

MFRC

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TRIDENT

THE NEWSPAPER OF MARITIME FORCES ATLANTIC SINCE 1966 - LE JOURNAL DES FORCES MARITIMES DE L'ATLANTIQUE DEPUIS 1966

Keel-laying: RCN traditions at work

By Cdr (ret'd) Colin Darlington, Royal United Service Institute

The laying of the keel of a ship is one of the significant dates in that ship's life. The date in effect marks the birth of the ship. It has been years since there was a keel laid for a ship of the Royal Canadian Navy (RCN). The keel for what became HMCS *Summerside* was laid March 28, 1998. Now, on 8 June 8, 2016, the keel was laid for what will become HMCS *Harry DeWolf*, first of the patrol ships of the Arctic and Offshore Patrol Ship (AOPS) project.

The keel of a ship is the primary fore-and-aft part of a ship's frame. It runs along the bottom connecting the stem and the stern. In a steel ship, the keel extends the whole length of the vessel. Attached to it are the stem (the foremost steel part forming the bow), sternpost (the upright structural member at the stern) and the ribs of the vessel. This definition reflects how ships were customarily built.

Nowadays a ship may be built of modules, or blocks, fabricated separately with fittings and equipment inside, then brought together to form the hull and superstructure of the ship. In the case of the patrol vessels, each is composed of three mega-blocks made up from a total of 62 smaller blocks. It will be the lowering of part of the first of the large blocks onto a cradle on the building ways⁴ that will be the keel-laying for each patrol vessel.

A keel-laying is a significant date because it customarily marks the start of full production of a ship. For a civil ship, the date locks in the applicable con-

struction standards. Much activity, such as design, ordering of material, and initial fabrication, takes place prior to laying of the keel, so in many respects that date is one of convenience. And the laying of a keel is no guarantee that the ship will be launched and completed. Ships can and have been cancelled, or converted into another type of ship, before being launched. For ship fans, the date of a keel-laying is of interest, for the duration between it and the date of launching of a ship is an indication of government support to the project, of the complexity of the engineering and logistics involved, and of the efficiency of the shipbuilder.

A keel-laying ceremony is an informal affair arranged, for the most part, by the ship's builders. After gathering and a short address, a section of keel is lowered into place onto a cradle on the ways. The sponsor of the ship⁵ or senior naval representative then declares the keel "well and truly laid." Mementoes (e.g., silver plates, silver hammers) may be presented – these become part of the official artifacts of the ship. A keel-laying ceremony traditionally invites good luck in the construction of the ship and throughout her life.

Chaplains of various faiths say a few words of blessing that the ship may be protected, and older customs may take place. In the RCN, one custom has the senior naval representative laying a silver dollar under the keel before it is laid. In other navies, a coin may be laid by the sponsor or the youngest or oldest tradesperson of the shipyard. In the US Navy, the sponsor may be invited to weld her initials onto a metal plate which is placed in the ship.



Irving Shipyard employee Carl Risser shakes hands with RAdm John Newton, Commander JTFA and MAR-LANT, following laying a coin on the keel of Irving hull 103, later to become HMCS *Harry DeWolf*. Carl Risser is a journeyman ironworker who has been employed with ISI for more than 46 years. Risser is part of a long line of Halifax shipbuilders and the second of three generations of Risser to work at the Halifax Shipyard – both his father and his sons have worked and work there as well.

MS PETER REED/FIS HALIFAX

A silver hammer may be used to drive a silver nail into the keel. Whatever the customs, the intent is to keep the ceremony short, simple and in accordance with the traditions of the sea. It can be anticipated, though, that the keel-laying for the patrol ships, at least for the first-of-class, will receive significant national attention. What customs and traditions Irving Shipbuilding will follow for the ceremony have yet to be announced.⁶

It is inappropriate to refer to

the keel-laying of a ship by the vessel's name. The ceremony at which the ship will be named occurs later with launching. And it has not been unknown for a ship's name to be changed whilst she is still under construction. Therefore the practice is to refer to the shipbuilder's number or hull number. The shipbuilder's number for a ship is the sequential number of hulls built by that company. What will become *Harry DeWolf* is Irving Shipbuilding hull number 103.

Typically, a plaque with the builder's name and number is affixed to the back bulkhead of the ship's bridge.

The keel-laying of Irving hull 103, to become *Harry DeWolf*, was a welcome event, a sign of rebuilding the RCN. In the interest of a robust shipbuilding industry and a strong Navy, it is hoped that Canada will maintain a continuous program of building ships, beyond current projects, and that there will be many more laying of keels for HMC Ships.

HMCS *Fredericton* CO commends crew after diverse Op REASSURANCE deployment

By Ryan Melanson, Trident Staff

When HMCS *Fredericton* departed Halifax in January for Operation REASSURANCE, the mission to promote security and stability in Central and Eastern Europe, they knew a busy six-month deployment was ahead of them.

But what they didn't necessarily see coming was that their mission would be altered shortly after arrival in the Mediterranean, and they would be tasked to play a role in the ongoing migrant crisis in the region.

In an interview conducted by telephone while the ship was

alongside in Spain earlier in June, Cdr Trevor MacLean, *Fredericton*'s CO, said the changing tasks weren't an issue for his crew, many of whom were on their first major deployment.

"It kept things fresh for the ship's company and they adapted very well to those changes."

The mission changed in February, when NATO decided to commit Standing NATO Maritime Group 2 to respond to the migrant crisis in the Aegean Sea. Thousands have been attempting to cross from the Turkish mainland to the Greek Islands, after reaching Turkey from war-torn Syria.

Fredericton operated in territorial waters for roughly six weeks along with the German replenishment ship *Bonn*, working closely with the EU Operation FRONTEX, as well as the Greek and Turkish Coast Guards, to locate, track and report on the flow of migrant boat crossings. Fortunately, the crew didn't encounter any situation dangerous enough to require rescue efforts or the embarking of migrants on board. Their mission was limited to detecting and reporting, with Greek or Turkish authorities then taking over.

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Members of HMCS *Fredericton*'s Naval Boarding Party participate in a boarding exercise with Italian Ship *ALISEO* during Operation REASSURANCE on May 10.

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Runners from *HMCS Halifax* raise more than \$30,000 for Children's Wish

By Ryan Melanson, Trident Staff

Members of *HMCS Halifax* wrapped up another successful Run for the Wish campaign in support of the Children's Wish Foundation at the Dockyard on June 16. This year, the group departed from Yarmouth on June 6 and ended in Sydney on June 14, before returning to Halifax for the official closing ceremony. Runners completed the campaign relay style, with each logging at least 10 kilometres per day.

Cheryl Mathews, the Children's Wish Foundation Director in Halifax, was on hand at Jetty NG to meet the runners, as well as the rest of the crew, and give thanks for yet another successful MARLANT campaign in support of the kids who benefit from the foundation's help.

"DND is our largest contributor to the Children's Wish Foundation. We couldn't do what we do without this part-



Members of *HMCS Halifax* return to HMC Dockyard, with five-year-old Samuel Gidge leading the way, to celebrate their 2016 Run for the Wish campaign.

RYAN MELANSON, TRIDENT STAFF

nership and other ones like it," she said, also shouting out HMC ships *Fredericton*, *Charlottetown* and *St. John's* for their own annual campaigns in support of the foundation.

Together, it amounts to hundreds of thousands of dollars raised for Children's Wish by

members of the formation over the years, and \$30,355 was added to that as Mathews accepted a cheque from Lt(N) Jeremy Arsenault and the rest of the team.

Lt(N) Arsenault participated in the campaign with *Halifax* for the first time in 2013, and

then ran across P.E.I. as part of the crew of *HMCS Charlottetown* last year. For 2016, back with *Halifax*, he said there was zero hesitation to take part again.

Stopping at schools each day to meet with children and family members, many of whom have been helped by the foundation, is always one of the highlights.

"It's really been one of the most rewarding experiences of my life," he said.

"The feeling you get when you find out that your fundraising efforts have helped grant a wish to a deserving child is unmatched by anything else."

He said he wanted to thank the many supporters and families the crew met through the week.

"And just thanks to all the organizations that either fed us along the way or gave us beds to sleep in, and to everybody who sponsored us along the way or online, it's all so im-

portant."

This year, the child in focus was five-year-old Samuel Gidge, from Greenwood. Sam suffers from one of the most severe forms of spina bifida, and has a wish to meet his favourite Disney character, Goofy, at Disneyworld. Sam was on hand as the runners made their triumphant return to the Dockyard on June 16, with Sam being wheeled in right at the front of the pack. Members of his family were also present to meet with members of the crew and enjoy a celebratory barbecue on the Jetty.

Halifax's outgoing CO, Cdr Graham Roberts, was also on hand for the occasion, after having officially handed over command of the ship to Cdr Geoffrey Steed.

"I was here for most of this campaign, so I wanted to be here for the guys. It's a really important thing they do," he said.

A celebration of public service

By Virginia Beaton, Trident Staff

One of the events held to mark National Public Service Week, June 13-20, was a coffee break held in the lobby of D-201.

Coffee, tea, and assorted sweets including two large chocolate cakes were on offer as public servants mingled with military personnel.

Cmdr Craig Baines, Commander CANFLTLANT, spoke

briefly to the crowd.

He observed that CAF missions and deployments are made possible because of the ongoing work of civil servants who provide service in IM, IT, finance, logistics, "and of course there is all the work done by Fleet Maintenance Facility Cape Scott personnel."

The nature of the military life, with frequent postings, means that continuity and corporate knowledge is often sup-

plied by the public servants. "One of the reasons we in the military can be effective is that you in the public service provide that support," said Cmdr Baines. "Today, I would like to extend my personal gratitude for your contributions. It would be so much more difficult for us to do our jobs without you."

Cindy O'Hearn of 5 Cdn Div joined Cmdr Baines in cutting the cake.



Cindy O'Hearn and Commodore Craig Baines cut the cake together in the lobby of D201 to kick off National Public Service Week to recognize the value of the services rendered by federal public service employees on Tuesday, June 14 2016.

MS PETER REED, FIS HALIFAX

Streamlined procurement process announced for the Canadian Surface Combatant Ships

By Virginia Beaton, Trident Staff

On Monday, June 13, the Honourable Judy Foote, Minister of Public Services and Government Procurement, announced that there would be a streamlined procurement approach to select an existing warship design for the RCN's Canadian Surface Combatant Ships (CSC).

In the Assembly Hall of Irving Shipyard in Halifax, Minister Foote stated that the new approach will deliver the CSC Ships sooner, with more transparency, and with cost savings.

"In the last half of 2015, National De-

fence conducted an intensive review of the Royal Canadian Navy's requirements." She stated that the review found that existing warship designs, with some modifications, could meet the requirements of the CSC.

Following departmental advice and industry consultation, "I am pleased to be here today to announce that we are taking a simpler and faster approach to delivering the new fleet of Surface Combatant Ships to the Royal Canadian Navy." There will be a single competitive process to select an existing warship design along with the

See PROCUREMENT / Page 7

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Students, families get a small taste of life at sea

By Ryan Melanson,
Trident Staff

When HMCS *St. John's* slipped Jetty NB and set sail for the day on June 13, they had a few extra crewmembers on board.

The ship not only welcomed the company to invite family members to sea for the day, with everyone from toddlers to grandparents coming along, but also brought on a number of local high school students to get a brief idea of what life is like on a warship. The group included student participants in the CFB Halifax high-school co-op program, as well as members of the Canadian Youth Remembrance Society.

For Cdr Rory McLay, *St. John's* Commanding Officer, it was an opportunity to introduce a set of young minds to a host of interesting naval careers.

"One of the great things is that they come in with a very open mind. I'm not here to brainwash anyone by any stretch of imagination, but to at least give them an idea of what it's like to be on a ship, and what we do and what we're all about," he said.

It's also an opportune time to show off the frigate, having been returned to the crew last fall after completing the HCM/FELEX program

He said he's especially proud of the ship and crew's high state of readiness so soon after refit. Cdr McLay's own experience as XO of *Halifax* as it was modernized, as well as the experience and work of his crew, contributed to the ship being far ahead of schedule in its preparations to deploy in the new year.

"We have been able to shift that schedule left by six months, which is a very big deal," he said.

The day sail included all the elements needed to get an idea of what some naval operations look like. Visitors held on tight as high-speed maneuvers were demonstrated, they watched in

awe as a successful man overboard drill was carried out in less than five minutes, and some even donned firefighting gear while travelling through a smoke-filled area in a damage control exercise. Static displays also introduced both family members and students to the ship's boarding party, the ship's divers, and some of the other trades that work on board.

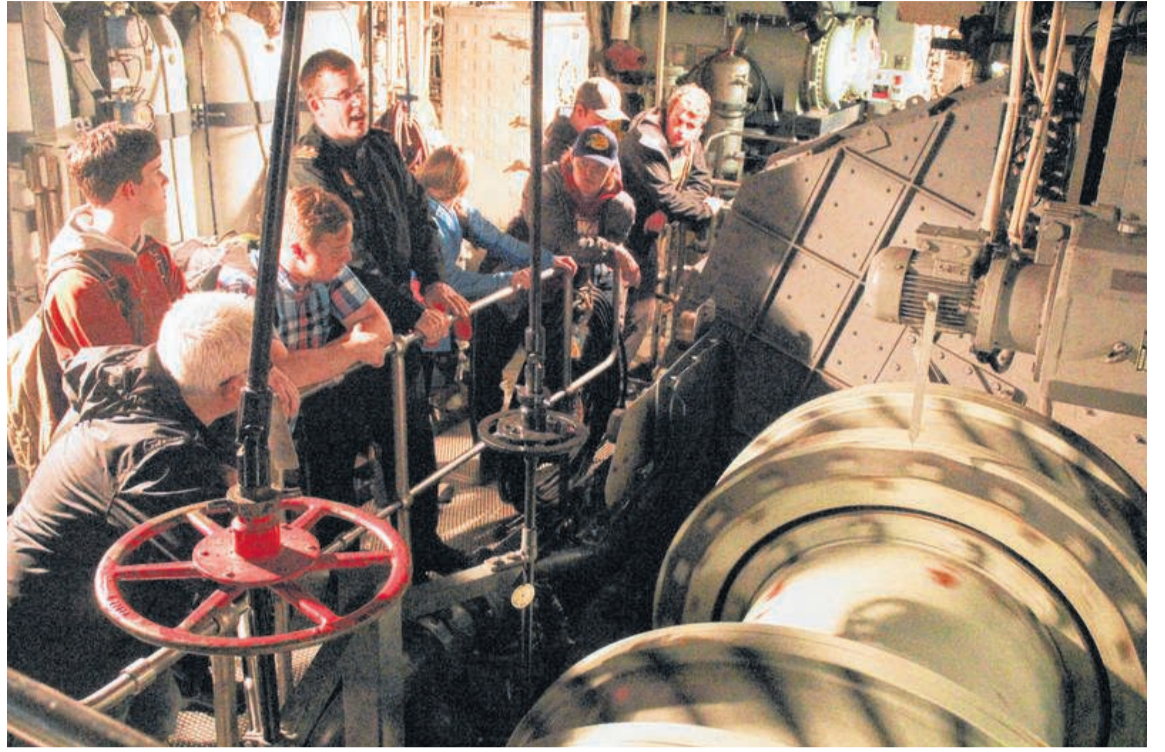
Family members had the freedom to tour many open areas of the ship with their loved ones, visiting the messes and getting a glimpse at where the sailors sleep, but the student guests were taken further. They toured the ship's engine rooms and machinery control room, getting a better sense of the inner workings of the frigate, while also getting a chance to chat with engineering officers about their jobs and the RCN way of life.

They spoke about the fun aspects of working on board an HMC ship, but also the difficult parts of military life, including being away from the family on long deployments. In the end, however, it's always worth it, said Lt(N) Chris Quigley.

"You could be sitting behind a desk all day, or you could be out here sailing. The choice is easy for me."

A favourite for the co-op visitors was a trip to the ship's bridge. The students gathered as the Officer of the Watch, Lt (N) Michael Zens, explained his role, driving the entire operation of the ship. They also got to see the weapons of a modernized frigate in action, with the crew firing multiple blank rounds from the ship's 57mm gun, freshly equipped with a new manual gun laying unit that Cdr McLay was more than happy to show off.

"I can give precision aiming with the new system," he said, giving the example of targeting only the engines of a suspicious or enemy vessel, something that couldn't be done with the weapon



SLt Ryan Luciano gives high school co-op students a tour of the forward engine room in HMCS *St. John's* during a day sail on June 13.

RYAN MELANSON, TRIDENT STAFF

before.

One of the lucky ones on the bridge was Thomas Waller, a Grade 11 student from Auburn Drive High School. He participated in the co-op program and is also a PO2 in the Royal Canadian Sea Cadets, but said the experience in *St. John's* was a new one.

It was his first time on the bridge of a real warship, and he even had the chance to take the conn and drive the ship, directing the helmsman and yelling out speeds and coordinates.

"In cadets we have a simulator for the bridge, but the real life version was pretty different, it was actually very cool to be up there. You can actually see the results and feel the ship turning," he said.

While he had an interest in the military before participating in the co-op program, Waller said it's only been intensified because of the semester-long program that began in January, focusing on visits to local reserve units.

"I'm a Sea Cadet, so I've mainly seen the Navy side of things. When we visited the Army reserve members, I got to learn a little bit about what they do and found out the Army is pretty interesting as well."

Pradeep Bhujel, a Nepalese student at Citadel High who came to Canada in 2010, said he's had his eyes on an infantry career

in the Army, but that the day in *St. John's* opened his eyes to other military paths. He especially enjoyed suiting up in firefighting gear for a damage control demo.

"I didn't know much about the Navy before coming here, and the ship is pretty cool," he said. "Maybe I'll be back to work on one sometime."



Students got the chance to wear firefighting gear and man the hoses during a day sail in HMCS *St. John's* on June 13.

RYAN MELANSON, TRIDENT STAFF

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Feb 22
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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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A notice will not be published if the event is to happen more than one year from publication date. Submissions may be edited.

No. 2 Construction Battalion 100th Anniversary Commemoration

Time: 10:30 a.m.
Date: Saturday, July 9
Location: Pictou, N.S.

Join us as we pay tribute to No. 2 Construction Battalion, Canada's first and only Black Battalion in the First World War. This event will take place on Saturday, July 9, starting at 10:30 am with an honour parade and formal ceremony at 11 a.m. Please visit the Black Cultural Centre for Nova Scotia website for more details as they're released at www.bccnsweb.com

Author Tim Cook: Fight to the Finish

Time: 7 p.m.
Date: Tuesday, June 28
Location: Halifax Central Library

The second volume of Author Tim Cook's award-winning book *Fight to the Finish: Canadians in the Second World War*, was recently released. Cook will be speaking about his work during this free talk at the Central Library, presented by Scotiabank and the Canada Council for the Arts.

Canada Day at Pier 21
Time: 10 a.m. - 3 p.m.
Date: July 1
Location: Canadian Museum of Immigration at Pier 21

This Canada Day, come enjoy the fun-filled activities for the entire family at the Canadian Museum of Immigration at Pier 21. Admission is free all day, so visitors will have the opportunity to explore the museum's new permanent exhibitions. From 10 a.m. to 11 a.m., all are welcome to attend an official Citizenship Ceremony, presented in partnership with Citizenship and Immigration Canada. From 11 a.m. to 3 p.m., the museum's multicultural fair will feature live music, family-friendly activities, crafting activities, sweet treats and much more. For more information visit www.Pier21.ca

Canada Day at the Halifax Citadel

Date: July 1
Location: 5425 Sackville St.

Celebrate Canada's 149th Birthday at the official Halifax celebration inside the walls of the historic Halifax Citadel. It all starts with the firing of the iconic noon gun, followed by the traditional 21-gun salute. Enjoy bands, choirs, military performances and don't miss the official Canada Day cake, served by a 78th Highlander. For more information on all the events taking place at the Halifax Citadel Historic Site, call

902-426-5080 or visit www.parkscanada.gc.ca/halifaxcitadel

Canada Day 2016 Concert
Date: Friday, July 1
Location: Alderney Landing, Dartmouth

Celebrate Canada's 149th birthday with one of the biggest free concerts of the year, featuring popular Canadian acts Dear Rouge, Born Ruffians and Yukon Blonde. Celebrate the nation with a fireworks display lit from Halifax Harbour, produced by the Village Shops at Dartmouth Crossing, at 10 p.m., followed by more music until midnight. Other official HRM Canada Day events include free breakfasts in Halifax and Dartmouth and official ceremonies in the morning on Citadel Hill; for more information visit www.hrm-canadaday.ca

Tuesday Night Tunes

Time: 7 - 8 p.m.
Date: Tuesday, July 5
Location: Maritime Museum of the Atlantic

Visitors are welcome to the Maritime Museum of the Atlantic free of charge on Tuesday evenings this summer for

a series of concerts. On July 5, join fiddler Brad Reid and friends for Jigs Start Here, a performance meant to showcase Cape Breton and mainland Nova Scotia's contribution to Canadian fiddling culture through the work of local composers. The show will also feature internationally-recognized fiddler and master of stringed instruments Dave MacIsaac. For more information visit www.jigsstarthere.ca

Air Cadet 75th Anniversary Reunion Gala

Date: Saturday, August 20
Location: Winnipeg, MB

Join us in Winnipeg on August 20, 2016 at the Victoria Inn & Conference Centre for an Air Cadet 75th Anniversary Reunion Gala for those who have been or are still involved with the Air Cadet Program (must be 19 years of age to attend). Purchase tickets to reconnect with friends by e-payment at <http://aircadet75thanniversaryreunion.ca>. Please forward this information. The deadline to confirm tickets is June 30. For more information contact aircadet75thanniversaryreunion@outlook.com.

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No.2 Construction Battalion, also known as the Black Battalion, included black men from Canada, the US, and Caribbean countries.

PHOTO COURTESY CITADEL ARMY MUSEUM

100th anniversary of No.2 Construction Battalion

By Sgt Philip W. Safire,
G3 IT 2, 36 CBG HQ

Why are we commemorating the 100th Anniversary of the No.2 Construction Battalion (Bn)? What is this Bn? For I have never heard of it. Well, let me tell you why, as well as provide some context as to why we are all commemorating and celebrating this unique Unit that is a part of our rich Canadian military history.

"Nothing is to be gained by blinking facts. The civilized negro is vain and imitative; in Canada he is not being impelled to enlist by a high sense of duty; in the trenches he is not likely to make a good fighter; and the average white man will not associate with him on terms of equality. Not a single commanding officer in Military District No. 2 is willing to accept a coloured platoon as part of his battalion (H.Q. 297-1-29); and it would be humiliating to the coloured men themselves to serve in a battalion where they were not wanted. In France, in the firing line, there is no place for a black battalion, C.E.F. It would be eyed askance; it would crowd out a white battalion; and it would be difficult to re-inforce." These were the words of MGen W. Gwatkin; the Chief of the General Staff, in a memo dated 13 April 1916 to the senior leadership of the Cdn military with respect to his feelings regarding blacks serving in the Canadian Army (CA).

Speed forward through the last 100 years, and all of us currently serving in the CAF, or recently retired, know that the CA is a vastly different Army from that of the First World War. When the First World War broke out, many believed the war would be over in a matter of months. However, that did not turn out to be the case. Many blacks from across Canada, especially those residing in Nova Scotia, attempted to join the Canadian Expeditionary Force (CEF). Even though the CEF and Cdn government did not have any official or institutionalized regulations or legislation that prevented blacks from enlisting, overwhelmingly many were prevented from doing so. This was primarily due to both the CEF and Cdn government leaving the selection and or rejection of any volunteers entirely up to the Commanding Officer (CO) of each Unit. Thus allowing the social and racial biases and prejudices of those very same COs to go unchallenged by the Cdn military and the government of the day. Since the majority of the COs of Army Units were rejecting blacks, the only other option available for blacks was to serve in segregated Units, which the Chief of the General Staff stated would not happen. Things were even worse for blacks if they wanted to enlist in the Royal Canadian Navy (RCN) and the Royal Canadian Air Force (RCAF), for these elements of the Cdn military did have institutionalized racism. The RCN required personnel to be of *"pure European descent of the white race"* before an application would even be accepted. This was official policy until 1943. The RCAF required: *"All candidates must be British subjects and of pure European descent: They must be sons of parents both of whom are (or, if deceased, were at the time of death) British subjects or nationalized British subjects. Where there is doubt of nationality or descent, the burden of proof will rest with the candidate."* This too was official policy until the Second World War. So, 100 years ago, if you were a black man in Canada wanting to serve your country in the Great War, the CA was the only element you could serve in; as remote a possibility as it was. But why was it like this? Simply put, it was unbridled racism and the social tenets of the day. Blacks suffered from some despicable social tenets of the day. Examples being:

- Scientific opinions from the mid-1800s to the early 1900s stating that blacks were inferior to whites;
- Socially accepted racial stereotypes;
- European attitudes towards the subjects in their colonies; that being, white

Europeans were superior to those races they governed;

- American historical and social attitudes towards blacks and other non-white races;
- The War (First World War) was perceived as being *"a white man's war."*;
- *"Killing Germans was the privilege of white troops."*;
- Should non-whites enlist and fight on the front lines, it may give them *"a taste of killing white men"* and *"serve as appetizer"* for more; and
- The majority of European whites objected to the possibility of being subjugated *"to the horrors of Black authority."*

100 years on and all of the CAF and Cdn society look back and is bewildered and yes, even ashamed that any Cdn held these views and attitudes. So, what brought about this change for the CA and the rest of the CAF? In one word, tenacity! The tenacity of the brave men and women throughout Cdn society, both black and white, that believed that blacks were equally capable as any white soldiers. That blacks had every right to serve Canada, to fight for Canada, and yes, to die for Canada. However, that was only the first step in a very long journey to the CAF of today. First blacks had to prove themselves, and that opportunity came through the formation of the No.2 Construction Bn in Pictou, Nova Scotia on July 5, 1916. To quote Robert Frost: *"Do not follow where the path may lead...Go instead where there is no path and leave a trail."*

This is precisely what the men of the No.2 Construction Bn did. Not just for themselves and others of their time, but for future generations as well. They forged ahead to find a way around, over, through or under the obstacles that white society at the time had placed before them. More importantly, they used every setback as an opportunity to learn from it and apply that knowledge and wisdom to overcoming future setbacks. It was their belief in themselves and each other. They refused to be defined and limited by others. They refused to be victims of their circumstances.

Black Soldier's Lament

By Capt (ret'd) George Borden

The bugle called and forth we went/To serve the crown our backs far bent,/And build what ere that must be done;/But ne'er to fire an angry gun/No heroes we no nay not one.

With deep lament we did our job/Despite the shame our manhood robbed./We built and fixed and fixed again,/To prove our worth as proud black men/And hasten sure the Kaiser's end.

From Scotia port to Seaford Square/Across to France the conflict there,/At Ville La Joux and Place Peronne/For God and King to right the wrong -/The number two six hundred strong.

Stripped to the waist and sweated chest/Mid-day's reprieve much needed rest./We dug and hauled and lifted high/From trenches deep toward the sky -/Non-fighting troops and yet we die.

The peace restored the battle won/Black sweat and toil had beat the Hun./Black blood was spilled black bodies maimed/For medals brave no black was named,/Yet proud were we our pride unshamed.

But time will bring forth other wars,/Then give to us more daring chores/That we might prove our courage strong/Preserve the right repel the wrong,/And proud we'll sing the battle song.

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One hundred years ago, forging ahead meant you as a black man, were fighting an unending deluge of negative stereotypes. That the majority of white Canada and its military, at the time, thought you were only useful as manual labourers, and not capable of much, much more. You worked considerably longer and harder to be acknowledge as a man, yet still not considered equal. You were subjected to harassment of all types; however, were expected to endure it all in silence and without responding in kind. In death, your grave would be segregated from your white brothers-in-arms within various cemeteries, as were the veterans of the No.2 Construction Bn in the Camp Hill Cemetery in Halifax, Nova Scotia. The vast majority of your contributions to the Great War, to Cdn military history and to Canada would go unrecognized.

Time would begin to erase the oral history, and white Canada would fail to capture the majority of it before it was lost. Even after a hundred years, most Cdns and members of the CAF would know almost nothing of your contributions and sacrifices, nor study and learn it. The men of the No.2 Construction Bn undeniably paved the way forward and advanced equality and justice for all blacks, visible minorities and First Na-

tions people within today's CAF through their sacrifice, suffering and struggle. For that, all Cdns should be beholding. Come July 9, 2016, there will be a host of all CAF members, Nova Scotians, Cdns of all races, ethnicity and creeds that will stand together in Pictou, Nova Scotia to commemorate the 100th Anniversary of the No.2 Construction Bn. All of us will stand tall and proud of how far we as a military and a society have evolved over the last 100 years.

The event will start at 10:30 a.m. with an Honour Parade made up of serving and past CAF members, RCMP members and Cadets. There will be a number of static displays for all to enjoy. Recruiters will be present to address any questions from the general public, should they be interested in joining the CAF. And of course there will be the main ceremony itself starting at 11 a.m. It will consist of the laying of wreaths, a speech by the keynote speaker and a number of addresses made by several important dignitaries and a number of presentations. The conclusion will be near 1:15 p.m. This event is expected to be attended by the Lt Governor of Nova Scotia, the Premier of Nova Scotia, and a number of important dignitaries, both from within the CAF and the communities.



No. 2 Construction Battalion Canada's First & Only Black Battalion

100th Anniversary Commemoration Ceremony

Saturday, July 9, 2016 - 10:30 am
deCoste Centre, Pictou, Nova Scotia

Join us in Pictou, Nova Scotia as we pay tribute to Canada's first and only all Black regiment in the First World War. Established in 1916, this battalion's legacy of commitment forever changed the face of diversity in Canada's armed forces.

The event will take place on Saturday, July 9, 2016 starting at 10:30am with a honour parade along Caladh Avenue and formal ceremony inside the deCoste Centre at 11am.



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What's been going on at the MFRC/Ce qui se passe au CRFM.

H&R MFRC's Annual General Meeting

On Wednesday, June 15 the H&R MFRC hosted our Annual General Meeting and Community Barbecue. Thank you to everyone who attended.

Assemblée générale annuelle du CRFM d'Halifax et régions

Le mercredi 15 juin, le CRFM d'Halifax et régions a tenu son assemblée générale annuelle et son barbecue communautaire. Merci à tous d'être venus.

Vacation Lottery Extravaganza Winner for June Gagnant de la loterie Extravaganza Vacances au soleil pour le mois de juin

Congratulations to CPO2 Barry Warren, grand prize winner of the H&R MFRC's Vacation Lottery Extravaganza for June. Félicitations à CPO2 Barry Warren, grand gagnant du tirage de juin de la loterie Extravaganza Vacances au soleil du CRFM H et R.

On your mark, get set, go! It's time to begin a deployment

Summer plans are ramping up for most families, with sunny beach days, special vacations and barbecues in sight. However, for some military families their focus is on family readiness and deployment preparations. Whether your loved one is going away for two weeks of training, or for six months, now is the time to get connected with the H&R MFRC. "Many military families would agree that their loved one's departure is the hardest part of the deployment and it takes some time and patience for life to settle into a new normal. Out of the four phases in the cycle of deployment, the pre-deployment phase certainly has unique stressors. The more prepared your family is in advance, the smoother the transition can be," said Sonya Davies, Deployment Services, H&R MFRC. As soon as your family is notified that your loved one will be deploying, the first step is to get connected with us. We can support your family, as well as your loved one's ship/unit through the pre-deployment phase by providing a variety of family readiness resources. One very critical step that your loved one can do before departing is to complete the MFRC Family Contact Information Form. This simple tool helps us keep families informed, supported and connected. We provide information, workshops, and great family activities specifically for deployed families and we are happy to communicate with whoever your CAF member identifies as family. We understand the importance of preparing for a deployment and the many steps that need to be taken to ensure both the CAF member and family are ready. Prior to a deployment, make sure your family:

- Attends the MFRC Pre-deployment Family Briefing
- Fills out the MFRC Family Contact Information Form
- Completes an MFRC child care plan if you have children
- Sign up for the MFRC eNews: email info@halifaxmfrc.ca
- Apply for a CFOne Card to access discounts
- Has the mailing address for the ship/unit, including rank and service number of the CAF member
- Has the contact number for the H&R MFRC: 902-427-7788

The H&R MFRC is here to help your family before, during and after a deployment. Our Family Information and Referral Services Team (FIRST) is available 24 hours a day to answer any questions or concerns. Stop by our Halifax, Shearwater or Cape Breton Site to get to know us prior to the



Thanks to AllState Dartmouth Crossing for sponsoring this summer's Op We Care packages. Along with volunteers, they also helped assemble the parcels, which were sent to 34 CAF members working in isolated areas of the world.

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deployment and begin your family's journey confident and knowing that everyone is prepared. Follow us on Facebook www.facebook.com/HalifaxRegionMFRC or visit www.halifaxmfrc.ca.

À vos marques, prêts, partez! En route pour le déploiement

La planification des activités de l'été va bon train pour la plupart des familles et les journées ensoleillées à la plage, les vacances spéciales et les barbecues approchent. Cependant, pour certaines familles militaires, l'accent est mis sur la préparation de leur famille et les préparatifs en vue d'un déploiement. Que votre être cher parte pour deux semaines d'entraînement ou pour six mois, c'est maintenant le temps d'établir le contact avec le CRFM H et R. « De nombreuses familles militaires vous diront que le départ de leur être cher est la partie la plus difficile du déploiement, et qu'il faut un certain temps et de la patience avant que la vie ne reprenne son nouveau cours normal. L'une des quatre phases du cycle de déploiement, le pré-déploiement, présente certainement des facteurs de stress qui lui sont uniques. Plus votre famille sera préparée à l'avance, plus la transition se passera en douceur, » explique Sonya Davies, des Services d'aide au

déploiement du CRFM H et R. Dès que votre famille est avisée que votre être cher partira en déploiement, la première étape consiste à établir le contact avec nous. Nous pouvons aider votre famille, de même que le navire/l'unité de votre être cher, durant la phase de pré-déploiement en vous offrant toute une gamme de ressources concernant la préparation de la famille. Une mesure très importante que votre être cher peut prendre avant son départ consiste à remplir le Formulaire des coordonnées de la famille du CRFM. Cet outil simple nous aide à fournir aux familles des renseignements, du soutien et des contacts dont elles pourront bénéficier. Nous offrons de l'information, des ateliers et de merveilleuses activités familiales destinées spécifiquement aux familles de militaires déployés et nous serons heureux de communiquer avec quiconque votre membre des FC aura indiqué comme faisant partie de sa famille sur le formulaire. Nous comprenons l'importance de bien se préparer pour un déploiement et toutes les mesures qu'il faut prendre afin de voir à ce que le militaire et la famille soient prêts. Avant un déploiement, voyez à ce que votre famille :

- Assiste à la séance d'information préalable au déploiement à l'intention

- des familles du CRFM
- Remplisse le formulaire des coordonnées de la famille du CRFM
- Produise un plan de garde d'urgence du CRFM si vous avez des enfants
- S'abonne au bulletin électronique du CRFM. Envoyer un courriel à info@halifaxmfrc.ca
- Soumette une demande de Carte FC pour avoir droit à des rabais
- Ait bien l'adresse postale du navire/de l'unité, y compris le grade et le numéro matricule du membre des FC
- Ait bien le numéro à composer pour rejoindre le CRFM H et R: 902-427-7788

Le CRFM d'Halifax et régions est là pour aider votre famille avant, durant et après un déploiement. Notre équipe des services d'information et d'orientation pour les familles (ESIOF) est disponible 24 heures sur 24, 7 jours sur 7 pour répondre à vos questions ou à vos préoccupations. Passez nous voir dans nos locaux d'Halifax, de Shearwater ou du Cap-Breton afin que nous puissions faire connaissance avant le déploiement et que vous puissiez entreprendre votre périple familial en toute confiance et en sachant que tous sont prêts. Suivez-nous sur Facebook www.facebook.com/HalifaxRegionMFRC ou visitez-nous à www.halifaxmfrc.ca.

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Caught in the act: Local CAF Reserve Medic completes National Butt Out Facilitator Training



By Harold White,
Health Promotion Specialist

The National Strengthening the Forces Butt-Out Facilitator Training was conducted in Halifax from May 18-19, 2016. MCpl Angus MacGregor, a section commander in 33 Halifax Field Ambulance, was among the four local military members and one civilian NPF employee who completed the training. I had an opportunity to sit down with him and ask about his experience.

Q. How long have you been a CAF member?

A. I have been a member of the CAF Reserve for just under six years.

Q. What is your role within your unit?

A. I am currently a section commander in 33 (Hfx) Fd Amb, I help to facilitate the training of other reserve medics in the unit.

Q. Why were you interested in attending the Butt-Out facilitator training?

A. Smoking cessation is a part of improving longterm health; I believe it is a critical part of my role as a medic to assist in trying to help people get healthier.

Q. Please provide a comment regarding your experience of the training.

A. It was an excellent experience. It highlighted aspects of changing behaviours and the principles can be used to change any habit, not just to stop smoking.

Q. How do you foresee using this training to the benefit of the CAF?

A. Certainly, if this program can help some members kick smoking, it will improve their health and create an environment that is less encouraging for people to start smoking in the



first place.

Q. What do you observe regarding smoking in the CAF

locally?

A. I think it is not encouraged, especially in my trade. But, there

is some facilitation for the habit.

Q. What would be a message you could pass on to people who want to quit smoking?

A. There are people around, especially in the CF H Svcs, who are happy to help anyone quit smoking.

Q. What tips would you give to someone who is trying to support another in quitting smoking?

A. It's obviously not easy, but there's a ton of support to access and you're definitely not alone.

Q. What would you say to others that are considering taking the Butt-Out training?

A. It's excellent training to change any habit, and it's something you can do to help out anyone interested in changing their life.

On behalf of PSP Health Promotion Services team, I would like to thank MCpl MacGregor for taking some time to share with us his experience and insights in taking the Butt-Out Facilitator Training.

Fredericton

continued from / Page 1

The crew responded very well to the mission, Cdr MacLean said, and the chance to positively contribute to an issue that has drawn concern around the world.

"When you feel like you're playing an active role and you're doing good, helping these people who are really living in and trying to escape from hell and war

scenarios, there's a positive impact."

"We were helping to get them in the hands of the Coast Guard and away from human smugglers trying to make a quick buck," he said.

In April, *Fredericton* moved into the Black Sea as the flagship in command of SNMG2 Task Unit 02, resuming the core Op REASSURANCE tasks of promoting security, promoting NATO, and building interoperability with allies like the Italians,

Greeks, Turkish, and Germans.

"We conducted exercises and presence operations, basically waving the NATO flag in the Black Sea," Cdr MacLean said.

Through that experience, along with meeting dignitaries and officials ashore, the crew got a sense of the gratitude felt by allies in Eastern Europe. With this being the ship's second deployment to the Mediterranean in barely a year, albeit with a different crew, strong bonds are being formed between the ship and

NATO allies, Cdr MacLean said.

Reflecting on his first deployment in command of *Fredericton*, Cdr MacLean said what impressed him most was the work of his sailors, who completed a readiness program in six months through long hours and weekends at work, and who then excelled on deployment, without losing the morale and excitement that came with their initial departure.

"There are of course lessons learned, but for me what stands out the most is how remarkably

the ship's company has performed throughout. The readiness program was really one of the more remarkable things I've been a part of in the Navy. It was fun to watch the ship's company come together and get that done."

Fredericton recently completed its final patrols in the Black Sea and will soon be making its way home after a few European port visits. The ship is scheduled to be in Newfoundland at the end of June and back in Halifax shortly after.

Procurement

continued from / Page 2

systems and equipment to be integrated into the ship design. "This news approach significantly reduces the design and technical integration time, as well as associated risks. Today's announcement means that construction of the first Surface Combatant Ship in Halifax can start up to two years sooner than originally planned."

Based on projected schedules, "construction of the Surface Combatants will now be able to start shortly after work on the Arctic Offshore Patrol vessels is

completed in the early 2020s."

Minister Foote stated that the Surface Combatant fleet, comprising up to 15 warships, will replace the RCN's Iroquois Class destroyers and the Halifax Class frigates.

This new approach also will be more economical, according to Minister Foote. "We always have to bear in mind the cost to the Canadian taxpayer and we have to do things efficiently and effectively as well as, first and foremost, meeting the needs of the men and women in uniform who need to have the resources to do the work expected of them."

Minister Foote stated, "We are currently revising our costing model to more accurately set

estimates for this and other ship builds. Once this work is complete, we will be able to put a specific dollar figure on the savings that will be realized as a result of this new approach."

She emphasized, "The streamlined procurement approach in no way lessens our commitment to leveraging meaningful economic opportunities for the Canadian marine sector and the Canadian economy."

After listing some of the economic gains associated with the shipbuilding projects, including Irving Shipbuilding's estimate of 2400 direct shipbuilding jobs in Halifax alone at the peak of the AOPS and CSCs, Minister Foote stated, "It is essential that a pro-

ject of this magnitude generate lasting benefits for Canadian firms and workers. This is why industry engagement is so important."

Minister Foote was accompanied by the Honourable John McKay, Parliamentary Secretary to the Minister of National Defence, representing the Honourable Harjit Sajjan, MND. She thanked everyone present and noted, "It is good to see the shipbuilding industry continue in the way we intend it to, which is as a continuous industry instead of what we've been used to in our country, the boom and bust type of approach to shipbuilding."

"As we stand here today in North America's most modern

shipyard, we are able to see the great success of Canada's National Shipbuilding Strategy," said Kevin McCoy, president of Irving Shipbuilding. "Thanks to the National Shipbuilding Strategy, in just four short years we have seen the industry completely revitalized." The strategy has created "industry certainty, develops capacity and most importantly, ensures our men and women in uniform have the quality vessels they need [in order] to serve."

A Request for Proposals to select a CSC design will be released in the summer of 2016. Twelve firms have already pre-qualified and will not be required to reapply.

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A black box full of gourmet goodness

By MCpl Krystle Sloan,
Food Services

As the Navy gears up for spring, the Food Services section was able to get the season started and their competitive juices flowing with a good ol' fashioned cooking competition.

Coordinated by the RCN Outreach Program and spearheaded by PO1 Hines (MOG5 Galley IC Production), two teams went head to head in a black box style competition to see who would be victorious and go on to represent the East Coast RCN in a competition in Toronto. Each team was provided a black box.

Inside were mystery ingredients from which they were to create one entrée and one dessert in a two-hour window, to be presented, judged and scored with the winner qualifying to compete in the National Navy Cooking Competition to be held in Toronto, ON in July.

Team one saw HMCS *Montreal* represented, with PO2 Anderson and Pte Cunanan at the helm. Team two represented CFB Halifax, with MS Mullins and AB

Lescombe stepping up to the challenge. The teams were presented with a box of four ingredients they were required to use, along with a pantry holding various spices, vegetables and accompaniments that they had the option to use to round out their dishes.

They opened the box to find a whole chicken, strawberries, and raspberries as their mandatory ingredients. From there, the two teams had two hours to create their dishes and impress the judges.

MS Mullins and AB Lescombe poured their culinary knowledge into a roasted chicken breast served with gnocchi and snap peas as their entrée, with homemade cinnamon ice cream, cinnamon cake, and strawberry-raspberry compote for their dessert offering.

MS Anderson and Pte Cunanan used their collective know-how to produce equally tantalizing dishes, surprising the judges with a creative take on dessert ravioli. Both teams delivered delicious dishes, giving the judges a very tough afternoon, indeed.

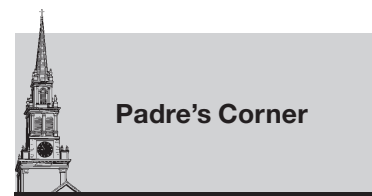
It was Cdr Colbourne, Cdr Dipersio,



The CFB Halifax team, AB Lescombe and MS Mullins, are the winners of the black box cooking competition. They prepared an entrée of roasted chicken breast served with gnocchi and snap peas, followed by a dessert of homemade cinnamon ice cream, cinnamon cake, and strawberry-raspberry compote. This team now will progress to the National Navy Cooking Competition to be held in Toronto, ON in July.

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Posting season: a Biblical outlook



By Capt Francesca Scorsone,
Resource Manager for CFB
Halifax Chaplains

Genesis 12:1-2

"Now the Lord said to Abram, "Go forth from your country, And from your relatives And from your father's house, To the land which I will show you; And I will make you a great nation, And I will bless you, And make your name great; And so you shall be a blessing."

It is the time of year when many of us are sent forth to a new land, where we are asked to start a new job and a new life. For the people who stay behind, there is still a

new future ahead because they will be working with new people around them and are being faced with making new friends and working relationships.

The posting time can be one of new challenges and insecurity in the future, but it can also be a time of hope and blessing. This life in the military is one that is constantly changing, so it is during these times that it is essential that we focus on the things that center us and give us some kind of grounding in this moving world.

For some people, the thing that grounds them is their faith or their religion, for others it is family and for other it is friendships. People find their centering points in all sorts of places so during this time of transition, it is important that each one of us focus on what grounds us. These are the things that keep us strong as a community that is always moving. When we are grounded, we have the ability to be a blessing to others.

Health Promotion Services (PSP) program schedule, July 2016



By Health Promotion Staff

Open to CAF members, CAF families (18 years of age and older) and civilian employees. All programs are free of charge.

- Nutritional Wellness
- Top Fuel for Top Performance
- July 19 & 26, 0830-1530 hrs, Shearwater
- Sobeys Taste and Learn (in partnership with Sobeys)
- Building a Better Grill, July 21, 1400-1530 hrs, Sobeys Mumford Road, Halifax
- Active Living and Injury Prevention
- Injury Reduction Strategies for Sports and Physical Activity
- July 21, 1300-1530 hrs, Shearwater.
- Social and Mental Wellbeing
- stress.calm

- July 6, 13 and 20, 0800-1530 hrs, Shearwater.
- Mental Fitness & Suicide Awareness (MITE Code)
- July 27 & 28, 0800-1600 hrs / 0800-1200 hrs, Dockyard.
- Addiction-Free Living
- Alcohol, Other Drugs, Gambling and Gaming Awareness
- Supervisors' Training (MITE Code)
- July 14 and 15, 0800-1600 hrs / 0800-1200 hrs, Stadacona.
- Tobacco Cessation
- Butt Out Program – Registration Sessions, 2nd & 4th Thursday of each month, 1400 - 1500 hrs, Room 5094, CF Health Services Centre(A), Stadacona.
- For more information and/or to register, please visit the Health Promotion Services Program Schedule webpage at www.ps-phalifax.ca
- Email: hfxhealthpromotion@forces.gc.ca
- Phone: (902) 722-4956

CPO2 Pyke and CPO2 Bromley who were the fortunate judges in this competition. Each judge tasted and critiqued the dishes, awarding points based on how successful they thought the dish was. After a grueling round of tastings and lip-smackings, the difficult job of announcing the winners was upon them.

In the end, by a difference of only one

point, the CFB Halifax team was able to pull ahead in this test of culinary skills and ingenuity, and were declared the victors. They will be moving on to represent our East coast cooks in a showdown in Toronto against the West Coast cooks. Congratulations, MS Mullins and AB Lescombe. You've made CFB Halifax proud. Best of luck in Toronto!





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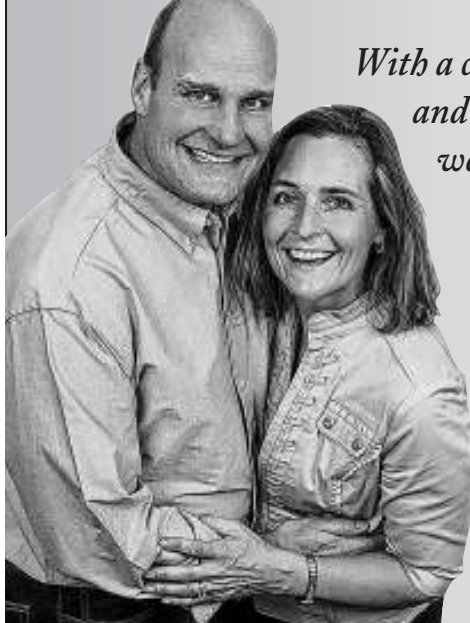
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TRIDENT Sports

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STADPLEX celebrates HRM Bike Week with Spin-a-thon

By Ryan Melanson,
Trident Staff

In support of the MARLANT Health and Wellness Strategy, PSP Halifax fitness and sports staff together with Base Health and Wellness champion QHM, held a Spin-a-thon on June 7 at the STADPLEX gym, in support of Bike Week and June is Recreation Month. Fourteen teams participated from 8 a.m. to 3 p.m., with team members rotating in half-hour shifts to cycle constantly through the day.

Organizers tracked progress on a map of Nova Scotia and Prince Edward Island, with the goal being to collectively pedal 260 kilometres, the distance from Stadacona to Cavendish Beach, PEI. Only two teams reached that

mark, though all 14 teams reached at least the 150km mark for the day.

Team *Goose Bay/Summerside* came in first place, with a cumulative distance of 289 km. Team Base Ops came in second with 268.4 km, and team 406 Squadron biked 251.8 kilometres to finish third.

Prizes were awarded for the first-place team, while members of the top 3 were all entered into further prize draws from sponsors like Popeye's Supplements, Atlantica Hotel Halifax, Subway and Canadian Tire. The cyclist who pedaled the farthest in an individual block, MS Ouellet of HMCS *Summerside*, pedaled 25.2 km in 30 minutes to take home a \$100 gift card from Canadian Tire.



To promote Bike Week, PSP Halifax organized a Health & Wellness Spin-a-thon that saw 14 teams race to Cavendish, PEI. Each team had riders take turns pedalling to get their group closer to the finish line. MIKE BONIN/BPAO

You don't have to be in the Navy to be a sailor

By LCdr Daniel Rice,
OIC STV Tuna

Perhaps you've heard of Sail Training Vessel (STV) Tuna? Perhaps you've seen her on the water, racing on a Wednesday night. Perhaps you've even noticed that large Canadian flag painted on her bow followed by NAVY in large blue letters. But maybe you didn't know that you too can sail on Tuna.

STV Tuna is on the water for another season, and this is your official invitation to come sailing. Open to all members of the CAF/DND family and all levels of experience, Tuna offers a variety of opportunities from sail training and racing, team build-

ing, adventure training, community outreach, and support to the Sea Cadet organization. Berthed at the FDU(A) jetty, beside Shearwater Yacht Club (SYC), the program is offered at no cost, as Tuna is funded by the Base Commander and run by a group of dedicated volunteers.

TUNA is one of three Sail Training Vessels in the RCN, and the only one on this coast. HMCS Oriole, the 101-foot ketch, is the best known of the three, but she is joined by two 36-foot yachts. STV Goldcrest is Tuna's sister ship in Esquimalt, and both are CS 36 sloop-rigged yachts purchased by the RCN to teach sailors the art of sailing in the traditional sense, as in actu-

ally under wind-power alone.

Don't let a lack of experience turn you away. Each time Tuna sets sail, she is always skippered by a trained and qualified sailor, but her crew is often made up of a mixture of old hands and first-timers. Sailing on Tuna also provides a great way to learn new skills while meeting fellow CAF/DND personnel from all backgrounds. It's not uncommon to have all three branches of the CAF represented on a Wednesday evening race.

Throughout the summer Tuna runs a regular weekly program: Intro to Sailing is on Tuesday evenings, 5:30-9 p.m.; and SYC weekly race series on Wednesday

evenings, 5:30-9 p.m. There is always room for more participants, so check us out on the Facebook page to see the schedule and join in.

For those interested in something a little more formal, Tuna will be running a Competent Crew course from July 4-8. Learn the basics of cruising, and make transition from passenger to crew. This will be a hands-on course covering sails and rigging, steering/helm, knots/rope work, onboard emergencies, rules of the road, and basic navigation. No prior experience or qualifications necessary. Nominations through the chain of command to the Tuna DWAN account.

Starting in July, Tuna will offer day sails in the harbour for teams to get on the water under the tutelage of a qualified skipper and learn the basics of cruising. Tuna is also available for units to use for adventure training or team building, provided you have a qualified skipper (Sail Canada, RYA, ISPA or equivalent). Tuna can accommodate a crew of 10-12, and sleeps 8 comfortably. These can be booked by contacting Tuna on the DWAN.

In recent years, Tuna has parti-

cipated in the Route Halifax-St. Pierre, Marblehead, and Marion to Bermuda race. This year, Tuna's range is somewhat curtailed as she awaits an upgrade to her engine, but the racing program continues. Halifax's various yacht clubs have enough regattas to keep Tuna occupied most weekends, and Tuna represents the RCN/CAF in a number of local events such as Chester Race Week and the Convoy Cup (STV Tuna is the defending champion). Having already won the season opener at the Bedford Basin Yacht Club in early June, the racing season is off to a good start.

We're always looking for interested personnel to join the team, whether as trainees, as crew, or even as volunteers to help maintain and run the program. This year, Tuna is looking for qualified skippers in particular. If there is sufficient interest, we will look at running training to qualify new skippers as well.

Find us on Facebook at [facebook.com/groups/STV.TUNA](https://www.facebook.com/groups/STV.TUNA), on Twitter @STV_TUNA, or e-mail +STV-TUNA@CFB Halifax@Halifax on the DWAN.

Let's go sailing!

HMCS Scotian members participate in Relay for Life Halifax

By Major Brad MacAskill,
HMCS Scotian Admin O

On the evening of Friday June 3, 10 members of HMCS *Scotian* braved a rather cool windchill and took to Citadel Hill to walk in the Relay for Life to raise funds in support of the Canadian Cancer Society. As it was an Olympic-themed event, members of the *Scotian* sailors' team donned Team Russia outfits and took to the route set up within Halifax's Citadel Hill. The team site also featured authentic Russian decorations and cuisine provided by Russian-born AB Jenya Hryshyna.

While members of the team were not walking, they could be found cooking and selling hamburgers with proceeds going to the Canadian Cancer Society. In total, the team



A table featuring matryoshka dolls was part of the Olympic Team Russia theme chosen by members of HMCS Scotian during the Relay for Life event on June 3.

SUBMITTED

raised \$2665 with a special mention going to CPO2 Bradford who raised a total of \$700 on her own.

Team members included LCdr O.J. Brine, Maj Brad MacAskill, Lt(N) Melanie Weaver, CPO2 Peggy Bradford, CPO2 Patty Bouthat, PO1 Stacy MacDonad (Team Cap-

tain), PO2 Susan Foster, MS Kris Bunleon, Cpl Raymond Earle and AB Jenya Hryshyna. A special thanks goes out to LS Conor Woods who wore the Sonar mascot costume to entertain all in attendance.

Unit members are already looking forward to next year's event.

Fitness and sports updates

By Trident Staff

ton@forces.gc.ca

Intersection Golf will start on June 28 at 2 p.m. and will continue every two weeks until summers end. Play will be 9 holes, stroke play. Units participating must have a minimum of 6 players; however, only 4 can play on any given day.

Scores will be added throughout the season, and the lowest score at the end of the year will be crowned the champions. There is no individual champion rewarded, this is a team event. Cost to the member is zero.

The Halifax Mariners Female Softball Team

is seeking new players this summer. All skill levels welcome. No experience required. Practices will take place at the Shearwater Field Tuesdays and Thursdays from 3-4:30 p.m. Don't be deterred by the practice times; it is fully understood that people are busy in their jobs, and cannot always get away. If you have an interest in playing or have any questions with regard to the team, please contact one of the following: Cindy Hawkins at Cindy.Hawkins@forces.gc.ca; Kayla Lamb at Kayla.Lamb@forces.gc.ca; or Shaunda Lillington at Shaunda.Lillington@forces.gc.ca

If you are interested in playing pickup soccer on Porteous Field in Stadacona from 11:30 a.m. to 12:30 p.m., please contact Kevin Jack at Kevin.Jack@forces.gc.ca. Each morning that the field conditions and the weather allow for soccer, Kevin will ask who is available to play via email. If we have eight or more people able to play an email will be sent no later than 10:30 a.m. informing you that soccer is on.

The Formation Halifax Women's Soccer team is looking for players this season. Practice times and dates are TBD once the season starts up. Regionals will be held here in Halifax August 8-12, 2016. All interested participants are asked to contact PO2 Darcy Webb at Darcy.Webb@forces.gc.ca in order to register.

The CFB Halifax women's slo-pitch team is looking for a coach/assistant coach. The time commitment is a game and a practice or two each week. Please forward your coaching resume to Margaret Craig at Margaret.craig@forces.gc.ca

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

Sports trivia: Indy racing

By Stephen Stone
and Tom Thomson

Questions

1. Who was the first driver to compete in a turbine-powered car at the Indianapolis 500?
2. Who was the first driver to win the Indianapolis 500 four times?
3. How many other drivers have won the Indianapolis 500, to date?
4. How many Canadian drivers have won the Indianapolis 500, to date?
5. Who was the first Canadian driver to compete in the Indianapolis 500?
6. Who is the first woman to qualify and compete in both the Indianapolis 500 and the Daytona

500?

7. What is the largest sporting venue in the world?
8. Which driver has gone the greatest number of races between victories in the Indianapolis 500, to date?
9. What is the narrowest margin of victory, to date, in the Indianapolis 500?
10. Who won the fastest Indianapolis 500?
11. To date, which Formula One driver has won the greatest number of World Championships?
12. Who held the record for most championships prior to Schumacher?
13. Who is the oldest winner of the Formula One championship?
14. At the time of the occur-

rence, who was the only active Formula One driver ever to be kidnapped?

15. Who was the first Canadian driver to compete in Formula One?
16. Who was the first Canadian driver to win a Formula One race?
17. Who is the only Canadian, to date, to win the Formula One World Championship?
18. Who is the youngest driver, to date, to win a Formula One race?
19. Who is the oldest driver, to date, to win a Formula One race?
20. Who is the youngest Formula One World Champion, to date?

See SPORTS TRIVIA / Page 11

JIATF South Director thanks RCN for successes in Op CARIBBE

By Virginia Beaton, Trident staff

RAdm Christopher Tomney, US Coast Guard Admiral and Director Joint Interagency Task Force South (JIATF), was a recent visitor aboard HMCS *Summerside* in HMC Dockyard.

RAdm Tomney thanked the ship and her commander, LCdr Paul Smith, for the ship's role in the seizure of almost 324 KG of cocaine on March 7, during Op CARIBBE.

"Canada has been a longstanding partner in our international task force, which has the mission of detecting and monitoring illicit activities in what we call the transit zone, which is the area north of the South American continent, both in the Caribbean and in the eastern Pacific," said RAdm Tomney.

The March 7 seizure took place off the coast of Nicaragua, in international waters. *Summerside* had embarked a US Coast Guard Law Enforcement Detachment (LEDET), which boarded a vessel of interest and following a search, seized 16 bales of what later proved to be cocaine.

RAdm Tomney emphasized, "The mission of this international task force is not actual law enforcement, but it is to support law enforcement. That support comes in the form of detecting and monitoring illicit activity, using all source information. Once we have awareness of an illegal event, we monitor that event until a law enforcement group can get on scene." He stated that similar to several other nations, RCN ships cannot directly be engaged in law enforcement. Through the partnership with the US Coast Guard, which is a multi-agency organization that is a law enforcement agency in addition to being one of the five armed services of the US, the US Coast Guard puts the LEDETS onboard the various ships. "When they get on scene with a suspect vessel, the LEDET is the one that goes onboard to carry out the law enforcement mission."

RAdm Tomney described the interoperability between the RCN ships and the embarked LEDETS as "tremendous." He said that the COs of the Canadian ships travel to JIATF South headquarters in Key West, Florida to receive initial briefings with the JIATF intelligence staff and the operations staff, to coordinate ports of call, "and to handle any logistical matters in advance. That way, there is good pre-coordination. They talk about communications and all the other issues that need to be worked out in advance."

While the RCN ship or ships are on the mission with JIATF South, a Lieutenant Colonel in the RCAF is "the first fulltime Canadian liaison officer to JIATF, and his role is to act as the conduit between the Canadian Forces that are assigned to this, and the task force at our HQ in Key West."

The desired end state of the Op CARIBBE missions "is to disrupt and dismantle these criminal organizations," according to RAdm Tomney. "To us, it's about the people, and taking the key individuals out of the network so the network collapses upon itself. We talk about it as a cycle of success. Every time we make an interdiction, we have detainees who can provide keen insights about their criminal networks. If we can get these detainees brought before a criminal magistrate, they have a vested interest in cooperating with the prosecutors." That cooperation with government can result in them receiving a lesser sentence than they would otherwise get, "and through that cooperation we get keen insights which feed into future interdictions. So we want to keep that cycle going. Ultimately it's about taking down a criminal network, not just taking drugs off the street."

RAdm Tomney also met with RAdm Newton and his staff during his visit to Halifax and RAdm Tomney observed, "I could put ships to use today. There are so many narcotics

flowing into the Western Hemisphere, I could use every vessel and every aircraft that the nations of the region would like to throw at the problem. It's an international problem and it takes a team approach to deal with it."

JIATF South has 18 liaison officers from 15 nations, observed RAdm Tomney, saying, "It's getting to be a global commitment of resources."

JIATF South is averaging one seizure per day in its joint operating area, "and our joint operating area is 42 million nautical square miles, so it's a large area to patrol and monitor," said RAdm Tomney. The average load size "is approaching 700 kilograms of cocaine per vessel. Last year, 2015, we seized 193 metric tonnes, so to say that another way, that's 193,000 individual kilo-sized bricks of cocaine with a wholesale street value of \$3.7 billion US dollars. We're about ready to break that number this year and it's only June."

Interdiction is not the sole answer to the narcotics problem, RAdm Tomney acknowledges. "It needs to be combined with prevention programs and with treatment programs. It's not an either/or proposition. We need to have a combination of all three."

RAdm Tomney says that the narco-trafficking organizations



RAdm Christopher Tomney (centre) Director Joint Interagency Task Force South, talks with LCdr Paul Smith (right), CO of HMCS *Summerside*, during a tour of that ship on June 9, 2016.

CPL ANDREW KELLY, FIS HALIFAX

that exist in some countries have destabilizing influences on those governments, with secondary and tertiary effects ranging from an increase in homicides, to the use of children as human smugglers or narcotics.

"The point is to take away the power and the corrupting influence, and bring those criminal organizations to a level where the governments can effectively provide security over their own borders. I think that's the desired end state."



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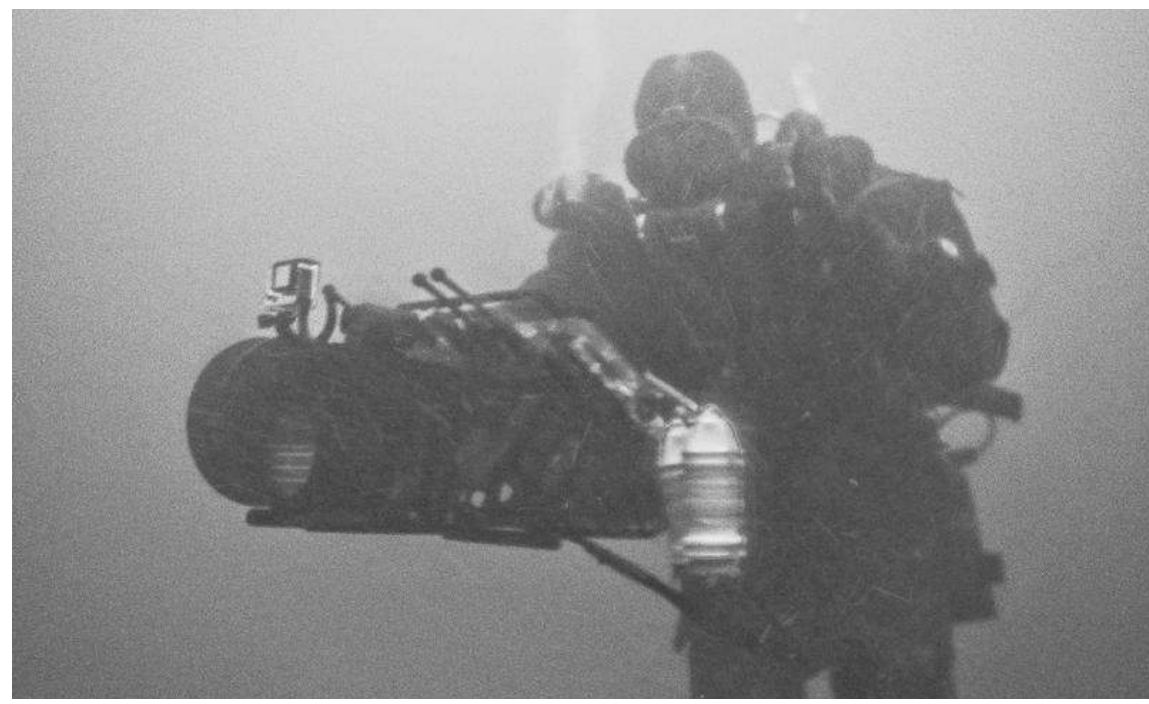


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RCN Clearance Divers detonate Second World War mine during OP OPEN SPIRIT 16



PO2 Evan Beaton from FDU(A) conducts mine clearance operations with the Shark Marine Navigator sonar during Operation OPEN SPIRIT 2016.

LT(N) JOEL CORMIER/FDU(A)

By Lt(N) Joel Cormier,
Mine Countermeasures Officer,
Fleet Diving Unit (Atlantic)

Nine Clearance Divers from Fleet Diving Unit (Atlantic) and (Pacific), along with two support personnel, travelled to Klaipeda, Lithuania to take part in the multi-national Operation OPEN SPIRIT 16 (OS16) from May 9 to 28, 2016.

OS16 is an annual multi-national historical naval ordnance disposal operation which is conducted under the Partnership for Peace Agreement on a rotational basis taking place in the Territorial Waters and Exclusive Economic Zone of Baltic State NATO members -Latvia, Lithuania and Estonia. It is part of a common effort to dispose of sea mines and other underwater explosive remnants of war remaining on the seabed from the

First and Second World Wars in order to reduce the risk to navigation, fishing and the environment within the Baltic Sea.

The bulk of the Mine Countermeasure (MCM)/Explosive Ordnance Disposal diving undertaken by the FDU contingent were conducted in the waters within 5nm outside Klaipeda Harbor. Throughout the operation, the team was tasked with re-acquiring and identifying over 60 mine like contacts generated by various nations with search capability. Most of the contacts were identified as rocks except one, an EMD II German moored contact mine which was successfully detonated by the RCN Dive Team. Other underwater ordnance encountered were German AMD 1000 mines, torpedoes, along with various other types of mines and mine anchors.

This type of operation provides both FDU's the opportunity to practice their most vital core capability while allowing them to assess and exchange their tactics, techniques and procedures (TTPs) in MCM Diving with several nations.

"The opportunity to utilize our full range of operational TTPs on live sea mines does not exist in Canada, making these types of operations invaluable" explained Lithuanian Task Force Commander LCdr Billy Barter, Commanding Officer of FDU(A).

This was the fourth iteration of OPEN SPIRIT partaken by RCN Clearance Divers.

2016 Tattoo: Canada's best-kept secret

By Natasha Leduc,
BPAO

The 2016 Royal Nova Scotia International Tattoo (RNSIT) is just around the corner. Pipes, drums, bands, acrobats, gymnasts, pageantry, historical commemoration, comedy, drill teams!. The Tattoo is ready to wow audiences from Canada and beyond with what promises to be yet another

amazing week of performances. The Canadian Armed Forces have taken part in the RNSIT for the past 35 years, contributing musicians from a variety of units from the RCN, Army and RCAF. Together, they display the unique features of Nova Scotia, Atlantic Canada culture, and the long history of military service and excellence in the Atlantic Region. The his-

torical themes of the show include the centennial of the No. 2 Construction Battalion and the centennial of the Battle of the Somme, in particular the Newfoundland Regiment's losses at Beaumont-Hamel in Picardy. As always, the Tattoo's annual theme Bond of Friendship will be woven throughout the show. Performers from around the world are taking the stage

from June 30 to July 7 at the Scotiabank Centre in Halifax. In addition to the show, the Tattoo's Canada Day Parade will take place on July 1 at 10:30 a.m. The Tattoo Festival will take place on July 4, 5 and 6 on the waterfront. We thank all the organizers and participants for making this event possible and the community for its continued support.

HMC Ships depart for Great Lakes Deployment 2016

By Alex Calder,
MARLANT Public Affairs

HMC Ships *Kingston* and *Goose Bay* departed their homeport of Halifax June 20 to conduct a RCN Outreach Program, the Great Lakes Deployment (GLD). The ships will make stops to selected ports along Lake Ontario, June 28 – July 11, 2016.

Great Lakes Deployment 2016 is a great opportunity to connect Canadians and raise awareness around the RCN. Although Canada boasts the world's longest coastline, most of the population live in areas far away from our two naval bases in Halifax and Victoria. This distribution of the population has resulted in many

Canadians having little awareness of the importance of their maritime environment and the role their Navy places in their daily lives. The RCN used GLD as an outreach program designed to put Canadians in contact with their Navy and local Reserve Units.

GLD 2016 is a select group of port visits that will provide an opportunity to connect with Canadians to tell the RCN story. The deployment will increase awareness of the Navy, provide opportunities to interact with the public and regional key influencers, enhance opportunities to attract quality recruits, and extend naval presence in areas not traditionally visited by ships.

The last GLD took place in

2012 when HMC Ships *Ville de Québec*, *Moncton* and *Summerside* departed Halifax, N.S. for a 10-week tour of 16 Canadian and American cities along the St. Lawrence Seaway and the Great Lakes. The port visits are very popular with *Ville de Québec*, recording more than 20,000 visitors during her last deployment. *Kingston* and *Goose Bay* will sail from Halifax through the St. Lawrence Seaway and into the Great Lakes to Toronto. There they will partake in the Redpath Waterfront Festival, June 30 – July 3. GLD 2016 marks the first time that the RCN has been invited to participate in the festival. *Kingston* will conduct a namesake port visit in Kingston from

July 8–11. *Goose Bay* will visit Cobourg and Johnstown Ontario, July 5 – 11 during the deployment.

The Kingston-class Maritime Coastal Defence Vessels are multi-role minor war vessels with a primary mission of coastal surveillance and patrol including general naval operations and exercises, search and rescue, law enforcement, resource protection and fisheries patrols.

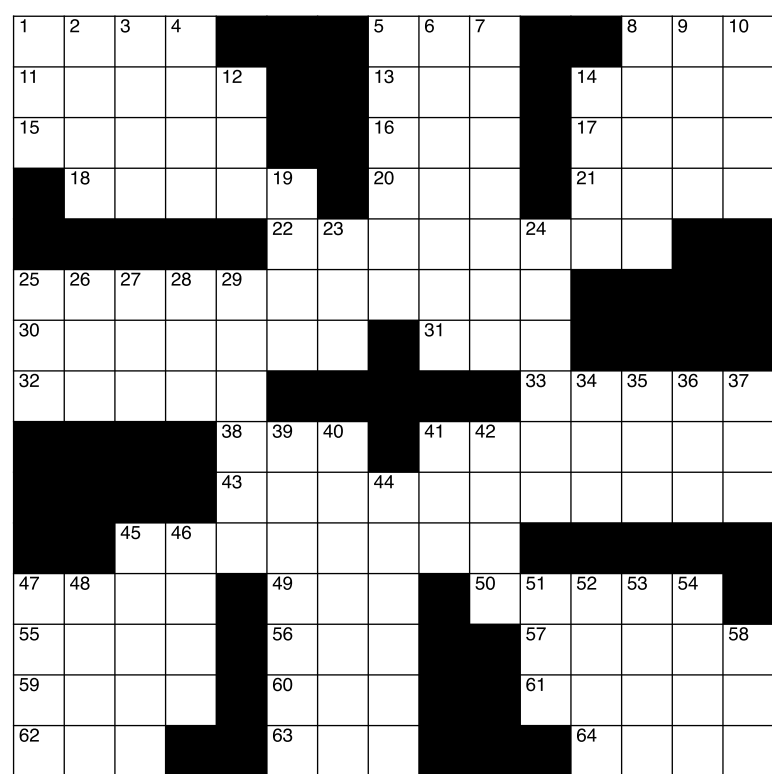
Kingston has served in the CF since 1996. She is the lead ship of her class. Notable deployments include partnering with the Canadian Coast Guard vessel *Sir Wilfred Laurier* and two private ships, which during the summer of 2014, searched for and found one of the ships that disappeared during Franklin's lost expedition. *Goose Bay* has served in the CF since 1998. She is the eighth ship of her class. Notable deploy-



HMCS *Goose Bay* departs Halifax

CPL J.W.S. HOUCK

ments include participation in NATO's Trident juncture in the fall of 2015. In March 2015, during Operation CARIBBE, a joint effort with the USA frigate USS Kauffman and *Shawinigan*, she intercepted a vessel in the Caribbean Sea carrying 1,017 kilograms of cocaine.



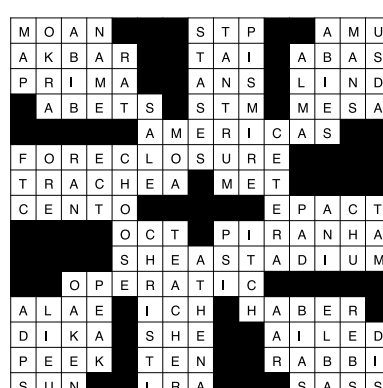
- 6. Fit
- 7. Island in Lake Michigan
- 8. True firs
- 9. Operates
- 10. Approves food
- 12. Tell on
- 14. __ mater, one's school
- 19. Low prices
- 23. Brazilian river
- 24. Et-__
- 25. Supervises interstate commerce
- 26. Occurs naturally
- 27. Sprinted
- 28. Shock therapy
- 29. Decide
- 34. Lodging
- 35. Singer DiFranco
- 36. Kazakhstan river
- 37. 1920's woman's hat
- 39. Corpus __, Texas city
- 40. Helps kids
- 41. Tires have this
- 42. Physical attraction
- 44. Goddess of wisdom
- 45. Made of wood
- 46. The top
- 47. Automatic data processing system
- 48. Exchange
- 51. Swiss river
- 52. Prejudice
- 53. Napoleon came here
- 54. Big guys grab these (abbr.)
- 58. Mickey's pet

CLUES ACROSS

- 1. Groan
- 5. Engine additive
- 8. Atomic mass unit (abbr.)
- 11. One-time emperor
- 13. Martial art __ chi
- 14. Extinct algae
- 15. The leading performer
- 16. Autonomic nervous system
- 17. Pirate who went by *Chico*
- 18. Encourages
- 20. Small tactical munition
- 21. One-time Tribe closer
- 22. North, Central and South
- 25. Repossession
- 30. Conveys air to and from the lungs
- 31. A renowned museum
- 32. One hundred (Italian)
- 33. Synchronizes solar and lunar time

CLUES DOWN

- 1. Helps you get there
- 2. Plant
- 3. Apron
- 4. Everybody has one
- 5. Conditions of balance
- 38. Calendar month (abbr.)
- 41. They bite
- 43. The Mets played here
- 45. About opera
- 47. Wings
- 49. I (German)
- 50. Sportscaster Brett
- 55. Wild mango
- 56. The woman
- 57. Afflicted
- 59. Look furtively
- 60. Large integer
- 61. Spiritual leader
- 62. Keeps us warm
- 63. Type of account
- 64. Cheek



Sports trivia

continued from / Page 9

Answers

- 1. Parnelli Jones (Torrance, California) — May 30 and 31, 1967 (rain interrupted). He drove the four-wheel drive STP-Paxton Turbocar for owner Andy Granatelli.
- 2. A.J. Foyt Jr (Houston, Texas) — 1961, 1964, 1967, 1977.
- 3. Two. Al Unser Sr. (Albuquerque, New Mexico) — 1970, 1971, 1978, 1987. Rick Mears (Wichita, Kansas) — 1979, 1984, 1988, 1991.
- 4. One. Jacques Villeneuve (Saint-Jean-sur-Richelieu, Québec) — 1955.
- 5. Billy Foster (Victoria, British Columbia) — 1965 and 1966. Foster began his racing career at Victoria's Western Speedway in 1954.
- 6. Janet Guthrie (Iowa City, Iowa). Guthrie was originally an aerospace engineer and worked for Republic Aviation.
- 7. Indianapolis Motor Speedway. It was 257,325 permanent seats but can expand to approximately 400,000 with the addition of infield seating.
- 8. Juan Pablo Montoya (Bogota, Colombia) — 15 (2001-2015).
- 9. Official margin: 0.043 second. Unofficial margin: 0.033 second.
- 10. Tony Kanaan (Salvador,

Brazil), 2013 — 2 hours, 40 minutes, 03.4181 seconds — 187.433 miles per hour.

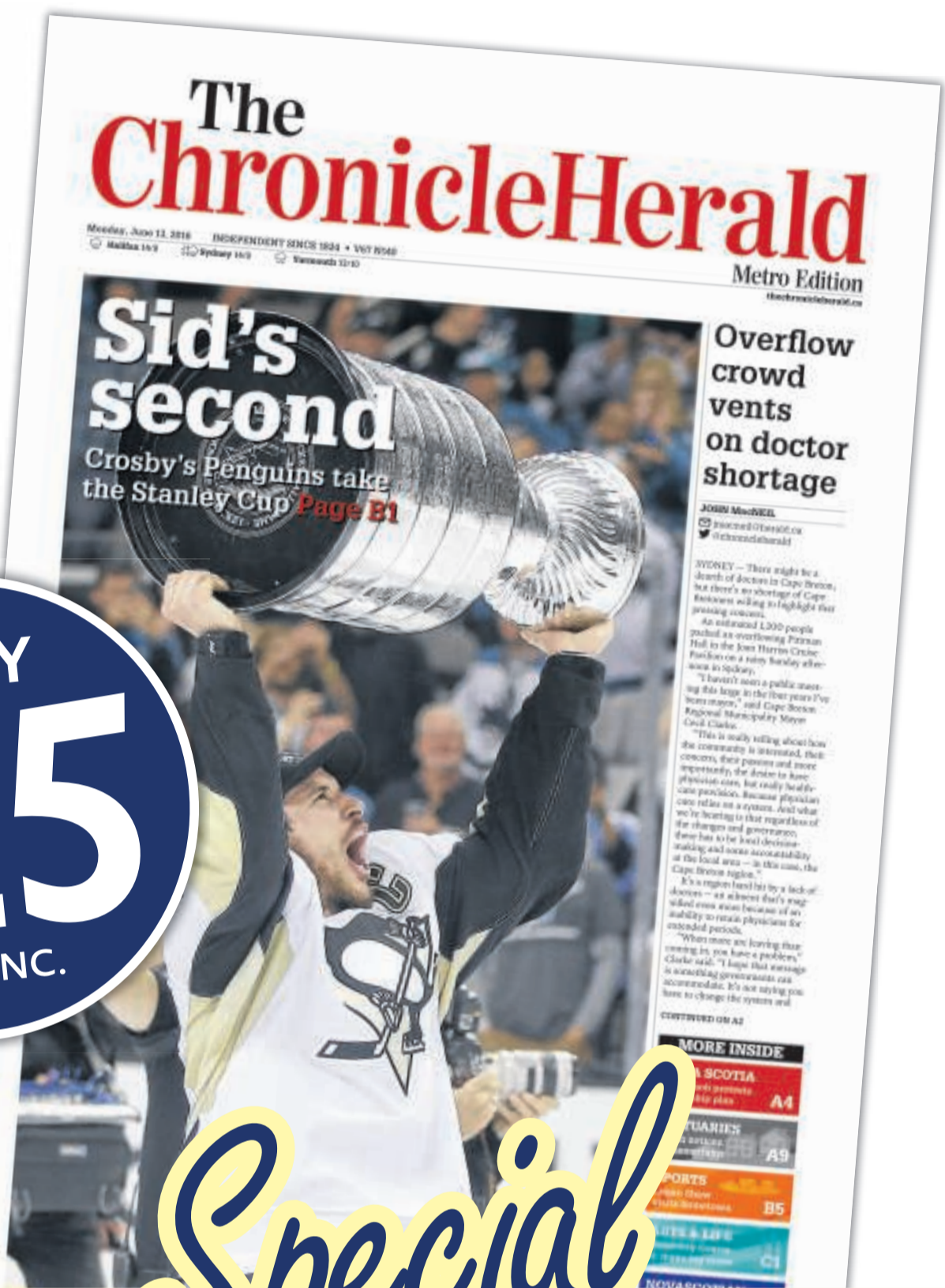
- 11. Michael Schumacher (Hürth, Germany), 7 — 1994, 1995, 2000, 2001, 2002, 2003, 2004.
- 12. Juan Manuel Fangio (Balscece, Argentina), 5 — 1951, 1954, 1955, 1956, 1957.
- 13. Juan Manuel Fangio — 46 years, 41 days (1957).
- 14. Juan Manuel Fangio, February 23, 1958. Two unmasked gunmen of Fidel Castro's 26th of July Movement entered the Hotel Lincoln in Havana, Cuba, the day before Fangio was to compete in the Cuban Grand Prix. Batista ordered the race to continue and Fangio was turned over to the Argentine embassy soon after the race was concluded.
- 15. Peter Ryan (Mont Tremblant, Québec). Ryan competed for Lotus at the 1961 United States Grand Prix at Watkins Glen, New York, finishing ninth.
- 16. Gilles Villeneuve (Saint-Jean-sur-Richelieu, Québec), October 8, 1978 — Canadian Grand Prix.
- 17. Jacques Villeneuve, 1997. Gilles was his father.
- 18. Max Verstappen (Hasselt, Belgium), May 15, 2016 — Spanish Grand Prix — at the age of 18 years and 228 days.
- 19. Luigi Fagioli (Osimo, Italy) — 1951 French Grand Prix — aged 53 years, 22 days.
- 20. Sebastian Vettel, aged 23 years, 134 days (2010).



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