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TRIDENT

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



The future HMCS *Harry DeWolf*

The bow mega-block, the last major section of the future HMCS Harry DeWolf, is moved to land level on heavy lift transporters. There it will be joined with the centre and stern sections to form the fully assembled ship.

MCPL KEITH WASNY, FIS HALIFAX



**Theatre Honours for
FDU(A) Pg. 3**



**Halifax Explosion, 100
years later Pg. 5**



**Shearwater set for centenary
in 2018 Pg 12-15**



**Remembering Sgt (ret'd)
Rob Sneath Pg. 21**

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Steel cut on HMCS *Max Bernays*, first RCN ship to be named after NCM

By Ryan Melanson,
Trident Staff

The Royal Canadian Navy and Irving Shipbuilding marked another important moment on the road to building Canada's future naval fleet on December 19, when officials gathered at Irving's Marine Fabricators facility in Dartmouth to cut the first steel to be used in construction of the future HMCS *Max Bernays*. Officials from Irving and senior RCN leaders were on hand, as well as Public Services and Procurement Minister Carla Qualtrough.

The ship will be named after Chief Petty Officer Max Bernays, a Canadian naval hero from British Columbia, known best for his time as Coxn of HMCS *Assiniboine* during the Battle of the Atlantic, for which he was awarded the Conspicuous Gallantry Medal by the British Admiralty. CPO Bernays famously manned the helm by himself under heavy fire from German submarine U-210 in August of 1942, surrounded by smoke and flames. He ordered his junior sailors to safety and sent more than 100 telegraph orders to the engine room while executing all helm orders on his own, maneuvering the ship in position to ram and sink the enemy boat after a long and extremely hard-fought operation, during which *Assiniboine* lost one sailor and 13 others were wounded.

Each ship of this class is being named after an individual who exhibited outstanding leadership and heroic service during wartime, and CPO Bernays' story is one that fits squarely within that criteria, making this a good opportunity for the Navy to name a ship after an NCM for the first time. To mark the occasion, a group of non-commissioned sailors from various ranks and trades across the formation, led by HMCS *Harry DeWolf* Coxn CPO1 Gerry Doucet and Formation Chief CPO1 Pierre Auger, were also in attendance as the first steel was cut for HMCS *Max Bernays*.

The ship will be the third of the Harry DeWolf-class Arctic and Offshore Patrol Vessels being built for the RCN by Irving Shipbuilding in Halifax, with HMCS *Harry DeWolf* set to be delivered in 2018, followed soon after by HMCS *Margaret Brooke*, and then *Max Bernays* in late 2019. The government has ordered six of the patrol ships in total, and Irving has indicated that all six are still on track to be delivered by 2022, with the shipyard then set to begin construction on the Canadian Surface Combatant project.

"Today's start of construction of the third Arctic and Offshore Patrol Ship clearly shows that the National Shipbuilding Strategy is working very



Federal Public Services Procurement Minister Carla Qualtrough was on hand to officially begin construction on the future HMCS *Max Bernays*, the third Arctic and Offshore Patrol Vessel being built for the RCN.

LS DAN BARD, FIS HALIFAX



A group of Non-Commissioned Members from across the formation attended the steel cutting on December 19 to mark the start of construction on the first HMC ship to be named after an NCM.

LS DAN BARD, FIS HALIFAX

effectively," said Irving Shipbuilding President Kevin McCoy following the official start of the construction. He added that unexpected issues and a learning curve for shipyard staff have factored into the construction process so far, but that lessons learned during construction of the first ship should result in faster construction timelines

for the rest of the class. As for *Harry DeWolf*, which now sits outside the shipyard with its three mega-blocks fully assembled, McCoy said electrical cable is being installed in the ship now, and some of the first testing will begin in the spring.

Minister Qualtrough said the success of the program so far serves as

an example of what can be achieved through cooperation between different levels of government, the Royal Canadian Navy, and private industry.

"Together we are achieving the goals of the Strategy while ensuring that the men and women of the Canadian Armed Forces have the equipment they need to do their jobs."



Theatre Honours for service in Afghanistan were presented to FDU(A) on November 30 by RAdm Craig Baines, Commander MARLANT and JTFA, in a ceremony attended by current and former unit members, as well as family members of PO2 Craig Blake.

PHOTO: OS JOHN IGLESIAS, FIS

FDU(A) receives Theatre Honours for Afghanistan

By Ryan Melanson,
Trident Staff

In a presentation that was described as well-deserved and long overdue, Fleet Diving Unit (Atlantic) was presented with its first Theatre Honours on November 30 in recognition of the unit's operations during the Afghanistan conflict.

RAdm Craig Baines, Commander MARLANT and JTFA, presented the honours, which were approved by then Governor General of Canada David Johnston in 2014 along with other Afghanistan and Arabian Sea Theatre Honours for eligible CAF units that participated in the South-West Asia theatre of conflict.

Theatre Honours are a type of Battle Honour, and are awarded to publicly recognize a Canadian Armed Forces unit for successful participation in a theatre of armed conflict. Such honours have been awarded after every major conflict in which Canada has been engaged. The Afghanistan conflict, which the CAF was involved in from 2002-2014, was the longest armed conflict in Canadian history. Over the course of 12 years, more than 40,000 soldiers, sailors, airmen and airwomen served in the South-West Asia region, including a large number of clearance divers from both the Atlantic and Pacific units. The lives of 158 CAF members were lost during the conflict.

"The divers of Fleet Diving Unit Atlantic are a special breed with an exceptional skillset, and from 2002 to 2014, they were called upon for a very important mission," RAdm Baines said.

Two thirds of Canadian casualties in Afghanistan occurred due to IEDs, which demonstrates not only the importance of the land-based work clearance divers did in finding and diffusing the devices, but also the dangerous nature of that work. FDU(A) knows those dangers well, and the death of unit member PO2 Craig Blake in Afghanistan in 2010 still hangs heavy over the tight-knit diving community. PO2 Blake's wife Priscilla and son Cain, who has since joined the Naval Reserve and is now an Ordinary Seaman, were both in attendance for the presentation, along with former FDU(A) members and others who served during the conflict.

"We're here to reflect on the recent past and demonstrate pride in the unit's role in Afghanistan, but we're also here to reflect on the extraordinary heroism, dedication and sacrifice, and in the case of Petty Officer Craig Blake, the ultimate sacrifice," RAdm Baines said.

The Theatre Honours come in the form of a wooden battle board with the unit's name and "Strength in Depth" engraved, currently listing the Afghanistan conflict from 2002-2014, with room for more to be added. It was

presented to the unit's Commanding Officer, LCdr Billy Barter, as well as Coxn CPO1 Christian Belanger. A similar ceremony took place on the West Coast earlier in 2017, with FDU(P) also receiving Theatre Honours for the conflict. On a warship, Battle Boards are typically displayed on the ship's superstructure, while FDU(A) will keep its board on display inside the unit's Shearwater facilities.

"It's great to receive the recognition for the work the divers did in Afghanistan, and I know this is very meaningful for the people here," LCdr Barter said.

RAdm Baines also lauded the unit for the extremely high tempo it's maintained since the end of that conflict, deploying in the North and around the world in operations like NUNALIVUT, NUNAKPUT, TRADEWINDS and SEABREEZE over the past year, as well as participating in international exercises in North Carolina, Turkey, Sweden, Iceland and South Korea. He said he has confidence the unit remains capable of responding to any situation, including in conflict zones, if its specialized skills are needed.



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Publication Schedule for 2018

January 8 — MFRC; 12 Wing Shearwater centenary special
 January 22
 February 5 — MFRC; Money Matters
 February 19
 March 5 — MFRC
 March 19 — Posting Season
 April 2 — MFRC; Car Sales, used
 April 16 — Spring Automotive Maintenance
 April 30 — Battle of the Atlantic special
 May 14 — MFRC; Spring Home & Garden
 May 28
 June 11 — MFRC and DND Family Days special
 June 25
 July 9 — MFRC
 July 23
 August 6 — MFRC
 August 20 — Back to School
 September 4 — MFRC; Car Sales, new models & leftovers
 September 17 — Fall Home Improvement
 October 1 — MFRC
 October 15 — Fall Automotive Maintenance
 October 29 — Remembrance special
 November 13 — MFRC
 November 26 — Holiday Shopping
 December 10 — MFRC and Year End review

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Community Calendar

Reunion and event notices must be submitted by email.

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.

Author's Stage: John DeMont

Time: 7 p.m.

Date: Wednesday, January 10

Location: Halifax Central

Library Children's Room

Please come and join John DeMont as he talks about his latest book *The Long Way Home: A Personal History of Nova Scotia*. DeMont is a local author who has written for many publications, including the Chronicle Herald, Financial Times, Canadian Geographic, The Walrus, and Maclean's, where he was Atlantic bureau chief for ten years.

Symphony Nova Scotia Family Series

Date: February 10 - 11

Location: Alderney Landing and Pier 21

From African hymns to jazz, funk, and hip-hop, western Black music is a story of struggle and celebration. Join conductor Daniel Bartholomew-Poyser and Symphony Nova Scotia as we showcase Black performers and composers in a concert that will surprise and engage you! Hear music from icons like Duke Ellington, Miles Davis, Jimi Hendrix, Beyoncé, and many more. Concerts are set for 3 p.m. on February 10 at Alderney Landing, and at 1:30 p.m. (sensory friendly) and 3 p.m. on February 11 at Pier 21. Bring the whole family and have fun enjoying and learning about music together. Register for free tickets at <http://>

symphonynovascotia.ca. Tickets are limited to families with children.

African Heritage Month: Opening night

Time: 7 - 9 p.m.

Date: Thursday, January 25

Location: Halifax North Memorial Library

The 2018 African Heritage Month theme "Educate, Unite, Celebrate Community" will honour and pay homage to African Nova Scotians and their long legacy of uniting a passion that has provided a base to educate and celebrate an important part of Nova Scotia's culture and Heritage. The month's opening event, presented by TD Bank, takes place in the North Library's Terry Symonds Auditorium, featuring speakers, performers, and more. Stay tuned for news about African Heritage Month events at CFB Halifax, and check <http://ansa.novascotia.ca> for the province-wide schedule of events through the month.

615 (Bluenose) Royal Canadian Air Cadet Squadron

Time: 6:15 - 9:15 p.m.

Date: Wednesday each week

Location: CFB Halifax

Flight principles, air navigation, meteorology, first aid, airframes, engines, marksmanship, effective speaking, instructional techniques and leadership are some of the things you will learn as a member of 615

(Bluenose) Squadron. If you are 12-18 years of age you can join. Air cadet activities are centered on aeronautics and leadership. There are no fees to join and uniforms are provided. Summer training courses from 2-7 weeks in length are available. 615 (Bluenose) Squadron meets Wednesdays from 6:15-9:15 pm at Stadacona. For more information, go to www.615aircadets.ca or email 615air@cadets.gc.ca.

2632 Halifax West Royal Canadian Army Cadet Corps

Time: 6:30 - 9 p.m.

Date: Monday each week

Location: 73 Hobson Lake Drive, Halifax

We develop in youth the attributes of good citizenship and leadership, we promote physical fitness, and we explore and learn about various customs and traditions. How do we accomplish this? We do this by delivering a dynamic and exciting program like no other in our area. We focus on outdoor and cadet leadership development by offering such activities as canoeing, hiking, biking, abseiling, orienteering, marksmanship, biathlon, sports and so much more. Don't wait any longer to join us. If you're 12-18 years of age, come on out to 73 Hobsons Lake Drive on Monday Nights from 6:30-9pm to participate in a program that will stay with you for the rest of your life. Visit <http://halifaxcadets.ca> for more information.



Trading places

The Acting Commanding Officers and Acting Base Chief Petty Officer for the day pose with their temporarily demoted division heads after the ceremonial rank swap at the Junior Ranks Christmas Dinner held at Juno Tower on December 12, 2017. The annual dinner sees senior-level military personnel on base roll up their sleeves to serve a festive meal to the junior ranks. Left to right: OS Patrick Cole, Cdr Patrick Perks, Pte Jason Atkins, Cpl Lewis Pike, Cdr Darren Dempsey, Capt(N) Paul Forget, Avr Joseph Cafariello, LS Michael Rowsell, CPO1 David Steeves, Pte Jordan Marshall, Cdr Seana Routledge, Capt(N) Stéphane Lafond, Cpl David Hernandez-Tremblay, LCdr Sylvie Robinson and CPO1 Shawn Coates.

MARGARET CONWAY, ASSISTANT PUBLIC AFFAIRS OFFICER, CFB HALIFAX.



Wreaths were laid at the Halifax Explosion Memorial Bell Tower following the commemoration event on December 6.

OS JOHN IGLESIAS, FIS HALIFAX



A Bos'un rings the commemorative bell from HMCS Niobe during the Halifax Explosion 100th Anniversary Commemoration.

OS JOHN IGLESIAS, FIS HALIFAX

Community gathers to mark 100 years since Halifax Explosion

By Ryan Melanson,
Trident Staff

On the morning of December 6, 1917, as the SS Mont Blanc burned in the Halifax Harbour, Stoker Petty Officer Edward Beard and Acting Bosn Albert Maddison led a group of five other sailors from HMCS *Niobe* in the ship's boat, attempting to help the engulfed French ship.

Like thousands of others in the area, the crew from *Niobe* were unaware of the Mont Blanc's cargo – more than 2,500 tons of volatile explosives due in Halifax to aid with the war effort. Few realized that when the Mont Blanc collided with the Norwegian ship *Imo*, the fire would spark an explosion that decimated the city, killing 2,000 people and wounding 9,000 more.

"The sailors from HMCS *Niobe* were among the first victims when the explosion occurred," said RAdm Craig Baines, Commander MARLANT and JTFA, speaking to the hundreds gathered in North End Halifax on December 6 to mark the 100th anniversary of the disaster.

"As many people did that day, they rushed in to help. It was who they were and reflective of the time they lived. I would suggest that not much has changed for the people of Halifax today."

The crew of *Niobe's* small boat perished, but Halifax was home to more than 5,000 Canadian and British sailors and soldiers who survived the blast. They were training and preparing for the battlefields of Europe, but instead got to make a difference at home, rendering aid and contributing to the early cleanup effort, while military medical personnel also played a critical role until outside help began to arrive.

"While the great war set the stage

for the explosion, it also laid the groundwork for the immediate response and recovery," RAdm Baines said.

Nova Scotia Premier Stephen McNeil also paid tribute during his official remarks to the military, police, and fire personnel who temporarily put aside their own concerns to help others at the time.

"While many of our ancestors were trying to figure out what had just happened, whether war had come to them, or what had become of their children and families, the men and women in uniform, who serve us every day, come to our rescue," he said, also offering a thank-you to the many CAF members, RCMP, Halifax Police and firefighters who stood in the rain at the ceremony to represent their organizations.

The main commemoration event took place at Fort Needham Memorial Park, itself a public memorial to the victims of the Halifax Explosion. The park underwent major renovations through the last year ahead of the anniversary, with changes aimed at increasing accessibility and enhancing the memorial aspect of the space. It wasn't done with new plaques or through text and photos, but rather through creative changes like Vincent Coleman's famous Morse code message tapped into pieces of steel, or quick facts that are cleverly displayed as part of new paths and walkways.

One new plaque was unveiled on the day of the ceremony, marking the Halifax Explosion as a nationally significant event as recognized by the Historic Sites and Monuments Board of Canada. It was unveiled by Halifax Mayor Mike Savage and Halifax MP Andy Fillmore, who also serves as Parliamentary Secretary to the Minister of Democratic Institutions. The

plaque specifically mentions the advances in pediatric surgery and other medical treatments that were born out of the severe injuries seen following the blast, as well as the founding of the Canadian National Institute for the Blind in 1918.

The ceremony also featured the reading of an original poem inspired by the explosion from Canadian Parliamentary Poet Laureate George Elliott Clarke, titled *Achieving Disaster; Dreaming Resurrection*, and Clarke was introduced by former Halifax Poet Laureate Rebecca Thomas. She called attention to the 1917 experiences of African Nova Scotians and members of the Mi'kmaq community, which can differ from the well-known stories of generosity and community support. Black families who lived in and around Africville struggled to access help in the aftermath, and the survivors from the destroyed Mi'kmaq community of Turtle Grove were left abandoned, she said. These stories, and the long-lasting impact of

the explosion on these marginalized communities, have only started to be fully explored in recent years.

"We are people from two communities that were not given the same level of care that white settlers were given 100 years ago," Thomas said.

Other notable attendees included Cecilia Coolen, a survivor of the explosion who was 10 days old on December 6, 1917, and Jim Coleman, the grandson of train dispatcher Vincent Coleman, who famously sacrificed his own life to warn coming train traffic of the danger in Halifax, likely saving hundreds of lives. Others came from communities across the country, from Boston, from the UK, and elsewhere to remember the disaster, Mayor Savage said.

"People have come from so many places to stand out here, in the pouring rain, and honour the memory of those who died 100 years ago... We're so thankful that Halifax is now a thriving city and one that we're all very proud of."

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Navy couple shares family, command of same ship

By Darlene Blakeley,
Senior Editor and Writer, Navy PA

They have made history as a navy couple commanding the same warship, but to Lieutenant-Commanders Chris and Victoria Devita, balancing their busy careers in the Royal Canadian Navy (RCN) with a happy family life remains their prime objective.

Victoria commanded HMCS *Glace Bay* for two years from 2013 to 2015, and her husband Chris took command of the same ship in early August. They were recently told by navy historians that this is the first time married partners have commanded the same warship.

The couple lives in Bedford, N.S., with their two children, Cassandra and Alexander. They are a typical busy navy family and do not find it unusual, or even significant, that they can command a warship in counter-drug operations at sea on one day, and be watching their children dance or play soccer on the next.

In fact, Victoria was at sea for more than half of the 24 months she spent as *Glace Bay's* Commanding Officer, taking part in the full range of naval operations from fisheries patrols to international exercises to tracking vessels of interest. When she took over the ship her children were nine and 11 years old.

"At that age, both kids understood the significance of the jobs that Chris and I hold and were supportive in my taking of command," Victoria says.

She adds that in order to be successful at balancing work and family priorities, several support networks are needed, including military, ex-



LCdrs Chris and Victoria Devita.

tended family and community.

"First, our career managers understood the significance of our situation," she explains. "With this understanding, both the Regular Force career manager and the Reserve career manager tried their best to have only one of us at sea at a time, but this was not always possible."

For example, when Victoria was the Executive Officer in HMCS *Goose Bay*, Chris was sent to sea as the Weapons Officer in HMCS *Charlottetown*. This caused significant issues for the family when *Charlottetown* was deployed to Libya and *Goose Bay* was tasked with fisheries patrols and other shorter missions.

Another brick in the wall



Betty the barber was pleased to receive a brick from the former A Block, where the barbershop was located from 1976 to 2016.

COLIN DARLINGTON, RUSI

ments. In fact, this year's new defence policy, "Strong, Secure, Engaged", provides unprecedented support to military members and their families.

"There is definitely a move towards better management of personnel as a whole than in the past, and this has worked out very well for us," Victoria says.

Victoria couldn't be prouder of the fact that her husband has taken command of *Glace Bay*, and jokingly told him "not to scratch my paint."

As for Chris, getting to command *Glace Bay* has been "fantastic." It was his first East Coast ship as a young officer and he sailed in every officer position with the exception of Commanding Officer before switching from the Naval Reserve to the Regular Force navy.

"The fact that my wife once commanded *Glace Bay* too has made it really feel like coming home," he says. "A few members of the ship's company have mentioned to me that it has been a neat experience to 'sail with both mom and dad', which has made it fun, but of course you wonder – am I as good as her? I would be lying by omission if I didn't mention that her shoes are big ones to fill."

Chris knows that any relationship, no matter what the line of work, can have challenges, but he says that for the most part, they have overcome those challenges through hard work and careful planning.

"The key is communication, both between Victoria and I, and our extended family, but also with the chain of command. Sometimes what may look like a big problem can be managed fairly easily if everyone has a good attitude, open mind and a bit of flexibility," he says.

He also thinks that being in the same line of work has its advantages because they can share experiences and offer each other a unique brand of advice and support.

"While our career tracks have been different, the types of problems and solutions we have worked through have been similar. This has helped from a career point of view, but also on the family side of things too. If one is away the other assumes the role of primary caregiver for the kids."

Chris feels it's important that their children see how they work together to succeed at both work and home. "As they get older they are able to better understand what's happening and of course are better able to communicate needs and help too. In the end, if you want something bad enough and are willing to work for it, and have a family or team that supports you, it can happen."

In the meantime, on the bridge of HMCS *Glace Bay*, Chris is trying hard not to scratch the paint.

SUBMITTED

"In order to make this work, we had to engage a second support network – family," she explains. "Neither Chris nor I are from the Maritimes and as such, our extended family lives in Ontario, Saskatchewan and (at the time) Switzerland. However, we were absolutely fortunate that they pulled together and came to take care of our children during times when I needed to sail while Chris was still deployed. Without this support, we would never have been able to succeed."

She says their third support network is a combination of their church, community and friends. "While I was in command, Chris had the misfortune of breaking his arm and was, for a short time, unable to do simple things like get groceries or drive the kids to their various activities. Our friends and neighbours offered their help to get things done so that I could remain at sea to complete my mission."

Like most military couples, Chris and Victoria have come up with ways to cope with the demands of both work and family. They decided early in their relationship that they would try to leave work at work, and not talk about their jobs while at home.

"When I am at home with the kids, I try to focus on what is important to them, ensuring that they feel valued and know that they are loved. Additionally, I manage my time at work in an effort to reduce working after hours whenever possible. This underscores the fact that family time is just as important to me as getting another email out. This philosophy works best with supervisors who have the same viewpoint."

Victoria says that the Canadian Armed Forces are getting much better at balancing family and work require-



Un couple de la Marine a en commun la famille et le commandement d'un même navire

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

Ils sont entrés dans l'histoire comme un couple de la Marine qui commande le même navire de guerre, mais les capitaines de corvette Chris et Victoria Devita, jonglent avec leurs carrières au sein de la Marine royale canadienne (MRC), même si le bonheur de la famille demeure leur principal objectif.

Pendant deux ans, soit de 2013 à 2015, Victoria commandait le Navire canadien de Sa Majesté (NCSM) *Glace Bay*, alors que son époux Chris prenait les commandes de ce même navire au début d'août. Les historiens de la Marine leur ont récemment annoncé que c'était la toute première fois qu'un même navire de guerre était commandé par des partenaires mariés.

Le couple habite à Bedford, N.-É., en compagnie de ses deux enfants, Kassandra et Alexander. Ils forment une famille occupée normale dans la Marine et ne voient rien de particulier ou même d'important dans le fait qu'ils commandent un navire de guerre participant aux opérations antidrogues en mer un jour, puis observent leurs enfants faire de la danse ou du soccer le lendemain.

En fait, Victoria a passé plus de la moitié des 24 mois en mer en tant que commandant du *Glace Bay*, prenant part à l'ensemble des opérations navales, depuis les patrouilles de pêches jusqu'aux exercices internationaux, en passant par la poursuite de navires d'intérêt. Au moment où elle acceptait les commandes du navire, ses enfants avaient neuf et onze ans.

« À cet âge, les deux enfants comprenaient l'importance de l'emploi que moi et Chris occupions et approuvaient de me voir aux commandes, » rapporte Victoria.

Elle ajoute que pour assurer un équilibre sain entre ses priorités professionnelles et familiales, elle a dû avoir recours à de nombreux réseaux de soutien, incluant les forces militaires, sa famille élargie et sa communauté.

« Avant tout, nos gestionnaires de carrière comprenaient l'importance de notre situation, » explique-t-elle. « Dans cette optique, le gestionnaire des carrières au sein de la Force régulière et celui de la Réserve ont fait tout en leur pouvoir pour qu'un seul de nous deux se retrouve en mer à la fois, mais ce n'était pas toujours possible. »

Par exemple, alors que Victoria était commandant en second à bord du NCSM *Goose Bay*, Chris a été envoyé en mer comme officier de l'armement à bord du NCSM *Charlottetown*. La famille s'est retrouvée confrontée à des problèmes importants lorsque le Charlottetown a été envoyé en Libye,



Les capitaines de corvette Chris et Victoria Devita en compagnie de leurs enfants, Kassandra et Alexander, réunis sur la passerelle du NCSM *Glace Bay*.

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alors que le *Goose Bay* participait à des patrouilles de pêche et à d'autres courtes missions.

« Pour que tout fonctionne, nous avons dû recourir à un deuxième réseau de soutien, soit la famille, » ajoute Victoria. « Ni Chris, ni moi ne sommes originaires des Maritimes; nos familles habitent en Ontario, en Saskatchewan et (à l'époque) en Suisse. Cependant, nous avons eu la chance inouïe de les voir se serrer les coudes pour venir s'occuper de nos enfants alors que je devais naviguer même si Chris était toujours en mission. Sans leur appui, nous n'aurions jamais pu réussir. »

Elle déclare que leur troisième réseau de soutien regroupe leur église, leur communauté et leurs amis. « Pendant que j'étais au commandement, Chris a eu le malheur de se casser un bras et pendant quelque temps, il était incapable de faire des choses toutes simples, comme acheter l'épicerie ou conduire les enfants à leurs nombreuses activités. Nos voisins et nos amis ont offert leur aide afin que je puisse rester en mer pour terminer ma mission. »

À l'instar de la plupart des couples de militaires, Chris et Victoria ont dû imaginer des façons de répondre à leurs demandes professionnelles et familiales. Ils ont décidé au début de leur relation que le travail était le travail et qu'ils n'en parleraient pas à la maison.

« Lorsque je suis chez moi en compagnie des enfants, j'essaie de me concentrer sur ce qui est important pour eux en m'assurant qu'ils se sentent valorisés et qu'ils savent qu'on les aime. De plus, je gère mon temps au travail de manière à ne pas devoir travailler après les heures dans la mesure du possible. Cela prouve que j'accorde autant d'importance à

la vie familiale qu'à l'envoi d'un autre courriel. Cette philosophie convient parfaitement à mes supérieurs qui partagent la même optique. »

Victoria déclare que les Forces armées canadiennes ont fait énormément de progrès lorsque vient le temps d'assurer un équilibre entre les exigences familiales et professionnelles. En fait, la nouvelle politique que la Défense a adoptée cette année, soit Sécurité, Protection, Engagement, permet aux militaires et à leurs familles de jouir d'un soutien sans précédent.

« Il s'agit certainement d'un pas vers une gestion du personnel généralement meilleure que par le passé, ce qui s'est révélé très efficace pour nous, » explique Victoria.

Victoria est on ne peut plus fière d'avoir confié à son mari les commandes du *Glace Bay*, même si elle lui a fait la blague : « Fais attention à ma peinture! »

Quant à Chris, il a trouvé « formidable » de se retrouver aux commandes du *Glace Bay*, qui avait été son premier navire sur la côte Est comme jeune officier. Il y avait occupé tous les postes d'officier, sauf celui de commandant, avant de quitter la Réserve navale pour entrer dans la Force régulière de la Marine.

« Le fait que mon épouse ait déjà assumé le commandement du *Glace Bay* m'a vraiment aidé à me sentir chez moi, » déclare-t-il. « Quelques membres de l'équipage du navire m'ont affirmé qu'ils avaient vraiment aimé "naviguer avec maman et avec papa" et que c'était amusant, mais je me suis évidemment demandé si j'étais aussi bon qu'elle. Je mentirais par omission en ne disant pas qu'elle est difficile à remplacer. »

Chris sait qu'aucune relation n'est exempte de défis, peu importe le domaine. Il répond cependant que, dans la plupart des cas, ils sont parvenus à relever ces défis grâce à leur travail acharné et une planification minutieuse.

« La clé réside dans la communication, entre Victoria et moi, ainsi que notre famille élargie, mais également avec la chaîne de commandement. Ce qui apparaît comme un problème insurmontable peut parfois se gérer avec une facilité relative si tout le monde affiche une attitude positive et un esprit ouvert en plus de faire preuve d'un peu de flexibilité, » souligne Chris.

Il croit également qu'il est avantageux d'évoluer dans le même domaine, puisqu'ils peuvent partager leurs expériences et profiter mutuellement de conseils et d'un soutien particuliers.

« Même si nous avons fait des choix de carrière différents, les genres de problèmes et de solutions que nous avons vécus se ressemblent. Cela nous a aidés sur le plan professionnel, mais également au niveau de la famille. Lorsqu'un de nous s'absente, c'est à l'autre que revient la tâche de s'occuper des enfants. »

Chris considère qu'il est important pour les enfants de voir les efforts qu'ils déploient pour réussir au travail autant qu'à la maison. « Alors qu'ils grandissent, ils en viennent à mieux comprendre ce qui se passe et sont évidemment mieux en mesure d'exprimer leurs besoins et d'aider. À la fin, tout devient possible lorsqu'on désire vraiment quelque chose, qu'on est prêt à travailler pour y parvenir et qu'on a une famille ou une équipe sur laquelle on peut compter. »

Pendant ce temps, sur la passerelle du NCSM *Glace Bay*, Chris fait tout ce qu'il peut pour ne pas égratigner la peinture.



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Retired sailor shares story of resilience and optimism

By Ryan Melanson,
Trident Staff

Eric Payne spent 23 years in the Royal Canadian Navy, deployed around the world on multiple occasions, and loved going to sea. He had every intention of continuing his naval career and moving up the ranks. Life, however, had other plans.

Shortly after returning from an Arctic deployment to CFS Alert in the spring of 2005, Payne was in a motorcycle accident that resulted in traumatic injuries to his left leg, and after initial surgeries and attempts to save the limb, it was amputated above the knee.

"I had a five-year plan on the 18th of April, 2005, and that plan went right out the door on the 19th," Payne said, speaking to members of the CFB Halifax community in Windsor Park on December 4.

A Master Seaman at the time, Payne began the process of being medically released as he adjusted to his new life and prosthetic leg, and by 2007, he was no longer a member of the CAF, something that he described as a very hard blow at the time.

"I was hoping I could be classified as a pirate after this happened, so I could stay in the Navy," he joked.

"I always loved it, and even now I still love just to come back to the base."

Payne was the guest speaker at an event recognizing the International



MS(Ret'd) Eric Payne speaks at the Piers Military Community Centre in Windsor Park as part of events marking the International Day of Persons with Disabilities on December 4.

RYAN MELANSON/TRIDENT STAFF

Day of Persons with Disabilities, which falls on December 3 each year. He was invited by the CFB Halifax Defence Advisory Group for Persons with Disabilities to share his story, which includes his difficult transition and struggles with government support and policies, but also the ways in which he's used his situation to his advantage to open up new life and career opportunities.

He took to motivational speaking, and in 2011 went a step further, getting on stage at an open-mic comedy

night and using his stories to bring joy and laughter to others. Since then, he's performed stand-up across Canada and shared the stage with many prominent comedians, logging up to 20 performances a year. He's also deeply involved with para-sports in his home province of Prince Edward Island, and has experience with wheelchair rugby, wheelchair tennis, adaptive skiing, ping pong, and more. Payne was a hockey player during his time with the CAF, however, and said he didn't find his true parasport

calling until his first time on the ice playing sledge hockey.

"At this point I'm a 40-year-old amputee, so playing the sport of hockey again didn't seem likely. They got me on a sled, I got two sticks in my hand and I was on the ice with a puck. And I thought 'I can really do this,'" he said.

He's now the manager of the PEI Icebreakers Sledge Hockey team, and has been named a national ambassador for the sport by Hockey Canada. He's also been active with the Soldier On program, and has worked in various other capacities to get more people involved in para-sports.

Living with a disability also brought struggles, especially early on, and Payne said he's become well versed in issues that affect people with disabilities, such as inaccessible public spaces and inconsistencies in government support from province to province or through private insurance. He's sat on provincial boards to advocate for others in his position, serves with the non-profit VETS Canada, and has been a policy advisor to the CAF regarding veterans who were injured in Afghanistan, all in the hope that others can have a smoother path on their own roads to recovery.

"I'm out in the community, I stay active and I'm involved as much as possible... I'm more capable and qualified to do more things now than I ever was when I had two legs," he said.

Former refugee donates Halifax Explosion painting to base

Local artist Zeqirja Rexhepi, a former Kosovar refugee who arrived in Halifax in 1999 as part of the CAF Operation PARASOL, recently donated a new piece of art to CFB Halifax. His painting was done to commemorate the 100th anniversary of the Halifax Explosion, and depicts a scene of fire, chaos and debris inspired by the destruction that took place in Halifax in 1917. Rexhepi, who is also a member of the Canadian Forces Artists Program, said he was inspired to donate the artwork to the base after Kosovar President Hashim Thaçi's visit to CFB Halifax in November. Base Commander Capt(N) Paul Forget accepted the donation, and the piece will soon be on display at the Naval Museum of Halifax.

RYAN MELANSON/TRIDENT STAFF





CPO1 Michael Miller (centre) is promoted to his current rank by RAdm Art McDonald, Commander Maritime Forces Pacific, and his wife Toni.

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CPO1 Simon Lepage (centre) with Commodore Steve Waddell, right, Director General Naval Strategic Readiness, and Command Chief Petty Officer Michel Vigneault.

SUBMITTED

Newly created senior appointments to assist with RCN transformation

By Darlene Blakeley,
Senior Editor and Writer, Navy PA

The substantial experience and perspective of two Chief Petty Officers 1st Class recently appointed to newly created senior positions will assist in the continuing transformation of the Royal Canadian Navy (RCN) as it prepares for the future fleet.

CPO1 Simon Lepage has taken on a senior appointment with the Directorate of Naval Strategic Readiness in Ottawa, while CPO1 Michael Miller will work with the Naval Personnel and Training Group (NPTG) in Esquimalt, B.C.

“The new appointments were made owing to the significance of the portfolios they represent,” says Cmdre Steve Waddell, Director General Naval Strategic Readiness (DGNSR). “They will figure prominently throughout our continuing transformation.”

CPO1 Lepage will complement the efforts of DGNSR for all RCN personnel policy.

“With the embodiment of ‘People First, Mission Always’ in the RCN’s Strategic Plan, CPO1 Lepage is fundamental to the succession planning work necessary to ensure our cadre of senior non-commissioned officers are

developed and assigned institutional opportunities where they can best contribute,” explains Cmdre Waddell.

CPO1 Miller, he adds, will work alongside Commander NPTG, Capt(N) Martin Drews, as they lead “a significant change agenda to completely overhaul and modernize the navy’s individual and occupation training system.”

CPO1 Lepage, who has over 35 years service in the RCN in a variety of leadership positions, says he is honoured to take on the new senior appointment and plans to provide institutional guidance with respect to the future employment of the RCN CPO1 corps. He will also liaise with CPO1s to keep them informed on the steps taken so far in the transition to future fleet, particularly with respect to organization and establishment, trade restructuring and training from a non-commissioned member perspective.

“I also want to encourage RCN members in leadership roles to take an active interest in mentoring our exceptional junior professional talents,” he says.

CPO1 Miller, who has just completed two years as Chief of the Directorate of History and Heritage, has had a broad career with postings spanning the globe, both at sea and ashore. He also brings to his position at NPTG a

wealth of experience and understands the role it will play in transforming how training is delivered in the RCN.

“This appointment is an important step forward for the navy, and I am honoured to have been selected for it,” he says. “The integration of all of the navy’s individual training assets under the same group will ensure consistent training delivery from coast to coast, and move the marker on the ‘One Navy’ directive. Great work is under way to ensure that the new trades being created will be set up for success and that the sailors of the future are properly trained for the future fleet that is coming our way.”

He hopes to set a strong foundation for the new training system, including transforming outdated classroom facilities into modern, inviting institutes of learning, and turning chalkboards and drawings into technology-enabled learning that will better engage and motivate students.

“I also hope to see a better work-life balance for members of the fleet by training them where they live, reducing the time away from family and friends,” he says. “Ideally our training facilities will be on par with our civilian counterparts and strengthen our ability to recruit and retain the professionals we will require in our future platforms.”

Winner, Winner



NDWCC Chase the Ace winner Sgt Daniel Perry (right) and NDWCC 50/50 winner Cpl Andy Moulton show off their winning tickets at CFB Halifax on December 18, 2017. The Chase the Ace jackpot and 50/50 prize totaled \$12,964 and \$3,141, respectively, with proceeds from both NDWCC fundraisers going to numerous social, health and community agencies and organizations whose programs and services directly impact individuals in the Halifax region and beyond.

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Parliamentarians become sailors for a day with CLaS program

By Ryan Melanson,
Trident Staff

For residents of Halifax, seeing Royal Canadian Navy ships sail in and out of the harbour is routine, and it's common to see the Navy uniform being worn around town by the thousands of sailors who call the region home. Canadians who live away from the coasts, however, don't normally have the same level of familiarity with Canada's naval service, and it can be harder to understand how the Navy fits within the CAF's service to the country.

One of the ways the RCN continues to combat this effect is through the Canadian Leaders at Sea (CLaS) program, which offers once-in-a-lifetime seagoing experiences to influential civilians in government, business and academia. The latest group set sail from CFB Halifax just before the holidays, spending more than 24 hours at sea with both HMCS *Windsor* and HMCS *Toronto*.

Each CLaS program is designed to be an intense and immersive experience, giving participants a brief taste of what life is really like for RCN sailors and submariners, while also leaving them with a better understanding of Naval operations and their impor-



Fort McMurray-Cold Lake MP David Yurdiga fires HMCS *Toronto*'s .50 cal machine gun.

CPO2 SHAWN KENT, FIS HALIFAX

tance to Canadian security. Sailing on submarines and warships while accompanied by senior Navy leaders is an opportunity that most civilians are unlikely to come across, and the significance of the trip isn't lost on the participants, said Gabriel Ste-Marie, the MP for the Quebec riding of Joliette and one of two members of the Bloc Quebecois party to go to sea.

"It's a unique chance that's presented to us, to get a bit of knowledge of this reality without enrolling for anything long term, and I appreciate the hospitality and everything that's being done for us," he said.

"This morning I was on a submarine, and now for the first time in my life I'm sailing on a warship, it's incredible."

Aboard HMCS *Windsor*, Cdr Peter Chu and his team took the CLaS guests under the waves for a simulated anti-submarine war game, where they were able to use the periscope, listen to underwater acoustics via sonar, and get a walkthrough on the state-of-the-art fire control system. They then embarked HMCS *Toronto*, where they dined in the different messes and mingled with sailors, observed the ship's company go to action stations and engage in damage control and fire-fighting exercises, and even suited up themselves for a force protection scenario that saw the guests assume roles among the crew and handle small arms with blank ammunition. And in a particularly thrilling night-time



Terrebonne MP Michel Boudrias, a former Army Captain who served in Afghanistan, participates in a force protection scenario on board *Toronto*.

CPO2 SHAWN KENT, FIS HALIFAX



CLaS participants are transferred at sea from HMCS *Windsor* to HMCS *Toronto* on the evening of December 14.

CPO2 SHAWN KENT, FIS HALIFAX

activity, each CLaS participant was able to fire *Toronto*'s mounted .50 cal machine gun off the port bridge wing, with a light-up target in the water allowing for some friendly marksmanship competition.

Even the transfer of the visitors from *Windsor* to *Toronto* was an adventure, involving a RHIB ride in the dark followed by boarding the ship via the Billy Pugh transfer device. Of course, standard tours of the entire ship and different mechanical briefings and information sessions were also part of the visit, as well as tours back on land of facilities at HMC Dockyard, 12 Wing Shearwater, and Irving Shipbuilding's Halifax Shipyard.

Cmdre Craig Skjerpen, Commander CANFLTLANT, joined the group for the overnight sail in *Toronto* and through some of the tours of CFB Halifax facilities on land. The RCN is striving to increase recruitment and spread its message to Canadians who may be less familiar with Canada's Navy, and Cmdre Skjerpen said exposing elected officials and other community leaders to this first-hand experience will hopefully allow them to take what they've learned and inject it into the public discourse.

"The basic things we hope they take away are an understanding of the professionalism of our sailors, and the need the country has for a Navy of a certain size that is globally deployable. We also hope for an understanding of what an important strategic asset our submarines are," he said.

And the guests' 24-hour adventure in Halifax won't be forgotten anytime soon. Even Winnipeg Centre MP Robert-Falcon Ouellette, who happens to also be a PO2 in the Naval Reserve and a musician with the stone-frigate HMCS *Chippewa*, said he had an eye-opening experience stepping foot in a fully operational Canadian submarine, and that he witnessed a new level of training and preparedness during exercises on board *Toronto*. Dr. Robert Huebert, a senior research fellow in political science at the University of Calgary, echoed comments about the highly trained crew, particularly during the action stations/damage control exercise.

"What struck me is the multi-level nature of the response," he said. "You have the crew in the ops room still focusing on the fight, while they have to trust that others are working to try to save the ship that's been damaged. It must require an amazing amount of concentration in a real-world scenario."

Cdr Steven Archer, the Commanding Officer of HMCS *Toronto*, said he was thrilled to welcome the special guests for a night as he and his crew prepare for a deployment to Op REASSURANCE in early 2019.

"I've got a group of sailors that are great ambassadors for the Royal Canadian Navy and they love to show off the ship, so this is a great way for people to learn about the important work that we do. Hopefully they were able to have some fun at the same time."



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SHEARWATER 100

Early USN operations at Shearwater

By Col (ret'd) E.S.C. Cable,
OMM, CD, Shearwater Aviation Museum Historian

The first aircraft to fly from Halifax were US Navy Curtiss HS-2L biplane flying boats. The seaplane base was actually established at Baker's Point south of the city of Dartmouth overlooking Eastern Passage but was known as US Naval Air Station Halifax. Lieutenant R.E. Byrd (USN) was the station's first commanding officer who also acted as the liaison officer between the American and Canadian governments on naval aviation matters. The US Navy flew six HS-2Ls from Halifax from August to November 1918 on anti-submarine patrols to protect convoys from lurking German submarines outside Halifax's strategic harbour. The USN also operated a seaplane base at Sydney, NS where an additional six HS-2Ls flew anti-submarine patrols to protect convoys en route to or from Halifax. The HS-2Ls at both Halifax and Sydney flew approximately 400 hours on patrols and were augmented by several kite-balloons also used for anti-submarine duties.

It was intended that the USN conduct the aerial anti-submarine patrols until the fledgling Royal Canadian Naval Air Service could be formed and assume the air patrol duties. However, the First World War came to an end before the Canadian Naval Air Service became operational and subsequently disbanded. After the war ended in November 1918 Byrd returned to the United States and the USN donated the 12 HS-2Ls that were stationed at Halifax and Sydney, the associated spares and ground handling equipment to the Canadian government. These aircraft formed the nucleus of the newly formed Canadian Air Force in 1920 and subsequently became Canada's first bush planes.

Lieutenant Byrd returned to Halifax on May 8, 1919 when two US Navy-Curtiss (NC) flying boats, NC-1 and NC-3, landed at the former US Naval Air Station Halifax, then under the control of the Canadian Air Board, on their historic world's first trans-Atlantic flight. Three of the four NC flying boats that were built, NC-1, NC-3 and NC-4, had taken off from the US Naval Air Station at Rockaway, NY on the first leg of their trans-Atlantic flight, however, the NC-4 developed engine trouble and had to divert to the air station at Chatham Mass. Therefore, only the NC-1 and NC-3 remained overnight on May 8 and 9 at Halifax, their first scheduled stop, before proceeding to their next stop at



Lt R. E. Byrd (front row, second left), Commanding Officer of US Naval Air Station Halifax, with his officers and with Violet, the unit's Great Dane mascot.

SHEARWATER AVIATION MUSEUM

Trepassey, Newfoundland. Lieutenant Byrd was the Trans-Atlantic Team's navigation project officer and one of two navigators on NC-3. His task was to verify the performance of the navigation instruments on the Rockaway-Halifax-Trepassey legs. Much to Byrd's disappointment the plan called for him to remain behind in Trepassey and not accompany NC-3 on the trans-Atlantic legs to the Azores, Lisbon and on to England.

Shortly after take off from Halifax on May 10, one of the aircraft developed a crack in its wooden propeller and had to return to Halifax to be replaced, but it was discovered that neither aircraft carried spare hub plates. Byrd's previous duty in Halifax proved helpful as he recalled that when he turned the 12 HS-2Ls over to the Canadians he had also given them spare hub plates. Since Byrd had left only a short time ago he still had many friends in Halifax and was able to call on them for the required spare hub plates. The aircraft was quickly repaired and departed for Trepassey with minimum delay. Due to fortunate weather delays in Newfoundland, NC-4 caught up, with an intermediate stop at Halifax, to NC-1 and NC-3 at Trepassey on May 15. The next day all three aircraft departed for the Azores.

Because of a fortunate sighting of land through a hole in the undercarriage only NC-4 arrived at its intended destination, the island of Horta in the Azores. The NC-1 landed on the water

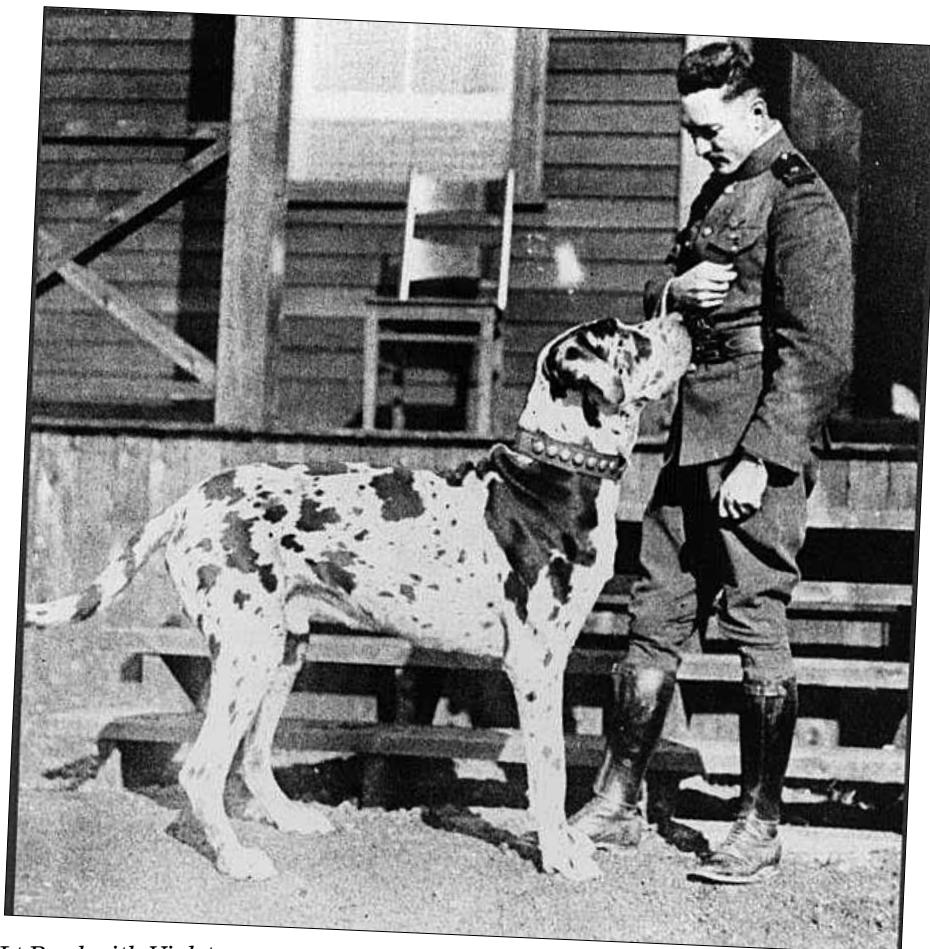
on the water because bad weather obscured the mountainous islands in the Azores and the crew was afraid of flying into the peaks. Similar to the NC-1, NC-3 encountered heavier seas than anticipated and after a harrowing two days of riding out a storm a very badly damaged NC-3 water taxied into the port of Ponta Delgada on the island of San Miguel in the Azores. Only the NC-4, commanded by Lt. Cdr. A.C. Read, was able to continue on and successfully complete the first trans-Atlantic flight from the North America to England, arriving in Plymouth on May 31, 1919 via the Azores, Lisbon and Ferrol del Caudillo (Spain). Total flying time from Rockaway, NY to Plymouth, England was 57 hours 16 minutes.

Postscript

Two weeks later, British Capt John Alcock and Lt Arthur Brown made the first non-stop crossing of the Atlantic from St John's, NF to Galway, Ireland in a Vickers Vimy bomber on June 14/15, 1919. Total flying time was 16 hours 27 minutes.

On May 20/21, 1927, Charles Lindbergh made the first non-stop solo crossing of the Atlantic from Long Island, NY to Paris in the Spirit of St. Louis. Total flying time was 33 hours 39 minutes.

in fog several hundred miles from Horta and broke up in the rough seas; the crew was rescued by a USN destroyer that had been pre-positioned in the area. The NC-3 also landed



Lt Byrd with Violet.

SHEARWATER AVIATION MUSEUM

SHEARWATER 100

Shearwater: the birthplace of maritime aviation in Canada

By Col (ret'd) E. S. C. Cable,
OMM, CD, Shearwater Aviation Museum Historian

The Shearwater air station at Dartmouth, N.S is second only to Canadian Forces Base (CFB) Borden as the oldest military airfield in Canada and since its inception in 1918 has been home to Canada's naval or RCAF maritime air squadrons. Shearwater's varied and colourful history includes the births of Canada's naval and maritime patrol air forces and indeed reflects our nation's naval and maritime aviation heritage more so than any other base. Shearwater was created originally as a seaplane base in August 1918, when the small promontory in Halifax harbour's Eastern Passage, known as Baker's Point, became U.S. Naval Air Station Halifax. It subsequently became an air station for the Canadian Air Force, the Royal Canadian Air Force (RCAF) and the Royal Canadian Navy (RCN). The basing of American and British naval

air forces at Shearwater during two world wars enriches the air station's naval aviation heritage. With the integration of the armed forces in 1968, Shearwater became a Canadian Forces Base and finally, today, 12 Wing, an Air Command lodger unit supported by CFB Halifax. By virtue of its coastal location, Shearwater has been inextricably linked to the defence of the air and sea approaches of Canada's Atlantic coast. In fact, it was the threat by sea that provided the original raison d'être for the base that continues today.

The Beginning

During the First World War, German submarines operated between Newfoundland and Nova Scotia, particularly in the waters off the eastern and southern shores of the latter province. In peace and even more so in war the amount of shipping entering and leaving the Gulf of St. Lawrence and using the harbours of Nova Scotia was enormous. Vessels sailing singly or

banded together in convoys were departing in rapid succession from ports in eastern Canada, especially from Halifax and Sydney, laden with troops and supplies to support the British in Europe. Moreover, many transatlantic ships bound for or departing from Boston, New York and other harbours in the northeastern United States passed through the outer fringes of these waters. Therefore, both the Canadian and American governments were vitally interested in protecting these shipping lanes.

By 1917 the success of east bound convoys sailing from Halifax and Sydney enticed the Germans. Suddenly the Canadian coast became a desirable

target area. The Admiralty warned Ottawa of these latest developments and the Naval Service immediately attempted to strengthen its patrol force. However, no additional vessels were available and it was decided that aircraft operating from shore bases could protect merchant shipping in Canadian waters. But where were the aircraft to come from? The Admiralty had no surplus and the only possibility seemed to be the United States Navy (USN), which was expanding its



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centenary of exemplary and
continued service to
Canada and the
Royal Canadian Navy.

Photos courtesy of Shearwater Aviation Museum

SHEARWATER 100

Baker's Point circa 1920.

1. Old fish plant - dilapidated by 1918.
2. Fish plant buildings converted to aircraft repair shops.
3. Prefabricated hangar erected by USNAS under Lt Byrd in 1918.
4. Framework for canvas covered kite balloon hangar.
5. Z Hangar site (WWII), also site of Shearwater Yacht Club.
6. X Hangar site (WWII), floor converted to tennis courts.
7. Outdoor reservoir and pumphouse for fire fighting.
8. Administration building.
9. Bennett cottage converted to air traffic control building. In 1942 E Block was erected on this site to house RCAF personnel, converted to 406 Squadron technical training facility and Fleet Diving Unit offices.
10. A long sloping hill cut down to fill areas 1 and 12.
11. Swamp and pond filled circa 1938-40.
12. Bay filled with earth from site 10 which covers a steel and two wooden ship hulls.
13. Site of 4 Building.
14. Prior to government acquisition, a piggery and later site of motor transport garages and gas pump.
15. 1940-48 site of steel water tower, later site of Bank of Montreal and Baden Powell Centre.
16. Prior to government acquisition, implement sheds, later motor transport garages.
17. Murray house, later Lt Byrd's cottage. The Murray family owned most of the land now Shearwater.
18. Canadian-built barracks for use by USNAS personnel.
19. Artesian well-fed wooded water tower. By 1938 the water had been declared unusable.
20. Canadian-built barracks for use by USNAS personnel.

BROKEN LINES:

Bottom of photograph: northern boundary of military lands, circa 1920.
Middle of photograph: southern boundary.

In 1935 the southern portion of Baker's point was acquired by the military and in 1942 areas north of the 1920 boundary were acquired.

ability to patrol its home waters. The possibility of building and operating an air station in the vicinity of Cape Sable Island, Nova Scotia offered a means of solving the problem for both nations.

Meanwhile the German threat was so acute that the Admiralty renewed its warning and offered a preliminary plan for aircraft patrols. The plan proposed the Canadians not only create an air service but also the seaplane, airship and kite balloon factories to support it. It was recommended that Canada seek American assistance and in the interim ask the United States to extend its coastal seaplane organization northward to protect Nova Scotia and Newfoundland. Two air stations should be established at Halifax and Sydney, and the United States would supply these stations with pilots, seaplanes, airships and kite balloons until Canada was ready to take over. On April 23, 1918, RAdm Wood, USN, Commandant First Naval District, and Adm Kingsmill, Director Canadian Naval Service, agreed that the United States would take responsibility for coastal patrol and anti-submarine work as far east as Lockport N.S. and that assigned American forces would be placed under operational control of the RCN. Because Canada had no officers experienced in maritime air operations, the Admiralty appointed LCol J.T. Cull, Royal Air Force (RAF) (formerly a Wing Commander in the RNAS), to overall command of the air patrols.

Canadian authorities finally approved establishment of two air stations on June 5, 1918. Cull arrived from England in July and approved the initially selected Halifax sites; the seaplane base was to be just south of Dartmouth at Eastern Passage, while the airship site was also to be on the Dartmouth side of Halifax harbour. Cull selected Kelly Beach on the western side of North Sydney for the seaplanes and balloons and a site for airships on the opposite side of town. The Canadian government was to furnish at its expense the site and buildings and all ground equipment, while the American government was to provide the aircraft and the personnel to operate them until Canadian personnel had been trained and could staff the stations. Operating expenses were to be born by the U.S. government during the period American personnel were conducting the air patrols. British and Canadian naval officers were ultimately responsible for control of the stations and for operations. The Americans created the office

of Commanding Officer, U.S. Naval Air Forces, Canada and detailed Lieutenant R.E. Byrd USN, later an Admiral renowned for his polar exploits, to the new command. Additionally, Lieutenant Byrd was ordered to assume direct command of the station at Halifax and to act as liaison officer between the American and Canadian govern-

ments in naval aviation matters.

Although progress up to this point in establishing the air patrols was gratifying, it was not rapid enough to meet the alarming situation that developed in the first week of August 1918. U-156 sank six vessels southeast of Nova Scotia. Other vessels were attacked during the same week in the same

place. Numerous mines were discovered along the Nova Scotia coast. There was a compelling need to commission the Canadian air stations into operation as soon as possible. Equipment and supplies indispensable to operations were hastily shipped to Halifax.

Continued on page 14

CONGRATULATIONS TO 12 WING SHEARWATER. A CENTURY OF OPERATIONAL EXCELLENCE.



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SHEARWATER 100

Continued from page 13

Lieutenant Byrd arrived at his new base August 15, 1918. Crates containing the first two HS-2L flying boats arrived in Halifax by train August 17 and were barged across the harbour to the Dartmouth air station and hauled up on the beach using logs for rollers. The first aircraft was assembled and successfully test flown two days later and the first operational patrol was flown August 25, 1918; maritime patrol aviation in Canada was born.

RCNAS Formed

To implement the plan agreed to in April in Washington to have Canadians replace U.S. Navy airmen, Canadian Naval Service Headquarters drew up a recruiting scheme calling for 500 officers and men to be added to the strength of the RCN for air duties; ordinary rates of pay were to prevail with a special air allowance. A Canadian Order-in-Council dated September 5, 1918 authorized

the new force to be known as the Royal Canadian Naval Air Service (RCNAS) which was to be patterned after the its British counterpart the RNAS. Aircraft pilots recruited by the RCNAS were to be trained in the United States while airship pilots were to be trained in England. By the beginning of November 1918, a total of 81 cadets were recruited and the RCNAS was well established with the high expectations of being a fully-fledged fighting force by the spring of 1919.

U.S. Navy Operations At Halifax

During the first week of September no bombs had yet reached Dartmouth, however, the submarine situation was so serious that depth charges were substituted for bombs with the intention of dropping them by hand on any hostile submarine. Lieutenant Byrd eventually established a detachment of six HS-2L flying boats and several kite balloons to conduct anti-submarine patrols off the approaches to Halifax



The first Curtiss HS2L flying boat at Baker's Point, 1918.

SHEARWATER AVIATION MUSEUM

harbour and a second detachment of six HS-2Ls at North Sydney. In forming the general operating policy for the aerial patrols, it was agreed not to attempt routine patrols at either Halifax or North Sydney, but to keep two seaplanes solely for escort work and one seaplane at each station for emergency anti-submarine duty. Without interfering with this schedule, as many supplementary patrol flights as possible were also to be flown at each station at the times and locations deemed most likely to produce results. Operations began in earnest the week of September 7, 1918 during which seven escort flights and ten patrol and other flights were made. Emergency flights were made whenever circumstances demanded and all convoys were escorted for a distance of 60 to 75 miles to sea. There was a total of 200 patrol and other flights during the U.S. Navy deployment with a flying time of approximately 400 hours.

After only a few months of operations, the First World War came to an end the U.S. Navy personnel departed their bases at Dartmouth and North Sydney and returned home. The United States donated to Canada 12,

HS-2L flying boats, 26 Liberty engines and four kite balloons. Canada's first venture into maritime patrol aviation had cost a total of \$811,168 for bases, equipment and personnel. The American donation was valued at \$600,000 and the flying boats were to give much valuable service in the years to come.

RCNAS Demise

The Canadian Cabinet attempted to keep the RCNAS as a post-war component of the RCN, however, the time was not ripe for naval aviation in Canada and on December 5, 1918 orders were issued to disband the RCNAS. The RCN, without money, had to put naval aviation on hold for more than 20 years. The former American fleet of 12 HS-2L maritime patrol aircraft were among the first donations of aircraft that equipped the Canadian Air Board, Canada's second home based air force (The RCNAS being the first). The few buildings at Dartmouth, which had been built by the Canadian government to support Lieutenant Byrd's detachment, became the nucleus of what was to become the RCAF's largest maritime air base and Canada's only naval air station.



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It is with great pleasure, that I congratulate 12 Wing Shearwater for 100 years of service to our country. I wish to say thank you to all members, both past and present. I also want to thank the families for their continued support. May you all take great pride in your dedication to serving 12 Wing Shearwater.



Barbara Adams - MLA
Cole Harbour / Eastern Passage

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Eastern Passage, NS

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CONGRATULATIONS 12 WING SHEARWATER ON 100 YEARS OF AVIATION EXCELLENCE



1918
CURTISS HS-2L



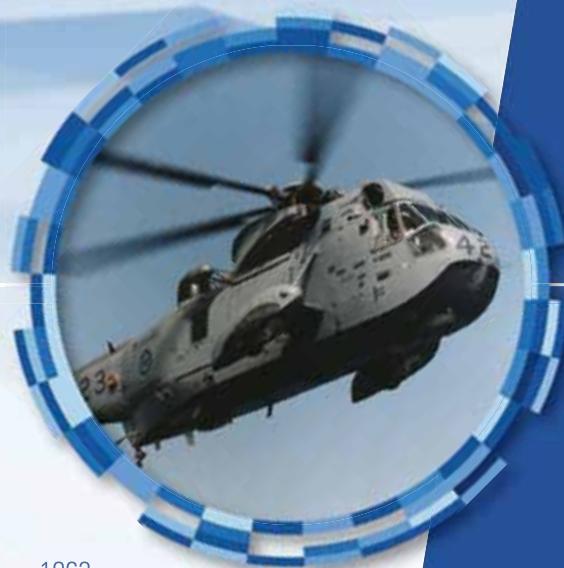
1935
FAIREY SWORDFISH



1948
HAWKER SEA FURY



1952
SIKORSKY HORSE



1963
SIKORSKY SEA KING



2018
SIKORSKY CYCLONE

CFB Halifax supports Day of Action

By Ryan Melanson,
Trident Staff

Members from different CFB Halifax units spread across the city on December 7 to tackle a number of different community volunteer projects in support of the United Way of Halifax and this year's NDWCC campaign.

The initiative was part of the United Way's Wake Up Halifax event, a special Day of Action organized by the charity to commemorate the 100th Anniversary of the Halifax Explosion. The goal was to lend a hand to various community organizations and projects by harkening back to the spirit of community and generosity that helped Halifax rebuild in the years following the 1917 explosion.

Units including BLog, BIS, BAdm, BHos and *Scotian* took part, helping out with projects like maintenance

and repairs at the Dartmouth North Community Centre, new shelving and cleanup at the Canadian Mental Health Association on Gottingen Street, insulation and waterproofing for the Halifax Tool Library in the basement of Veith House, and more.

At the Devonshire Arena in Halifax's North End, personnel from HMCS *Scotian* joined staff from the Mobile Food Market to help construct a new set of wooden produce bins to house the fresh fruits and vegetables the market offers each week. They've been operating since the spring of 2016 with the support of government, the United Way and other community partners, and coordinator Julia Kemp said the help from CAF members for the day was much appreciated as they prepare for a winter of bringing nutritious, affordable food to the six neighbourhoods they serve.



From left, Mobile Food Market Assistant Coordinator Jessie Dale, PO1 Todd Green and Maj Bradley MacAskill help build wooden produce bins for the mobile market at the Devonshire Arena on December 7.

RYAN MELANSON, TRIDENT STAFF



RCN personnel at Naval Ocean Processing Facility Whidbey Island join some of the USN colleagues before the annual Christmas lunch.

LS EPPLE, NOPFWI

Christmas at Whidbey Island

By LCdr Graham Collins,
CanDet Comd NOPFWI

On Thursday December 14, the RCN members posted to the Naval Ocean Processing Facility Whidbey Island had their annual Christmas lunch at the Elks Lodge in Oak Harbor.

Prior to the festivities, we took the opportunity to promote LS Forest to MS.

As is the tradition, the CO and youngest sailor swapped ranks for the duration of the lunch and the Coxn and oldest junior rating also swapped rank tabs. My rank was dropped to that of LS for the duration of the Trinity Det Christmas lunch. Command Master Chief Quick (left) and CPO2 Brown gladly helped me try on my new shoulder boards.

As well, I and Acting CO of Trinity Det NOPFWI, Acting LCdr Dyble, promoted LS Bartlett to Acting Coxn.

On a more serious note, CPO2 Brown and I promoted LS Forest to MS Forest.

Before the luncheon, members of the Trinity Detachment NOPFWI plus some of our USN Colleagues gathered outside in the bright Washington sunlight.

LS Collins (Left) and Acting LCdr Dyble carve the turkey for the Trinity Detachment NOPFWI Christmas lunch. Cdr Burns CO of NOPFWI in the background

LS EPPLE, NOPFWI





HALIFAX & REGION MILITARY FAMILY RESOURCE CENTRE

www.halifaxmfr.ca
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A New Year's Welcome from the Executive Director

Welcome to 2018. Here at the H&R MFRC, we are excited to continue to serve military families at our Halifax, Shearwater and Sydney sites. A new year brings with it more opportunities to connect with families through new and innovative ways.

And what a great time to highlight our approach to how we serve you using the Family Centred Practice Model. Family Centred Practice, as defined by Military Family Services (MFS), means that families know what their needs are and what works best, and therefore must influence the approaches and offerings developed by service providers, like us. In serving families, resources and efforts are channeled into developing solutions that are shaped by families and deliver tangible, meaningful outcomes to them. Our MFRC is committed to learning from families, incorporating the latest research on military family support and lifestyle to ensure our programs and services evolve to meet the unique needs of this community.

On behalf of the staff and Board of Directors, I sincerely wish you all the best in 2018. Please connect with us today.

Holiday Breakfast

On Saturday, December 9, both the Halifax and Shearwater MFRC sites kicked off the holiday season by hosting a holiday breakfast. This sold out event welcomed over 350 military members and family. It was an opportunity for them to check out their local MFRC, enjoy a complimentary waffle breakfast, activities fun for all ages, live music, and of course, a visit from Santa.

"The H&R MFRC holiday event is one of the most anticipated times of the year," said Shelley Hopkins, executive director of the H&R MFRC. "In previous years we have held the event at a local venue, however, this year, we wanted to welcome families back into our centre, because this is their MFRC and we are here for them." For over 31 years, the H&R MFRC has been supporting military families in Halifax and region, Shearwater, Central and Northern Nova Scotia and Cape Breton.

This event was made possible by sponsors CANEX, AllState (Bedford), and Highfield Properties. The Stadacona Band helped crescendo the festive cheer and good tidings, providing a quintet and 10-piece band at each MFRC. Face painting by Five Little Monkeys and Pig's Jig transformed children of all ages into seasonal characters like reindeer and snowflakes, as well as classic designs like Spiderman and ladybugs. Mad



Thanks to the Unit Family Representatives (UFR) who attended December's training. UFRs are an essential part of connecting their respective unit with the H&R MFRC.

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Science surprised the crowd with cool experiments and scientific splendors, and there was a flurry of activity and smiles at the craft table and letters to Santa station.

An unintentional attention grabber was the contemporary Christmas tree at the Halifax site MFRC. Created by STANTEC and donated to the MFRC by J&W Murphy Foundation through the Mental Health Foundation of Nova Scotia's Festival of Trees, the artificial black tree adorned with gold, white and black ornaments lit with white lights, made for an elegant backdrop for many family photos.

Feedback from families who attended the event was very positive: "Thank you, everything was perfect!" posted by a family member on Facebook. "The waffles were huge and the whipped cream was super yummy!" exclaimed a toddler who likely skipped nap that morning. A huge reason for the success of the Holiday Breakfast was due to the dedicated group of volunteers who worked tirelessly before, during and after the event. From carefully assembling over 350 hot chocolate thank you bags, to serving waffles and entertaining families, they truly are the strength behind the MFRC.

The H&R MFRC thanks all of those who supported the event and especially to those families who spent their Saturday morning with us.

Vacation Lottery Extravaganza Winner for December / Gagnant de la loterie Extravaganza Vacances au soleil pour le mois de décembre

Congratulations to Suzanne MacArthur, grand prize winner of the H&R MFRC's Vacation Lottery Extravaganza for December. Félicitations à Suzanne MacArthur, grande gagnante du tirage de décembre de la loterie Extravaganza Vacances au soleil du CRFM H et R.

Winter Programs and Events at the MFRC

Staff has been busy planning a variety of programs and events to keep the fun going throughout the winter. Be sure to visit our website for more details, registration deadlines, and the full calendar of events at www.halifaxmfr.ca or call (902) 427-7788. Pick up our Winter Program Guide today to discover an array of programs

designed to help you and your family connect with other military families, have fun and feel supported by your local MFRC.

Les programmes et événements d'hiver du CRFM

Le personnel s'affaire à organiser une belle variété de programmes et d'événements afin que vous puissiez continuer à vous amuser tout au long de l'hiver. Assurez-vous de visiter notre site Web au www.halifaxmfr.ca ou téléphonez au (902) 427-7788 afin de consulter le calendrier complet en plus de connaître les détails, les inscriptions et les dates limites des événements. Ramassez notre Guide des programmes d'hiver aujourd'hui pour découvrir une série de programmes conçus pour vous aider et votre famille à vous connecter avec d'autres familles militaires, amusez-vous et bénéficiez du soutien de votre CRFM local.

COME TO WORSHIP

at
CF CHAPELS

Chapel Services de la Chapelle • Sunday/dimanche

<p>STADACONA</p> <p>10h30 - Protestant -English</p>	<p>SHEARWATER</p> <p>10h00 - Roman Catholic -Bilingual/bilingue</p>
--	--

Visit: www.rcmilord.com for more information/pour les renseignements
BAPTISM, MATRIMONY & OTHER SACRAMENTS - BY APPOINTMENT/REQUEST

"In the beginning was the Word, and the Word was with God, and the Word was God" - Gospel according to John

Risk factors for mental health

By CMP

There are a number of circumstances that can put your mental health at risk, and certain factors that could contribute to mental illness. Having an awareness of these can help you to identify when to seek help or learn new coping skills.

Mental health is a state of well-being, where an individual can cope with the everyday stresses in his or her life, can work productively and can contribute to society.

Mental illness, however, is very different. It is a recognized and diagnosable illness which results in the significant impairment of an individual, and can be managed using approaches similar to physical diseases (i.e. diagnosis, treatment, and rehabilitation).

What can put your mental health at risk?

Situations that can affect mental health include:

- poverty
- family conflict or violence
- neglect in early childhood
- having a parent with a substance abuse problem
- living in inadequate or unsafe housing

Your mental health can be weakened by:

- ongoing bullying or harassment in:
 - the workplace
 - at school
 - the family setting
- unemployment
- poor diet
- family violence or trauma
- living with racial, ethnic, gender or religious discrimination
- drug or alcohol abuse
- isolation from your community and interests
- unsafe and poorly maintained housing

There are also factors that can contribute to mental illness:

- genetics, which are influenced by your family history
- early life experiences, such as:
 - abuse
 - trauma
- stressful life events, such as:
 - financial problems
 - a loved one's death
 - divorce
 - environmental influences on a fetus, such as exposure to drugs or alcohol
 - your social, economic and educational status

If you, or a friend, a family member or a colleague are experiencing mental health challenges, or mental illness, there are resources available to you: the Employee Assistance Program for civilians can be accessed online, or you can reach Health Canada's Employee Assistance Services at 1-800-268-7708. Military members can access the Canadian Forces Member Assistance Program at 1-800-268-7708.

Facteurs de risque pour la santé mentale

Par CPM

Un certain nombre de circonstances peuvent mettre votre santé mentale à risque et certains facteurs peuvent contribuer au développement de maladies mentales. Vous familiariser avec ces facteurs de risque pourrait vous aider à savoir quand demander de l'aide ou à assimiler de nouvelles capacités d'adaptation.

La santé mentale est un état de bien-être. C'est elle qui permet à une personne de faire face aux facteurs de stress du quotidien, d'être productive et de contribuer à la société.

La maladie mentale, pour sa part, est largement différente. C'est une maladie reconnue qui peut faire l'objet d'un diagnostic. Elle résulte de la détérioration considérable des facultés d'une personne et peut être soignée par l'adoption d'approches semblables à celles auxquelles on a recours pour les maladies physiques (c'est-à-dire, diagnostic, traitement et réadaptation).

Quels facteurs peuvent mettre en jeu votre santé mentale?

Voici des exemples de situations

qui peuvent influencer sur votre santé mentale:

- la pauvreté;
- les conflits familiaux ou la violence familiale;
- la négligence durant la petite enfance;
- la présence d'un parent toxique;
- un logement inadéquat ou non sécuritaire.

Votre santé mentale peut être affaiblie par :

- l'intimidation ou le harcèlement continu ;
- en milieu de travail;
- à l'école;
- en milieu familial;
- le chômage;
- une mauvaise alimentation;
- la violence familiale ou un traumatisme;
- la discrimination raciale, ethnique, religieuse ou fondée sur le genre;
- la surconsommation de drogues ou d'alcool;
- l'isolement de votre communauté et de vos intérêts;
- un logement non sécuritaire et mal entretenu.

Par ailleurs, d'autres facteurs peuvent contribuer au développement de

maladies mentales:

- la génétique, qui est influencée par vos antécédents familiaux;
- les expériences vécues pendant l'enfance, entre autres;
- la maltraitance;
- les traumatismes;
- les événements stressants de la vie, par exemple:
 - les problèmes financiers;
 - la mort d'un être cher;
 - le divorce;
 - les effets de l'environnement sur un fœtus, comme l'exposition aux drogues ou à l'alcool;
 - votre statut social ou économique ou votre niveau d'éducation.

Si vous êtes aux prises avec des problèmes de santé mentale ou un trouble mental, ou encore, si un ami, un membre de la famille ou un collègue se trouve dans une telle situation, sachez que des ressources s'offrent à vous : les civils peuvent accéder au Programme d'aide aux employés en ligne, ou ils peuvent recourir aux Services d'aide aux employés de Santé Canada en composant le 1-800-268-7708. Les militaires peuvent faire appel au Programme d'aide aux membres des Forces canadiennes, au 1-800-268-7708.



FDU(A) raises money for Christmas Daddies

MS David Denman speaks with CTV's Steve Murphy during the Christmas Daddies Telethon in Halifax on December 2, 2017. FDU(A) members are in the background along with Halifax Regional Police, who provided escort to the runners for their annual 50km relay run in support of the fundraiser. This year, the divers presented Christmas Daddies with a cheque for \$1,400.

Air Force Officer Development Program becomes more agile

By Maj Petra Smith,
2 Cdn Air Div HQ

With a few clicks of the mouse, officers can now self-enroll in the Air Force Officer Development (AFOD) Block 1 course for near instantaneous training, anytime, anywhere.

“RCAF Professional Development is committed to being relevant, efficient, and agile,” said BGen David Cochrane, Commander, 2 Canadian Air Division. “The self-enrolment initiative is just one example of RCAF PD’s dedication to training and education that is responsive to operational requirements.”

Officers are now able to access AFOD Block 1 training through the Defence Learning Network (DLN). The transition to self-enrolment was informed by the survey responses in the AFOD End to End Review.

“Self-enrolment will make the registration process easier and will allow for enhanced scheduling flexibility, improving student experience,” said Col Norman Saulnier, Director of Air Force Professional Development. “Self-enrolment puts students in the driver’s seat of their professional development journey.”

AFOD Block 1 introduces the following subjects: RCAF history and heritage, RCAF occupations, RCAF aircraft, Wing structure, RCAF command and control, RCAF doctrine, flight safety, Human Performance in Military Aviation (HPMA), notable international aircraft, and others.

“The Multi-Media Laboratory at CFSAS in Winnipeg, works extremely hard to keep the AFOD and other programs current, updating programming as technology evolves,” said LCol William Snyder, Commandant,

Canadian Forces School of Aerospace Studies (CFSAS). “While instructors will no longer be directly involved in Block 1 student learning, CFSAS AFOD facilitators are available for curriculum-oriented questions and course feedback.”

Once students have completed the training, they are to bring the certificate to their Unit Training Coordinators for input in the Military Individual Training Education system for qualification management and posting on the Member’s Personnel Record Resume.

Beginning Annual Posting Season 2018, completion of the AFOD Program will be mandatory for promotion to major for officers in Air-Managed Occupations.

For more information on AFOD, please visit the CFSAS website at <http://17wing.winnipeg.mil.ca/cms/en/aftc/winginfo/CFSAS-home/Courses/AFOD.aspx>

For more information on RCAF PD opportunities, please visit the 2 Canadian Air Division website at <http://rcaf.mil.ca/en/2-cad/rcaf-pd/rcaf-pd.page>.

Le Programme de perfectionnement des officiers de la Force aérienne gagne en agilité

Par le major Petra Smith,
QG 2 DAC

Avec seulement quelques clics de leur souris, les officiers peuvent désormais s’inscrire eux-mêmes aux cours du bloc 1 du Programme de perfectionnement des officiers de la Force aérienne (POFA). Un accès quasi instantané à l’instruction n’importe où, n’importe quand.

« Le Perfectionnement professionnel de l’ARC est déterminé à demeurer pertinent, efficace et polyvalent, » affirme le brigadier-général David Cochrane, commandant de la 2^e Division aérienne du Canada (2 DAC). « L’auto-inscription n’est qu’un exemple parmi tant d’autres du dévouement des employés du Perfectionnement professionnel de l’ARC envers un entraînement et une instruction adaptés aux exigences opérationnelles. »

Les officiers peuvent maintenant accéder aux cours du Bloc 1 du POFA sur le Réseau d’apprentissage de la Défense (RAD). Les données recueillies

par le questionnaire d’examen du POFA ont contribué au passage à l’auto-inscription.

« L’auto-inscription facilitera les inscriptions, offrira davantage de souplesse pour l’établissement du calendrier ce qui améliorera la vie des stagiaires, » précise le colonel Norman Saulnier, directeur – Perfectionnement professionnel (Air). Grâce à l’auto-inscription, les stagiaires sont maîtres de leur parcours de perfectionnement professionnel. »

Le bloc 1 du POFA traite, entre autres, de l’histoire et du patrimoine de l’ARC, de ses professions, de ses aéronefs, de son commandement et contrôle, de sa doctrine, de la structure des escadres, de la sécurité des vols, de la performance humaine dans l’aviation militaire (PHAM) et des aéronefs internationaux dignes d’intérêt.

« Le personnel du laboratoire multi-média de l’École d’études aérospatiales des Forces canadiennes (EEAFC), à Winnipeg, travaille d’arrache-pied



Officers are now able to access AFOD Block 1 training through the Defence Learning Network. Les officiers peuvent maintenant accéder aux cours du Bloc 1 du POFA sur le Réseau d’apprentissage de la Défense.

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pour assurer la pertinence du POFA et des autres programmes. Il procède à des mises à niveau au rythme des changements technologiques, » affirme le lieutenant-colonel William Snyder, commandant de l’EEAFC. « Bien que les instructeurs n’enseignent plus directement aux stagiaires pendant le bloc 1, ces derniers pourront se tourner vers les animateurs du POFA de l’EEAFC pour toute question sur le contenu du cours et tout commentaire concernant le cours. »

Après avoir terminé le cours, les stagiaires doivent présenter leur certificat au coordonnateur de l’instruction de leur unité. Les renseignements qu’il contient seront saisis dans le module de gestion de l’instruction individuelle et de l’éducation militaire (IEM) pour la

gestion des qualifications et ils seront, par la suite, versés dans le Sommaire des dossiers du personnel militaire (SDPM).

À partir de la période active des affectations 2018, les officiers appartenant à des groupes professionnels qui relèvent de la FA, qui souhaitent être promus au grade de major, devront compléter le programme de POFA.

Pour de plus amples renseignements sur POFA, veuillez consulter le site Web de EEAFC : <http://17wing.winnipeg.mil.ca/cms/fr/aftc/winginfo/CFSAS-home/Courses/AFOD.aspx>

Pour de plus amples renseignements sur les possibilités de perfectionnement professionnel de l’ARC, veuillez consulter le site Web de la 2 DAC : <http://rcaf.mil.ca/fr/2-cad/rcaf-pd/rcaf-pd.page>.



Information sharing – the cornerstone of maritime defense and security

By North American Aerospace Defense Command Maritime Staff

The maritime defense and security needs of Canada and the United States are challenging due to the complexity and wide variety of threats found within the maritime environment. Both nations are concerned with a spectrum of vessels ranging from nation state warships to small non-transmitting boats that may be carrying illegal personnel and/or illicit cargo. No single national agency in either country is capable of covering all these situations. Therefore, agencies must cooperate pro-actively nationally and across the border to share information if the timely identification of maritime threats is to be achieved. The real-time sharing of information between Canada and the United States is an essential element required to fully develop an accurate maritime picture which can be shared with all agencies. A recent example of the benefit of cooperation and sharing points to the potential for additional successful efforts in the future. Canada and the United States are successfully working together on an improved information sharing project currently underway in Puget

Sound – an important waterway shared between the two nations, where radar coverage and information sharing channels in the region could be enhanced.

In addition, adequate maritime surveillance in Puget Sound is challenged further by the region's geography and the high volume of vessels transiting the waterway. There is also the challenge that any vessel being pursued potentially can quickly and easily cross a maritime border to affect evasion. To meet these concerns, a Canadian agency proposed a project to address gaps in the radar coverage and information sharing for the region.

To gain visibility and support for this project, the agency brought the matter to the attention of the Canada and United States Maritime Stakeholders' Conference (MSC). The MSC is tri-chaired by the National Maritime Intelligence Integration Office (NMIO), the North American Aerospace Defense Command (NORAD), and Transport Canada's Interdepartmental Marine Security Working Group (IMSWG) and consists of voluntary maritime representatives from Canadian and United States government security and defense agencies. The goal of the MSC is to bring maritime agen-

cies together to promote information and intelligence sharing among defense and security agencies from both nations. The MSC is a strong advocate for the Puget Sound project, the end result of which is expected to be expanded radar coverage and improved information sharing between Canada and the United States in the Puget Sound maritime border area. Puget Sound is only one of many challenges for maritime defense and security. The complexity of understanding the maritime environment is complicated by the vast amount of coastline which must be monitored, amongst other factors. As an example, globalization has dramatically increased the quantity of products imported to both countries (in a typical year, 13 million maritime shipping containers arrive in Canada and the United States). The vast number of containers processed daily means that, following a threat-based analysis, only a small percentage of containers are ever actually inspected.

In order to address the inherent complexities and challenges within the maritime environment of North America, continued emphasis must be placed on a shared, cross-border approach to identify the gaps and seams in intelligence and informa-

tion sharing. The MSC, with strong participation from NMIO, Transport Canada and NORAD, enabled the information sharing that helped to address challenges in Puget Sound. The success of the Puget Sound project may serve as an example on how the MSC may lead the way in finding avenues to address other 21st century security challenges. Sharing of information, ideas and perspectives within the maritime domain is essential to achieving a comprehensive understanding of the maritime threat. The MSC strives to ensure further efforts necessary to continue the progress in cross-border and inter-agency collaboration are visualized and realized in order to meet the maritime defense and security needs of Canada and the United States.

NORAD is the bi-national Canadian and American command that provides aerospace warning, aerospace control and maritime warning for Canada and the United States. The command has three subordinate regional headquarters: the Alaskan NORAD Region at Joint Base Elmendorf-Richardson, Alaska; the Canadian NORAD Region at Canadian Forces Base Winnipeg, Manitoba; and the Continental NORAD Region at Tyndall Air Force Base, Florida.

2018/2019 OnGuard information needed

By Virginia Beaton,
Trident Staff

The 2018/2019 edition of OnGuard, the annual Canadian Forces in Nova Scotia Information Directory and Shopping Guide, will be sent for printing in April 2018. This updated publication should include information on all CAF units in the Halifax/Dartmouth area, as well as satellite units supported by the Formation. Therefore, it is requested that the 2017/2018 edition be reviewed, the necessary amendments be made, and forwarded by e-mail, in both official languages, to the Trident (Virginia.beaton@forces.gc.ca) NLT March 15, 2018.

To ensure that all DND employees, both military and civilian receive

their own personal copy of the directory it is requested that each ship, organization, and unit forward to the Trident the name and telephone number of the individual who will be responsible for accepting delivery of the 2018/2019 edition, along with the number of copies required for the unit.

If your unit was not previously included, please provide the following general information in both official languages, including but not limited to: to whom your unit is responsible; purpose of your unit; location of your unit; other additional information.

In order to improve the 2018/2019 edition we request your support. Queries may be e-mailed to Virginia.beaton@forces.gc.ca.

Demandes d'ajouts ou de modifications, Éd. 2018/2019 ONGUARD

Par Virginia Beaton

L'édition 2018/2019 de la publication citée en référence sera envoyée sous presse en avril 2018. Cette publication actualisée présente des renseignements sur toutes les unités des FAC de la région de Halifax / Dartmouth et les unités satellites qui reçoivent le soutien de la Formation. On vous demande de revoir la version 2017/2018 ci-jointe et d'y apporter les changements nécessaires selon votre navire, organisation ou unité, puis de les acheminer, par courriel et dans les deux langues officielles au Trident (virginia.beaton@forces.gc.ca) on avant le 15 mars 2018.

Pour s'assurer que chaque employé militaire et civil du MDN reçoit son

exemplaire du Guide, on demande à chaque navire, organisation et unité de communiquer au Trident le nom et le numéro de téléphone des personnes qui prendront livraison de l'édition 2018/2019 et d'indiquer le nombre d'exemplaires nécessaires.

Si votre unité n'était pas inscrite, veuillez fournir au moins les renseignements généraux suivants dans les deux langues officielles: responsable de l'unité; mission de votre unité; un emplacement de votre unité; autres renseignements pertinents.

Nous comptons sur votre collaboration pour que l'édition 2018/2019 soit encore plus réussie que les versions précédentes. Veuillez adresser vos questions par courriel à virginia.beaton@forces.gc.ca

TRIDENT Sports

What's the score with local sports in your community? Send write-ups, photos, and results to editor@tridentnews.ca

Military community remembers Sgt (Ret'd) Rob Sneath, a CAF hockey icon

By Ryan Melanson,
Trident Staff

"He should have played in the NHL." That's the phrase that gets repeated most often as Wally Bukowski talks about his colleague and close friend Sgt (Ret'd) Rob Sneath, who many regard as the best hockey player to ever suit up for a Canadian Armed Forces team.

"He always wore the C, but that was about more than just hockey and the dressing room, it was also about his character off the ice and how he treated people," said Bukowski, the Sports Stores Technician at the Shearwater Fitness and Sports Centre.

"He could motivate guys and get people to play better than they ever had before."

Sneath took home a remarkable 22 medals from CAF National Hockey Championships during his 24-year military career, along with even more regional titles in five different sports, and countless MVP awards and all-star selections. Sometimes known as the 'Gretzky of the CAF', he wowed other athletes every time he took to the rink, and everyone knew that being on a team with Sneath always meant a shot at winning it all.

Sneath died on November 27 at the age of 52 after a battle with melanoma, just weeks after travelling to Ottawa for his official induction to the CAF Sports Hall of Fame.

Originally from Brantford, Ontario, the same hometown as Gretzky himself, Sneath grew up playing hockey, lacrosse and other sports, and along with his brother Frank, had a natural athletic talent that only progressed as he got older. At the age of 27, playing with CFB Esquimalt, Sneath was picked for a walk-on tryout with the NHL's Philadelphia Flyers, almost unheard of for an undiscovered player of that age, and that was followed by a tryout with Canada's national team a few years later.

Those opportunities didn't work out, but Sneath got to live out his dream a little later in life, playing in arenas around the Maritimes with the NHL Oldtimers alumni tour, sharing the ice with legends like Brian Trottier and Glenn Anderson who recognized his skill and called him up each year to take part.

"Those guys treated him so great, and the truth is when he played in those games, he was better than the NHL guys were," Bukowski said.

Few have shared the ice with Sneath



Sgt (Ret'd) Rob Sneath, pictured here with Gen Jonathan Vance, Chief of the Defence Staff, and Canadian Army Sergeant Major Alain Guimond, was inducted to the CAF Sports Hall of Fame at the most recent CAF Sports Awards Ceremony on October 20, 2017.

CFSU OTTAWA

as often as MWO Wade Sutton, a CAF hockey legend in his own right and a fellow CAF Sports Hall of Fame inductee. They won plenty of tournaments as teammates, but also grew to be close friends, and the time spent together outside the rink was just as memorable.

"Anyone who had the pleasure of meeting, spending time with and playing hockey with Rob, realized very quickly that he was special. He was funny, passionate, quiet and very humble, and he treated everyone with respect, no matter who they were," MWO Sutton said.

"And hockey was his passion but his family came first. He loved spending time with his family, especially his kids, and being heavily involved in each of their passions."

Sneath released from the CAF in 2008, but he didn't go far, choosing to settle in the Halifax area and stay involved in the local military and hockey communities. He joined the team at PSP Halifax and, in typical Sneath style, quickly became an indispensable piece of the organization.

Missy Sonier, PSP's Corporate Services Manager in Halifax and Sneath's longtime colleague, said his friendly presence in the office and his unstoppable work ethic will be sorely missed. From planning the annual Family Days event and DND Appreciation Nights with the Halifax Mooseheads, to working with sponsors and advertisers, his trademark leadership skills and level-headedness were just as effective in the workplace as on the ice.

"He was always there for me, for anything I needed him to do, but he was so much more than that," Sonier said.

"Rob was my rock, and it's going to be a big change going forward without him."

In recent years, giving back to the sport of hockey and helping others was also a focus for Sneath. Those who knew him will bring up his garage full of old hockey gear that he would offer without hesitation to young players who had trouble affording equipment, or the pride he showed in being able to teach hockey skills and skating to the next generation, especially when his kids would come along and take part. He often volunteered his time to help

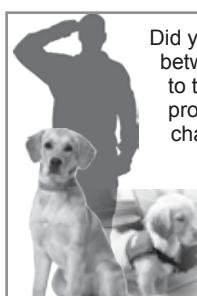
out others with hockey, both informally with other CAF members and their families, or with large events like the annual Play On! ball hockey tournaments. He also used his skills as a coach on multiple occasions, and worked behind the bench for the CFB Halifax women's hockey team when the women's game was first being established in the CAF. Even as he fought his illness, he remained a fixture at the Shearwater Arena and was even on the ice for a game as recently as last Christmas. A large banner with his Shearwater Flyers number 27 was hung from the ceiling at the Arena last year.

"It's incredible what he was able to accomplish, and how much he gave back, in his 52 years," Bukowski said.

A celebration of Rob's life was held on December 2 in Shearwater, with many members of the local defence community coming out to remember their friend, and a similar celebration was held in Brantford, while condolences and fond memories of Sneath have poured in from across the country from others who served and played alongside Sneath earlier in his career. He leaves behind his children Ally, Robbie and Carlee and his loving partner Kerri, along with his parents Hap and Artie, siblings Frank and Barb, six nieces and nephews, and his large extended family of hockey teammates, CAF colleagues and other friends.

Sneath will be missed, but his memory will live on at CFB Halifax, 12 Wing Shearwater and across the country with all those who got to know him and witness his larger-than-life presence, both on and off the ice.

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2017/2018 Wing Cup Championship



LAST UPDATED Nov 30 2017	October	September	November									
TEAMS	VB	Fitness Challenge	Basketball	Ice Hockey	Squash	Badminton	Curling	Floor Hockey	Running	TBC	TOTAL	PLACE
WOPS/HQ/WTISS		70				DNR	DNR				70	4th
406 SQN			70								70	4th
ARO/12 AMS	80	60	50								190	1st
AMSO/WSO											0	
423 SQN	60		80								140	2nd
HOTEF											0	
FDU		80	60								140	2nd
RCSU	70										70	4th

COTF STANDINGS

COTF-Unites	Badminton/Squash	CHALLENGE	Running	Volleyball	Curling	Hockey	Floor Hockey	Bowling	Basketball	POINTS	PLACE
Fredericton	0	20	20	60						100	1st
Halifax	0	10	0	80						90	2nd
Toronto	0	40	0	0						40	3rd
Mog 5	0	30	10	0						40	3rd
Montreal	0	0	0	0						0	4th
Athabaskan	0	0	0	0						0	4th
St John's	0	0	0	0						0	4th
VDQ	0	0	0	0						0	4th
Charlottetown	0	0	0	0						0	4th
Preserver	0	0	0	0						0	4th

Fitness and sports updates

By Trident Staff

COTW/COTF MEGA Curling takes place from January 15-18.

COTW/COTF MEGA Bowling takes place from January 22-25.

Female hockey players wanted. All skill levels welcome. Come and learn the game and/or better your game in a supportive fun environment. Practices: Shearwater, Mondays 3:30-5 p.m. ; and Halifax Forum, Wednesdays, 12:30-2 p.m. If you are interested and want more information,

please contact LS Robyn Nicholson at Robyn.Nicholson@forces.gc.ca

CFB Halifax Women's Basketball. If you're looking for a fun and healthy way to keep the Christmas goodies at bay and stay active this winter season, check out women's basketball. No experience necessary. All abilities are welcome. Please contact Capt Rachel Nicholson at rachel.nicholson@forces.gc.ca or call 902-720-1938 for more info.

Noon Rec Bowling League meets at the Stadacona Lanes in STADPLEX.

Every Monday, Wednesday and Friday 12 – 1 p.m. Shoes supplied. Teams can be made up of as many players as you wish, however, only three bowlers per team can bowl on a given day. DND civilian employees are welcome, however, will be required to pay the Community Rec user fee at the STADPLEX front desk.

Intersection/Drop-In Pickleball. Come and learn a fun new sport.

Shearwater Gym, Mondays and Wednesdays 12 p.m. – 1 p.m. For more information please contact Sgt Rick

Austin, 720-1711 or rick.austin@forces.gc.ca

12 Wing Shearwater Men's Hockey Team Coach/Manager needed.

Team Practices starting now. Mondays 2 – 3:30 p.m. and Tuesdays 2:30 – 4 p.m. For more information please contact Lt(N) Morash @ 720-1341 or Anthony.Morash@forces.gc.ca

12 Wing Shearwater drop-in basketball is available Wednesdays from 6-8 p.m. For more information please contact: Cpl Gagnon at 902-720-3214 or philip.gagnon@forces.gc.ca

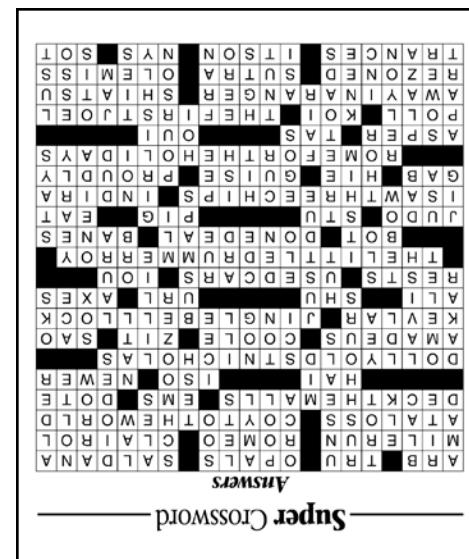
The end of an era



The Royal Canadian Navy purchased two identical, offshore capable, 36-foot yachts in 1985. For the last 30+ years, one of these vessels, STV Tuna, was homeported in Halifax, Nova Scotia, while the other, STV Goldcrest, was homeported in Esquimalt, British Columbia. Recently, the navy decided to station both Sail Training Vessels at CFB Esquimalt. These photographs were taken at the Halifax Dockyard on Thursday, November 30, 2017, just before STV Tuna began her overland journey to the west coast.

STV Tuna has introduced countless members of the Halifax area defense community to sailing through courses and adventure training. She also competed in many regattas including Chester Race Week, Route Halifax-St. Pierre, Marblehead, Newport-Bermuda, and others. STV Tuna's departure is a sad occasion for the east coast sailing community, but also a source of anticipation and excitement for our west-coast counterparts. Fair winds Tuna, your east-coast crew will miss you!

SUBMITTED



Super Crossword

ONE-OFF SONGS OF THE SEASON

ACROSS

- 1 Wall St. whiz
- 4 Capote, informally
- 7 Milky gemstones
- 12 "Avatar" actress Zoe
- 19 1,760-yard footrace
- 21 Juliet's lover
- 22 Big name in hair care
- 23 Puzzled
- 24 Shy around all of humanity?
- 26 Adorn big shopping centers?
- 28 Letters on an ambulance
- 29 Lavish attention (on)
- 30 "Bali --"
- 31 Prefix like "equi-"
- 32 More recent
- 33 Transport Kriss Kringle on a small, wheeled cart?
- 43 Middle name of Mozart
- 44 Yeats' "The Wild Swans at --"
- 45 Teen's skin woe
- 46 Brazil's -- Paulo
- 49 Bulletproof vest material
- 50 Fastener holding a sleigh tinkler in place?
- 53 Foreman foe
- 54 Moo --
- 56 Address with dots in it
- 57 Tomahawks
- 58 Takes five
- 61 Rides that aren't new

- 67 Debt note
- 69 Rogers or Acuff playing percussion as a child?
- 74 Droid
- 75 Fait accompli
- 76 Blights
- 78 Kin of karate
- 81 Poker player Ungar
- 83 Sow, e.g.
- 85 See 10-Down
- 86 Reason you might give for not buying a china plate?
- 93 Mother of Rajiv Gandhi
- 96 Chatter
- 97 Hurry
- 98 False front
- 99 With dignity
- 100 Vacation in Italy's capital?
- 103 In accordance with
- 106 Profs' aides
- 107 Gigi's "yes"
- 108 Voting place
- 109 Fancy carp
- 110 Earliest tune that singer Billy ever wrote?
- 119 Far off driving one's Ford pickup?
- 122 Japanese massage
- 123 Divided into new districts
- 124 Hindu maxim collection
- 125 'Bama rival
- 126 Hypnotic states
- 127 "Let's roll!"
- 128 Purview of Gov. Cuomo

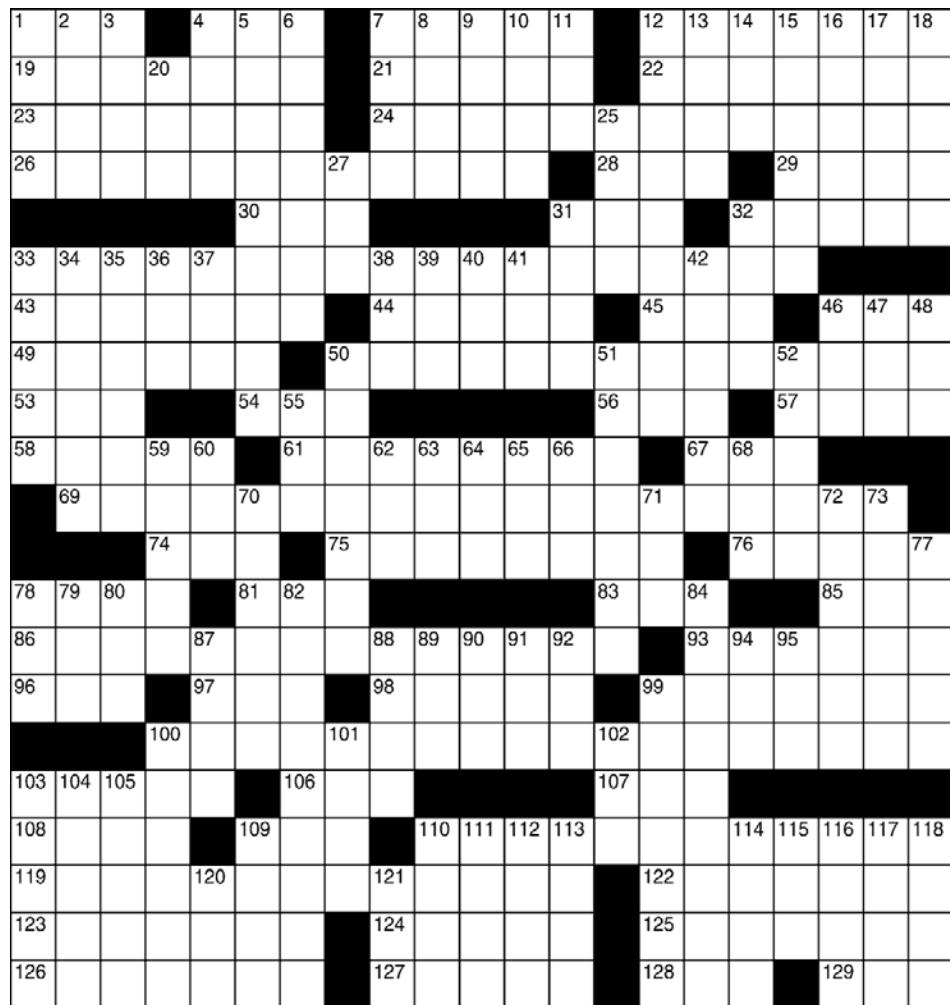
DOWN

- 1 In -- rush
- 2 Religious act
- 3 Urban model -- Chyna
- 4 Horse gait
- 5 Likely traffic snarl times
- 6 Opens, as a tomb
- 7 Sea predator
- 8 Billiards
- 9 -- nitrate (fuel additive)
- 10 With 85-Across, "Dig in!"
- 11 -- Canals
- 12 Gossipy chatterer
- 13 Hoppy brews
- 14 Decree
- 15 Cellphone components
- 16 Cursor, often
- 17 "Affliction" star
- 18 Birch cousin
- 20 Deer cousin
- 25 Pianist John
- 27 Prefix with life or land
- 31 Big name in frozen drinks
- 32 Part of NBA: Abbr.
- 33 Capital of Senegal
- 34 Brunch dish
- 35 Luxuriant
- 36 "Bad" cholesterol, for short
- 37 Vocal vote
- 38 Chem., e.g.
- 39 Multitude
- 40 Yule drink

- 41 Not sound
- 42 Actress Langtry
- 46 Baseball's Red --
- 47 Pro
- 48 Go-aheads
- 50 Rightful deserts
- 51 They show certain transit routes
- 52 Actress Dern
- 55 Shanty
- 59 Tim of football
- 60 -- Poke (candy)
- 62 "Do Ya" gp.
- 63 Lion lair
- 64 B-to-F run
- 65 Suffix with drunk
- 66 Wish undone
- 68 Sun or moon
- 70 "Yes, that guy!"

- 71 1,051, to Nero
- 72 Iroquois tribe
- 73 Per annum
- 77 Doesn't exit
- 78 Irish dance
- 79 Yankee land
- 80 Small dollop
- 82 Arboreal frogs
- 84 In the way a lass would
- 87 2011 Marvel Comics film
- 88 Problems for vain sorts
- 89 Snarling mutt
- 90 Chart buster
- 91 "Sorta" suffix
- 92 -- -wee Herman
- 94 "-- will not!"
- 95 Clunker
- 99 Adds abundantly
- 100 Swear by

- 101 C-worthy
- 102 Polloi lead-in
- 103 In two, say
- 104 Scatterer of seeds
- 105 City square
- 109 Patella locale
- 110 Certain bolt holder
- 111 Altitudes: Abbr.
- 112 Architect Saarinen
- 113 Drescher of "The Nanny"
- 114 Lashes (up)
- 115 Traffic clog
- 116 Redding of soul
- 117 Canadian fuel brand
- 118 Deep desire
- 120 Company abbr.
- 121 "-- was saying ..."



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Friends in fitness

Crewmembers from HMCS Moncton and members of the U.S. Coast Guard compete during a friendly push-up challenge during Operation CARIBBE on December 3, 2017.

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