



TRIDENT

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MV Asterix arrives

MV Asterix, the Royal Canadian Navy's new interim AOR, arrives in Halifax Harbour on December 27, 2017.

MARLANT PA



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HMCS *Montreal* gets new CO after busy X-Ship period

By Ryan Melanson,
Trident Staff

The crew of HMCS *Montreal* have accomplished a lot since Cdr Chris Sherban took command of the ship about 18 months ago. They've tested innovative ideas as the Navy's X-Ship, sailed to the Arctic on Op NANOOK, helped with flood relief in Quebec, and participated in NATO missile exercises, among other taskings.

"We've spent more time at sea than any other ship in the Navy, and I was truly blessed with a great ship's company to do it with," the outgoing CO said on January 9 during the ship's Change of Command ceremony at HMCS *Scotian*.

"None of the accomplishments of the ship over the last year and a half would have been possible without the men and women of HMCS *Montreal*."

Cmdre Craig Skjerpen, Commander CANFLTANT, credited Cdr Sherban for taking on the enormous responsibility of commanding a warship, and for his successes in leading *Montreal* through the experimental X-Ship phase, testing new crewing models, naval concepts, technologies and weaponry.

"The ship has helped us make advancements in different areas that have not only changed the Navy we have today, but that work will get us ready for the future Navy and the Canadian Surface Combatant," Cmdre Skjerpen said. He specifically mentioned *Montreal's* extensive trials with the CH-148 Cyclone, which laid the groundwork for plans to have HMCS *Ville de Quebec* deploy to Op



From left, Cdr Mike Eelhart, Cmdre Craig Skjerpen, and Cdr Chris Sherban sign the documents officially marking the change of command of HMCS *Montreal* from outgoing CO Cdr Sherban to incoming CO Cdr Eelhart.

LS DAN BARD, FIS HALIFAX

REASSURANCE with an embarked Cyclone later this year.

Cdr Sherban highlighted other members of his command team and ship's company, Cmdre Skjerpen himself, his wife Karla and daughters Stella and Caroline for the support that carried him through the highs and lows of his time in command.

He'll be replaced by incoming CO Cdr Mike Eelhart, a former CO of HMCS *Moncton* and former XO of both HMCS *Montreal* and *Toronto*. The two know each other well and have worked together, and Cdr

Sherban said the knowledge that *Montreal* will be in very capable hands lessens the sting of handing over the reins.

And to help him get acclimated to the culture of his new ship, Cdr Sherban gifted Cdr Eelhart, an Edmonton Oilers fan from Alberta, with a new Montreal Canadiens jersey, explaining that any fandom for other teams will need to be put on hold for the time being.

In a few brief remarks to his new crew, Cdr Eelhart said he owed thanks to his family and all of the colleagues he's worked with throughout his

career for supporting him up to this point.

"I wouldn't be here without all of you," he said.

He thanked Cmdre Skjerpen for continuing to challenge him with this new role, and promised to run his ship with compassion and mutual respect for his crew to create a positive workplace.

HMCS *Montreal* will soon be moved over to Irving Shipbuilding facilities to begin its docking work period, while the crew and command team will work from a shore office until the ship returns later this year.



Cdr Christopher Sherban receives the commander pennant as a gift from PO2 William Cox and AB Chanell Chorney during the Change of Command Ceremony on January 9, 2018.

LS DAN BARD, FIS HALIFAX



MS Jeffery Miller, Sailor of the Quarter

The Sailor of the Quarter presentation for Q4 2017 was made at HMCS *Scotian* on January 9 just prior to the HMCS *Montreal* Change of Command. MS Jeffery Miller, an NSI Op aboard *Montreal*, was credited not only for high expertise in his trade during NATO exercises in Europe, but also for being the ship's social media guru and helping *Montreal* maintain a strong online presence. Pictured here, from left, *Montreal* XO LCdr Kevin Nolan, outgoing CO Cdr Chris Sherban, MS Miller, Cmdre Craig Skjerpen, CCFL, *Montreal* Coxn CPO1 Stanley Ryan, and Fleet Chief CPO1 Dan Mercier.

RYAN MELANSON, TRIDENT STAFF

MV Asterix arrives in Halifax ahead of sea trials

By Ryan Melanson,
Trident Staff

The RCN's new interim AOR, the converted commercial container ship MV Asterix, has now arrived in Halifax and is alongside at HMC Dockyard ahead of sea trials set to begin later in January.

Converted by Davie Shipbuilding in Quebec and now leased by the RCN from Davie's sister company Federal Fleet Services, the ship is the result of Davie's Project Resolve, a 24-month process that saw the vessel stripped to its keel and rebuilt in a modular fashion. It is now equipped to support RCN operations with key military equipment including the OSI Integrated Tactical and Navigation Systems, L3 MAPPS Integrated Platform Management System and Hepburn Replenishment-At-Sea Systems.

"The delivery of this ship is an innovation showcase for Canadian industry and marks an important new era in Canadian maritime power, for it once again allows the Royal Canadian Navy to independently deploy globally for combat, peacekeeping and humanitarian operations," said Federal Fleet CEO Spencer Fraser after the arrival of Asterix in Halifax.

The ship was initially alongside at the Halifax Seaport, near the location of Federal Fleet's Halifax shore office, and then berthed at HMC Dockyard as of January 8. The ship is owned and operated by the private firm, rather than the Government of Canada, meaning Asterix will sail with a civilian master and crew of 36 civilian mariners, who will be joined by roughly 115 CAF Mission Specialists from the newly stood up Naval Replenishment Unit (NRU) Asterix. Led



The CAF Mission Specialists who will make up the military component of the crew of MV Asterix, led by LCdr Jason Walsh, await the arrival of the ship alongside HMC Dockyard on January 8.

LS TRENT GALBRAITH, FIS HALIFAX

by unit CO LCdr Jason Walsh, NRU Asterix will be responsible for RAS and any other work dealing with CAF equipment, including flight operations.

Other features of the ship touted by Davie and Federal Fleet Services

include the ability to land all RCAF helicopters including the CH-147F Chinook, four RAS stations rather than just two, an at-sea hospital facility with operating theatre, an at-sea intermodal handling area, and a fully redundant extra electrical power plant and propulsion system. The ship is also capable of being fitted with a range of active and passive self-defence systems.

"We set out to build an innovative, modern design of a naval support ship with the latest, state-of-the-art systems that would be fully compliant to meet Canada's international and NATO commitments yet also provide a purpose-built platform for responding to humanitarian crises," Fraser said.

Because the vessel remains privately owned and leased by the government, it will not be commissioned or receive the HMCS title. The contract with Davie currently allows for five years of service, with an option to be extended to 10 years. Davie has also expressed interest in selling the ship to Canada in the future, which would allow for commissioning and a full crew of RCN personnel.

It's expected that Asterix will join the Atlantic Fleet by the end of January to begin trials ahead of its sailing to support fleet operations and exercises later this year. Plans are for the supply ship to sail to the west coast and deploy to the 2018 Rim of the Pacific Exercise.



MV Asterix alongside in Halifax on January 8, 2018.

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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.

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. For more information, go on-line 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.

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.

African Heritage Month: Why black unity?

Time: 6 - 8 p.m.

Date: Monday, February 5

Location: Dalhousie SUB room 303
Join Dr. Chike Jeffers, philosopher of race, and Dr. Isaac Saney, historian, as they explore the history of Pan-Africanism and question its significance for Dalhousie University, Nova Scotia, and the world. Organized by the university's Black Student Advising Centre as part of events marking African Heritage Month 2018.

Dalhousie Bicentennial launch

Time: 11 a.m.

Date: Tuesday, February 6

Location: Rebecca Cohn Auditorium

The first signature event marking Dalhousie University's 200th anniversary year, the Bicentennial Launch will be a celebration of history, art and culture. Featuring a special appearance by George Elliott Clarke, Parliamentary Poet Laureate and author of Dal's bicentennial poem, and dozens of other performers. Admission is free and open to everyone, but limited tickets are available. Contact communications.marketing@dal.ca for more information.

North Preston: A Legacy at Risk

Time: 2 - 4 p.m.

Date: Saturday February 10

Location: Cole Harbour Public Library

For years, many residents of North Preston, and other historic Black communities in Nova Scotia have been fighting to get clear titles to their land. This session will feature videos from the award-winning NSCC student journalism project “Untitled: The Legacy of Land in North Preston” and a discussion facilitated by Angela Simmonds, a Community Legal Liaison/Advocate.

African Heritage Musical Showcase

Time: 7 - 9 p.m.

Date: Thursday, February 15

Location: Halifax Central Library

The Lift Every Voice concert, a showcase of musical talent from the African Nova Scotian community, is back for its third annual gala performance night. The producers with African Nova Scotian Music Association are proud to present another line-up of local stars. The evening promises to be a grand-scale celebration of amazing Nova Scotia talent that is good for the soul and energizing for the heart.

Someone has to ask the question...

By Padre Lt(N) Warren Clapham, BTL Chaplain

It is the end of January and someone has to ask the question: how are those resolutions going?

I attended Acadia Divinity College, in Acadia University for my ecclesiastical training. In my time as a student I noticed an interesting phenomenon. Every Acadia university student was authorized to make use of the Acadia University gym and fitness facilities. A privilege I often exercised. I enjoyed going to the gym most of the time, but those first weeks back after Christmas break were not as enjoyable. It was almost not worth going, because one could hardly make use any of the cardio equipment, they would all be taken. The weight room was just as hectic and usually packed... for a fortnight. Then things settled down and by the end of January it would be

back to the usual crowd.

In my experience, getting back to the gym is very difficult. Sure there are many great benefits to a regular gym schedule but in the beginning it hurts. In the Bible, the book of Hebrews (12:1) exhorts us, “Therefore, since we are surrounded by such a great cloud of witnesses, let us throw off everything that hinders and the sin that so easily entangles. And let us run with perseverance the race marked out for us...”. The theme of perseverance is integral to many faith traditions, and often involves the inward drive to overcome adversity. But in this verse we see both sides of the issue, the perseverance on the inside, and the witnesses on the outside.

Very often the difference between success and failure in making a positive lifestyle change is someone to ask the tough questions, like how is that resolution going? Maybe it is going to the gym



Padre's Corner

more, or kicking a bad habit, or eating better, or getting back to your faith community. Whatever race that has been marked out for you, as the scripture says, remember the great cloud of witnesses. The witnesses and perseverance form an integral partnership, the witnesses spur us on, and perseverance provides the internal drive to complete. That is how we keep those well-intentioned resolutions. Yes, keep them realistic, and don't make too many changes at once, but also find someone to lean on and who will ask, “How is that resolution going?” and be that person for someone else. We were not built to be islands, let's support each other in the positive changes we are seeking to make in our lives.

MARLANT members recognized for going above and beyond

By Ryan Melanson,
Trident Staff

Some of MARLANT's best and brightest were recognized recently for their hard work, dedication and bravery, as RAdm Craig Baines, Commander MARLANT and JTFA, presided over the annual end-of-year Honours and Recognition Awards Ceremony.

Held on December 8 inside the Sea Room at Juno Tower, the ceremony offers a chance for members to celebrate accomplishments alongside their command teams and families, while also letting senior leaders familiarize themselves with some of the success stories from across the formation. Nine commendations and eight certificates of achievement were handed out during the event.

The first, the Commander MARLANT Certificates of Achievement, are awarded to recognize exceptional duties and acts that contribute to the success Maritime Forces Atlantic or Joint Task Force Atlantic. The certificates were awarded to:

- **LS Richard Balbeuna**, for providing translation services in support of his Command Team and senior officers while alongside in Cuba, Colombia and Mexico during HMCS *Fredericton's* Global Engagement Strategy deployment in the fall of 2016.
- **Pierre Boucher**, the Formation Gearing Inspector at FMF Cape Scott, for the technical expertise and determination he displayed while working to rectify a cracked starboard lower idler gear in HMCS *Montreal* in late 2016. The repair was a first for the RCN and enabled *Montreal* to meet its operational commitments for 2017.
- **LS Trevor Brenton**, for his work as a Marine Technician in HMCS *Moncton* during the Neptune Trident 17-01 deployment in early 2017. LS Brenton helped perform critical repairs on the ship's main diesel alternator and auxiliary diesel alternator that are typically beyond the scope of MCDV engineering departments.
- **PO2 Pierre Desmeules-Alain**, a Sonar Op with ADAC, for leading Trinity's internal document management system revitalization project from May 2016 to May 2017. He was credited for mastering the intricacies of the Microsoft SharePoint software and developing the necessary structure to support the project.
- **Cpl Keith Feltham**, for his work as a cook aboard HMCS *Toronto* during the 2017 Great Lakes Deployment and Rendez-Vous 2017 Tall Ships Regatta. During a demanding period for the galley staff, his enthusiasm and positive attitude was credited for boosting team spirit and showcasing the ship's culinary skills to a number of visitors and dignitaries.



RAdm Craig Baines, Commander MARLANT and JTFA, along with Formation Chief CPO1 Pierre Auger, presided over the MARLANT Honours and Recognition Ceremony held at the Wardroom on December 8, 2017.

CPO2 SHAWN KENT, FIS HALIFAX

- **PO2 Daryl Switch**, for his work as the Naval Communicator for CANFLTANT during the planning and execution of Exercise Cutlass Fury 16. His coordination with different national and NATO agencies was said to be critical in allowing all participants to access important documents related to the exercise.
- **MS Andrew Thompson** was also recognized for work during Cutlass Fury 16, where he served as the Master Seaman NCI Op for CANFLTANT. He was lauded for exceeding all expectations despite the absence of a supervisor, specifically in the installation of Tactical Data Link enhancements.
- **LS Daniel Vaughan**, a Steward in HMCS *Toronto*, for his off-duty actions in May of 2017. LS Vaughan responded to a civilian casualty who had been the victim of an assault near HMC Dockyard, rendered first aid to the person, and stayed on the scene until police and emergency medical services arrived.

The Commander, Royal Canadian Navy Commendation, presented on behalf of VAdm Ron Lloyd, Commander RCN, was also awarded to four MARLANT members during the ceremony. The recipients were:

- **LS Ashton Blonde**, who was commended for his courage and decisive actions aboard HMCS *Charlottetown* during Combat Survivability Shock Trials in September of 2015. LS Blonde's swift action with a fire extinguisher prevented a small fire in the Operations Room from spreading and threatening the safety of the ship.
- **Cdr Gord Noseworthy**, for his work as a Lieutenant-Commander with HMCS *Fredericton*, leading the ship through its challenging workups and readiness program, enabling it to deploy to Operation REASSURANCE on time in early 2016 and maintain a constant RCN presence in the volatile Mediterranean region.

- **CPO1 Dion Randell**, for his work as Fleet Technical Chief working on the implementation of the new MARTECH occupation. He was specifically credited for properly projecting the strategic intent and vision of the project with both members of the affected occupations and senior naval leadership.
- **Lt(N) Adam Vaters**, for his work as a member of HMCS *Charlottetown's* Run for Wishes campaign in 2016 in support of the Children's Wish Foundation of Canada. He implemented the training regimen for the running team and also canvassed personal and corporate donations for the cause, contributing to a total of more than \$30,000 for the 2016 installment.

Finally, the Commander Canadian Joint Operations Command Commendation, presented on behalf of LGen Steve Bowes, was presented to five individuals to recognize deeds of activities in support of CJOC that fall beyond the scope of normal duty. The Commendation was presented to:

- **Lt(N) Patricia Corbeil**, for her work as part of the maritime situational awareness team with HMCS *Charlottetown* during the ship's Operation REASSURANCE deployment in the fall of 2016. Her comprehensive expedition research plan was used heavily by both *Charlottetown* and its allies during patrols in the region.
- **MS Jesse Longmire**, who was also

a member of HMCS *Charlottetown* during the 2016-2017 Op REASSURANCE deployment, for his work troubleshooting a major network outage during Mission-Specific Readiness Training. He was credited with performing expert-level repairs while sailing with limited resources.

- **CPO2 John Oake**, who deployed to Bahrain from in the fall of 2016 as part of the CAF's contribution to counter-terrorism and maritime security in the area. He served as the senior NCM, was critical to the molding of Canadian and Australian components into a cohesive team, and contributed to multiple high-profile interdictions of illegal drugs.
- **MS Sylvain Robert**, for work as a Sonar Op aboard HMCS *Charlottetown* during Op REASSURANCE in the fall of 2016. He was credited for creating new operating instructions and sound range predictions for a brand new acoustic processing system, and also for training and mentoring his colleagues to use the new equipment.
- **PO1 Shawn Swinimer**, also a member of HMCS *Fredericton's* crew during the 2016 Op REASSURANCE mission, for his work as the ship's Underwater Warfare Director and Local Maritime Interdiction Coordinator. Under his leadership, the intelligence gathering team collected vital information and imagery on 400 hailed vessels during the deployment, creating an important piece of maritime situational awareness.

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"In the beginning was the Word, and the Word was with God, and the Word was God"

- Gospel according to John 144291

Twice the man, half the weight

By SLt Derek Frank,
HMCS St. John's

"It took three years to lose the weight," said OS Matt O'Flynn, a naval communicator from Barrie, ON. "When I first started it was too painful to undertake physical activity. Just by changing my diet I was able to lose 70 lbs just like that." By the time he was sworn in on November 5, 2015, OS O'Flynn had shed over half his weight, from 410lbs down to a healthy 200 lbs.

"I always knew I wanted to join the Navy and be a diver." When O'Flynn was young, his father enrolled him in various activities. He played hockey, sailed in the summer, and skied several times a week through the winter. At age 13, O'Flynn enrolled in the Royal Canadian Sea Cadets, a choice that would shape who he is today. Thriving in the structure provided by being a cadet, O'Flynn was deeply influenced by his first exposure to a military lifestyle. "I fell in love with it," said OS O'Flynn "I knew that I wanted to join the Navy ever since."

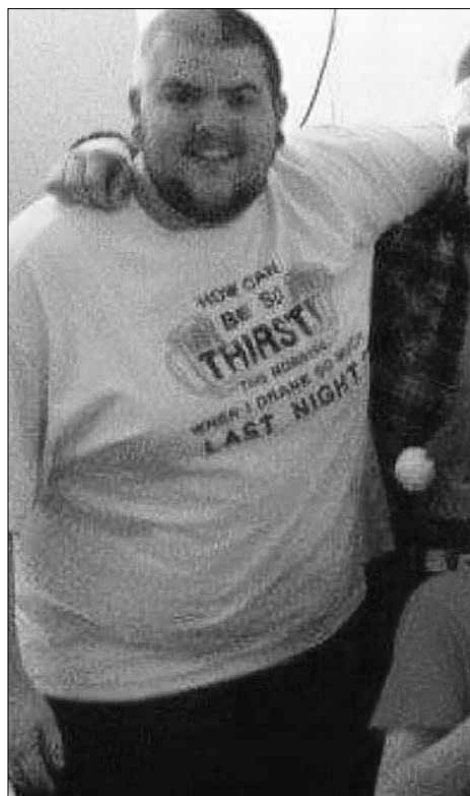
O'Flynn had lost sight of his childhood dream of enlisting in the RCN, daunted by his weight. "I spent the majority of my life, and entirety of my childhood as 'the big kid' or 'the fat guy.'" After high school, he struggled to find work and was depressed by the state of his body and health. "It was one of the lowest times in my life." Moving away from home to start a new job in Banff, AB was the catalyst to turning his life around. "All of these people were out hiking, skiing, biking or running. It was as simple as waking up one day and saying to myself, 'I want to be fit.'"

It was very difficult in the beginning. "Being over 400 pounds getting into fitness is not only painful but also terrifying" recalls OS O'Flynn. "I would attempt to run, but the pain in my knees and back was almost as bad as the thoughts I had of people making fun of me."

O'Flynn quickly re-evaluated his weight loss strategy. "I began doing some research on dieting, healthy weight loss and nutrition." By changing his eating habits, O'Flynn began to lose the first 70 lbs. What he lost in weight, he gained in confidence, and he eventually defined his goals: weigh 200 lbs, join the Navy, and become a diver.

Upon moving back to Ontario to begin his studies at Laurentian University, O'Flynn met some new friends that convinced him to give weight lifting a try. "The first time I stepped into the gym all I could think to myself was 'I do not fit in here.' I had no idea how the machines worked, or how to do any exercises with free weights. I was simply a fat guy taking up space." By persevering, he managed to gain the knowledge and confidence to feel comfortable at the gym.

As he became more committed to



Matt O'Flynn, at 360 lb.

SUBMITTED

the gym, O'Flynn discovered that running was what truly made him happy. Thankful for those friends who had helped him get to this point, O'Flynn met a new friend in residence who was on the university track and field team who helped him create a training program and fitness plan. "She even took me to my first organized race."

Between his new passion for running, weight training program, and healthy diet, the weight began to melt away. He was committed to work hard every day, recalling one morning when he was walking to the gym at 5:30 a.m. in the middle of a northern Ontario winter. O'Flynn began to see real progress as he began to run longer, faster, lift more weight, and the size of his clothing shrank. "The first real profound moment for me was when I was able to walk into a store and buy clothing off the rack. No longer did I need an 5XL shirt, or 56 inch pants" said O'Flynn. "For the first time I felt like I fit in. I was not some oddity, I was just like everyone else." O'Flynn reached his weight goal in March 2015 and his weight even dropped to 169 lbs. "I didn't feel right at that weight," he said, and decided to return to a base weight of around 200 lbs.

O'Flynn was sworn in to the Canadian Armed Forces on November 5, 2015, flying to St. Jean-sur-Richelieu two days later to complete his basic training. Upon arrival to Halifax, he focused in on his next goal: to become a ship's team diver. OS O'Flynn powered through his QL4 package, begging his chain of command to send him on the dive course, which he successfully completed in December 2017. OS O'Flynn credits the colleagues he



OS Matt O'Flynn, qualifying as an RCN diver.

SUBMITTED



OS O'Flynn participates in the Run the Rock event, a fundraiser held by HMCS St. John's.

SUBMITTED

met on the course for finalising his transformation into a Navy diver: "PO2 Amos, LS Laphen, and LS Roo-croft really had an impact on the way I want to live my life. I don't know if they will ever get a chance to read this but if they do, I would really like to thank them."

Now, OS O'Flynn's biggest fear is going backwards. "Nothing scares me more than the thought of ending up where I was before," he said. "I would also really like to start sorting out the mental aspect that comes with the physical change. I still struggle a lot with my body image, and I hope to find a way to really deal with that." When at sea, OS O'Flynn remains dedicated to maintaining his health and fitness. He goes to the gym every day while on his off-watch, sometimes "crushing a few push-ups in the CCR,"

and manages his diet by sticking to oatmeal and avoiding fried foods. He even brings his own meal supplements and protein bars.

When he is home, OS O'Flynn and his father run together every day. "My dad has always been fit so he was excited for me to take up the lifestyle," he said. "But now I am starting to beat him at everything." Having accomplished what he set out to do a few years ago, OS O'Flynn is considering what is next for him. "I am not really sure what I want next" he said. In the meantime, he has become more career oriented. "I have a university degree, so commissioning is something that has really caught my interest, but for now I will focus on becoming more proficient at my trade." As for his fitness goals, OS O'Flynn mentioned that a marathon may lie ahead.

Sea King air detachment has flown almost 400 hours during Op REASSURANCE

By Lt(N) Meghan Jacques,
HMCS *Charlottetown*

The CH-124 Sea King air detachment onboard HMCS *Charlottetown* has flown almost 400 hours while deployed on Operation REASSURANCE. This is a testament to the dedication of the aircrew and technicians alike who have worked diligently throughout the deployment to plan and execute the daily flying and maintenance program.

"Being able to make significant contributions to NATO exercises and operations has given us motivation to go the extra mile and get the helicopter flying early and often," says Maj Rene Laporte, the Air Detachment Commander aboard *Charlottetown*. "Having such a dedicated team makes it easier to meet the missions head on," he adds.

The air detachment is comprised of 19 RCAF personnel from 443 Marine Helicopter Squadron in Victoria, BC, and 423 Squadron from 12 Wing Shearwater, NS.

The importance of ensuring that the CH-124 Sea King remains fully mission capable is evident in everything the air detachment does to support the ship. As an integrated extension of the ship's weapons and sensor suite, the CH-124 Sea King offers the ship additional surveillance, reconnaissance, replenishment, and anti-submarine warfare capabilities. The helicopter, and the crew and technicians who operate and repair it, contribute directly to the ship's operational capability and they are proud of it.

Among the largest successful maintenance tasks of this deployment so far was the aircraft transfer from Air Craft 417 to Air Craft 414. An aircraft transfer is when one aircraft returns home and is replaced with another. The air transfer kit was completed in Marseille, France, between September 29 and October 2. The transfer ensured that the air detachment would remain able to provide critical mission capabilities to *Charlottetown* in advance of NATO Exercise BRILLIANT MARINER 2017 and upcoming support to Operation SEA GUARDIAN in the Mediterranean Sea.

This task required extensive coordination from squadrons ashore. A CC-177 Globemaster aircraft flew from Canada with the new helicopter,

commanded by the Aircraft Commander Capt Craig Hughes from 429 Transport Squadron out of 8 Wing Trenton.

The air detachment's team of maintainers worked to prepare the aircrafts for the transfer. They ensured that once the new helicopter arrived in France, it was properly serviced and all systems were functioning properly before flying to meet *Charlottetown* at sea.

When asked about the work ethic of the technicians on his team aboard *Charlottetown*, MWO Ghislain Paré had nothing but praise. "The team was very dedicated and focused on the task-at-hand. Their expertise, professionalism and problem solving skills made the process smoother and the asset was back in service in no time."

While deployed on Operation REASSURANCE, *Charlottetown* has regularly participated in single-ship and task-group training and operations with Standing NATO Maritime Group One (SNMG1) to demonstrate NATO and Canada's ongoing commitment to international security and cooperation. *Charlottetown* participated in Exercise NORTHERN COAST 2017 and Exercise BRILLIANT MARINER 2017, and continues to operate in associated support to Operation SEA GUARDIAN in the Mediterranean.

Since joining the ship, the new airframe facilitated reaching both the 200 and 300 hours milestones for deployed flight hours, and completed multiple long hours of deck cycles, making *Charlottetown's* Sea King the most capable and utilized aircraft in the SNMG1 fleet.

As part of Exercise BRILLIANT MARINER 2017, the embarked air detachment participated in surface surveillance and control, reconnaissance missions, and anti-surface and sub-surface warfare exercises. These exercises confirmed *Charlottetown's* role as a multi-role patrol frigate and overall asset to NATO.

Daily, in support of Operation SEA GUARDIAN, the CH-124 Sea King conducts reconnaissance flights in order to identify the unique maritime traffic patterns in the Mediterranean. This supports increased maritime security awareness.

The air detachment is an essential part of *Charlottetown's* company and deployed capability.



The Air Department of HMCS *Charlottetown* fold in the tail rotor and stow their CH-124 Sea King helicopter at the end of a flying mission during Operation REASSURANCE.

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The Halifax Chamber of Commerce and you: A CAF/DND member's guide

Margaret Conway,
CFB Halifax Public Affairs

If you've lived in the Halifax region for some time as either a civilian or military member of the Defence Team, you've likely heard of the Halifax Chamber of Commerce (the Chamber). If you're new to the area as a result of a military posting or otherwise, the Chamber might not be on your radar. In either case, you might not realize that you – as an individual working within the greater MARLANT Formation – have access to many of the Chamber's member benefits.

The Chamber, a business advocacy organization striving to make Halifax the best city it can be, is committed to enhancing the prosperity of its membership through its policy work, promotion of local business interests, access to networking opportunities, cost-saving discounts, education and more.

MARLANT is one of approximately 1,600 local member organizations that benefit from the Chamber's advocacy work. CFB Halifax Base Commander Capt(N) Paul Forget, MARLANT's staff representative on the volunteer board of directors, works with the Chamber and other organiza-



Halifax Chamber of Commerce offers networking opportunities to its members.

HALIFAX CHAMBER OF COMMERCE

tional representatives to enhance the prosperity of its members and to tackle issues and pursue initiatives on behalf of the Chamber's diverse membership.

The Chamber's member benefits are widespread and the majority are available to all DND and CAF em-

ployees working within MARLANT. Benefits include:

- Access to Chamber events such as networking socials, business development seminars, training sessions and general interest presentations. Many of these events are free or of

minimal cost, while admission to others is available at a reduced fee for Chamber members. A full calendar of events can be found at halifaxchamber.com/events

- Cost-saving discounts such as corporate rates on car rentals, fuel discount savings, competitive group home and auto insurance discounts and more. Group Health is the only benefit unavailable on an individual basis. A list of benefit providers can be found at halifaxchamber.com/member-services/member-benefits/
- Member-to-Member (M2M) Marketplace discounts. The M2M Marketplace allows Chamber members to offer deals to their fellow members. Offers include anything from discounts on products, services, programs and memberships to gift card offerings with a quote for services. All offers can be found at business.halifaxchamber.com/hotdeals?o=A-Z

With all of these member benefits at your disposal, why not get involved? Just remember to mention that you are with Maritime Forces Atlantic, as this reference is what the benefit providers will use to confirm your eligibility. Enjoy!

Last survivor of first HMCS *Charlottetown* dies

By Virginia Beaton,
Trident Staff

The last survivor from the sinking of the first HMCS *Charlottetown* during the Second World War has died.

Raymond MacAulay, age 94, died in Fredericton, NB on December 26, 2017.

A native of New Brunswick, MacAulay joined the Navy during the Second World War and served in HMCS *Charlottetown*. He was still in his teens when he survived a U-boat attack on *Charlottetown* in the Gulf of St. Lawrence on September 11, 1942.

A Flower class corvette commissioned in Quebec City on December 13, 1941, *Charlottetown* had served in the Western Local Escort Force until mid-July of 1942. Eventually U-boat activity and attacks in the Gulf of St. Lawrence meant that additional security was required for the convoys sailing there, and *Charlottetown* was transferred to the Gulf Escort Force. The ship escorted Quebec-Sydney convoys and had just delivered a convoy to Rimouski

when U-517 torpedoed and sank the ship in the St. Lawrence River near Cap Chat, Quebec. The Commanding Officer, LCdr John Bonner, and eight other crewmembers were killed.

In November 2017, MacAulay told an interviewer for a PEI newspaper that he still recalled the torpedo attack. He had just gone on duty, he recalled, saying, "It was only about two, three minutes when a terrible vibration went through the ship. She was dead in the water and she sank in less than four minutes."

According to the obituary released by the Oromocto Funeral Home, MacAulay was a firefighter with the Department of National Defence at CFB Galetown. He was active with Royal Canadian Legion Branch 93 in Oromocto, as well as with the New Brunswick Navy Association, cadets, and the Commanding Officer and crew of the current HMCS *Charlottetown*.

MacAulay is survived by his wife and four children, as well as 10 grandchildren, 11 great-grandchildren, and one great-great-grandchild.

Lessons and carols at the Stadacona Faith Centre



Commodore Craig Skjerpen reads the Third Lesson at the annual MARLANT Festival of Nine Lessons and Carols, held on December 10 2017. Members of the Canadian Military Wives Choir (Halifax) sang during the service.

New deployment app launched

By Peter Mallett,
The Lookout Staff

A new mobile software application designed to assist military members and their families with deployments has been launched.

Developed by the MFRC in Esquimalt, B.C., the MFRC Deployment app is free to use and downloadable from the App Store or Google Play. The software is specifically designed for use with mobile phones and tablets, and is Android and iOS (Apple) compatible, but will not work with BlackBerry phones.

Sandra Pinard, MFRC Deployment Coordinator, says the new software is an effort to reach out to military members and their loved ones with a program that affords them instant information customized to their specific needs and the nature of the deployment.

"To our knowledge this app is unique; the first of its kind for sailors on the West Coast," says Pinard. "At their fingertips, people can get vital and highly-relevant information and resources."

Interest in the app has spread quickly to other MFRCs across the country. In late November, Pinard travelled to Cornwall, Ont., and demonstrated the app to delegates at the MFRC's annual national convention. Prior to the demo, she had requests by MFRC offices in Petawawa and Valcartier to put the app into use at their bases, and she has now received expressions of interest from at least eight other MFRCs.

The program was designed by Victoria-based software development firm Three Trees Technical Incorporated. Three Trees co-owner and co-founder Ben Leather says the app will have a positive impact during deployments because it was designed to be user-friendly and with simplicity in mind.

"We really aimed to get technology out of the way so people who don't consider themselves 'tech savvy' and aren't always dependent on their phones will find it simple and easy to use," he says.

Two key features of the app are a tips section that gives users advice customized to their profile, whether they are army, air force or navy, and the nature of the deployment, and also a planning section that encourages users to complete to-dos such as creating a deployment budget, emergency fund, bill payments and other concerns such as vehicle maintenance or pet care.

Other notable features include a prominent deployment countdown clock at the top of the app that allows users to count the days, hours and minutes to the homecoming, and a resource section that allows users instant access to MFRC deployment support documents.

One important part of the app, says Pinard, is that all users are anonymous

and no personal or military information is at risk. No personal settings on the app is made available to anyone else but the user themselves. You don't need an internet connection to use the app, which, for example, will allow deployed sailors who lack an internet connection while at sea instant access to information.

The idea for the app was born approximately three years ago when Pinard and other MFRC staffers noticed

military family members attending deployment events were constantly tinkering with their mobile devices. Often times they were busy searching for an array of information related to the deployment.

"The need was expressed by the military community that they wanted an electronic or digital time-saving solution, and an alternative to accessing information via handouts and workshops," Pinard says.

Customizing the app is fast and simple. Users are asked a series of basic questions, such as date of the deployment, whether at sea or land, if the family has any children, or if the military member is married or single. The information made available to users is also customized to four time frames of the deployment: preparing for deployment; deployment, anticipation of homecoming and post homecoming.



12 Wing DWAD raises funds for NDWCC

Col Sid Connor, 12 Wing Commander, presents Capt Donald Frederick, 12 Wing OPI for National Defence Workplace Charitable Campaign (NDWCC), and his team with a cheque from 12 Wing Shearwater's Dress with a Difference campaign, in 12 Wing HQ at Shearwater, Nova Scotia, on December 15, 2017. From left to right; Sgt James Parker, Wing HQ Rep; CWO David Hepditch, 12 Wing Chief Warrant Officer; Col Sid Connor; Capt Donald Frederick; WO Tina Tremblay, NDWCC 2IC; WO Ian Manson, 423 Sqn Rep; Sgt Heather Jamison, 406 Sqn Rep.

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Local military photographers

By Ryan Melanson,
Trident Staff

The 2017 CAF Imagery Awards, which recognizes the best in photography and video from across the CAF each year, were awarded in with a gala event in Ottawa on November 29 celebrating the various winners.

This year, a number of awards were received by CAF and DND photographers who call the Halifax region home. Local winners included:

MCpl Charles Stephen of Formation Imaging Services (FIS) Halifax, now posted to 5 Cdn Div, for his photo Overdressed Address – First Place, Advanced Military Life Category.

MS Peter Frew of FIS Halifax for his photo Facing the Adversary – First Place, Advanced Open Category.

MS Ronnie Kinnie of FIS Halifax for his photo The Harvest – Second Place, Advanced Animals Category.

Cpl Jessica Fox of FIS Halifax for her photo Lantzville Gulls – Second Place, Novice Animals Category.

Mona Ghiz of MARLANT Public Affairs for her photo Reaching for the Ball, First Place, Advanced Sports Category.

Lt(N) Michael Organ of NFR for his photo Sunburst Through Granite – First Place, Novice Environment Category.

Cpl Felicia Ogunniya of 12 Wing Imaging was also recognized at the Imagery Awards Ceremony with a Military Photographer Achievement Award.

Congratulations to all the winners!



Lantzville Gulls

CPL JESSICA FOX



Overdressed Address

MCPL CHARLES STEPHEN



Part of the Landscape

CPL FELICIA OGUNNIYA



Facing the Adversary

MS PETER FREW

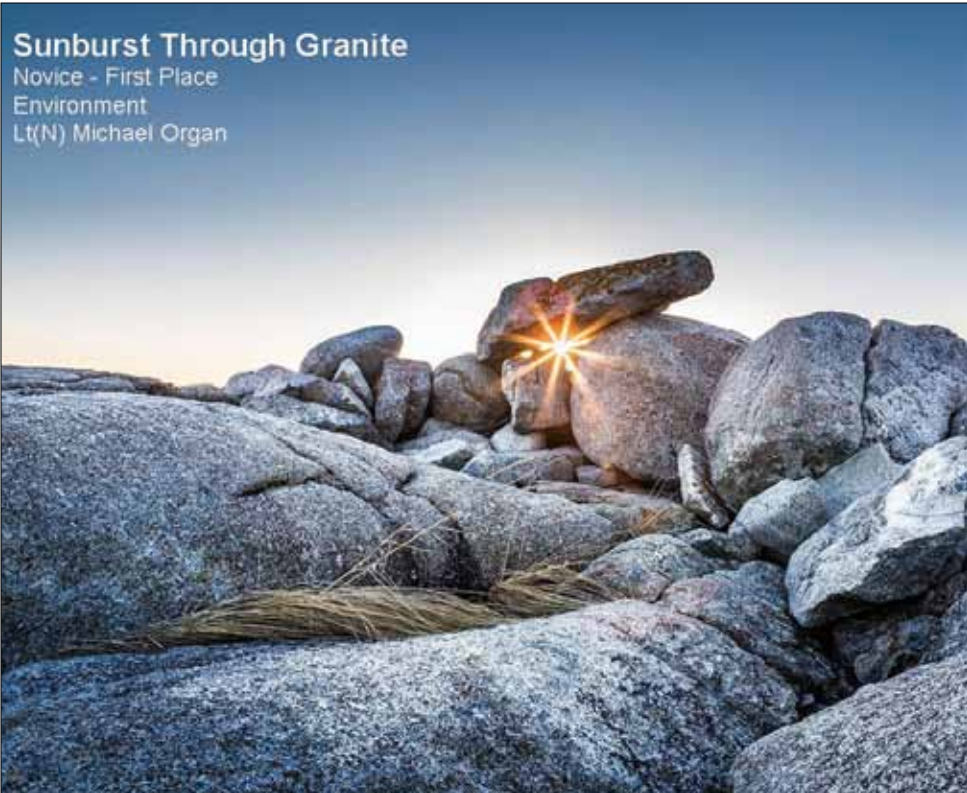


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Reaching for the Ball.

MONA GHIZ



Sunburst Through Granite
Novice - First Place
Environment
Lt(N) Michael Organ

LT(N) MICHAEL ORGAN



The Harvest

MS RONNIE KINNIE



LGen Alain Parent, Acting Vice Chief of the Defence Staff presents Cpl Felicia Ogunniya with the VCDS coin and Military Photographer Achievement Award at CAF Photography Contest Awards & Dinner held at the Canadian War Museum in Ottawa, Ontario.

CPL LISA FENTON, CFSU OTTAWA

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Canadian whisky found in Australian navy mast

By **Darlene Blakeley**,
Navy Public Affairs Ottawa

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

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

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

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

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

As part of the *Sydney* disposal activities, the RAN was contacted through the HMAS *Sydney* association that an individual from the United States who was involved in the

construction of *Sydney* had placed a bottle of Canadian whisky wrapped in insulation tape inside the mast during construction.

"I was not sure if the story was valid or if the bottle still existed 35 years later, thus have been waiting to get an opportunity to inspect," said RAN Capt Brad Smith. "This has now been done and the story is true. I think this is a fantastic story to finish the HMAS *Sydney* story."

Although it is not known why the shipyard employee placed the bottle of whisky into the main mast, Capt Smith thought it would be a great idea to contact him in order to send along a bottle of Australian whisky or Bundy rum (a dark rum produced in Bundaberg, Australia) in a personalized bottle "35 years after his very personal gift."

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

An employee working on the scrapping of HMAS Sydney removes the bottle of whisky from its package of insulation tape after it was recovered from the main mast.

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LS Winther breaks the record for consecutive air squats

By Rodney Venis,
CFB Esquimalt Public Affairs

On his attempt to break the world record for consecutive air squats, LS Kris Winther said it would end one of two ways: he would either pass out from the pain or he would finish.

Turns out he did both.

Five days before Christmas, the sailor embarked on his amazing feat on the grounds of the Delta Hotel.

As he approached the 3,000 mark of the joint-bending exercise, the sleeves used to protect his knees cut off the circulation to his legs. His muscles seized and he started to black out. His record-setting goal of 5,135 squats appeared distant.

"I was in the most pain I've ever been in my entire life," said LS Winther. "I was coming in and out of consciousness and my friend had to stand behind me and keep catching me."

Even for onlookers there to witness the feat, and those cheering him on in a live stream on Facebook, it was an exercise in pain and endurance.

They watched him fall repeatedly, clutching his leg, dance about, and

scream in frustration. Anything to coax another squat from his agonized body.

But most of the time he went down and got back up, for four-and-a-half hours, reaching 5,200 squats to set a new world record and support a charitable cause.

In addition to months of training and thousands of squats leading up to his December feat, LS Winther set up the charitable organization Vets for a Cure and dedicated much of his record-setting attempt to supporting BC Children's Hospital through a fundraiser.

"Essentially I called it Vets for a Cure because I'm not looking for one specific cure," he said. "It's helping a whole lot of people in a whole lot of different aspects. Sometimes a cure is just a smile, or sometimes a cure is just support, and that's what it's all about here today."

For the event he wore a T-shirt given to him by the parents of one of his best friends, Pte Tyler William Todd. Pte Todd, 26, died April 11, 2010, in Afghanistan while serving with the 1st Battalion, Princess Patricia's Canadian Light Infantry.

The back of the T-shirt bore the words *son, brother, friend, firefighter, and soldier*.

"Today, me and another one of my friends, it's the first time we're wearing the T-shirt," said LS Winther.

For the first seven years of his 11-year military career, he served as a member of the PPCLI and deployed twice to Afghanistan. He said he struggled with survivor's syndrome when he returned home.

"I stepped on an improvised explosive device when I was in Afghanistan, and one person in front of me passed away, my sergeant, the greatest man I ever knew. I end up living and ever since that day I was wondering why? Why did I get chosen to live?"

That question, struggles with post-traumatic stress disorder (PTSD), formed part of LS Winther's motivation for setting the air squats world record, and he hopes the accomplishment raises awareness of those affected by PTSD.

"I also did this for my three-year-old daughter," said LS Winther. "She is healthy, but I don't know what I would



LS Winther conquers the pain and breaks the world record for consecutive air squats.

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do if anything bad ever happened to her."

His three-year-old daughter Francesca made a few squats of her own alongside her father.

To help support LS Winther and donate to his BC Children's Hospital Superhero Account, visit bit.ly/squat-donate.

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Aging tugs still get the job done

By Ryan Melanson,
Trident Staff

When HMCS *Moncton* arrived back in Halifax from an Op CARIBBE deployment on December 13, it wasn't alone in transiting the harbour and coming alongside the jetty.

As usual, they had the help of a harbour pilot and Queen's Harbour Master tugs, with CFAV Glenside and the smaller CFAV Listerville meeting the ship in harbour on the dark, rainy morning, securing themselves to *Moncton* and safely escorting the vessel home.

"Another one back in the barn," joked Glendale Captain Josh Horner after the ship was berthed without issue.

QHM operates three Glen-class tugs in Halifax, CFAV Glenside, Glenevis, and Glenbrook, and though the boats were built in the mid 1970s with steam-powered ships in mind, they remain highly effective in moving the Kingston-class and Halifax-class ships through Halifax harbour.

"If a ship is coming or going from sea, if they want to arrange tugs, if they want to move around the Dockyard, they talk to us," said Donald d'Entremont, a supervisor in the QHM Harbour Control Office, which handles scheduling and dispatching for tugs and RCN ships. Tugs can assist with 'hot', 'cold, or 'mandatory' moves, depending on the level of assistance the ship requires from the tugs and harbour pilots.

What makes the old boats so effective in moving ships and parking them in the narrow spots next to jetties is the Voith Schneider propulsion systems they employ, d'Entremont explained. Known sometimes as tractor tugs, the system employs two egg-beater like mechanisms that can move the boat in all directions, rather than propellers that push only from the stern.

"It makes them very maneuverable, and that capability is the main reason we have them. They can pull the ship into the camber, and when the pilot asks to be pulled against the jetty, the movement from the tug is almost instantaneous when it changes from going fore and aft to going sideways."

The expertise of the civilian QHM mariners is also to be credited. Crews typically have come up through the ranks of QHM, starting with work on the smaller Ville tugs and graduating through to the Glen class, with many also using sea time on the former CFAV *Quest* to advance their tickets.

"Most of the crews have spent their career with us, and have built up a high level of knowledge from working with the tugs and engineering staff," d'Entremont said.

The boats generally operate in the harbour, but also do coastal voyages to areas like Pictou and Shelbourne,



The QHM tug CFAV Listerville assists HMCS *Moncton* on the morning of December 13 in this photo taken from aboard the tug CFAV Glenside.

MONA GHIZ, MARLANT PA



CFAV Glenside Captain Josh Horner, right, and deckhand Derek Forbes on the bridge of the tug.

MONA GHIZ,
MARLANT PA

have sailed up the Saint Lawrence River in the past, and also recently deployed to St. John's, NL in 2016 to support NATO Exercise CUTLASS FURY.

Currently, QHM sometimes requires the assistance of commercial tugs with higher horsepower for moving tankers or other large ships, and as the RCN looks toward the future fleet

and the eventual delivery of new Joint Support Ships, plans are for the Navy to acquire four new tugs Canadian-made tugs as part of the National Shipbuilding Strategy.



RCN sailors train with Chilean Navy

By Lt(N) Ellie Aminaie,
HMCS *Winnipeg*

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

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

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

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

Almirante Montt travelled from its home naval base in Valparaiso, Chile, to meet the Canadian sailors in Pearl Harbor, Hawaii. It then proceeded



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

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west to rendezvous with HMC Ships *Ottawa* and *Winnipeg* on their journey home to Esquimalt, B.C., after a five-month deployment on Poseidon Cutlass 17-01.

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

The RCN crew on board *Almirante Montt* consisted of 12 boatswains,

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

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

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

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

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

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

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LS Walsh rises to top in first-ever Diver Race

By Peter Mallett,
The Lookout Staff

LS Matt Walsh proved himself the fastest Diver on West Coast land and water by topping the field in the Fleet Diving Unit (Pacific) (FDU(P)) first-ever Unit Race on December 13.

He was one of 55 Clearance Divers and Support Staff in the unit who took part in the inaugural event at the Colwood-based unit. The competition is an effort to build friendly competition between members of FDU(P), and also was a fundraiser for the National Defence Workplace Charitable Campaign (NDWCC).

Competitors were seeded into three groups for the race, which launched in front of the unit's mess, starting with a 1.5-mile run on pavement and cross country.

Once completing the run, they quickly changed into their wet suits for the aquatic component. With flippers in hand, runners then made their way to a bridge near G Jetty before making the four-metre plunge into the cold waters of Esquimalt Harbour to begin an 850-metre swim.

LS Walsh, who is currently studying in the Clearance Diver QL5 training program, finished the race with a top time of 24:47. His victory was the second one at the base in as many months as LS Walsh was also the top runner in the CAF Sports Day 5-kilometre run on October 20, completing the course with a time of 17:55.

"The best strategy to use for the race is to hold off slightly in the run so you are not so gassed in the transition, and then really turn it on for the swim portion of the race," he says.

Other top diver race finishers were LS Brian Ogle who finished in second place with a time of 25:34, and LS Dave Divers who took third place with a time of 26:50.

Running and swimming the race is a task those enrolled in the all dive training courses face on a regular basis. Lt(N) Mike St-Pierre, FDU(P) Executive Officer, says staging the unit-wide competition was not only a way to build camaraderie amongst the divers, but also a good way to boost their unit's contribution to the annual charity campaign.

Following the race, divers joked and congratulated each other during the fundraising breakfast in their mess.

LCdr Rick Kappel, Commanding Officer of FDU(P), said getting 100 percent participation from everyone in the unit was key to the new event's success.

"I participated in the race too, everyone in the unit from the top down took part," he said. "Those who weren't physically able played support roles by taking race statistics, officiating, or helping cook and serve food at the breakfast fundraiser."

He and Lt(N) St-Pierre say they are now planning on making the event a bi-annual tradition.



Divers line up at the start to do the 1.5 mile run segment of the Divers' Race.

SUBMITTED



An 850 metre swim was the second segment of the Divers' Race.

SUBMITTED

The Commanding Officer said he was extremely proud of everyone in his unit's efforts throughout the year at helping others in the community in need. So far FDU(P) has raised

approximately \$18,000 for this year's NDWCC by holding fundraising efforts throughout the year.

"It's typical of our unit; the clearance diving community is a very

giving group of people," said LCdr Kappel. "When there is a need we all come together for the cause, it's typical of the camaraderie in this unit."

Blasting through the snow for the holidays

By Peter Mallett,
The Lookout Staff Writer

High in the mountains of Rogers Pass members of the CAF were having a blast over the holiday season, but not from opening presents or spending time with loved ones.

Instead, 17 members of the CFB Shilo's First Regiment Royal Canadian Horse Artillery (1RCHA) regiment spent Christmas 2017 and New Year's Eve high in the Selkirk Mountains of B.C.'s southern interior. There they set their sights at predetermined targets with their C3 105-mm Howitzer artillery guns as part of the annual avalanche control program in Rogers Pass. The CAF, under Operation PALACI, partner with Parks Canada to keep the 40-kilometre stretch of the Trans-Canada highway corridor that cuts through Glacier National Park, safe and free from lengthy avalanche closures during Christmas and throughout the winter. The roadway is B.C.'s main link to the rest of Canada, and even a short closure can inflict great economic losses as the flow of goods, services and commerce screech to a halt.

Rogers Pass is a notorious slide zone. In 1910, it was the site of an infamous avalanche that killed 62 railroad workers. The section of highway through the area passes 134 different avalanche paths.

The region experiences an annual snowfall accumulation of approximately 12 metres, so the object of the game is to create mini slides in an effort to avoid massive buildups of snow and ice that result in more destructive, road-closing slides.

Each year from November to April, in an effort to keep the traffic corridor open and safe, members of Royal Canadian Horse Artillery regiments fire away with C3 105-mm Howitzer artillery guns from 17 shooting areas, at 271 predetermined targets covering 134 slide zones. They must be constantly ready to spring into action.

"The soldiers in Palaci must be ready to go within a minute's notice, 24 hours a day, seven days a week," says Capt Charles Meyers, Joint Task Force Pacific (JTTFP). "For them, there is no vacation and there is no Christmas holiday."

Capt Meyers knows from first-hand experience that being deployed in PALACI and away from family for an extended period isn't easy. He's an artillery officer by trade and directly took part in the military component back 2009 as a troop commander of 1RCHA.

Today he's the man in charge of planning and co-ordinating the CAF's components of PALACI, and coordinating the agreement and memorandum of understanding between the CAF and government partner Parks Canada. Parks Canada staff closely monitor weather conditions, snowfall and snow pack to assess avalanche hazards, and forecast when avalanche

control is needed. This provides essential technical support to Capt Meyers and JTTFP.

"It's a great partnership and a great relationship," says Capt Meyers. "We work together as a team to make sure the highway stays open."

PALACI began in 1961 and is not only the longest running domestic military operation in our nation's history, it is also the world's largest mobile artillery avalanche control program. Capt Meyers says that although using old-fashioned fire-power seems archaic, it remains the method of choice for a number of reasons.

"There is no avalanche control program that we are aware, capable of doing what Operation PALACI does. Up in Rogers Pass the weather conditions can be very nasty and some options available for avalanche control may not be as reliable. Using artillery is the way to do it because the Federal Government is committed to keeping the roadway open."

He adds that other methods such as dropping explosives onto their targets from helicopters is often impossible due to poor visibility caused by heavy snow and winds, which can gust as high as 174 km/h.

Another method, known as Gazex, uses propane to trigger concussive blasts of compressed air to set off avalanches. This system is used effectively by the Province of B.C. in Kootenay Pass. Parks Canada has incorporated Remote Avalanche Control System technology in the pass to support the avalanche control program. Positioned to target nearby slide paths, explosives from the Remote Avalanche Control System can be detonated remotely.

The weather conditions can also greatly impact artillery operations. Keeping the firing locations and the giant concrete rings that allow the guns to rotate free from snow and ice is an ongoing issue. Slip and fall injuries by soldiers loading shells into the guns is a major occupational health and safety concern, so great care is taken to ensure the zones are safe. Since salt cannot be used on the rings because of its corrosive properties the ice must be chipped away by hand with ice scrapers.

"The first few times when you are called to hit a target it's exciting, but the thrill wears off quickly, the conditions you are working under are not pleasant," says Capt Meyers.

He attends the site multiple times each year and he still marvels at the brute force of an avalanche, recalling one he witnessed at a close but safe distance away in 2009.

"I could hear the huge slide rumble down the mountain and hear the trees being uprooted, and could even smell the scent of pine in the air," he says. "But the slide happened in the middle of the night in pitch darkness, and even though I couldn't see it I could still hear and feel its great power."



Parks Canada is introducing new avalanche mitigation initiatives in its joint effort with the Canadian Armed Forces to keep the Trans-Canada Highway corridor at Rogers Pass free from crippling slides. The new measures come after the federal government agency's March 2016 announcement of a \$3 billion investment over five years to support infrastructure work to heritage, visitor, waterway, and highway assets located within national historic sites, national parks and marine conservation areas across the country.

PARKS CANADA



Each year from November to April, in an effort to keep the traffic corridor open and safe, members of Royal Canadian Horse Artillery regiments fire away with C3 105-mm Howitzer artillery guns from 17 shooting areas, at 271 predetermined targets covering 134 slide zones.

PARKS CANADA



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Rouille et moisissure – La MRC toujours vigilante

Par la MRC

Quel que soit le type de navire utilisé en mer, deux éléments toujours présents exigent une vigilance constante pour faire en sorte qu'ils soient traités de façon appropriée: la rouille et la moisissure. Même si ces deux choses sont des phénomènes naturels et que les conditions en mer sont idéales pour qu'elles se manifestent, il est possible de les contenir. La MRC prend ces deux questions très au sérieux, puisque sans gestion efficace, elles peuvent nuire à la santé et à la sécurité de nos marins et à l'efficacité des navires.

La MRC a mis en place une stratégie vaste et complète pour gérer adéquatement les problèmes de rouille et de moisissure. La première ligne de défense est la prévention. Comme des centaines de marins vivent dans des espaces restreints en mer pendant des semaines, l'humidité est toujours présente et offre des conditions idéales pour l'apparition de la rouille et des moisissures. C'est pourquoi les postes de nettoyage sont nécessaires tous les jours en mer. Grâce à de telles mesures, la MRC voit au respect de rigoureuses normes hygiéniques d'habitabilité à bord de tous ses navires. Afin de faire respecter ces normes à bord de chaque navire, le commandant en second et le capitaine d'armes effectuent des rondes le soir pour inspecter tous les ponts des postes d'équipage, ainsi que les chambres et salles de bain. Les rondes du capitaine, qui représentent des inspec-

tions encore plus complètes, ont lieu régulièrement.

Dès que des problèmes de rouille ou de moisissures sont relevés à bord d'un navire, un plan d'action est mis en œuvre et des mesures sont prises pour remédier à ces problèmes. Les principaux facilitateurs de ce processus comprennent les membres des groupes de médecine préventive et de l'entretien. Ces équipes travaillent de concert pour bien cerner le problème et élaborer des mesures correctives.

Certaines solutions semblent plutôt évidentes, comme dans les chambres et salles de bains, où de nombreuses composantes de ces espaces sont en acier inoxydable et où une ventilation nécessaire est assurée.

Dans certains cas, la solution est plus complexe et un plan plus élaboré est nécessaire. Par exemple, lorsque des préoccupations concernant les moisissures dans les frégates ont été relevées lors du carénage de mi-vie de ces dernières, un certain nombre de projets d'ingénierie ont été lancés pour assurer la santé et la sécurité de nos marins. Ces projets visaient à améliorer la circulation de l'air, le drainage des condensats et le rendement global du système de CVCA dans les 12 frégates.

L'ingénieur en chef de la MRC procède également à l'acquisition de moniteurs de la qualité de l'air qui seront installés dans les frégates, en plus d'étudier une nouvelle technologie de prévention des moisissures prometteuse. Il a également ordonné que le programme d'entretien pl-

anifié des systèmes de CVCA lui soit présenté tous les six mois afin de s'assurer que les résultats escomptés sont atteints.

En 2016, l'Équipe déployable d'évaluation des risques sanitaires a été engagée pour mener des évaluations de la qualité de l'air intérieur à bord de nos navires. La première évaluation de la qualité de l'air menée à bord du NCSM *Winnipeg* a permis de déterminer que des niveaux acceptables de moisissures courantes étaient présents dans le navire. Par contre, des niveaux plus élevés ont été relevés dans trois compartiments où la forte présence d'eau et de matières organiques étaient des facteurs contributifs. La stratégie d'atténuation du risque pour ces trois espaces comprenait l'accroissement de la ventilation, le nettoyage fréquent des surfaces et la vérification régulière des filtres.

Bref, bien qu'il soit impossible d'éliminer complètement la rouille et la moisissure en mer, il est absolument essentiel d'adopter une stratégie exhaustive pour les gérer afin d'assurer la santé et la sécurité de nos marins. Les dirigeants de la MRC sont conscients de l'importance de faire en sorte que les marins aient la confiance et l'assurance qu'ils travaillent dans un milieu sain et sécuritaire. Bon nombre de mesures importantes ont été prises, et la MRC continuera de s'attaquer activement aux conditions sous-jacentes qui ont contribué à la rouille et à la moisissure de certaines de ses navires, et elle demeure déterminée à mener à terme toutes les mesures correctives.

La santé et la sécurité des marins sont d'une importance primordiale pour la flotte. C'est pourquoi toutes les mesures, préventives et correctives, seront menées à bien.

Les réglages et changements techniques suivants sont actuellement mis en œuvre:

- Pour remédier aux mauvaises conditions de drainage des plateformes, des modifications ont été apportées au système de drainage de climatisation primaire des 12 frégates de la classe Halifax;
- Les mises à niveau des commandes du système de climatisation, qui passent du système pneumatique au système électronique, sont maintenant terminées dans deux des 12 frégates de la classe Halifax et devraient être achevées à l'échelle de la flotte d'ici 2021;
- Les essais de rééquilibrage primaire de l'air (travaux nécessaires pour rééquilibrer le système d'alimentation CVCA afin de fournir de l'air au débit requis en fonction des exigences de conception de chaque espace) devraient être terminés à l'échelle de la flotte en 2020. Ces essais ont été menés à bord du NCSM Fredericton et les efforts de rééquilibrage du reste des frégates sont en cours;
- Des directives précises concernant l'exploitation du réseau de vapeur ont été fournies aux responsables techniques de la formation et continueront d'évoluer grâce aux retours concernant les opérations et l'entretien des systèmes de marine.

Personnel promotion at Whidbey Island



PO2 Brett Marchand is promoted to PO1 by LCdr Graham Collins (CO Trinity Detachment Whidbey Island). PO1 Marchand's wife, Lindsay, is on hand to help with the rank badge change.

SUBMITTED

5 Div members deploy to continue deterrence mission in Latvia

By DND

Following months of training and preparation, approximately 450 CAF members are now on their way to Latvia to provide relief for Canadian soldiers taking part in Op REASSURANCE. The new Canadian personnel, led by the 2nd Battalion, The Royal Canadian Regiment (2 RCR) will replace the 1st Battalion, Princess Patricia's Canadian Light Infantry in NATO's enhanced Forward Presence (eFP) Battlegroup Latvia. LCol Sean French, Commanding Officer of 2 RCR, will assume command of the multinational battlegroup shortly after his arrival.

As articulated in Canada's defence policy – Strong, Secure, Engaged – the deployment of the CAF members as

part of Op REASSURANCE reaffirms Canada's commitment to leading and contributing to NATO's efforts to deter and defend against potential adversaries in order to support global stability.

The eFP Battlegroup Latvia comprises military contingents from Albania, Canada, Italy, Poland, Slovenia and Spain.

NATO's enhanced Forward Presence is part of a defensive and proportionate response to the evolving security environment in the region. The Battlegroup is training with the Latvian Land Forces Infantry Brigade, with which it will work hand-in-hand to deter, and if necessary help defend, the people of Latvia from aggression.

Continued on page 19

Rust and mould – The RCN remains ever vigilant

By the RCN

Regardless of the type of ship operating at sea, there are two ever-present challenges that require constant vigilance to ensure they are appropriately dealt with - rust and mould. While both are naturally occurring processes and the conditions at sea are ideal for them, they are manageable. The RCN takes these two issues very seriously because if not effectively managed they can affect the health and safety of our sailors, and the effectiveness of its ships.

The RCN has a very broad and comprehensive strategy in place to appropriately manage rust and mould issues. The first line of defense is prevention. With hundreds of sailors living in confined spaces at sea for weeks at a time, moisture and humidity are an always present companion, and as such provide ideal conditions for the onset of rust and mould. This is why cleaning stations are a daily occurrence at sea. Through such measures the RCN ensures a hygienic standard of habitability is maintained in all its ships. To ensure standards are met in each ship, the executive officer and the coxswain conduct evening rounds (inspections) of all mess decks, heads and wash places (bedrooms and washrooms). More thorough inspections occur in the form of Captain's rounds

that are conducted on a regularly scheduled basis.

When issues of rust or mould are noted in a ship, an action plan is put together and measures are taken to deal with them. Key enablers in this process are members of the preventative medicine and the maintenance communities. Together, these teams help more thoroughly identify the issue and develop remediation measures.

Some of the fixes seem rather obvious, such as in the heads and wash places where many components of the space are fabricated out of stainless steel and additional ventilation is provided.

In some instances the fix is more complex and a more comprehensive plan is required. For example, when concerns about mould in the frigates were identified during their mid-life refit, a number of engineering projects were launched to ensure the health and safety of our sailors. These projects were aimed at improving air circulation, condensate drainage, and overall HVAC system performance in all 12 frigates.

The Chief Engineer of the RCN is also proceeding with the acquisition of air quality monitors for installation in frigates and a new mould prevention technology which may have merit. He has also directed that the HVAC planned maintenance regime

be briefed to him every six months to ensure the required outcomes are being achieved.

In 2016, the CAF Deployable Health Hazard Assessment Team was engaged to conduct an indoor air quality assessment (IAQA) of our ships. The first IAQA was completed on HMCS *Winnipeg* and it determined that acceptable levels of commonly occurring mould were found on board the ship, however higher levels were located in three compartments where an elevated presence of water and organic matter were contributing factors. The mitigation strategy for these three spaces included increased ventilation, frequent surface cleaning, and regular filter checks.

In conclusion, although it is impossible to completely eliminate rust and mould at sea, it is absolutely essential to have a comprehensive strategy to manage them to safeguard the health and safety of our sailors. The RCN leadership is seized with ensuring our sailors have the trust and confidence that they are working in a healthy and safe environment. Many important steps have been taken and the RCN will continue to actively address the underlying conditions that have contributed to the rust and mould found in some of its ships, and it remains committed to the completion of all remediation initiatives. The health

and safety of its sailors is of vital importance to the fleet, and all efforts, preventive and corrective, will be pursued to realization.

The following technical adjustments and engineering changes are currently being implemented:

- To address poor water drainage conditions across the platforms, primary air conditioning system drainage modifications are now complete in all 12 Halifax-class frigates;
- The upgrades of the air conditioning system controls from pneumatic to electronic are now complete in two of twelve Halifax-class frigates and are expected to be complete fleet-wide by 2021;
- Primary Air Rebalancing trials (work necessary to re-balance the HVAC supply system to deliver air at the required flow-rate based on the design requirement of each space) are expected to be complete fleet-wide in 2020. These trials have been successfully completed on HMCS *Fredericton* and efforts to complete the remainder of the frigates are currently underway; and
- Specific direction with respect to the operation of the steam system has been provided to the Formation Technical Authorities and will continue to mature through the Marine Systems Operations and Maintenance Conferences.

5 Div members deploy

Continued from page 18

"I am extremely proud of the nearly 40 women and men of 5th Canadian Division — Canada's Army in Atlantic Canada — who are supporting 4th Canadian Division and deploying as part of NATO's enhanced Forward Presence Battlegroup Latvia. Our soldiers are strong, proud and ready to work alongside our Allies, building

soldier-to-soldier relationships and mutual understanding that enhance NATO readiness and collective defence," said BGen Derek Macaulay, Commander 5th Canadian Division, Canada's Army in Atlantic Canada.

The majority of soldiers deploying are from 4th Canadian Division in Ontario and approximately 40 soldiers are from 5th Canadian Division in Eastern Canada.

The CAF is contributing about 450 troops to the enhanced Forward Presence Battlegroup Latvia, including headquarters staff, an infantry company with Light Armoured Vehicles, military police, and logistical and communications support.

Since 2014, Canada has actively participated alongside our NATO Allies in Northern, Central and Eastern Europe in measures to maintain security and stability through training, exercises, and other operational tasks.

This deployment is part of Operation REASSURANCE, the CAF's sup-

port to NATO's strengthened deterrence and defence posture in Central, Eastern and Northern Europe.

Before deploying, these soldiers completed an intense schedule of individual and collective training to hone their general and mission-specific skills, including weapons training, mental readiness, and language and cultural awareness.

Canada enjoys excellent relations with Latvia. Canada was the first G7 country to recognize the restoration of Latvia's independence in 1991, and one of the first countries to ratify Latvia's accession to NATO in 2004.



Members of the Canadian contingent of the enhanced Forward Presence Battlegroup in Latvia fire the Tube-launched, Optically tracked, Wire-guided missile during a range practice on January 5, 2018 at Camp daži, Latvia.

SGT BERNIE KUHN, TASK FORCE LATVIA

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HMCS *Sackville* back in 'action'

By Cdr (ret'd) Len Canfield,
Canadian Naval Memorial Trust

If all goes according to plan and with the aid of LIDAR scanning, the iconic corvette HMCS *Sackville* will have a cameo role in the US naval drama *Greyhound*, scripted by and starring Academy Award winner Tom Hanks. Hanks has based the script on the C.S. Forester novel *The Good Shepherd*. It portrays a troubled US destroyer captain escorting an Allied convoy across the perilous North Atlantic in 1942 when German U-boats were sinking a significant number of merchant and naval ships with heavy loss of life.

The film, being produced by Film Nation Entertainment in Baton Rouge, Louisiana, required footage of other convoy escorts and this is where *Sackville* entered the picture. *Sackville* is the last of the Allies' 269 wartime corvettes that played a major role in winning the pivotal Battle of the Atlantic.

LCdr (ret'd) Doug Thomas, executive director of the volunteer Canadian Naval Memorial Trust that owns and operates *Sackville*, was contacted in December by one of the film's VFX (visual effects) crews requesting footage of the corvette. With no available footage of *Sackville* in action during the war, arrangements were worked out for VFX specialist Alex Shvartzman to carry out light detection and ranging (LIDAR) scanning of the ship at her winter berth in HMC Dockyard.

The scanning included dimensional exterior scans of *Sackville* from the upper deck of the ship as well as from a boat outboard of the ship to be fed into a computer to depict a wartime corvette. Much of the current film action sequences employ computer graphic imagery to produce realistic effects. LIDAR is used to scan buildings, etc. to produce a high resolution 3-D model.

Shvartzman scanned both the exterior and upper deck of the 205-foot *Sackville*, one of Canada's 123 wartime corvettes. The ship's most memorable action occurred in early August 1942 (the same year as the *Greyhound* story) when she engaged three U-boats in a 24-hour period off the Grand Banks, putting two of the submarines out of action. Commissioned in December 1941 and named after the Town of Sackville, NB, *Sackville* was designated Canada's Naval Memorial by the Government of Canada in 1985.

Filming of *Greyhound* is expected to ramp up in the next several months using the Fletcher-class destroyer USS Kidd and other locations in Baton Rouge. Kidd, launched in 1943 and veteran of Pacific and Korean operations was designated a memorial for Louisiana Second World War veterans in 1982. The museum ship is berthed



Artist Yves Bérubé painted this dramatic representation of HMCS *Sackville*'s August 1942 engagement with three U-boats in 24 hours. The painting is from the Maritime Museum of the Atlantic collection.

COURTESY MARITIME MUSEUM OF THE ATLANTIC



Alex Shvartzman uses LIDAR to scan the upper deck of HMCS *Sackville*.

CONTRIBUTED

in Baton Rouge on the Mississippi River and maintained by the Louisiana War Memorial Commission.

LCdr (ret'd) Thomas has requested that the corvette depicted in *Greyhound* be identified as HMCS *Sackville*

and/or use her K181 pennant number as well as providing a credit for the Canadian Naval Memorial Trust.

TRIDENT Sports

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

Mariners women's team looks to rebuild in 2018

By Ryan Melanson,
Trident Staff

A new year means a new CAF regional/national hockey season is about to get underway, and the 2018 season will be a big adjustment for the CFB Halifax Mariners women's team.

It will be the first year without long-time captain and CAF Sports Honour Roll Inductee WO Charlene Arsenault, and although she'll still be around the rink helping out, the six-time national gold medal winner leaves big skates to fill.

"It's definitely a rebuilding year for us, with Charlene no longer being there, and the loss of a couple other players as well," said this year's coach LS Robyn Nicholson, who is also sitting out the 2018 season with a knee injury after playing and winning Regional gold last year.

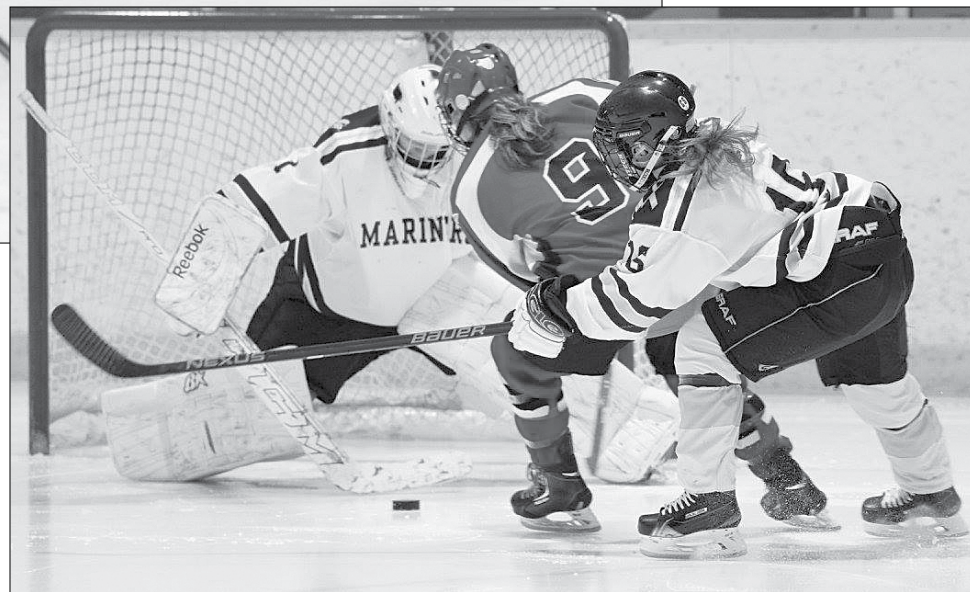
A positive, however, has been seeing some girls on the ice during practices who are very new to the sport and in some cases having their first hockey experiences, LS Nicholson added, along with a core group of returning players from last year.

The CAF Atlantic Regional Hockey Championship tournament is set for February 5-9 at the Shearwater Arena, to be followed by the National Championship in Borden from March 5-9. On the men's side, the Regional Championship will happen during the same dates in Shearwater, while the Nationals will run from March 3-8 in Borden.



LS Nicholson said the Mariners realize they're in a different position than in recent years, but are still looking forward to some high level hockey against the other Atlantic region teams in February.

"We're looking forward to the tournament to have fun and play together as a team rather than necessarily looking to win it all," she said.



The CFB Halifax Mariners women's hockey team, who competed at CAF nationals last year, will be back on the ice for the CAF Atlantic Regional Championship tournament, scheduled for February 5-9 at the Shearwater arena.

CFB BORDEN IMAGERY

Fitness and sports updates

By Trident Staff

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



Super Crossword



FORCES IN TRAINING
FLEET FITNESS AND SPORTS CENTRE WINTER CLASS SCHEDULE

	MON	TUES	WED	THURS	FRI
0730-0815	FUNCTIONAL MOVEMENT	FUNCTIONAL STRENGTH	FUNCTIONAL MOBILITY	FUNCTIONAL MOVEMENT	FUNCTIONAL STRENGTH
0730-0830	GENTLE YOGA		FORCE Prep		YOGA
0830-0915	FORCE Prep		FORCE Prep		FORCE Prep
1200-1300		YOGA	BODYWEIGHT/ CALISTHENICS	YOGA	
1210-1255	FUNCTIONAL STRENGTH	FUNCTIONAL MOVEMENT	SPIN	FUNCTIONAL STRENGTH	FRIDAY FUN-DAY

/psphalifax



FORCES IN TRAINING
STAD FITNESS AND SPORTS CENTRE WINTER CLASS SCHEDULE

	MON	TUES	WED	THURS	FRI
0730-0830			WATERWORKS		WATERWORKS
0830-0930	FORCE PREP	FORCE PREP	FORCE PREP	FORCE PREP	FORCE PREP*
0930-01030		POOL JOGGING		POOL JOGGING	
1130-1300	LANE SWIM	LANE SWIM	LANE SWIM	LANE SWIM	LANE SWIM
1215-1300	UPPER BODY AND CORE	SPIN	YOGA <i>NEW</i> TACTICAL ATHLETE	LOWER BODY AND CARDIO	STEP AEROBICS

/psphalifax cafconnection.ca/halifax



FORCES IN TRAINING
SHEARWATER FITNESS AND SPORTS CENTRE WINTER CLASS SCHEDULE

	MON	TUES	WED	THURS	FRI	SAT
0700-0800		LANE SWIM		LANE SWIM		
0730-0815	FORCE PREP		FORCE PREP		FORCE PREP*	SPIN (0930-1030)
1145-1230	TRX	SPIN	FUNCTIONAL STRENGTH	SPIN	RANGE OF MOTION	
1200-1300	LANE SWIM	LANE SWIM	LANE SWIM	LANE SWIM	LANE SWIM	
1800-1900	YOGA	BOOT CAMP	YOGA	BOOT CAMP		

/psphalifax cafconnection.ca/halifax

PSP Fitness
Instructor
logs first pro
kickboxing
victory

By Ryan Melanson,
Trident Staff

The men and women of the CAF are highly trained and capable of defending themselves if necessary, but at 12 Wing Shearwater, they’re not the only ones who know how to put up a fight.

Thomas Dalziel, a PSP Fitness and Sports Instructor at the Shearwater gym, is a third degree black belt in Kajukenpo and four-time amateur kickboxing champion, and recently took the next step in his fight career with his first professional kickboxing victory.

Dalziel defeated American fighter Ravon Baxter of Nashville on December 18, fighting in the main event of a World Combat Arena fight card at the Montreal Casino. The victory came by way of TKO; his opponent was saved by the bell from Dalziel’s strikes in the third round and unable to return to fight the fourth.

Baxter was making his professional debut after going undefeated in amateur kickboxing, with multiple knockout wins on his record, and Dalziel took the bout on short notice after plans to fight with a promotion in New Brunswick fell through.

“The promoter with World Combat Arena reached out and I jumped at the opportunity,” he said.

“It was great to get the win.” He made his professional debut in July after a decade of amateur experience, and though he lost that fight after suffering a broken orbital bone early on, he was confident in his abilities going into his second pro matchup – as long as he could keep his eye sockets in one piece.

“I really believe I had the first two rounds won and the injury is what took the fight away from me the first time, so not having any facial breakage was definitely a big help for this fight,” he joked.

He also had some help from one of the best in the business on fight night. With his own coaching team unable to make the last-minute trip to Montreal, Dalziel was able to link up with Canadian kickboxing legend and 23-time champion Jean-Yves Theriault, who taped up his hands and worked his corner for the event.

Continued on page 23

Super Crossword

9 B.C.

ACROSS

- 1

Opera start
- 5

"Yes, yes, Juan!"
- 9

Take -- (taste some)
- 13

Cheeky type
- 19

Road, in German
- 20

Foretold
- 21

Lovett of country
- 22

No longer surprised by
- 23

Ram forcefully?
- 26

Frito Lay chip
- 27

December mall hirees
- 28

Teeny
- 29

Greeting sent by a cosmetics company?
- 31

"Agnus --"
- 32

Cache
- 34

Southeast Kansas city
- 35

Where lots of mail deliverers scuba-dive?
- 40

Not at all high
- 44

Most robust
- 45

Kazan of film directing
- 46

Hilo "hello"
- 47

In days past
- 48

"Lo-o-vely!"
- 49

Set crossword hints to music?
- 53

Prefix with pathology
- 56

The Big Apple, briefly
- 58

Fissile rock
- 59

Midday sleep
- 60

Divide by type
- 62

Contract out
- 66

TV title alien
- 67

Water whirl
- 68

Required maintenance items?
- 73

Face cover
- 76

From -- Z
- 77

Big fair
- 78

Character
- 82

"Scat!"
- 83

Prologue
- 85

Upsilon's follower
- 88

Qdoba treats
- 89

Inelegant five-member band?
- 94

66-Across et al.
- 96

Salt's "Help!"
- 97

Muslim palace area
- 98

Haul around
- 99

Number of magazine subscribers, e.g.
- 102

Writer Haley
- 103

Long to look at a periodic table?
- 107

Feng --
- 108

Poetry Muse
- 109

White-haired
- 110

Library cubicle in which Chablis is served?
- 116

Jackie O.'s "O"
- 117

New York state prison
- 120

Is wild for
- 121

Writes hacky computer

- 124

Chemist's "I"
- 125

Nursing school subj.
- 126

Bit of help
- 127

In awe
- 128

Naval units
- 129

Car-lot sticker abbr.
- 130

Barley brews
- 131

Guru's discipline
- 30

Female deer
- 32

Is sporting
- 33

Hoagie shop
- 35

Its capital is Accra
- 36

Is very angry
- 37

Co. kahuna
- 38

-- Tin Tin
- 39

Tatty cloths
- 40

Exclusively
- 41

Ran across
- 42

In the future
- 43

Harsh-toned
- 46

Top gun
- 50

Spicy cuisine
- 51

Stop moving
- 52

Pixieish
- 54

Stone
- 55

-- pro nobis
- 57

Amigo of Fidel
- 61

Sedative drug, informally
- 63

Berg stuff
- 64

Stout of mysteries
- 65

Seer's skill
- 67

This, to Pedro
- 69

Dying rebuke
- 70

"Me neither"
- 71

Sponge up
- 72

Scarf down
- 73

Coffee flavor
- 74

Auditory
- 75

Rubberneck
- 79

West Coast coll. in La Jolla
- 80

Hen's perch
- 81

Swirly letters
- 83

Suffix with 90-Down
- 84

Being aired, in a way
- 86

Like religious dissenters
- 87

Writer Calvino
- 90

Gender
- 91

Tip of a sock
- 92

Suffix with major
- 93

Azadi Tower locale
- 95

Holy Fr. woman
- 100

Ham it up
- 101

City-circling route
- 103

Goes after
- 104

1921 Karel Capek play
- 105

Stability-improving auto part
- 106

Vocalist Kitt
- 107

Hound's trail
- 110

Homeless kid
- 111

Sacred cow
- 112

Center point
- 113

The "E" of HOMES
- 114

Practically forever
- 115

Jet name
- 117

Gets the total
- 118

Stop up
- 119

Kelp, e.g.
- 122

Brand of motor oil
- 123

A single

DOWN

- 1

Essentials
- 2

"Fame" star Irene
- 3

Very loud
- 4

Alternatively
- 5

-- -chef
- 6

Unruly kid
- 7

Fit for sailing
- 8

Ready to be driven
- 9

Pugilist Muhammad
- 10

Harmony
- 11

1942 role for Ingrid
- 12

"The Dick Van Dyke Show" surname
- 13

Ballet dancer Nureyev
- 14

"Sitting on -- ..." ("Mrs. Robinson" lyric)
- 15

Blood bank fluids
- 16

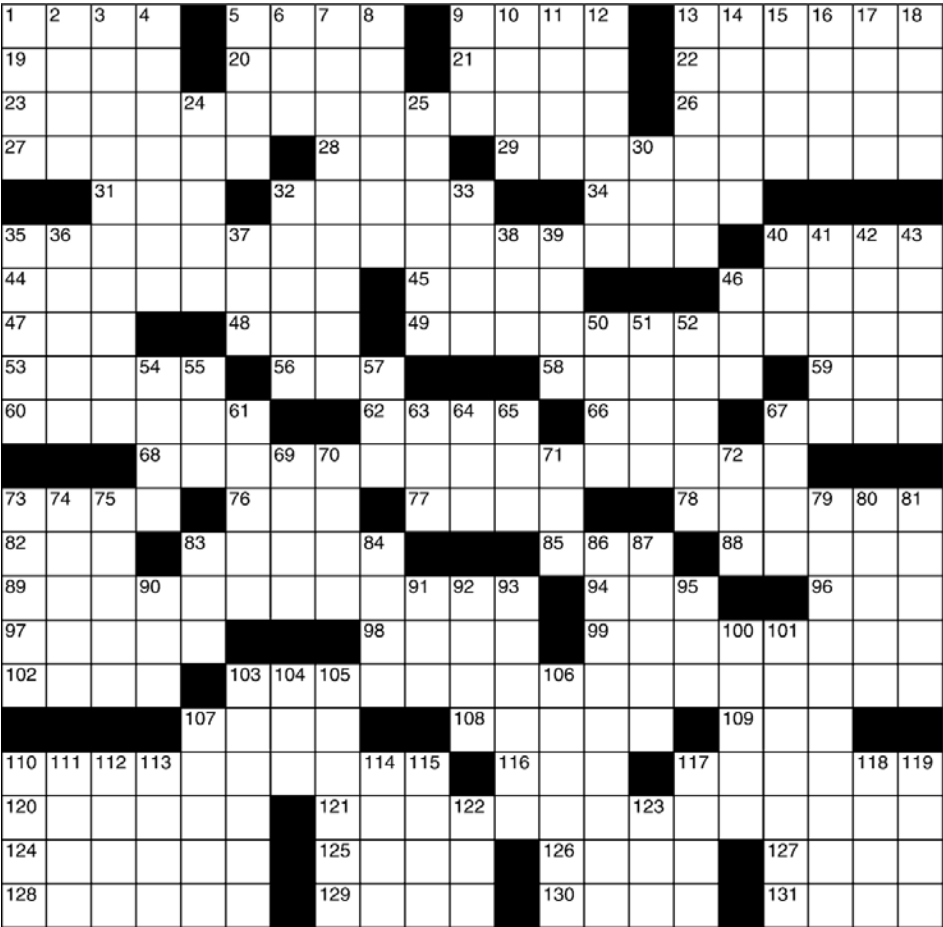
Nero's 404
- 17

Quintillionth: Prefix
- 18

"Crazy" bird
- 24

Aristide's land
- 25

Eagles' nests





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