, Scotland and become the first Frenchman to win the tournament since 1907?
10. This Dallas Cowboys defensive tackle really goofed in the Super Bowl XXVII. He recovered a fumble on the Dallas 38 and rumbled toward the Buffalo Bills end zone for an apparent 62-yard touchdown. He held the ball straight out to the side as he approached the goal line. The ball was swatted out of his hand by Buffalo receiver before he could score. Who was the Dallas tackle and the Buffalo receiver?
11. This first base umpire’s blown call in the ninth inning of game six of the 1985 World Series gave the Kansas City Royals a chance to win the game and play in game seven. The Royals beat the St. Louis Cardinals in game seven to win their first ever World Series title. Who was the umpire?
12. In the 1992 World Series, Dion Sanders of the Atlanta Braves was tagged by Kelly Gruber of the Toronto Blue Jays to complete a triple play. Although video replay (on TV as it was not in use by MLB until 2015) showed the tag was made, the second base umpire called Sanders safe. Who was the umpire?
13. On June 2, 2010, Detroit Tigers pitcher Armando Galarraga was robbed of a perfect game with two out in the ninth inning against the Cleveland Indians by the first base umpire. Who made that bonehead call?

- 14.** Which pitcher gave up Joe Carter’s come-from-behind home run in game six of the 1993 World Series, which gave the Toronto Blue Jays victory in both the game and the series?
- 15.** This MLB player was caught twice in the 1989 season with the hidden ball trick at first base – once by Greg Brock of the Milwaukee Brewers and the second time by Dave Bergman of the Detroit Tigers.
- 16.** On August 10, 1995, a game was forfeited to the St. Louis Cardinals because unruly fans threw souvenir baseballs on the field. Who was the manager and the team which forfeited the game?
- 17.** Which heavyweight boxer was disqualified from a world title fight for biting his opponent on both ears?
- 18.** In the 2013 Stanley Cup playoffs, this Los Angeles Kings goalie mishandled the puck giving it to a St. Louis Blues player who was killing a penalty in overtime. The St. Louis player scored, giving the Blues a 2-1 victory. Who was the goalie and who scored the goal?
- 19.** In 2008, which Toronto Maple Leafs goalie allowed Rob Davidson of the New York Islanders to score a short-handed goal on a 197-foot shot from behind his own goal?
- 20.** Just to show even the best can have a brain cramp, which Chicago Black Hawks star scored an empty net own goal?

What do you do?

By Capt(N) Chris Sutherland,
Base Commander CFB Halifax

You are sitting in your cubicle, you hear the sound of something that resembles a firecracker coming from down the hall. A few seconds later, it happens again, only this time it is louder. Now, you can hear people screaming.

The sound is louder and there is more screaming, people are obviously scared. An active intruder with a gun is randomly shooting people within your organization. What do you do?

According to Lt(N) Adam MacDonald, Base Security Officer, “People will do one of three things: run, hide or fight. That’s what we teach them to do.” In the highly unlikely case that an Active Intruder is in your area, events unfold very quickly and are over in an average of 12 minutes.

CFB Halifax is leading CAF Bases and Wings in developing protocols related to the rare incident that an active intruder might make their way into one of our facilities. Many hospitals and universities have had Active Intruder plans in place for quite some time. This has allowed CFB Halifax to glean pertinent information from the institutions allowing us to have a robust and well organized response plan.

“It all starts with awareness and practice,” adds Lt(N) MacDonald. “Individual units are required to have an evacuation plan and practice it at least each quarter.” As well, Unit representatives will give regular briefings to their staff members so that the information remains fresh in their minds. Evacuation maps will be posted for people to be familiar with escape routes.

Individual Reactions
So what should you do? Depending upon the scenario, you will need to quickly determine the most reasonable way to protect your own life in the event of an active intruder scenario: as noted above, people will run, hide or fight.

Run. If there is an accessible escape path, attempt to evacuate the premises. Be sure to have an escape route and plan in mind, evacuate regardless of whether others agree to follow, leave your belongings behind, help others escape if possible, prevent individuals from entering an area where the Active Intruder may be, keep your hands visible, follow the instructions of any police officers, do not attempt to move wounded people and call 911 when you are safe.

Hide. If evacuation is not possible, find a place to hide where the Active Intruder is less likely to find you. Your hiding place should be out of the Active Intruder’s view, provide protection if shots are fired in your direction (i.e. an office with a closed and locked door) and not trap you or restrict your options for movement. To prevent an Active Intruder from entering your hiding place, make sure you lock the door, turn off lights and barricade yourself, block windows and doors with heavy furniture. Silence your cell phone and/or pager, turn off any source of noise (i.e. radios, televisions), hide behind large items (i.e. cabinets, desks) and remain quiet. If evacuation and hiding out are not possible, try to remain calm, if possible dial 911 to alert police to the Active Intruder’s location and if you cannot speak, leave the line open and allow the dispatcher to listen.

Fight means to take action against the Active Intruder. As a last resort, and only when your life is in imminent danger, attempt to disrupt and/or incapacitate the Active Intruder by acting as aggressively as possible

against him/her, throwing items and improvising weapons, yelling and committing to your actions.

When law enforcement first arrives, their primary purpose is to stop the Active Intruder as soon as possible. Officers will proceed directly to the area of last known activity. When law enforcement arrives, remain calm, and follow officers’ instructions, put down any items in your hands (i.e. bags, jackets), immediately raise hands and spread fingers, keep hands visible at all times, avoid making quick movements toward officers such as holding on to them for safety, avoid pointing, screaming and/or yelling and do not stop to ask officers for help or direction when evacuating, just proceed in the direction from which officers are entering the premises.

When you speak to law enforcement officers or the 911 operator, they will need information. To the best of your knowledge, provide them with your location (if possible include building number, site location, and/or street name), location of the Active Intruder(s), intruder(s) direction of movement, number of intruders, physical description of intruder(s), number and type of weapons held by the intruder

(s), and number of potential victims at the location.

The first officers to arrive to the scene will not stop to help injured persons. Expect rescue teams comprised of additional officers and emergency medical personnel to follow the initial officers. These rescue teams will treat and remove any injured persons. They may also call upon able-bodied individuals to assist in removing the wounded from the premises.

Once you have reached a safe location or an assembly point, you will likely be held in that area by law enforcement until the situation is under control, and all witnesses have been identified and questioned. Do not leave until law enforcement authorities have instructed you to do so.

It is important that you educate yourself as best you can, in the unlikely case of an Active Intruder coming into your work area. For more information, please refer to the CFB Halifax Base Emergency Response Plan inside the Base Commander’s Intranet site: http://halifax.mil.ca/CFBHalifax/BCOMD/pages/bcomd_berp.html



To be alerted of an Active Intruder in your area, one tool that will be used is the ALL MCAN email notification. If you see a message that looks similar to what is shown below, it is not a drill and you are to immediately follow the instructions. It could save your life.

ACTIVE INTRUDER IN CFB HALIFAX

This email is sent as a part of the Base Emergency Response Plan. This is an actual emergency.

Sent under the authority of Base Commander, CFB Halifax. Please do not respond to sender.

Police services are responding to an active intruder reported in: (Specify Building(s) if Possible Along with Site Location) Stadacona, Dockyard, Windsor Park, Willow Park, Upper Shearwater, Lower Shearwater, RA Park, NAD, and CFAD.

The following sites are ordered into lockdown:

Lockdown Orders

Due to the proximity of the active intruder, ALL UNITS in the following sites are ordered into lockdown: Stadacona, Dockyard, Windsor Park, Willow Park, Upper Shearwater, Lower Shearwater, RA Park, NAD, and CFAD.

Personnel at these sites are to: stop what you’re doing; lock all doors, windows, access points into the building and workspace. Units, as much as practical, lockdown their buildings and account for personnel. Report to Senior Hand of the Watch once completed at 902-427-2503; await further direction from your chain of command or emergency authorities via news media All other sites not listed are to restrict personnel movements and ensure they do not approach the above areas listed. Wait for furthering instructions and be ready to proceed into lockdown if ordered.

Updates to Follow

This email is sent as a part of the Base Emergency Response Plan. This is an actual emergency. 911

When calling from DND landlines, the 911 call will be directed to CFB Halifax Fire Hall. The Fire Hall will direct the call to the Military Police and the Military Police will inform RJOC(A). If the call comes from a non-DND landline (personal cell phone) the call will be directed to Halifax Emergency Health Services, that will direct the call to Halifax Regional Police, then to the Military Police and the Military Police will contact RJOC(A).



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Que faites vous?

Par le Capv Chris Sutherland,
commandant de la base

Vous êtes assis à votre poste de travail quand soudainement vous entendez un son qui ressemble à un pétard provenant du corridor. Quelques secondes plus tard, vous l’entendez encore, mais cette fois, le bruit du pétard est plus fort. Vous entendez des cris. Le bruit devient de plus en plus fort et les cris s’intensifient : évidemment, les gens ont peur. Un tireur ouvre le feu sur des gens de votre organisation. Que faites-vous?

Selon le Ltv Adam MacDonald, officier de la sûreté de la base, « Les gens fuient, ils se cachent ou ils se battent, c’est ce que nous leur enseignons. » Dans les cas très peu probables où une intrusion active se produirait dans votre lieu de travail, les événements se déroulent très rapidement et ne durent en moyenne que 12 minutes.

La BFC Halifax dirige les bases et les escadres des FAC dans l’élaboration de protocoles à suivre en cas d’intrusions actives, lesquelles se produisent rarement, dans l’un des leurs établissements. De nombreux hôpitaux et universités se sont, depuis un certain temps déjà, dotés de plans en cas d’intrusion active. Ces plans permettent à la BFC Halifax de recueillir de l’information des institutions, ce qui nous permet à notre tour d’avoir un plan d’intervention solide et bien organisé.

« Il faut de la sensibilisation et de la pratique, ajoute-t-il. Chaque unité doit avoir un plan d’évacuation et le mettre en pratique tous les trois mois, au moins. » Les représentants de l’unité donnent aussi des séances de sensibilisation au personnel afin que l’information soit récente. Des plans indiquant les issues de secours sont affichés afin de familiariser les occupants de l’immeuble aux voies d’évacuation.

Réactions individuelles
Alors, que devriez-vous faire? Dépendamment de la situation, vous devrez déterminer rapidement le moyen le plus raisonnable de vous protéger en cas d’intrusion active : comme il a été mentionné précédemment, les gens tendent à s’enfuir, à se cacher ou à se battre. Fuir. S’il y a une voie d’évacuation accessible, tentez de fuir.

Assurez-vous d’avoir un trajet et un plan d’évacuation en tête, quittez les lieux même si personne ne vous suit; n’emportez pas vos effets personnels, aidez les autres à fuir, si possible, empêcher les personnes d’entrer là où pourrait se trouver le tireur, assurez-vous que vos mains soient visibles, suivez les ordres des policiers, n’essayez pas de déplacer les personnes blessées, composez le 911 lorsque vous serez en sécurité.

Se cacher. S’il n’est pas possible de fuir, trouvez un endroit où vous cacher et où le tireur a peu de chance de vous trouver. Cet endroit devrait se trouver hors de la vue du tireur, vous protéger des coups de feu tirés dans votre direction (c.-à-d. un bureau avec une porte que vous pouvez fermer et verrouiller) et ne pas vous prendre au piège ou restreindre vos options de déplacement. Pour empêcher que le tireur n’entre là où vous vous cachez, assurez-vous de verrouiller la porte, d’éteindre les lumières et de barricader les fenêtres et les portes avec des meubles lourds. Mettez votre téléphone cellulaire ou téléavertisseur en mode silencieux, éteignez toute source de bruit (p. ex., radio, télévision), cachez-vous derrière de gros meubles (p. ex., classeurs, bureaux) et restez tranquille. Si vous ne pouvez ni évacuer les lieux ni vous cacher, essayez de rester calme, composez le 911, si possible, pour avertir la police de l’endroit où se trouve le tireur. Si vous ne pouvez pas parler, laissez la communication ouverte afin de permettre au répartiteur d’écouter.

Se battre signifie que vous tentez de neutraliser le tireur. En dernier recours, et seulement si votre vie est en danger immédiat, tentez d’interrompre ou de neutraliser le tireur en agissant de façon aussi agressive que possible envers lui, en lui lançant des objets et en improvisant des armes, en criant et en assumant vos actes.

Une fois sur les lieux, la priorité des policiers est d’arrêter le tireur le plus rapidement possible. Ils se dirigeront vers l’endroit où les derniers tirs ont été entendus. Gardez votre calme et suivez leurs directives. Déposez tout objet que vous avez à

la main (c.-à-d. sacs, vestons), levez immédiatement les mains en l’air et étirez vos doigts, gardez vos mains visibles en tout temps, évitez de faire des mouvements brusques en direction des agents (p. ex., se cramponner à eux pour votre sécurité), évitez de pointer, de crier et de hurler, et n’arrêtez pas pour leur demander de l’aide ou des instructions pendant l’évacuation. Prenez la direction de l’entrée des agents.

Vous devrez fournir des renseignements aux policiers ou au répartiteur du 911. Dites-leur, au meilleur de vos connaissances, l’endroit où vous vous trouvez (si possible, donnez le numéro de l’immeuble, l’emplacement ou le nom de la rue), l’endroit où se trouve le (ou les) tireur(s), la direction qu’a prise le tireur, le nombre de tireurs, une description du tireur, le nombre et le type d’armes du tireur et le nombre de victimes possibles.

Les premiers agents qui arriveront sur les lieux ne s’arrêteront pas pour aider les blessés. En général, des équipes de sauvetage comprenant d’autres agents ainsi que du personnel médical d’urgence suivront les premiers policiers. Ces équipes donneront aux blessés les soins nécessaires, puis les feront sortir. Elles peuvent faire appel à des personnes physiquement aptes, parmi les gens présents, pour les aider à sortir les blessés.

Quand vous atteindrez un endroit sécuritaire ou un point de rassemblement, les agents d’application de la loi vous demanderont probablement d’y rester jusqu’à ce que la situation soit maîtrisée et que tous les témoins aient été identifiés et interrogés. Ne partez pas avant que les autorités ne vous en aient donné l’autorisation.

Il est important de vous renseigner le mieux possible en cas d’intrusion active dans votre lieu de travail, même si de tels incidents ne surviennent que rarement. Pour obtenir de plus amples renseignements, veuillez consulter le Plan d’intervention d’urgence de la BFC Halifax qui se trouve sur le site intranet du commandant de la base: http://halifax.mil.ca/CFBHalifax/BCOMD/pages/bcomd_berp.html.

Vous serez alertés par courriel ALL MCAN en cas d’intrusion active dans votre lieu de travail. Si vous recevez un message qui ressemble au message ci-dessous, il ne s’agit pas d’un exercice : Suivez les directives immédiatement. Cela pourrait vous sauver la vie.

INTRUSION RÉELLE À LA BFC HALIFAX
Courriel envoyé dans le cadre du plan d’intervention en cas d’urgence de la base. Il s’agit d’une véritable urgence. Envoyé avec l’approbation du commandant de la BFC Halifax. Prière de ne pas répondre à l’expéditeur.

Le Service de police effectue une intervention à la suite d’une intrusion réelle : de l’immeuble XXXX (préciser le lieu exact si possible): Stadacona, Arsenal, Windsor Park, Willow Park, Shearwater (partie supérieure), Shearwater (partie inférieure), Parc de l’Artillerie royale, Annexe de l’Arsenal et DMFC.

Les sites suivants ont l’ordre de se barricader :

Ordres de confinement
En raison de la proximité de l’intrus, TOUTES LES UNITÉS des sites suivants ont l’ordre de se barricader : Stadacona, Arsenal, Windsor Park, Willow Park, Shearwater (partie supérieure), Shearwater (partie inférieure), Parc de l’Artillerie royale, Annexe de l’Arsenal et DMFC. Le personnel doit cesser ses activités; verrouiller portes et fenêtres; bloquer les entrées de l’immeuble et l’accès au milieu de travail.

Les unités doivent, dans la mesure du possible, verrouiller les bâtiments et dénombrer le personnel au plus haut gradé de l’équipe de quart au 902-427-2503

Dans tous les cas, attendre la suite des instructions de sa chaîne de commandement ou des autorités responsables en situation d’urgence par l’intermédiaire des médias.

*Le personnel dont le lieu de travail ne se situe pas sur l’un des sites indiqués ci-dessus doit limiter ses déplacements et s’assurer de ne pas s’approcher des lieux barricadés. Prière d’attendre des instructions supplémentaires et de se préparer à un confinement si l’ordre en est donné.

Des mises à jour suivront.
Courriel envoyé dans le cadre du plan d’intervention en cas d’urgence de la base. Il s’agit d’une véritable urgence. 911

Lorsque vous composez le 911 à partir d’un appareil du MDN (ligne terrestre), votre appel est automatiquement acheminé à la caserne de pompiers de la BFC Halifax. L’appel sera par la suite acheminé à la police militaire qui informera à son tour le CROI(A).

Lorsque vous composez le 911 à partir d’un autre appareil (cellulaire personnel), qui n’est pas une ligne terrestre du MDN, votre appel ira directement aux Services d’urgence de santé d’Halifax. Ceux-ci le redirigeront au Service de police d’Halifax qui le transférera à la police militaire. Ces derniers en informeront le CROI(A).

Sports Trivia

continued from / **Page 13**

- Answers**
1. Zinedine Zidane of France was sent off for head-butting Marco Materazzi of Italy. Italy won the game on a penalty shootout.
 2. Luis Suarez of Uruguay bit Giorgio Chiellini of Italy hard enough to leave teeth marks. Suarez was also banned from any football-related activity for four months and fine 100,000 Swiss Francs over the incident. It was his third biting offence.
 3. In October 2002, SO l’Emyrne scored 149 own goals in a match against AS Adema for the national championship of Madagascar. The match was part of a four-team round robin playoff. SOE had been held to a 2-2 draw in their previous match against DSA Antananarivo during which the referee awarded a late and disputed penalty. The draw knocked SOE out of the title race. SOE decided to protest in their next match by kicking the ball into their own goal after each kick-off while the AS Adema players stood looking bemused. It was reported that spectators descended on the ticket booths to demand a refund. It’s in the Guinness Book of World Records.
 4. Rober DeVicenzo of Argentina. DeVicenzo scored a birdie three on the 17th hole of the final round, but playing partner Tommy Aaron incorrectly marked a 4. DeVicenzo failed to catch the error and signed the scorecard which dropped him out of a tie with Bob Goalby. It was Goalby’s only major championship. On discovering his mistake, DeVicenzo’s comment was, “What a stupid I am.”
 5. Michelle Wie
 6. T.C. Chen of Taiwan earned the nickname Two-Chips Chen for the shot and lost to American Andy North. Chen also scored the first ever double eagle in US Open history in the tournament.
 7. K. Kim of Korea lost the championship to Sun-Young Yoo, also of Korea, who won with a birdie on the first extra hole.
 8. Eldrick Tont Tiger Woods.
 9. Jean Van de Velde held a three-stroke lead going into the 72nd hole but shot a triple bogey seven to send the Open into a four-hole playoff with Paul Lawrie of Scotland and American Justin Leonard. Lawrie won his only major title after coming back from a ten-shot deficit at the end of the third round.
 10. Dallas – Leon Lett; Buffalo – Don Beebe
 11. Don Denkinger
 12. Bob Davidson
 13. Jim Joyce, who later issued an apology to Galarraga for the missed call. Galarraga accepted the mistake gracefully saying, “Nobody’s perfect.”
 14. Mitch William of the Philadelphia Phillies. Williams was traded to the Houston Astros before the 1994 season.
 15. Ozzie Guillen of the Chicago White Sox
 16. Tommy Lasorda and the Los Angeles Dodgers
 17. On June 28, 1997, Mike Tyson bit Evander Holyfield twice in the third round of their heavyweight championship fight. Referee Mills Lane deducted two points from Tyson for the first bite and warned him another bite would result in Tyson’s disqualification. Tyson bit and Lane disqualified him.
 18. In goal – Jonathan Quick. The scorer was Alexander Steen who scored both St. Louis goals in the game.
 19. Vesa Toskala. It was Davidson’s only goal of the season and only his third in 187 NHL games.
 20. On January 12, 2014, during a delayed penalty in a game against the Edmonton Oilers, Patrick Kane was deep in the offensive zone, flipped the puck to the point where no teammate resided and watched as the puck slid the length of the ice only to wind up in his own net. The Black Hawks still won the game 5-3.

Make every choice count – it all adds up



Health Promotion in the Canadian Forces
STRENGTHENING THE FORCES
Promotion de la santé dans les Forces canadiennes

By Health Promotion Staff

By Joy Geizer,
Health Promotion Administrative Assistant

Your life truly is a series of choices. This includes things such as what to wear to your best friend’s wedding, which model of car to buy and where to go on your summer vacation. While all these decisions are important, we tend to forget that even the smaller choices we make in our day-to-day lives really do add up. Take, for instance, electing to walk more by parking your car 100 metres further from work every day. Over a 30-year career, that simple decision would result in an additional 1,500 kilometres

of walking. While it may seem unbelievable, walking this distance will burn more than 14 kg of fat. If doing something this simple can have such a huge effect, imagine the potential impact from all of the other good choices you make throughout your lifetime. A little bit really can go a very long way – especially when it comes to making healthy lifestyle choices. Strengthening the Forces is once again proud to present the CAF Health and Wellness Challenge May 1-31. Join the challenge and make your healthy daily choices not only count by improving your overall wellness, but also by qualifying you to win one of the amazing prizes.

Health is truly an everyday issue and the small daily choices you make can have a big impact on improving your life. Walking

your dog regularly, taking swimming lessons with your kids, hydrating before and after your workouts, and meditating, are choices that can have a huge impact on your mental and physical well-being. **Join the challenge and make every choice count.** Registration runs for the month of April. By registering for the Challenge you will have access to health information, healthy eating tips, updates, and many other exclusive resources <http://www.forces.gc.ca/healthchallenge-defisante>. To download the registration form, simply visit the Health Promotion Services (PSP) website at: <http://www.cg.cfpsa.ca/cg-pc/Halifax/EN/HealthPrograms/Pages/What'sNew.aspx> Adapted from <http://defenceteam-equipedeladefense.mil.ca/news-nouvelles/article-eng.asp?id=806>

Kicking off Nutrition Month with a healthy snack to start the day

By the MARLANT Nutritional Wellness Working Group

Bright and early the morning of March 8, the MARLANT Nutritional Wellness Working Group, including the Base Commander, who is the group’s official Champion, and amazing volunteers made their way to the gates at Dockyard and Stadacona and to various locations in Shearwater. On their way into work, people were greeted with a fresh, local red apple, as well as a bit of information on eating better as a way to mark the start of Nutrition Month.

In response, we received some great comments and much appreciation for a free, healthy snack. An FMF Cape Scott employee,

for example, was pleasantly surprised to be given an apple at the gate on her way in. She appreciated being offered something healthy and felt it was a message of encouragement to continue to eat better. She noted, “It’s not too often something is just handed to us, but usually it’s a chocolate or candy. What a great way to send the message.”

The Nutritional Wellness Working Group is working to develop a culture of wellness where people have enhanced access to good food and are motivated to choose healthier foods to improve their nutritional status and become empowered to make permanent lifestyle changes. The group is made up of military



CPO2 Todd Hodder, Capt(N) Chris Sutherland, and Lt(N) Tim Berryhill hand out apples at the Gottigen St. gate to Stadacona.

SUBMITTED

members, civilians and family members.

Thanks to all those who helped organize this event and who volunteered as friendly faces handing out apples.

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