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Jogging to a world record during the Navy 10K

During this year's Navy 10K, Lt(N) Michael Bergeron set a new world record for juggling. He ran and juggled three balls for the entire 10K, clocking in with a time of 35:36.

MONA GHIZ, MARLANT PA



Run the Rock raises \$113,000 Pg. 3



Fleet Sailor of the Quarter Pg. 8



Community Day in Iqaluit Pg. 10



2018 Navy 10K results Pg. 20

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FDU(A) assists with Avro Arrow model recovery project



OEX Recovery Group raised the first major discovery of its Raise the Arrow project from Lake Ontario on August 12. The model appears to be one of three original free-flight models from the Avro Arrow design program. It was delivered to 8 Wing Trenton on August 13.

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COMMISSIONAIRES

By Ryan Melanson,
Trident Staff

Members of Fleet Diving Unit (Atlantic) recently lent their support to help recover a piece of Canadian military and aviation history.

A team of eight divers from FDU(A) drove out to Lake Ontario to join OEX Recovery Group on its Raise the Arrow project from August 8-10. Now in the second year of the project, OEX's goal is to recover the final 1/8 scale pre-flight test models of the Avro CF-105 Arrow, which are the only known artifacts from the program remaining to be found.

The Avro Arrow was a hypersonic fighter being developed for the RCAF with cutting-edge technology at the time, but the program was cancelled by the government of the day in 1959, shortly after the rollout of the first Mark 1 models for test flights.

"These models were launched back in the 1950s, and they're still sitting out there on the lake bed today," said Lt(N) Zach Johnson, FDU(A) Operations Officer and the lead for the Navy dive team on site.

On the civilian side, OEX is led by Osisko Mining CEO John Burzynski, along with a number of financial partners, as well as the involvement of the Canadian Conservation Institute and the National Air Force Museum of Canada.

The FDU(A) role involved diving to inspect pieces of debris identified as possibly being related to the project after initial surveying with an ROV.

"They had a number of probable targets, and sonar pictures aren't always perfect, so we went down with lightweight surface supply diving equipment to take a look," Lt(N) Johnson said.

The lightweight equipment allows for unlimited air, along with two-way communication and live video streamed to the surface as the divers cleared debris of sea growth and mus-



A team of eight divers from FDU(A) assisted OEX Recovery Group on its Raise the Arrow project from August 8-10. The divers inspected sites in Lake Ontario that were identified as possible resting places for free-flight test models of the Avro CF-105 Arrow.

OEX RECOVERY GROUP

sels for a better look.

"We had the archeologist telling us exactly what she wanted us to do while we were down there," he added.

Unfortunately for the divers who were excited to get a look at a piece of Canadian history, the dives by FDU(A) this year didn't lead to the discovery of any new models. They did, however, identify other related pieces of debris from the Arrow design tests. Burzynski, who was on site for the dives, said the RCN support was extremely helpful in moving the search along.

"They were great help, and our people were all really blown away watching them operate with the efficiency that they do. Having now done two years of work and gathered a lot of information, we're getting fairly certain as to where the final five models are likely located."

While no new major discoveries were made during this year's dives, OEX did find success in raising a previously discovered test model from the water on August 12. Believed to be one of three models built for initial tests on the Arrow's delta wing design, the model was discovered in August of 2017 and has been dubbed the "Grandfather" of the Avro Arrow program by the OEX team.

"Historically, it's very significant," Burzynski said, adding that because of the progressive nature of the testing, these earlier models are crude versions of the Arrow design, built for initial tests of the wing form at supersonic speeds.

"Obviously the goal of our search is still to find one of the final five models, because they were the exact replicas of flying jet and the last design testing they did before they went to the production line to start building the planes."

The recovered model was delivered to 8 Wing Trenton and the National Air Force Museum of Canada on August 13, and the OEX team completed their work in Lake Ontario for the year soon afterward. Smaller discoveries, like a potential fuselage from a final model, and pieces of the model booster rockets, offer clues for continuing the search in 2019, and the group is confident they're getting closer to their goal. OEX has about 40 square kilometres left to survey of the 100 square-kilometre area they originally identified.

It's also expected that the CAF and FDU(A) will continue supporting the project into next year, and Burzynski added he would be thrilled to recover a piece of history and put it back into the hands of the military it was designed for.

"This was intended to be for the Air Force and for the Canadian Forces in general, so we were strongly hoping when we started this recovery program that the Forces would get involved. It's been a pleasure to work with everybody and I hope it continues," he said.



Run the Rock surpasses \$1,000,000 for Children's Wish

By Lt(N) Ryan Arnold,
HMCS *St. John's* Logistics Officer

Prior to returning home to Halifax following a six month deployment on Op REASSURANCE in the Baltic and Mediterranean Sea, the crew of HMCS *St. John's* knew there was still one mission left to complete. This mission, which is almost as old as the ship herself, was continuing the tradition of Run the Rock for its 23rd year.

This is an annual fundraising campaign by the ship's company that raises money for the Children's Wish Foundation of Canada: Newfoundland & Labrador Chapter. Even under these circumstances, finding 13 members to make up the 2018 team proved not to be a challenge.

For five members of the team, their wait to get home didn't necessarily mean their return to Halifax. As Newfoundlanders themselves, their hometowns: Lark Harbour, Trout River, Boyd's Cove, Gander, and Whitbourne, were added to the 2018 route, and during these homecomings they and the remainder of the team were greeted with open arms.

On the 23rd of July the team started the over 900-kilometre journey from Port aux Basques, stopping in towns along the way, before finally making it to the end of their journey in St. John's on August 4. The connection *St. John's* has with its namesake city and the province of Newfoundland and Labrador is never more apparent than during this campaign. Run the Rock provides an opportunity for *St. John's* to engage with communities across the province, all in support of an amazing cause. These communities have embraced Run the Rock as much as the crew has. Since the run began, they have welcomed the team each year into their homes, Legions, Lions Clubs and town

halls, providing shelter, food, water and always a memorable experience.

Along the way, the team had the opportunity to meet several wish children and their families. Sometimes these meetings were planned and other times they occurred just by chance, including a memorable meeting during a fundraising stop in a small-town Tim Hortons. Listening to their stories and seeing the impact that a wish provided, were the moments that truly brought home the significance of what they were doing for the team.

This year the team raised more than \$113,000 for the Children's Wish Foundation, which will be used to grant 11 wishes. One of those wishes will be Claire's, a young girl who attended the closing ceremonies of the campaign where she discovered, to her surprise, that Run the Rock would be sponsoring her wish. This was another opportunity for the team to see the positive impact that their efforts were having.

This year's run also achieved a significant milestone as *St. John's* surpassed the \$1,000,000 mark raised in support of the Children's Wish Foundation since the campaign's inception in 1996. This has meant the granting of over 100 wishes to children in the province of Newfoundland and Labrador. The Foundation informed the team that today, one out of eight wishes granted by them is funded by money raised by Run the Rock, something in which the crew of *St. John's*, both past and present, can take a great deal of pride.

The 2018 Run the Rock team consisted of: Lt(N) Ryan Arnold; CPO2 John McCarthy; MS Franklyn Gosse; MCpl Kelena Kelly; LS Shauna Houston; Cpl Keira White; LS Michael Huntley; LS Jeffrey Kennedy; LS Jordan Park; LS Michael Thoms; AB John Bentley; AB Jon Korkush; and OS Michael Colbourne.



This year's HMCS *St. John's* Run the Rock team raised \$113,000 for the Children's Wish Foundation of Canada: Newfoundland & Labrador Chapter.

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A member of the Run the Rock team runs along the Trans-Canada Highway near Bonavista, Newfoundland.

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Publication
Schedule
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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
May 28 — Spring Home & Garden
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
September 17 — Fall Home Improvement
October 1 — MFRC
October 15 — Fall Automotive Maintenance
October 29 — Remembrance special
November 13 — MFRC
November 26 — Holiday Shopping
December 10 — MFRC and Year End review

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Community Calendar

Reunion and event notices must be submitted by email.

editor@tridentnews.ca include the sender's name and phone number.

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

Author's Stage: The Best of The Great Trail

Time: 6:30 - 8 p.m.

Date: Tuesday, September 4

Location: Halifax Central

Library

Michael Haynes is one of the leading authorities on trail development in Canada. He has written several trail guides, travel articles, and is a regular commentator for CBC Radio. His new book *Best Of The Great Trail: Volume 1: Newfoundland To Southern Ontario On The Trans Canada Trail* is the essential companion to the eastern part of Canada's national trail. All are invited to learn about the beauty Canada has to offer during Haynes' presentation.

Dalhousie Belong Forum with Senator Murray Sinclair

Time: 7 - 9 p.m.

Date: Wednesday, September 5

Location: Rebecca Cohn

Auditorium

What would it take to create a world where we all feel like we truly belong? That's the question behind the Belong Forums, a public lecture series in honour of Dalhousie University's 200th anniversary, featuring internationally respected thinkers, trailblazers and change-makers. Join Dalhousie for a conversation with Senator Murray Sinclair, the first Aboriginal Judge appointed in Manitoba, and former chairman of the Truth and Reconciliation Commission, as he shares his unique perspective on diversity and inclusion. Free admission with limited seats available.

615 (Bluenose) Royal Canadian Air Cadet Squadron

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

Date: Wednesdays

Location: CFB Halifax

Flight principles, air navigation, meteorology, first aid, airframes, engines, marksmanship, effective speaking, instructional techniques and leadership are some of the things you will learn as a member of 615 (Bluenose) Squadron. If you are 12 -18 years of age, you can join. Air cadet activities are centered on aeronautics and leadership. There are no fees to join and uniforms are provided. Summer training courses from 2-7 weeks in length are available. 615 (Bluenose) Squadron meets Wednesdays from 6:15-9:15 pm at Stadacona. The main entrance to Stadacona is at the corner of Gotten and Almon. For more information, go to www.615aircadets.ca or email 615air@cadets.gc.ca.

Tuesday Night Talk: *The Blind Mechanic*

Time: 7 p.m.

Date: Tuesday, September 25

Location: Maritime Museum of the Atlantic

In the first of the Maritime Museum's series of free events through the fall and winter, join author Marilyn (Davidson) Elliott to celebrate the launch of her first book *The Blind Mechanic: The Amazing Story of Eric Davidson, Survivor of the 1917 Halifax Explosion*. Elliott tells the story of her father Eric Davidson, a man who lost both eyes in the Halifax Explosion when he was just two years old. Against all odds, he taught himself to become an auto mechanic and had a successful decades-long career. This inspiring book gives new insights into the 1917 Halifax Explosion and contains never-before-seen documents and photographs.

Mi'kmaq Treaty Day

Date: Monday, October 1

Location: Province House/Grand Parade Square

CAF members are invited to events marking the 32nd annual Mi'kmaq Treaty Day in Nova Scotia. Treaty Day is held each October to highlight the importance of the treaties signed from 1725 to 1761 between the Crown and the Mi'kmaq people. Ceremonies in Halifax will include a flag raising at Government House at 8:30 a.m., followed by Treaty Day church services at St. Mary's Basilica at 9:30 a.m. At 10:45 a.m., the Veterans Parade of Honour will march up Barrington Street toward the Grand Parade Square. A veteran's address will be delivered at the Grand Parade by HCol Donald Julien, a member of the Mi'kmaq Grand Council and Senior Aboriginal Community Advisor for the Atlantic Defence Aboriginal Advisory Group.

DEFSEC Atlantic 2018

Date: October 2-4

Location: Cunard Centre

The Canadian Defence Security and Aerospace Exhibition Atlantic is a major networking opportunity for the Aerospace, Defence and Security industries - the second largest of its kind in Canada. Focused on showcasing Atlantic Canadian opportunities, the show's worldwide reach creates partnership potential for all attendees. Incorporating elements of both a trade show and a defence procurement conference, it provides access to "the right people" in an engaging and professional setting. Registration is free for currently-serving CAF members, including access to the Exhibition Hall and Seminar Series for both days. Visit <http://defsecatlantic.com> for more information and to register.



Cyclone arrives at MARPAC

443 Squadron's new CH-148 Cyclone helicopter, piloted by Capt Chelsey Llewellyn and Capt Kevin Hagen, lands at 443 Maritime Helicopter Squadron after completing a cross-country trip from 12 Wing Shearwater, Nova Scotia to Vancouver Island, BC on August 4, 2018.

CPL BLAINE SEWELL, MARPAC



HMCS Sackville needs a Chief Boatswain's Mate/Shipkeeper

By the Canadian Naval Memorial Trust

HMCS *Sackville*, Canada's Naval Memorial, is currently undergoing a major preservation refit in HMC Dockyard. She should complete this work through the winter. After the 2018 summer season away from the downtown Halifax waterfront, in 2019 *Sackville* will resume her longstanding and seasonal duty of showing Canadians the critical part played by the Royal Canadian Navy in the Battle of the Atlantic, the longest continuous campaign of the Second World War.

Through all this refit work, the ship has experienced personnel changes and now is looking to hire a new Chief Boatswain's Mate/Shipkeeper to oversee the transition of the ship back to her normal state. The candidate would possess strong general ship knowledge, an understanding of the workings of the Royal Canadian

Navy and the Dockyard, and be able to communicate and work with a wide range of people in preserving and operating the ship.

More detail on this position is available through the ship's Commanding Officer, LCdr (ret'd) Jim Reddy at 902-462-3089, or CPO1 (ret'd) Pat Devenish at 902-868-1387.

If this looks like fun to you, you may be just the person that HMCS Sackville needs as Chief Boatswain's Mate/Shipkeeper. In this photo from 2014, LCdr (ret'd) Jim Reddy, (left), Commanding Officer of HMCS Sackville, and several crewmembers of HMCS Iroquois pull in the gangway of HMCS Sackville on Wednesday, September 3. The ship was moved from Sackville Landing to Pier 23 for the 2014 Canadian Defence Security and Aerospace Exhibition Atlantic, held at the Cunard Centre.

BETH BROWN



Grasping at bubbles

By Capt R.G. Davis,
Fleet Chaplain

When my daughters were little girls, perhaps about five and three years old, we were in the backyard playing with bubbles. I would blow the bubbles, my girls would try to grab them, and when they would try to put their hands on one, it would burst.

Every once in a while one would land on their hands but about the time they would touch it, it would still burst.

Have you ever felt that way about life? Have you ever tried to understand the meaning of all of the things you see around you, but every time you think you get close, the bubble bursts?

It seems we can never get our hands around the meaning of life, and every time we think we get close, it pops in our hands. We are constantly frustrated. As one theologian has said, no matter how hard we look, "life does not provide the key to itself."

The writer of Ecclesiastes understood the quest for an answer to the problem of living. The wisest man ever put all of his wisdom and resources to the task of understanding life and in the end, threw up his hands, saying "I can't get it!" (See Ecclesiastes 1:1-18; 12:13). But the author is not saying life is pointless, he is saying that you and I can't get all of life any more than we can hold a wisp of smoke or grasp a bubble. This is problematic for us because we want answers. We want to know the solu-

tion to the problem of life and living. So is there a way forward?

The Old Testament book of Ecclesiastes presents us with two possible solutions to the problem of living. The first is one that we are painfully familiar with. It is what the author calls a "striving after the wind." This is the author's assessment of human attempts to figure out how life works and why. It is something like watching someone try to chase down a receipt in a wind storm.

There are lots of examples of this attempt to answer the problem of living. It goes on all around us and some of us are approaching life this way right now. You can put the wind chasing solution into at least two big categories. The first wind-chasing solution is trying to answer the problem of living with experience. That is, trying to find some sort of meaning in life we try to find it in the next big rush. Whatever gives you a quick adrenaline rush never ultimately and totally satisfies our cravings for fulfillment. Not a powerful promotion, a new religious experience, a whopping academic performance, or losing oneself in online fantasy worlds. And though it may be hard to hear, neither do things as beautiful as getting to live in your perfect setting, finally getting married, or having the child you've longed for. In the end, these things can only point to something else. Experiences in themselves do not hold the key to the problem of living.

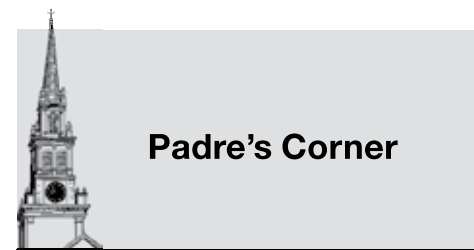
Another form of wind-chasing is avoidance. Some try to avoid the big

questions by keeping things fun and light, never letting the plow of life drop any deeper than the easy surface. Some try to avoid the problem of living by crowding out any times of quiet contemplation.

We like to create flashy means to a quick and easy (though not cheap) diversion. These are to the problem of living what pop-rocks are to nutrition. They're exciting in the mouth but empty in the stomach. They may feel fun for a moment but they don't end with joy. They are just striving after the wind and never actually deal with the questions.

But, there is a different solution to the problem of living. That is to submit to the one who made us. This might seem like a silly thing to say but this is something that we struggle to do because we don't want to admit that God has the right to tell us how to deal with life.

When I say that the second solution to the problem of living is to submit to God as the creator of life, I, as Chris-



tian Chaplain, am talking specifically about the God of the Bible. I mean the One the Bible says lovingly made all things good, Who then endured the discontented rebellion of mankind, but Whose perfect love and justice could not leave that disaster unfixed. In His great love He provided the means by which people could return to Him and to life as it was designed. The question for us is whether we will keep striving after the wind or submit to the One who lovingly made us.

I understand there are some who question the whole notion of a creator/deity, but the truth is we are all spiritual creatures. I would simply urge all of us, as we head into Fall, to take time to reflect on the big issue of what/who makes life significant and meaningful. You just might find an answer more satisfying than simply grasping at bubbles.

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Fall Programs and Events at the MFRC

Staff has been busy planning a variety of programs and events to keep the fun going throughout the fall. Be sure to visit our website for more details, registration deadlines, and the full calendar of events at www.halifaxmfr.ca or call (902) 427-7788. Pick up our Fall Program Guide today to discover an array of programs designed to help you and your family connect with other military families, have fun and feel supported by your local MFRC.

Les programmes et événements automnaux du CRFM

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

Assurez-vous de visiter notre site Web au www.halifaxmfr.ca ou téléphonez au 902-427-7788 afin de consulter le calendrier complet en plus de connaître les détails, les inscriptions et les dates limites des événements.

Backpacks for Kids

During July and August, the H&R MFRC collected donations in the form of school supplies to be sent on HMCS *Charlotte-town* to children in the Arctic. Spearheaded by CPO2 Richard Bungay, the drive collected a total of 62 backpacks stuffed full of supplies along with one dozen brand new pairs of sneakers. Each backpack had all the supplies that a child would need to effectively participate in their studies. From everyone at the H&R MFRC, we wish to thank everyone who donated to this drive. Your contribution is greatly appreciated.

Deployment is routine, but there is no routine deployment

By Sarah-Jean Mannette,
H&R MFRC

While deployment is a routine part of military life for the service member and their family, the nature of the deployment can have significant impact on the children and family left behind. At the Halifax & Region Military Family Resource Centre (H&R MFRC), we understand the physical and emotional demands placed on partners, children and extended family as a result of deployment or other work related separations. We believe deployment support doesn't begin when a member leaves, nor does it end when a member comes home: it's an ongoing process.

Ways we can help

H&R MFRC deployment programs and resources are designed to keep families informed, supported and connected before, during and after a deployment. We provide families with a variety of opportunities to connect and support one another during periods of separation by facilitating briefings, deployment education workshops (in person and virtual), family networks, social activities and social media groups.

Family networks are created, for deployments six months or longer, to

organize activities and special events. Family networks are a way to build relationships with other military families. No one knows more about the challenges of deployment than families who are experiencing or who have experienced the separation of a loved one.

The H&R MFRC relies on family contact information provided by the CAF member to begin contact with family members. Once initial contact has been made, family members can

decide their preferred level of involvement with the H&R MFRC. We connect with family members in person, by email, phone and closed Facebook groups to provide updates on the deployment, information on activities, programs and services.

If you would like to learn more about our deployment services, please visit: www.halifaxmfr.ca or call 902-427-7788 to speak with a member of the Deployment Services Team.



H&R MFRC staff welcome the newest member of the RCAF family, the CH-148 Cyclone, to the military community, at August's Shearwater 100 event.

SUBMITTED

Les déploiements sont typiques de la vie militaire, mais il n'y aucun déploiement typique

Par Sarah-Jean Mannette,
CRFM H et R

Même si les déploiements font partie de la routine pour les membres des Forces canadiennes et leurs familles, la nature des déploiements peut avoir un impact significatif sur les enfants et la famille. Au Centre de ressources des familles militaires de Halifax et régions (H&R MFRC), nous comprenons les demandes physiques et émotives causées par les déploiements et les séparations reliées au travail et leur impact sur les conjoints, les enfants et sur la famille élargie. Nous croyons que l'appui aux déploiements ne commence pas au moment où le membre part et ne se termine pas quand le membre revient : c'est un processus continu.

Les façons dont nous pouvons aider

Les ressources et les programmes relatifs au déploiement offerts par le

Centre de ressources pour les familles des militaires (CRFM) de la Région de Halifax visent à informer les familles et à les soutenir ainsi qu'à nouer des liens, avant, pendant et après un déploiement. Nous donnons aux familles des occasions de communiquer et de s'épauler dans les périodes de séparation, en animant des séances ou des ateliers d'information sur le déploiement (en personne ou à distance), en établissant des réseaux familiaux, en organisant des activités sociales et en créant des groupes dans les médias sociaux.

Les réseaux familiaux, qui sont mis sur pied dans le cas de déploiement de six mois ou plus, ont notamment pour mission d'organiser des activités et des événements spéciaux. Il s'agit d'un bon moyen de tisser des liens avec d'autres familles de militaires. Personne ne comprend mieux les défis d'un déploiement qu'une famille qui

vit ou qui a vécu l'absence d'un être cher.

Pour établir le premier contact avec les familles, le CRFM Région de Halifax compte sur l'information fournie par les militaires. Lorsque la communication est amorcée, il revient aux membres des familles de décider de leur degré d'implication auprès du CRFM. Les familles peuvent se rencontrer ou communiquer par courriel, par téléphone ou dans un groupe Facebook privé pour échanger de l'information sur le déploiement, les activités à venir, les programmes et les services.

Si vous souhaitez en savoir plus sur nos services relatifs au déploiement et que nous ne vous avons pas encore contacté, veuillez visiter notre site Web au www.halifaxmfr.ca ou téléphoner au 902-427-7788 pour joindre un membre de l'équipe des Services de Déploiement.



Ceremony marks National Peacekeepers' Day 2018

By Trident Staff,
with files from DND

On Thursday August 9, National Peacekeepers' Day, a ceremony was held in the World Peace Pavilion at the Dartmouth Ferry Terminal,

During the ceremony, Commodore Craig Skjerpen, Commander Canadian Fleet Atlantic spoke regarding the CAF legacy of participating in United Nations peacekeeping missions and the vital role of assuring peace and security around the world.

In Ottawa, Minister of National Defence Harjit S. Sajjan, Minister of Veterans Affairs and Associate Minister of National Defence Seamus O'Regan, Minister of Public Safety and Emergency Preparedness Ralph Goodale and Minister of Foreign Affairs Chrystia Freeland issued the following statement to recognize National Peacekeepers' Day:

"Today on the 10th anniversary of National Peacekeepers' Day, we join Canadians in expressing our deepest gratitude to Canadian peacekeepers, past and present. We recognize the women and men who have upheld Canada's proud history of peacekeeping throughout the years by helping to bring peace and security to vulnerable people and communities in some of the world's most volatile regions.



Serving and retired CAF members, many wearing the traditional blue beret associated with UN peacekeeping missions, gather for the ceremony to mark the 10th anniversary of National Peacekeepers' Day.

MONA GHIZ, MARLANT PA

Canada has provided instrumental support to restore peace and security in areas devastated by conflict. Our peacekeepers play a vital role in achieving these objectives while demonstrating compassion and courage.

"Canada is proud to have had more than 125,000 members of the Canadian Armed Forces, the Royal Canadian Mounted Police, diplomats, civilian experts, and provincial and municipal

police officers serve on a variety of United Nations peace support operations and multinational task forces around the world since 1949.

"Canada's defence policy, Strong, Secure, Engaged, underscores our commitment to peacekeeping and peace support operations. This commitment is evident as Canadian Armed Forces troops recently began a year-long United Nations peace operation, the

Multidimensional Integrated Stabilization Mission in Mali (MINUSMA), until July 2019. Furthermore, Canada remains steadfast in its pledge to advance and support global peace and security in the face of the evolving challenges faced by peacekeepers. This is why the Government of Canada launched new efforts to reform and modernize peace operations, including the Elsie Initiative for Women in Peace Operations and the Vancouver Principles on Peacekeeping and the Prevention of the Recruitment and Use of Child Soldiers. This is also why Canada has approved the deployment of up to 20 Canadian police officers to support the United Nations and European Union efforts in Mali.

"We remember the nine Canadian United Nations peacekeepers who tragically lost their lives on August 9, 1974, when a United Nations-marked Canadian Armed Forces transport aircraft was shot down during a resupply mission in the Middle East. This remains the largest single-day loss of Canadian life during a peace support operation. These Canadians, counted among the 122 Canadian peacekeepers who have made the ultimate sacrifice in the service of peace since 1949, will not be forgotten. Their bravery continues to be represented in the selfless work of peacekeepers around the world."

HMCS *Ottawa* provides assistance to Hawaiian vessel near Honolulu

By Lt(N) Tristan Robertson,
HMCS *Ottawa*

On the heels of completing the Rim of the Pacific exercise and during a busy summer schedule, HMCS *Ottawa* put its training to good use when the ship aided an 18-foot recreational vessel August 4.

The boat had lost power 15 nautical miles south of the island of Oahu.

Ottawa was at sea for a two-day Canadian Leaders at Sea sail, with guests embarked to experience life at sea in the

navy. Guests were afforded the unexpected opportunity to witness a real-world search and rescue situation in which the ship's company employed its response organization and capabilities.

As *Ottawa* transited to Pearl Harbor, the ship's bridge team monitored radio transmissions between a vessel requesting assistance and the United States Coast Guard (USCG). When the Commanding Officer, Cdr Alex Barlow ascertained the vessel in distress was in the immediate area, he offered his ship's assistance.

Once *Ottawa* reached the disabled vessel, a team from the ship's Marine Systems Engineering department was sent over to affect repairs. Lt(N) Alanna Foscarini, PO2 Michael Taton, and LS Richard Tessier embarked the vessel and dealt with a challenging sea state, an unstable deck, and an unfamiliar engine as they attempted to resolve the mechanical issues. Ultimately it was determined the damage to the vessel's engine was irreparable by ship staff, and the vessel would require a tow.

Ottawa coordinated and prepared the vessel to be towed by a USCG vessel and remained on scene until the towing vessel arrived.

The ship received a Bravo Zulu from the RAdm E. Lunday, Commander of 14th United States Coast Guard District, who highlighted that *Ottawa*'s "quick and professional response ensured the search and rescue situation did not worsen," and that the ship "demonstrated the superb teamwork that is the hallmark of Canada-US operations at sea."



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Sailor of the Quarter represents RCN at home and abroad

By Ryan Melanson,
Trident Staff

Though LS Harveer Gill has only been a member of the Royal Canadian Navy for about three years, he's quickly gaining recognition as an ambassador for his ship, HMCS *Fredericton*, and for the wider organization.

In just the last few months, LS Gill volunteered at the Bluenose Marathon as SONAR, the RCN Mascot, he's cycled across New Brunswick with his shipmates as part of the Sailors for Wishes fundraiser in support of the Children's Wish Foundation, and he was also the most junior sailor to represent the RCN and CAF at the 2018 International Four Days Marches Nijmegen.

That impressive resume of community involvement and outside activities is part of the reason LS Gill was selected as the CANFLTLANT Sailor of the Quarter for Q2 2018. Cmdre Craig Skjerpen, Commander CAN-FLTLANT, and Fleet Chief CPO1 Tim Blonde visited *Fredericton's* shore office in Shearwater on August 22 to officially make the presentation, along with handing out promotions and medals to other members of the ship's company.

"It's nice to get the recognition, but it's definitely a surprise. It's always fun to be out and about in the communities and staying busy, and I just do these things as they come up, because I enjoy it," LS Gill said.

With the Sailors for Wishes event, which wrapped up in New Brunswick in early August, he was part of an



From left, HMCS *Fredericton* Commanding Officer Cdr Blair Brown, Fleet Chief CPO1 Tim Blonde, LS Harveer Gill, and Cmdre Craig Skjerpen, Commander CAN-FLTLANT. LS Gill was named the Sailor of the Quarter for Q2 2018 during a ceremony at the *Fredericton* shore office in Shearwater on August 22.

RYAN MELANSON, TRIDENT STAFF

HMCS *Fredericton* team that raised nearly \$70,000 for Children's Wish from August 3-10. Cycling across a province, however, may have seemed like a breeze compared to the physical challenge of the Nijmegen marches, which LS Gill attended as part of the MARLANT team from July 17-20, marching 160 kilometres over four days through the Netherlands alongside thousands of military and civilian participants from around the world.

"It was absolutely the experience of a lifetime. Being the only Able Seaman from Canada was also special, with hard sea trades being notoriously under-represented in Nijmegen. I wasn't just there representing myself, but also the Navy and the Fleet," he said, adding that the camaraderie among the tri-service team helped ease the pain of the grueling training schedule and physically demanding 40km days.

"The training was difficult, but it

was more than worth it in the end, and we'll all be friends for life after going through it together."

LS Gill was just promoted to his current rank weeks ago, and while his status as a junior sailor in a shore office means sailing time has been limited, he's still found ways to set himself apart as a member of the crew. He's stepped up to promote fitness among the ship's company as *Fredericton's* Force Test Coordinator, and his work ethic as a junior Weapons Engineer has allowed him to move through his training packages ahead of schedule. With his ship currently undergoing its scheduled docking work period, making progress on training becomes more difficult, LS Gill said.

"But if you're a bit of a keener, and you can keep yourself motivated, you can give yourself a push and work a little harder. I've been making the most of the shore office."

His shipmates agreed, and in nominating LS Gill for the award, his supervisor, PO2 Craig Baker, noted that he's already been teaching other junior sailors aspects of his trade, and said he'll be an exceptional help to *Fredericton* as the ship prepares for the reactivation of its CSE systems.

PO2 Baker said LS Gill's professionalism and dedication have set an example for others to follow, and that he couldn't think of a sailor more deserving of the recognition.

"He consistently performs at the highest standard and his dedication is a tremendous asset to *Fredericton* and the RCN."

I shudder to think: Cell phones don't replace cameras

By SLt M.X. Déry,
MARPAF PA

I love that almost everyone nowadays takes photos, but there are a number of you, and you know who you are, that commit every photography sin and I shudder to think what people in the future will say about our walls of rubbish photos.

As I stated recently, the fact that everyone now has a miniature camera in their cell phones is a boon, since it allows for more casual, everyday activities to be photographed. It is normal that most people don't carry a dedicated camera around their necks all day long, and that is where the cell cameras shine.

What they are not meant for is to replace actual cameras outright. I've had friends leave on a long vacation with nothing but a cell phone to capture their memories of foreign

landscapes, strange flora and exotic fauna.

A cell phone is akin to a multitool or a Swiss army knife in that it can do a lot of things in small quantities, but does not replace the original tool. If you are in an isolated cabin and need to remove 3-4 Phillips head screws on a portable generator, a multitool can be a lifesaver, but renovating a kitchen would require a screwdriver, and preferably a powered one.

A cell phone is not purpose built for the task of high resolution photography. The sensor is tiny, the lens equally so and the aperture nearly microscopic. High Dynamic Range (HDR) on smartphones masks how poor the built-in camera is at low light and contrast.

It is the software on your smartphone that is doing the heavy lifting, using more and more processing to convert two to three images into a single corrected photo, but this makes

smartphones more power hungry.

This is also the device that people rely on for communication, navigation and information; battery power is a finite resource so taking photos and videos with a cell phone burns through that resource quickly.

Imagine you are on a hike on a trail in a foreign country and unbeknownst to you, the cell tower is just out of range and so the battery on your phone is draining quickly. You also periodically use your phone to check which trail to turn onto to and snap a few photos.

You encounter a sign with a lot of words you don't know in a foreign language and use the translate feature on your phone to determine that the sign warns hikers that there is a dangerous plant nearby that you should avoid.

The trail then turns into a dark cave and you have no flashlight, so you resort to using your phone as a flashlight. When you exit the cave, your

phone battery is dead. Your rental car doesn't have an adapter to charge your phone and you don't remember the way back to the hotel.

A smartphone only has so much battery and storage capacity; it should be a backup device for a camera, flashlight and/or GPS, not the single point of failure during an important trip or event.

It is also important to remember that the default settings on your phone's camera app may not take the best image. Be sure to set your photos to be taken at the highest resolution and enable HDR. Don't use the digital zoom that is built in, as it won't enhance the image.

When sending or sharing the image, be sure you are sending the full-sized version; most sharing functions shrink the image to save cell data, but they also lower the quality significantly, which can make it hard to edit for newspaper or social media use.

HMCS *Calgary* first to use freshwater ballast

By LCdr Mai Guo and
Lt(N) Paul LePrieur,
HMCS *Calgary*

Leading the way on environmental protection, HMCS *Calgary* recently became the first ship in the Royal Canadian Navy to install an engineering change for use of fresh water as their ballasting medium to achieve compliance with the recently ratified International Maritime Organizations (IMO) Ballast Water Management Convention (BWMC). The fresh water is generated from the ships Shipboard Reverse Osmosis Desalination (SROD) plants and will effectively eliminate the threat of transferring Aquatic Invasive Species (AIS) in ship's ballast water.

Ballasting is necessary for ship stability, to adjust for varying sea states and loads. Traditionally, this has been accomplished through pumping of sea water directly from the environment. However, this can be a transport mechanism for thousands of species, including hard to detect life, such as; larva of aquatic animals, or microbes. These non-native species can overrun local ecosystems without the checks-in-balance of predators, or the natural competition of their original environment. Many invasive species to Canada have the potential to be carried in ballast water, such as the zebra mussel, European green crab and Japanese skeleton shrimp. Reports indicate that these invasions have caused approximately \$54 billion in damage worldwide in the last five years alone.

In 2004, the IMO introduced the BWMC to address the threat presented by invasive species found in ballast water. Canada has ratified the BWMC which recently entered into force, commencing a five-year grace period for ballast water system upgrades for existing vessels.

DND environmental policy is to meet or exceed the spirit of all federal laws, and beyond that, sets its own environmental baselines for ships based on the most stringent standards likely to be encountered during international deployments.

The Director General Maritime Equipment Program Management (DGMEPM), in consultation with RCN stakeholders, reviewed the Convention, Legislation, policies and ballast water practices to determine the best way to meet the upcoming regulations for existing and future RCN vessels. The use of fresh water ballast in Halifax-class ships was selected as the most effective method to meet the new environmental requirements. The Halifax class is equipped with four ballast water tanks that were originally configured to use untreated saltwater ballast or diesel fuel oil as their ballasting mediums. In order to maintain the ships' evolutionary capabilities, the ballast tanks remain available as reserve fuel capacity if required.

In 2017, *Calgary* became the first ship to install the new fresh water ballasting system. *Calgary* was chosen, in part, because it is also one of the first ships, along with *Halifax*, to upgrade to the latest Mk IV SROD systems for producing fresh water.

Calgary's first fresh water ballasting evolution occurred on April 10, 2018. Using water from the fresh water storage tanks (64.1 m³ combined volume), No.1 Ballast Tank was filled over approximately one hour. The ballasting evolution decreased the fresh water storage level from 90 percent to 40 percent and replenishment of the fresh water tanks was completed over an 18-hour period with no water restrictions being placed on the ship's crew. This methodology was chosen because the fresh water pumps used to pump water out of the storage tanks provide a much faster flow rate than the SROD plant pumps. For comparison, each of the two fresh water pumps output 14 m³/hour compared to just over one m³/hour for each of the two SROD plant pumps while operating in local waters off the coast of British Columbia.

The second fresh water ballasting evolution occurred on August 5. This time, however, No.2 and No.3 Ballast Tanks were filled directly from the two SROD plants. Unlike No.1 Ballast Tank which is on the ship's centerline, No.2 and No.3 Ballast Tanks are identical PORT and STBD tanks and must be filled concurrently to avoid list. This evolution was completed over a 14 hour period for an average fill rate of four m³/hour using both SROD plants. This increase in output is primarily due to the increased ambient water temperature the ship is currently operating in, as well as some minor adjustments by SS to increase flow by adjusting the system back pressure. During the evolution, fresh water via No.1 and No.2 Storage Tanks was used to provide domestic consumption only. The lowest level of fresh water reached was 65 percent (i.e. no water restrictions) and fresh water replenishment took eight hours.

To summarize, filling the 31.1 m³ No.1 Ballast Tank using the fresh water storage tanks took 19 hours including the time taken to replenish fresh water. Yet, filling the 55.2 m³ (combined volume) No.2 and No.3 Ballast Tanks using the SROD plants took only 22 hours. This seems counterintuitive based on the much faster fill rate associated with the fresh water pumps, but ballasting direct from the fresh water tanks also drains fresh water storage very quickly. Even if the ship were to drain the fresh water tanks completely (50 percent is the lowest SS would typically go), there is not enough fresh water storage in the tanks to fill No.2 and No.3 Ballast Tanks in one attempt. Therefore, ballasting No.2 and No.3 Ballast Tanks via the fresh water tanks would have



HMCS *Calgary* became the first ship in the RCN to install an engineering change for use of fresh water as their ballasting medium to achieve compliance with the recently ratified International Maritime Organizations Ballast Water Management Convention. The first evolution took place on April 10, 2018 and the second on August 5.

SUBMITTED

to be done in four phases, with two ballasting phases and two fresh water replenishment phases. As highlighted in the pre-planning calculations, the time taken to replenish fresh water more than offsets any time saved by using the faster fill method and using the SROD plants to ballast actually shortens the entire evolution by 12 hours.

These results are promising, however. Ballasting with seawater would fill No.2 and No.3 in approximately 30 minutes (one hour if you include

setup time) with no impact to fresh water storage. *Calgary* will continue to explore the limitations and capabilities of this new system, and the lessons learned will be used to develop ballasting guidance for the rest of the fleet. While further trials will need to be done to ensure fresh water ballast is achievable under less than ideal conditions, this evolution marks another important step in environmental stewardship and signals our continued commitment to progressive environmental leadership.

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Community day in Iqaluit during OP NANOOK

After the community day, the Royal Canadian Navy's Canadian Leaders at Sea participants have their luggage transported and lifted aboard HMCS Charlottetown in Frobisher Bay, Iqaluit for the at-sea portion of the program, on August 16, 2018.

MONA GHIZ, MARLANT PUBLIC AFFAIRS



As part of Op NANOOK 2018, the CAF hosted the people of Iqaluit at the Iqaluit Airport for a community day to view and tour the Royal Canadian Air Force CP-140 Aurora and United States Navy P-8 Orion military aircraft and equipment, a Canadian Army display, and interact with CAF members on August 16, 2018. Left to right, Sgt Jay Killiktree, Maj Jeff Robert and Sgt Moses Iqqaqsaq.

MONA GHIZ, MARLANT PUBLIC AFFAIRS



The Canadian Army display included some weaponry.

MONA GHIZ, MARLANT PUBLIC AFFAIRS



Local residents lined up for a chance to tour the Royal Canadian Air Force CP-140 Aurora.

MONA GHIZ, MARLANT PUBLIC AFFAIRS



Commodore Steven Waddell, Cdr Nathan Decicco, CO of HMCS Charlottetown, Canadian Rangers Sgt Kevin Kullualik, Sgt Harry Ell and his son, Sg, Paul Nuyalia, Sgt Monica Nuqingaq, and CPO1 Beazley, Coxswain of Charlottetown, meet on the runway during the community day in Iqaluit.

MONA GHIZ, MARLANT PUBLIC AFFAIRS



NCdt Marc Mahadeo takes his turn cranking the winch on board STV Goldcrest.

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A summer job like no other

By 2Lt Chelsea Howard

When you think about a typical summer job in between school semesters, you probably think fast food or retail; but for those Royal Military College (RMC) students lucky enough to participate in CFB Esquimalt's on-the-job education sailing training program, they get the opportunity to learn how to sail, and get paid to do it.

"We run a program through the International Sail and Power Association, so they're doing a course that shows up on their MPRR. They get qualifications they can use to move up the different sailing tiers like crew, day skipper, coastal navigator, coastal skipper, then offshore navigator," says John Haggis, 2nd officer in charge of RCN Sail, and the skipper of Sailing Training Vessel Goldcrest.

But it isn't all work and no play.

"We try to work in a couple of nights away but they get to do what people pay a lot of money to do, and that's tour the Gulf Islands," says Haggis. "We do port visits in places like Ganges, Sidney, Thetis Island, Port Browning and Poet's Cove, and these are all sought-after places for people to go visit."

The program is open to RMC students as well as personnel awaiting training, and provides a valuable opportunity for junior military members to learn some of the basic principles of leadership while learning how to function at sea. Having this kind of hands-on experience early in one's career provides a considerable jump on further training, especially

for future Naval Warfare Officers like NCdt Ken Yim.

"We're learning a lot on the sailing vessel and really familiarizing ourselves such that when we get on the actual frigates, we will have lots of experience already," says NCdt Yim.

Some of that experience already includes some of the more difficult navigational areas of the Gulf Islands: Enterprise Channel.

"That was a really challenging area for us," says NCdt Yim. "We were learning how to sail through the eddies and the swirls and we noticed at one point that our boat wasn't moving at all. We were just moving into the current, stationary in the water. With the help of our coach we kind of found the proper way to go through the swirls so that we were actually going with the current instead, and that's how we sailed through that area."

According to Haggis, however, there is much more than just functional training at sea for these students – they are getting a glimpse into what it means to integrate the military ethos into everything they do.

"The biggest part of this whole program is not just that they get a qualification that shows up on their MPRR. It provides an opportunity to show leadership and teamwork, and that's what the military is all about," says Haggis.

The students will be returning to school in a few weeks after having completed their course. Not bad for a summer job in the Navy.

"Yeah, it's been really cool," says NCdt Yim.

HMCS Ville de Québec personnel on Op REASSURANCE 2018

NAME:
Lt(N) Andrew Cumming

HOMETOWN:
Guthrie, ON

YEAR JOINED THE CAF:
2009

TRADE:
Marine Systems Engineering Officer

EDUCATION:

- St Joseph's High School (Barrie, ON), St. Andrew's College (Aurora, ON)
- University of Toronto (BASc, Chemical / Environmental Engineering), Carleton University Sprott School of Business (Master's Certificate in Project Management)

WHY DID YOU JOIN THE CAF?
I worked in industry prior to joining and found most of my colleagues were older, didn't travel much and I was the exception as a young professional. I also found most entry level jobs do not trust entry level personnel with responsibility, management tasks, or provide a variety of engineering systems to work on (e.g. niche industries). The Navy was the opposite and met all those requirements for me.

WHAT DO YOU LOVE ABOUT YOUR JOB?
The people are friendly, and most have had a long and entertaining life journey to get where they are. The work itself is demanding and the hours are long, but the variety of job scope is rewarding. There are many challenges, but most are accomplished as a team who looks out for each other. While

it may seem counterintuitive, having increased risk to equipment under your watch and pressure to ensure it is working (over a similar civilian role) is a strong motivator and I feel it keeps me sharp.

HOW IS YOUR EXPERIENCE ON OP REASSURANCE SO FAR?
It has been very busy. Working with NATO and overseas offers new experiences and new challenges every day. It's hard work, but the travel and experience is worth it.

WHAT HAS BEEN YOUR FAVOURITE PART OF OP REASSURANCE SO FAR?
The satisfaction I get from travelling for work is great, and the pay and benefits on deployment are outstanding.

PREVIOUS DEPLOYMENTS:
OP CARIBBE (13), counter drug operation in the Caribbean Sea

HOW OFTEN DO YOU TRAVEL BACK TO YOUR HOMETOWN?
My parents are moving this year, so I will likely be back rarely from now on, but to visit them I was back 3-4 times yearly since enrolling.

ANYTHING ELSE YOU WOULD LIKE TO ADD?
Two players from my hometown minor hockey club also enrolled in the CAF, and we have enjoyed running into each other over the years. I have enjoyed playing CAF National sports in nearby Borden which allowed me to get home often. Though I miss my hometown from time to time, there is a lot of world left to visit!



Lt(N) Andrew Cumming

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HMCS *Oriole* hosts an old friend in Whitby

By Lt(N) Bill King,
Public Affairs Officer

Almost 3000 visitors boarded HMCS *Oriole* for free public tours in Whitby this past weekend. The visit was part of the Great Lakes Deployment (GLD) for 2018.

Built in 1921, HMCS *Oriole* served as the flagship of the Royal Canadian Yacht Club racing out of Toronto until it was gifted to the Navy League to provide a training platform for sailors during the Second World War. Later commissioned into the Royal Canadian Navy (RCN) in 1952, *Oriole* continued to serve as a training vessel based in Esquimalt B.C. until being sailed through the Panama Canal to Halifax last summer and undergoing a refit.

While sailing on GLD 2018, *Oriole*'s crew of nine RCN sailors is augmented with a new batch of Sea Cadets each Sunday. On the occasion of the Royal Canadian Sea Cadets 100th Anniversary, these training billets are being provided to roughly 10 cadets each week. The young sailors receive hands-on seamanship training Monday through Friday as the vessel repositions for public tours in another port.

The tours are quite popular with local residents in smaller ports that seldom host an RCN vessel. One such visitor was Art Corby of Whitby.

Now at 93 years of age, Art joined the RCN in March of 1944 and headed off for basic training. Returning as an Able Seaman in May, he joined *Oriole IV* and sailed aboard the ship until December. The ship was not commissioned at that time, and went by the name the Gooderham family christened it as their fourth racing yacht. "We trained Sea Cadets in sailing, steering, use of lead and line, and basic seamanship, mostly out of Toronto," said Art. "We went through the locks and up as far as Goderich that summer under the command of Lieutenant George Hamilton."

"Although *Oriole* is fitted out with modern navigation aids and safety gear, the sails are rigged and operated much as when it was originally built. I need all 21 hands on deck to hoist seven sails," said Commanding Officer, LCdr Drew Foran. "As a tall ship, *Oriole* is a piece of Canada's history that attracts an audience and gives



HMCS Oriole was berthed at the Rotary Sunset Park Pier in Whitby from August 10-13.

HERB DRUMMOND



Local resident Art Corby served aboard *Oriole IV* in 1944.

LT(N) BILL KING

folks an opportunity to visit the ship and speak with RCN sailors."

HMCS *Oriole* departed its home port of Halifax at the end of May.

Thus far, the ship has hosted visitors in Toronto, Hamilton, Port Dalhousie, Oakville, Port Stanley, Windsor, and Port Colborne. *Oriole* moves on

to Kingston, Trois-Rivières, Québec City, Sept-Îles, and Gaspé before returning to its home port in late September.

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A view of Halifax drawn during the town's first few months and published in 1750. The wooden town wall is partly complete, and the perimeter fort at the later site of RA Park is circled.

NOVA SCOTIA ARCHIVES

Search begins for historical clue beneath RA Park

By Ryan Melanson,
Trident Staff

An archeologist at St. Mary's University has begun a project to learn more about one of the earliest pieces of Halifax military history, and his research has brought him to the DND-owned land that makes up Royal Artillery Park.

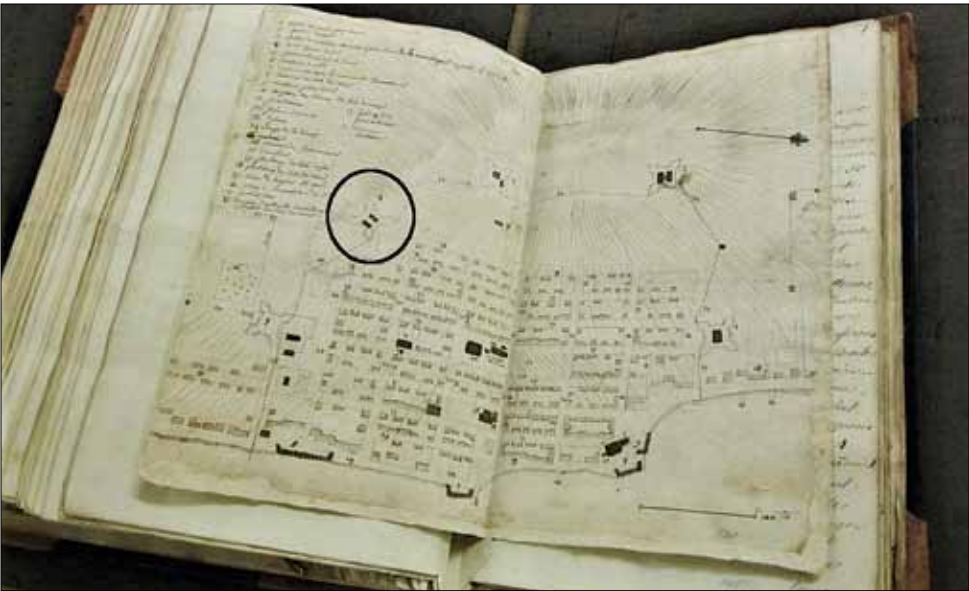
Dr. Jonathan Fowler, an associate professor of archeology and colonialism, is hoping to locate pieces of the town wall and perimeter forts that existed in Halifax from 1749-1763. The wooden palisade wall was erected as a means of defense along the town's exposed land perimeter, with five forts spaced out along the structure.

"It's been on my mind for a long time, but this year is the first time we're taking it to the field-work level and it's quite exciting," said Fowler, who's conducting the project with the support of the university and friends from Boreas Heritage Consulting Inc. who co-own some of the research equipment being used.

A number of historical maps and documents depict the wall and connected forts, though most are relatively inaccurate and not drawn to the proper scale. The most useful have been a French spy map seized by British authorities in 1755, along with an early 1760s town property map.

"We've used a number of sources, and the trail of breadcrumbs leads right to RA Park as an area where one of the forts stood, and the town wall ran through the property," Fowler said. Other fort locations are now paved over, or construction down to bedrock has wiped out the chance for archeological discoveries. The two sites that offer promise are RA Park, and a second fort that was located on Citadel Hill.

Fowler received permission to conduct initial geophysical surveys, which he completed over August 17-18, using both a ground penetrating radar with attached GPS and electromagnetic induction device. Together, the data may give a rough idea of old structures or objects that lay beneath the first few metres of ground. The difficulty is that a historically rich area like RA Park has seen plenty of change over time, with a number of buildings built and



A map of Halifax drawn in 1755 by a French spy showing the early town's defenses. The fort located in part at the site of RA Park is circled.

UK NATIONAL ARCHIVES



The Noggin 500 Ground Penetrating Radar, with attached GPS, is one of the tools being used to conduct a geophysical survey of the northeast corner of RA Park.

COURTESY OF JONATHAN FOWLER

taken down over the years.

"The nature of geophysics is that it records everything," Fowler said.

"What we're mainly looking for is a piece of one of those small perimeter forts, and also the timber foundation or trench from the town wall. The things we're looking for are very slight or ephemeral targets, while the things in the way are going to be screaming at us."

Fowler is also calling for members of the defence community or anyone with interesting historical information regarding RA Park to come forward. Items like old pictures, maps and documents related to the site at different points in history may help clear up questions and allow for researchers to get a better picture from the data they're collecting, and could also help lead to entirely new discoveries.

"The base footprint contains really tremendous archaeological resources, and I think there's enormous potential for telling interesting stories, not only about the country's history but about the history and evolution of Canada's military as well," he said, referring to RA Park as well as other military sites in Halifax and across the country.

"Hopefully this project can start to showcase some of that potential and

get people thinking."

The plan is to soon begin looking at the collected data, and Fowler plans to return to the RA Park site in the fall with students to continue gathering information. Potential digging at the site to search for artifacts hasn't been discussed yet, and more data plus a better understanding of what's under the surface would be required before researchers would begin advocating

for that step. The project has potential, however, and Fowler said he's very appreciative of the help from RUSI(NS) in making initial contacts and the willingness of the CAF thus far to allow him to conduct the preliminary research at RA Park.

Anyone with information or documents that may be relevant to the project is encouraged to reach out to jonathan.fowler@smu.ca.



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What's new at Wings & Wheels 2018

By Dave Saulnier

Pssst... have you heard yet? Wings & Wheels is screeching to a stop at the Greenwood Military Aviation Museum again this year. It's your once-a-year chance to drool over 200+ of the Maritimes' coolest rides and walk through some of the hottest vintage aircraft, all for free.

Even if cars shows are old hat for you, we still have lots of new and unique stuff to see and experience.

This year Chris Goddard from the Lancaster restoration team will be hosting a show and tell of how we cut, bend, and form sheet aluminium. You'll be able to see how we use these techniques to make complicated shapes like the Lancaster gun turrets, which will be on display. He's also going to spill the beans on how we mould and shape Plexiglas in our large oven.

What's more, the Experimental Aircraft Association will be on hand to answer questions about building and flying your own private aircraft... many members will be flying in just for the occasion.

We'll also be selling many of our library's duplicate copies of some very interesting aircraft and aviation related books... Christmas is coming.

We've even got a few things to keep the kids and kids-at-heart interested. Stan Boates will be bringing two of his mini-Jeeps powered by lawn tractor engines, and we'll have a perennial favourite: my dirt bike powered bullet go-cart.

We'll have food, live music, trophies, prizes, tours, popcorn, 50/50 draw, scavenger hunt, and much more. Buckle up for some fun on Saturday, September 8 at the Greenwood Military Aviation Museum. Gates open at 10 a.m. Rain date: September 9.



Wings & Wheels 2018 will take place outside the Greenwood Military Aviation Museum on Saturday, September 8.

MAC UHLMAN

Dave Saulnier's rocket go-cart.

SUBMITTED



Chris Goddard uses the English wheel to make parts for the Lancaster tail gun turret.



The Lancaster mid-upper gun turret under construction.

SUBMITTED



PCTU unveils ‘colourful’ morale patch

By Peter Mallett,
The Lookout Staff

The sailor who created the Patrol Craft Training Unit’s (PCTU) first morale patch admits the words colourful or cartoonish often come to mind when people first see his design.

LS Nicholas Dipersio purposely chose a cartoon-style portrayal of an Orca whale at the helm of a PCTU vessel as a nod to bygone days of naval art.

“The whole intent was to be cartoonish and represent the old school ways that morale patches used to look,” said LS Dipersio. “The idea to make the patch less rigid and more light-hearted in nature came from naval tradition and some of the older design ideas that were painted on the side of Canadian warships during the Second World War.”

He was presented the first patch by LCdr Tyson Bergmann, PCTU’s Commanding Officer, and CPO2 Eric Pohoney, PCTU Coxswain, on August 10. The embroidered patches will be worn on the naval combat jackets of the 70 men and women who work aboard the unit’s eight Orca-class Patrol Vessels, which are used to train personnel from Naval Fleet School Pacific and the Naval Officer Training Centre.

Historically, patches boost morale and build unit pride. PCTU’s patch also has two red maple leaves bordering an inscription that trumpets the unit’s motto: Training Leaders Building Confidence.

LS Dipersio, 35, has served eight years in the Royal Canadian Navy (RCN), and studied graphic design. The concept behind the logo was developed in early June with his co-worker LS James Hopper. He then put pencil to paper and came up with the design. After get-



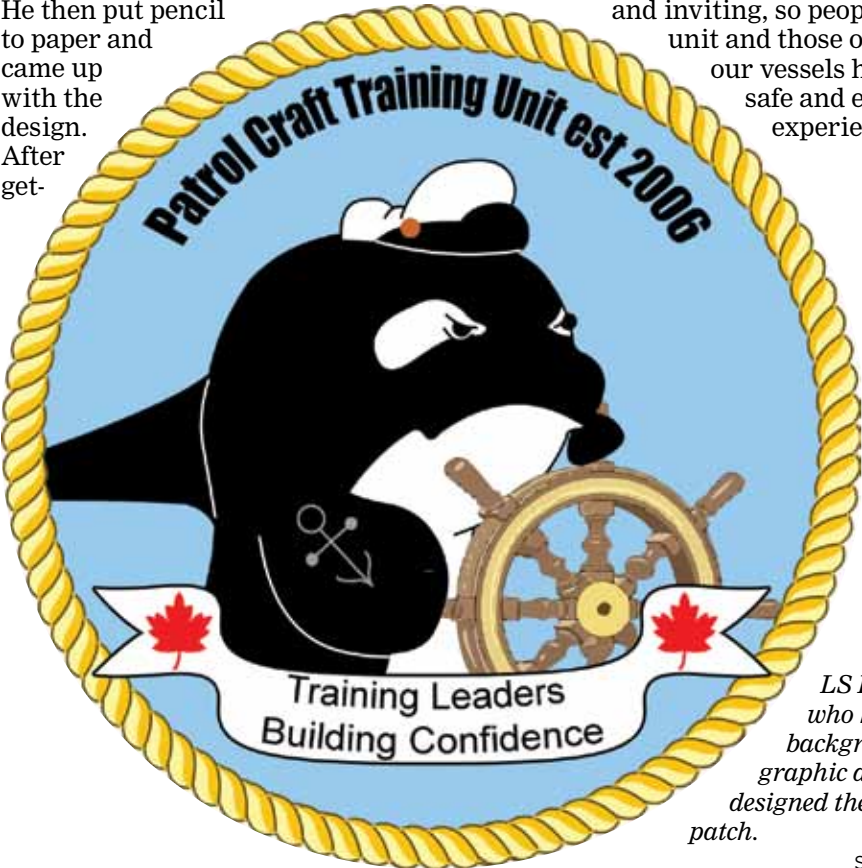
LS Nicholas Dipersio (centre) receives the first PCTU patch from LCdr Tyson Bergmann (left) and CPO2 Eric Pohoney.

SUBMITTED

ting approval he made a digital rendering, so the image could be embroidered onto a cloth patch.

CPO2 Pohoney says the design has achieved its goal and gives sailors in his unit a sense of pride.

“The intention is to boost morale and create uniqueness and give our personnel a sense of belonging. It’s not meant to be aggressive, serious or overpowering, but rather colourful and inviting, so people in our unit and those onboard our vessels have a safe and enjoyable experience.”



LS Dipersio, who has a background in graphic design, designed the PCTU patch.

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Defence Team members can vote by mail in Québec provincial election

By The Maple Leaf

A provincial election will be held in Québec on October 1, 2018. If you are going to be outside the province when the polls are open, don't worry. Here's how to proceed if you want to vote by mail.

STEP 1 - BE SURE YOU MEET THE FOLLOWING CONDITIONS

To vote outside Québec, you must:

1. Meet the requirements for voting in Québec;
2. Have been residing in Québec for at least 12 consecutive months at the time of your departure;
3. Intend to return to Québec;
4. Have been outside Québec for two years or less, or have been posted outside Québec for a position with the governments of Québec or Canada or an international organi-

zation of which Québec or Canada is a member and to which it pays a contribution.

STEP 2 - REGISTER TO VOTE OUTSIDE QUÉBEC

You can file your request for registration right away using the online form or PDF form, both of which can be found at www.elections.quebec/outside

POLLING DAYS

In addition to election day, October 1, advance polls will be open from September 21 to 27, 2018. For further information, please do not hesitate to visit www.elections.quebec or contact Élections Québec.

Telephone: 1-888-ELECTION (1-888-353-2846)

E-mail: info@electionsquebec.qc.ca

Les membres de l'Équipe de la Défense peuvent voter par la poste lors des élections provinciales au Québec

Par La Feuille d'érable

Des élections provinciales auront lieu au Québec le 1er octobre 2018. Vous serez à l'extérieur de la province les jours de vote? Pas de soucis. Voici des explications sur la façon de procéder pour voter par la poste.

ÉTAPE 1 - ASSUREZ-VOUS DE RÉPONDRE AUX CONDITIONS SUIVANTES

Pour voter à l'extérieur du Québec, vous devez :

1. Remplir les conditions pour voter au Québec.
2. Avoir eu votre domicile au Québec depuis au moins 12 mois consécutifs au moment de votre départ.
3. Avoir l'intention de revenir au Québec.
4. Être à l'extérieur du Québec depuis deux ans ou moins ou avoir une affectation à l'extérieur du Québec dans le cadre d'un emploi pour le compte du gouvernement du Québec ou du gouvernement du Canada ou

d'un organisme international dont le Québec ou le Canada sont membres et auquel ils versent une contribution.

ÉTAPE 2 - FAITES UNE DEMANDE D'INSCRIPTION AU VOTE HORS QUÉBEC

Votre demande d'inscription peut être faite dès maintenant à l'aide du formulaire en ligne ou en format PDF, tous deux accessibles au www.elections.quebec/exterieur <http://www.elections.quebec/exterieur>

LES JOURS DE VOTE

En plus du vote le jour des élections, 1er octobre, le vote par anticipation se déroulera du 21 au 27 septembre 2018. Pour toute question, n'hésitez pas à visiter le site www.elections.quebec <http://www.elections.quebec> ou à communiquer avec Élections Québec.

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The 12 Wing Pipes and Drums perform.

SUBMITTED

12 Wing Pipes and Drums win silver and gold

By WO Katie Buckland,
12 Wing Pipe Major

12 Wing Pipes and Drums just finished a season of pipe band competition both locally and travelling to Ontario and Quebec. The band had an extremely successful season finishing with a second place finish at The North American Pipe Band Championships in Maxville, Ontario as well as a first place finish in Montreal, Quebec. Up against 14 bands in Maxville, the band finished second only to our friends and comrades in 8 Wing Trenton Pipes and Drums. It was a very successful weekend winning best pipe corps in both events.

The band's roster is comprised of both military and civilian members which are led by WO Buckland (Pipe Major) and Sgt Maloney (Lead Drummer). With a change in leadership in 2014, the band decided to take a break from competition and focus on recruitment and skill

development. In September of 2017, the bandmembers set their sights high and decided they would take the competition field once again. All the extra practices paid off as they walked away with silver in The North American Pipe Band Championships.

It was a successful day for the RCAF with 8 Wing taking first, 12 Wing taking second and 400 Squadron taking fourth in their grade. All the RCAF bands performed in the closing massed ceremonies a stirring rendition of Amazing Grace for those members lost in our Pipe Band Society this past year.

Competition is a huge aspect to the pipes and drums culture and steams back to the 1700's. Today, pipe band competitions are still held in high regard with the World Pipe Band Championships held in Glasgow, Scotland every August. The band is looking forward to a bit of rest and already thinking about how they will be better for the next season.



Government of Canada makes long-term investments in modern and efficient equipment for RCN ships

By DND

Through Strong, Secure, Engaged, the Government of Canada reaffirmed its commitment to ensuring the Royal Canadian Navy remains an agile, multi-purpose and responsive naval force. In support of this commitment, Defence Minister Harjit S. Sajjan, highlighted the award of two contracts related to maritime equipment on August 17.

The contracts will acquire, upgrade, and sustain defensive systems for the Royal Canadian Navy. These long-term investments will enhance and improve the Royal Canadian Navy capabilities and sustain more than 50 jobs annually for many years to come. The two contracts are as follows:

A \$94.2-million contract to Lockheed Martin Canada to maintain and overhaul, the Reprogrammable Advance Multimode Shipboard Electronic Countermeasures System (RAMSES).

A \$21.1-million contract to Rheinmetall Canada to procure and install a third launcher on the frigates, improving the current MASS configuration.

RAMSES is an electronic attack system that protects the modernized Halifax-class frigates against radio frequency guided missiles. It employs jamming signals to track and distract anti-ship missiles from hitting the ship. MASS is an integral part of the anti-ship missile defence suite. It is a firing system used to launch decoys to project vessels against anti-ship mis-

siles guided by radio frequency, laser and infrared seekers.

Both contracts will help naval combat operators continue to protect Canadian ships and sailors with modern and efficient equipment, while helping to bolster our Royal Canadian Navy across its fleets.

“These investments in our Royal Canadian Navy will provide our women and men in uniform with what they need for successful missions, and deliver jobs, both here in British Columbia and across Canada for years to come. Our defence policy, Strong, Secure, Engaged, promised an agile, multi-purpose Navy and we are delivering on that promise with today’s \$115 million investment,” said Harjit S. Sajjan, Defence Minister.

“Our Government is committed to building a more agile, better-equipped military, while ensuring the best value for Canadians. These systems will provide the frigates of the Royal Canadian Navy with the modern equipment they need to do their jobs safely and securely in various environment, at home or abroad,” said Carla Qualtrough, Minister of Public Services and Procurement and Disability.

The RAMSES contract will be valid until the late 2030s. If all options are exercised, and will ensure maintenance of the Halifax-class frigates’ electronic attack capability.

The MASS replaced the obsolete SHIELD system. The installation of a third launcher will enable 360° anti-ship missile defence coverage for the Halifax-class frigates.

Le gouvernement du Canada fait des investissements à long terme afin de protéger les navires et marins canadiens

Par MDN

Dans le cadre de la politique Protection, Sécurité, Engagement, le gouvernement du Canada a réitéré son engagement visant à faire en sorte que la Marine royale canadienne demeure une force navale agile, polyvalente et prête au combat. À l’appui de cet engagement, le ministre de la Défense Harjit S. Sajjan a souligné l’attribution de deux contrats liés à l’équipement maritime.

Ces contrats permettront l’acquisition, la modernisation et le maintien en puissance des systèmes de défense pour la Marine royale canadienne. Ces investissements à long terme permettront l’amélioration des capacités de la Marine royale canadienne et le maintien de près de 50 emplois par année au cours des années à venir. Les contrats sont les suivants :

Un contrat de 94,2 millions de dollars a été attribué à Lockheed Martin Canada pour la maintenance du système RAMSES de contre-mesures électroniques (multimode, reprogrammable, embarqué à bord de navires).

Un contrat de 21,1 millions de dollars a été attribué à Rheinmetall Canada pour l’achat et l’installation d’un troisième dispositif de lance-

ment à bord des frégates, améliorant la configuration actuelle du MASS.

Le système RAMSES de contre-mesures électroniques (multimode, reprogramme, embarqué à bord de navires) est un système d’attaque électronique qui sert à protéger les frégates modernisées de la classe Halifax contre les missiles guidés par radiofréquence. Il emploie des signaux de brouillage afin de déjouer les missiles antinavires et les dérouter de leur trajectoire. Le MASS fait partie intégrante de l’équipement de défense contre les missiles antinavires à bord des frégates de la classe Halifax. Il s’agit d’un système de mise à feu utilisé pour lancer des leurres dans le but de protéger les navires contre les missiles antinavires guidés par radiofréquence, par laser et par auto-directeurs à infrarouge.

Ces deux contrats permettront aux opérateurs d’équipement de combat naval de continuer à protéger les navires canadiens, et leurs équipages, grâce à un équipement moderne et performant, tout en aidant à soutenir l’ensemble des flottes de la Marine royale canadienne.

« Ces investissements dans la Marine royale canadienne fournissent à nos femmes et nos hommes en uni-

forme ce dont ils ont besoin pour réussir leurs missions. Ils créent aussi des emplois en Colombie-Britannique, et à travers le Canada, pour plusieurs années à venir. Notre politique de la défense – Protection, Sécurité, Engagement – a promis une Marine agile et polyvalente, et nous tenons cette promesse aujourd’hui avec cet investissement de 115 millions de dollars, » a dit Harjit S. Sajjan, ministre de la Défense.

« Notre gouvernement est déterminé à bâtir une force militaire plus souple et mieux équipée tout en faisant une utilisation optimale des fonds publics. Avec ces systèmes, les frégates de la Marine royale canadienne disposeront de l’équipement moderne dont elles ont besoin pour s’acquitter

de leur travail en toute sécurité dans différents environnements, au pays et à l’étranger, » a dit Carla Qualtrough, ministre des Services publics et de l’Approvisionnement et de l’Accessibilité.

Le contrat relatif au système RAMSES sera valide jusqu’à la fin des années 2030, si toutes les options sont exercées, et permettra d’assurer le maintien de la capacité d’attaque électronique à bord des frégates de la classe Halifax.

Le MASS a remplacé le système SHIELD devenu obsolète. L’installation d’un troisième lanceur permettra aux frégates de la classe Halifax d’assurer une couverture de défense contre les missiles antinavires sur 360 degrés.

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Battle of Britain parade is September 16

By 111 RCAF Association

The annual Battle of Britain memorial parade will take place at 2 p.m. on Sunday, September 16 at 12 Wing Shearwater. Attendees are requested to be present and seated by 1:45 p.m. CAF members and members of the community are invited to attend the parade in the 12 Wing Headquarters parking lot at Shearwater.

By June of 1940 the Nazis had occupied most of Europe, and France had fallen. As Winston Churchill stated, "The Battle of France is over. I expect the Battle of Britain to soon begin." Although greatly outnumbered, the Royal Air Force (RAF) together with squadrons from several other countries prevented the Luftwaffe from defeating the RAF and subsequently an invasion of Britain.

This prompted Winston Churchill to declare, "Never in the field of human conflict has so much been owed by so many to so few."



The Gnaval Gnome visits Halifax

The Gnaval Gnome visited Formation Halifax on Monday, August 20. His busy schedule included visits to HMC Dockyard, HMCS St. John's, and HMCS Scotian. Here, the gnome takes a brief rest and enjoys the view of HMCS Windsor and HMCS St. John's. The Gnaval Gnome usually resides at CFB Esquimalt but he made a cross-country tour of various RCN establishments including Naval Reserve Divisions, all in order to publicize an open house to be held in Esquimalt on September 30.

LS LAURANCE CLARKE, 12 OPERATIONS SUPPORT SQUADRON IMAGING SERVICES



A Sea King deploys to Op LENTUS

CH-124 Sea King aircrew perform hoist training during Op LENTUS 18-05 in Smithers, BC. Op LENTUS is the CAF response to natural disasters. There are almost 600 fires burning across BC. The fires reach from Vancouver Island up to Telegraph Creek, near the top of the province. On August 12, 2018, the Province of British Columbia asked the Government of Canada for assistance and on August 13, the government accepted. As of August 23, there are approximately 400 CAF members deployed on Op LENTUS in BC. This includes members of the land and air task forces, as well as headquarters and support personnel.

CPL JEFFREY CLEMENT, 19 WING IMAGING, COMOX



14 Wing BMQ tests air force option

By Sara White,
Managing Editor, The Aurora

"Flight! Are you ready for your ruck sack march?"

"Yes, sir!"

"Be honest!"

"No, sir!"

Sgt Larry Keagan prepared 20 course candidates on Basic Military Qualification (BMQ) 0283 for their July 19, 2018, eight-kilometre march, just another milestone in the 10-week Air Reserve BMQ being offered for the first time at 5th Canadian Division Support Base Detachment at Aldershot, Nova Scotia.

The BMQ is a milestone in itself, being offered away from the regular BMQ program at Saint-Jean, Québec, and led by 14 Wing Greenwood, Nova Scotia, and lodger unit instructors. "We're trying to grow the forces," says Maj Russ Payne, the 404 (Long

Range Patrol and Training) Squadron operational flight commander seconded to lead this BMQ. Regular and Reserve Force recruits typically attend BMQ in Saint-Jean, Québec, which can train about 5,000 people annually. "That's not enough," he adds.

The Royal Canadian Air Force looked at the Canadian Army's intake training, offered at multiple locations across the country; 14 Wing, with a large Air Reserve component, is piloting this BMQ with two senior officers and a technician from the wing, staff from 14 Construction Engineering Squadron and several of its flights, and an instructor from Gagetown, NB. There are course candidates from throughout the country, ranging in age from 18 to 51.

"This BMQ will be proof-of-concept - that we can do this successfully," Maj Payne says. "Maybe down the road, we

do three a year, or we can do Regular Force BMQs. So far, we've identified 46 lessons learned, and we're making recommendations as we go. Some have already been fixed; others need to be done to really make this successful."

One of the earliest identified challenges has been the chain of command responsibility for BMQ training: while the course is generally managed by a CAF Leadership and Recruit School for all three branch recruits at Saint-Jean, this BMQ is being Air Force-run for Air Reserve participants. Is there a need to report progress up two chains?

"But as far as being here at Camp Aldershot, logistically, administratively and, with the support of the camp - this is perfect," says Maj Payne. "Aldershot is excited to have us: they train, they support. Everything is here."

Aviator Melanie Julien-Foster is a 29-year-old military spouse and mother of two; she'd often thought of a military career for herself. After family postings through Ottawa, Winnipeg and now Greenwood, "I heard of this pilot BMQ and thought it was the best option for me and my family," she says. "I get to go home every weekend - it works for us."

She knows that's not an option for course mates from other parts of Canada, but, with them, she's learned more about teamwork, and "really getting to see what it does for people when they do it together."

"This is challenging," Aviator Julien-Foster says. "It's outside of my comfort zone; it's rewarding. There are nine women on the course, so that makes it really nice. I'm doing things I've never done before - and I'm doing them!"

Four Canadian First World War soldiers laid to rest in France

By DND

Four Canadian soldiers from the First World War were laid to rest on Friday, August 23 with military honours at the Commonwealth War Graves Commission's (CWGC) Loos British Cemetery outside Loos-en-Gohelle, France. The families of the four soldiers were in attendance, with the support of Veterans Affairs Canada.

On May 22, 2018, DND and the CAF announced the identification of the remains of three Canadian soldiers from the First World War found near the village of Vendin-le-Vieil, France, as Pte William Del Donagan, 20, Pte Henry Edmonds Priddle, 33, and Sgt Archibald Wilson, 25. All three soldiers enlisted in Winnipeg. They died on August 16, 1917, in the Battle of Hill 70, as members of the 16th Canadian Infantry Battalion (The Canadian Scottish), Canadian Expeditionary Force (CEF), a unit perpetuated by The Canadian Scottish Regiment (Princess Mary's) of Victoria, B.C.

On May 28, 2018, DND and the CAF announced the identification of the remains of a fourth Canadian soldier from the First World War, found at the site of a construction project in Lens, France, as Pte John (Jack) Henry Thomas, of Chewale, South Wales, UK, and Birch Ridge, N.B. Pte Thomas

was a member of the 26th Canadian Infantry Battalion (New Brunswick), CEF, a unit perpetuated by The Royal New Brunswick Regiment of Fredericton. He died on August 19, 1917, at the age of 28, in the Battle of Hill 70.

"We are grateful for the support of our international partners who

made today's events possible. As we mark this year the 100th anniversary of the end of the First World War, we remember and honour these four soldiers and the nearly 61,000 other brave Canadians who gave their lives in the defence of Canadian values in that horrible conflict. Their sacrifice will

never be forgotten," said Harjit S. Sajjan, Defence Minister.

"Although many years have passed since they were lost, it is meaningful to give these soldiers the dignity and respect of a military burial in a Commonwealth cemetery. Their sacrifice will never be forgotten," said David Kettle, BGen (ret'd), Secretary General, the Canadian Agency of the CWGC.

DND's Casualty Identification Program aims to identify unknown soldiers when their remains are discovered, so that they may be buried with a name, by their regiment and in the presence of their family.

The Casualty Identification Program's Casualty Identification Review Board, which includes participants from the CF Forensic Odontology Response Team and the Canadian Museum of History, confirmed the identity of the four soldiers through historical, genealogical, anthropological, archaeological, and DNA analysis.

The Battle of Hill 70 took place August 15-25, 1917. It was the first major action fought by

the Canadian Corps under a Canadian commander in the First World War. Approximately 2,100 Canadians gave their lives in the battle, over 1,300 of whom have no known grave. The strategic high point of Hill 70 remained in Allied hands until the end of the war.



Soldiers from the Canadian Scottish Regiment of Victoria, British Columbia and the Royal New Brunswick Regiment of Fredericton, stand at ease along side the final resting place of four Canadian First World War soldiers who lost their lives at the Battle of Hill 70, in Loos British Cemetery, Loos-en-Gohelle, France on August 23, 2018.

MCPL TRUE-DEE MCCARTHY, CANADIAN FORCES COMBAT CAMERA

TRIDENT Sports

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

Naval Warfare Officer sets juggling record during Navy 10K

By Ryan Melanson,
Trident Staff

Four years ago, Lt(N) Michael Bergeron ran his first ever “juggling” race at the Navy 10K, completing the entire route while simultaneously keeping three juggling balls in the air. Since then, he’s become well known in the unique sport, with sponsorships, magazine articles and a growing list of accomplishments, including juggling through the 2017 Boston Marathon.

This year, he decided to return to where it all started to take a shot at the 10K juggling world record, and with a crowd full of friends and family cheering him on, he didn’t disappoint.

Lt(N) Bergeron finished the race with a time of 35:36, besting the previous record by more than 50 seconds. He’s currently in the process of submitting video and image evidence, along with witness statements, to Guinness World Records, and said he’ll soon officially be a juggling world record holder.

“It’s a dream come true and a highlight for my running career so far,” Lt(N) Bergeron said.

“In the running world, to get any type of record, even in a niche sport like juggling, is something pretty incredible.”

It wasn’t his first attempt at a world record; he recently came within ten seconds of the 5K world record, and was also less than a minute off of the half-marathon record time earlier this year at the Prince Edward Island Marathon. After those close calls, he made the 10K record his main goal for the summer.

He credited his pacer, Matt McNeil, with giving him an extra push through the race and helping him beat the previous record by nearly a whole minute.

“When we got to the halfway point, I had 50 seconds in the bank, and at that point I knew that unless something went really bad, I was going to get the record,” Lt(N) Bergeron said, adding that fatigue set in during the second half, but he was able to recover for a strong finish.

“I went full out for the last two kilometres, regained that time back, and I



Runners take off from the starting line at the 33rd annual Navy 10K outside Stadacona on August 19.

RYAN MELANSON, TRIDENT STAFF

was able to beat the record.”

Since the race, he’s allowed himself a bit of time for celebration, as well as plenty of media interviews, but he’ll soon be right back to training for his next event. He’s set for another try at the half-marathon record in Toronto this October. The current best-ever time is 1:20:40, and the current record holder, Toronto’s Michal Kapral, who also holds the current marathon record, will be there juggling alongside Lt(N) Bergeron. The two have a friendly rivalry that should make for exciting competition.

“I’ve been in contact with him for three years, always picking his brain. He messaged me after the 10K race and said ‘You shattered my time; well done.’”

Lt(N) Bergeron’s 10K was also good for first place overall at the Navy 10K, beating out hundreds of competitors who didn’t need to focus on juggling through the course. This year’s race, the 33rd edition of the event, brought out more than 500 military and civilian runners across the four distances, including the Rim Reapers wheelchair

team, and hundreds more completed shadow runs with their military units while posted elsewhere in Canada or abroad.

CFB Halifax Base Commander Capt(N) David Mazur, attending the race for the first time as Base Commander, said it was a great opportunity for him to meet some members of the defence community and wider HRM community, as well as to see the organizational support required to put on one of the base’s signature events.

“I’ve been really looking forward to it. It’s great to see so many people out to get moving and get fit, and we were blessed with perfect weather for the race. I know a lot of work goes into this event each year, so we’re thankful to PSP and our sponsors for putting it all together once again,” he said.

Earlier in the day, the kids kicked things off with the 1.25K and 2.5K runs through Stadacona, and some of them showed they had speed and endurance worthy of the main race. Fastest times for the 1.25K came from Noah Bishop (4:34) and Emma Quin-



Lt(N) Michael Bergeron crosses the finish line with a time of 35:36 to secure the new world record for juggling in a 10K race.

RYAN MELANSON, TRIDENT STAFF

ton (6:04), while the best 2.5K times went to Alex Quinton (8:42) and Bryn Canning (10:11). Prizes were handed out to the top finishers.

“I couldn’t believe how fast some of the kids were going, it’s great to see fitness like that at a young age,” said PSP Halifax’s Wally Buckoski, who shared emcee duties for the event with Bobby Mac of Q104.

Following the race, more prizes were awarded, both to the winners and through random draws, including registration and travel vouchers to the Army Run in Ottawa on September 23 from Via Rail and Westjet, vouchers to the Atlantica Hotel, gift cards from Canadian Tire, Giant Tiger, Tim Horton’s, and more.

The major sponsors for the event were Ultra Electronics and Commissionaires National Office, and other sponsors included Engel & Völkers, Lask MD, Babcock, and Alexander Keiths.

Full results from this year’s race are available at <http://results.raceroster.com>.

Results on page 21



Fitness and sports updates

By Trident Staff

5K Running will take place on September 13. This is one of our MEGA events that will be done in conjunction with the Formation Run, starting at 8:30 a.m. at D201. Further information regarding the route and scoring system will be sent out to the participating units closer to the date.

Rules governing running championships: Ships/units can enter an unlimited number of participants. Only the top 3 best times will count for team competition. The team award will be given by taking the best three times from each unit and adding them together. The lowest combined time will be declared the winner. If a unit/ship cannot field a team, individual entries will be accepted, but will not count towards the MEGA tournament points system. The distance will be 5k. Awards will be given for the following categories: Top Team, Top Male/Female, and runners up in those categories. For more information, contact Lauren Walton, Fitness Instructor; PSP at Lauren.walton@forces.gc.ca

Other upcoming MEGA Tournaments are Badminton and Squash from September 10-14. All badminton games will be played at the Dockyard gym – more information in regards to timings available will be sent out to the participating units.

All squash games will be played at the Stadacona gym squash courts: more information in regards to timings available will be sent out to the participating units.

Rules governing badminton championships: If the player is 10 minutes late for the match, participant will forfeit the match to the waiting player. Teams will consist of four players per unit, seeded A,B,C,D. Each seed class will play a single round robin. Team Scoring - One (1) point shall be awarded for each match won during the round-robin competition. A match shall consist of the best two out of

three games. A defaulted game shall be scored 21-0, against the player/team defaulting. The scores of each game played within a match during the round robin event shall be recorded on the Round-Robin Match Results sheet.

Rally point scoring system will apply. The side winning the rally will add a point to their score. Games are to 21pts, unless the score becomes 20-all, then the side which gains a 2 pt lead first wins. If the score become 29-all, the side scoring the 30th point wins that game. The side winning the game shall serve first in the next game.

Rules governing squash championships: A team shall consist of 4 seeded players (A/B/C/D). Each seed class will play a single round robin. Individual games will use point a rally (PAR) scoring to 11 points. Players must win by two points. Team Scoring - One (1) point shall be awarded for each match won during the round-robin competition. A match shall consist of the best two out of three games. A defaulted game shall be scored 11-0, 11-0, against the player/team defaulting. The scores of each game played within a match during the round robin event shall be recorded on the Round-Robin Match Results sheet. No protests will be entertained.

There will be a rugby clinic from October 2-5. Deadline to register is September 12. Joining instructions will follow.

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 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

Navy 10K results (ranks given for military runners)

10K Men

1. Lt(N) Michael Bergeron (35:36)
2. Matt McNeil (35:38)
3. Graeme Allardice (35:50)
4. Donavon Nickerson (36:25)
5. Jonathan Walker (36:51)
6. Chad Gilbert (37:31)
7. AB Peter Smith (37:42)
8. Frank Reinhardt (38:23)
9. Brian Wile (39:41)
10. Ian Thompson (40:47)

10K Women

1. Katie Jerrett (41:16)
2. Stacy Chesnutt (41:48)
3. Charlene Honey (46:19)
4. Shannon Mason (46:38)
5. Teri McGinn (47:26)
6. Candace Reid (48:17)
7. Anne Adams (48:32)
8. Amanda Dominix (49:03)
9. Joan Kearney (49:19)
10. LS Alena Richard (49:29)

5K Men

1. Capt Ryan Salsbury (16:32)
2. LS Mark Brown (16:40)
3. Drew Lefrank (16:43)
4. SLt Andrew Dionne (17:15)
5. Ben Good (17:19)
6. Matthew Callaghan (17:53)
7. Mathew Lawton (19:43)
8. Anders MacKinnon (19:46)
9. James MacDougall (19:53)
10. Cdr Jason Lawton (19:59)

5K Women

1. Mairin Canning (19:34)
2. Celia Peters (20:02)
3. Joanne Henneberry (21:10)
4. Colleen Drohan (21:35)
5. WO Charlene Arsenault (21:55)
6. Shelley Saunders (22:02)
7. Jennifer Laplante (22:15)
8. Carolane Pitre (22:35)
9. Zoe Leger (22:44)
10. Kate Morrow (22:49)

Baseball records trivia

By Stephen Stone

Questions

1. On Tuesday, August 7, 2018, what major league record did Toronto Blue Jays 1st baseman break?
2. Who is the oldest major league player to hit his first home run?
3. Who was the youngest player to hit his first home run?
4. Which hurler with 7 no-hitters recorded the most losses in the live-ball era – 1920 to present?
5. Who holds the record for most at bats in a single season?
6. Who is the all-time career leader in pick-offs for a pitcher?
7. Who holds the record of 19 total bases in a nine inning game?
8. What is WHIP and in the history of baseball, which pitcher amassed the lowest career WHIP?
9. Who holds the record for consecutive scoreless innings pitched and whose record did he break?
10. Who has allowed the most home runs in a career?
11. In the modern era, who holds the season best win/loss percentage?

12. Who is the only major league ball player to win the Cy Young Award, the League MVP Award, and the World Series MVP Award in the same year?
13. Who is the oldest pitcher to win a game?
14. Carlos Ruiz and Wilson Ramos hold which record for catchers?
15. In the record breaking game against the Orioles on Sept. 14, 1987, who hit Toronto's 10 home runs?
16. What is the record of most home run in a single game with no other runs?
17. What major league record was set by the Cincinnati Reds against the Phillies on September 4th, 1999?
18. Which two teams played a 26-inning game that set the MLB record of the longest game without a home run?
19. On June 8, 1961, The Milwaukee Braves against the Reds what historic first did the Braves manage?
20. Which pitcher had a record of 53 wins against 15 losses through 1968-69 only to crash with a record of 13 - 27 the following two years?

Answers on page 23

Nicknames of well known athletes

By Stephen Stone

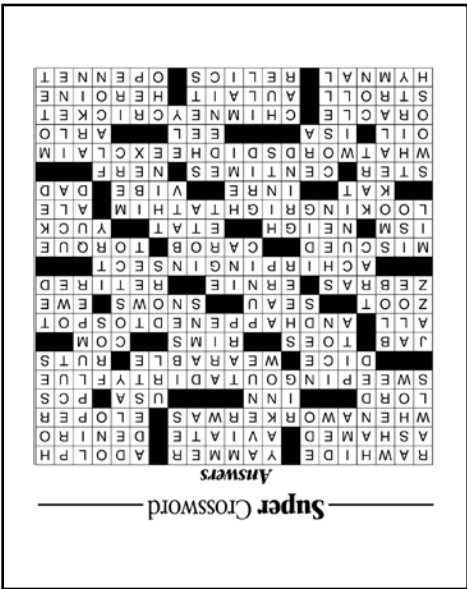
A lot of athletes are better known by their nicknames than their given names. You need to give the real name of these athletes.

1. Thirteen year veteran of the NBA and championship coach of the Boston Celtics – Doc Rivers
2. Major League pitcher CC Sabathia.
3. Former NBA star Metta World Peace
4. Two-time Masters Champion Bubba Watson
5. Two-time Super Bowl Champion

- Eli Manning
6. B. J. Upton – outfielder for the Atlanta Braves
 7. NFL running back and advertising pitchman Bo Jackson
 8. L A Lakers' great Magic Johnson
 9. A sure fire golf legend Tiger Woods
 10. The Greatest pitcher of All-time Cy Young
 11. Soccer great Pelé
 12. Toronto Maple Leafs great Busher Jackson
 13. Prior to integration, baseball's Cool Papa Bell
 14. Negro League and American

- League pitcher Satchel Paige
15. The last National League pitcher to win 30 games in a season Dizzy Dean
 16. Here is your gimme for the day – baseball's Babe
 17. One of the Habs all-time greats Newsy Lalonde
 18. Brooklyn and Los Angeles Hall of Fame outfielder Duke Snider
 19. CFL and NFL wide receiver and kick returner Rocket Ismail
 20. Atlanta Brave Hall of Fame 3rd baseman Chipper Jones

Answers on page 22





Nicknames of well known athletes

Questions on page 21

Answers

- 1. Glenn Rivers
- 2. Carsten Charles Sabathia
- 3. Ron Artest
- 4. Gerry Lester Watson, jr
- 5. Elisha Manning
- 6. Melvin Upton. - BJ stands for Bossman Junior, since his dad's moniker was Bossman.
- 7. Vincent Jackson.
- 8. Earvin Johnson
- 9. Eldrick Woods
- 10. Denton Young
- 11. Edson Arantes do Nascimento
- 12. Ralph Harvey Jackson
- 13. James Thomas Bell
- 14. LeRoy Robert Paige
- 15. Jerome (Jay) Hanna Dean
- 16. George Herman Ruth
- 17. Edouard Cyrille Lalonde
- 18. Edwin Donald Snider
- 19. Raghib Ramadian Ismail
- 20. Larry Wayne Jones



NRU Asterix Nav Comms on day 1 of their 100,000 push-up challenge. Left to right: LS Meehan, LS Ross, MS Barter, PO2 Bosdet, PO1 Major.

SUBMITTED

NRU Asterix’s 100,000 Push-up Challenge

By MS Barter,
NRU Asterix

NRU Asterix Nav Comms are always up for a challenge. Over the next five months, while sailing in the Asia-Pacific region as part of Op PROJECTION, they have dedicated themselves to a 100,000 push-up challenge. From now on, whenever anyone enters the

Communications Control Room (CCR) they not only have to give up their electronic devices but also have to get down and pump out 10 push-ups. The majority of the pec ripping exercise will be performed by Asterix’s five Nav Comms (PO1 Major, PO2 Bosdet, MS Barter, LS Ross and LS Meehan (soon to be replaced by LS Proctor)) but in reality no one is safe as the

CCR is unavoidable for some. “Maybe I should get classified messages delivered directly to me from now on,” said Lt(N) Cayouette, Deck O. Team spirit is at an all-time high as the Nav Comms work towards their 100,000 push-up goal. When they are not doing push-ups, they are working on their other goal, the Nav Comm mustache challenge.



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HOPPER IN THE SOOT

ACROSS

- 1 Whip material
- 8 Complain
- 14 Publisher Ochs
- 20 Red-faced
- 21 Fly a 727, e.g.
- 22 "Heat" co-star Robert
- 23 Start of a riddle
- 25 One running away to wed
- 26 Title for Tennyson
- 27 Roadside stopover
- 28 Old Glory's land
- 29 Desktop machines
- 30 Riddle, part 2
- 39 Chop into small cubes
- 40 Fit to be donned
- 41 Tire-trapping furrows
- 42 Sharp nudge
- 45 Tot's "piggies"
- 47 Glass parts
- 48 End of many 28-Downs
- 49 -- Pro
- 50 Riddle, part 3

- 57 -- suit (1940s outfit)
- 59 Football Hall of Famer Junior
- 60 Precipitates cold flakes
- 61 Ram's partner
- 62 Equine animals
- 65 Bert's buddy
- 68 Turned in for the night
- 70 Riddle, part 4
- 74 Signaled incorrectly, as an actor
- 77 Substitute for chocolate
- 78 Force of rotation
- 82 System of beliefs
- 83 Horse noise
- 86 Virginie, par exemple
- 88 "Gross!"
- 89 Riddle, part 5
- 95 "Dark" quaff
- 96 Kit --
- 97 As regards
- 98 Vague sense
- 99 Pop

- 100 Suffix with prank or trick
- 102 Swiss franc divisions
- 106 Squishy ball brand
- 108 End of the riddle
- 114 With 24-Down, drilling structure
- 115 Lady-Tramp link
- 116 Sargasso Sea fish
- 117 Woody Guthrie's son
- 118 Future revealer
- 120 Riddle's answer
- 127 Mosey along
- 128 With milk, French-style
- 129 Leading female role
- 130 Service songbook
- 131 Artifacts
- 132 Result of an absent goalie

DOWN

- 1 "A Natural Man" singer Lou
- 2 Put on -- (act)
- 3 "Void -- prohibited"
- 4 Picked up and gave to

- 5 "-- Believer"
- 6 Dawn beads
- 7 Old Tokyo
- 8 "Catch my drift?"
- 9 Broad street
- 10 Pre-2001 space station
- 11 Big mouth
- 12 H, to Homer
- 13 -- gestae
- 14 "-- Fideles" (carol)
- 15 Put off action
- 16 Yoko of song and art
- 17 Cosmetic to enhance the kisser
- 18 Trimmed to size in advance
- 19 Equine animals
- 24 See 114-Across
- 28 Virtual address
- 31 Falafel wrap
- 32 Revered one
- 33 Essentialities
- 34 Boat cover
- 35 Singer India
- 36 Really denounces
- 37 "Peer Gynt" playwright
- 38 Frizzy dos, informally
- 42 Dixieland or bebop

- 43 Emollient plant additive
- 44 Oozy lump
- 46 Like chiffon
- 48 Sam's Club competitor
- 51 50+ org.
- 52 -- Wars (Rome-Carthage conflicts)
- 53 Actress Diana
- 54 Nest sound
- 55 Have debts
- 56 Poet Hughes
- 58 -- II (Gillette brand)
- 63 Summer appliance, for short
- 64 Charlie of "Spin City"
- 66 -- rut (stuck)
- 67 Marsh bird
- 69 "Just doing my best"
- 71 Hippie-style "Got it"
- 72 Tiniest bit
- 73 Channel for hoops fan
- 74 1/1,000 inch
- 75 Prefix with lateral
- 76 Fire safety device
- 79 College area
- 80 Coll. near Beverly Hills
- 81 Managed, with "out"
- 84 Rat race

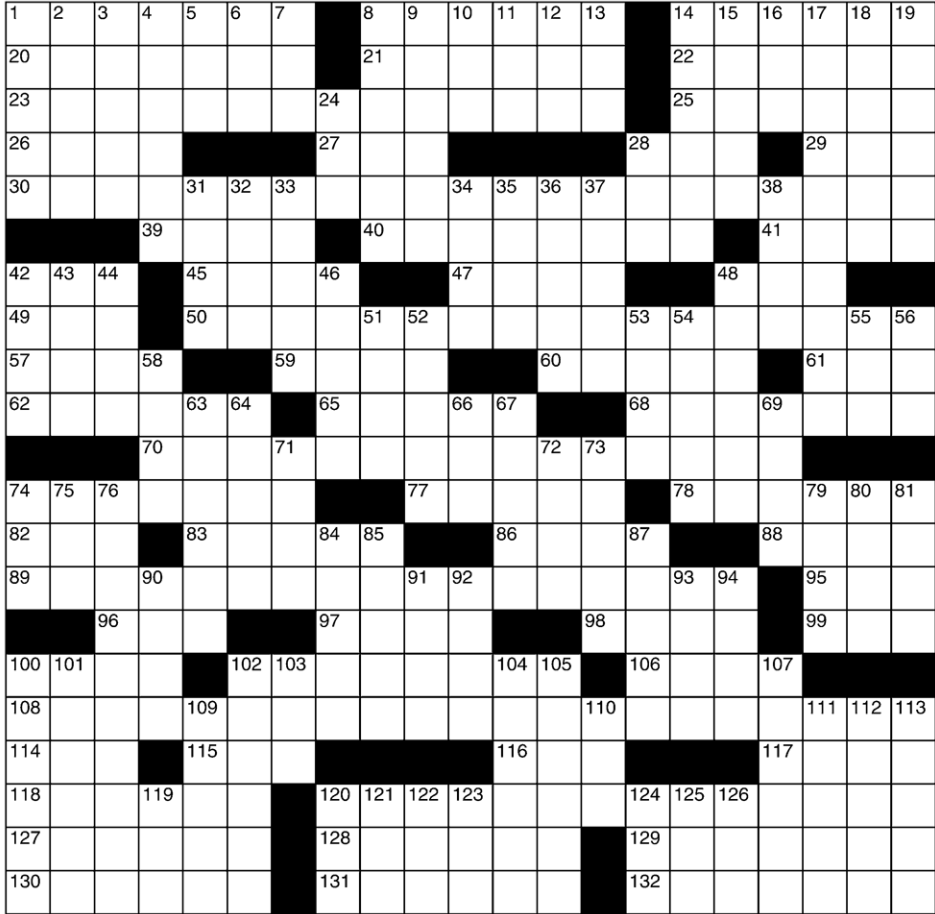
- 85 Tip-offs
- 87 "For -- is the kingdom ..."
- 90 Kid's racing vehicle
- 91 Basic street layout
- 92 Powerful auto engine
- 93 Wild goat of Eurasia
- 94 Former Ford auto, in brief
- 100 Nike symbol
- 101 Six times five
- 102 Howard of sportscasts
- 103 Slice of time
- 104 Like a utopia
- 105 Ream's 500
- 107 Perfume bottle
- 109 Writer Cather
- 110 Bridge writer Culbertson
- 111 "Argo" actor Alan
- 112 TV actress Graff
- 113 Sacred choral piece
- 119 Cell dweller
- 120 Hertz rental
- 121 Shade
- 122 Not well
- 123 -- tai
- 124 Margaret of stand-up
- 125 Congress mem.
- 126 Mad feeling

Baseball records trivia

Questions on page 21

Answers

- 1. The most home runs by a team – 7 – hit in a season with the count 3-0 on the batter.
- 2. Bartolo Colon – 42 years 349 days 2016 with the Mets.
- 3. Tommy "Buckshot" Brown- 17 years 257 days with the Dodgers in 1944.
- 4. Nolan Ryan with 292
- 5. Jimmy Rollins – 716- with the Phil-lies in 2007
- 6. Steve Carlton of the Philadelphia Phillies with 144.
- 7. Shawn Green with four homers, a double and a single on May 23, 2002 for the Dodgers against the Brew-ers.
- 8. It is a modern measurement of the number of baserunners a pitcher has allowed per inning pitched. Adrian "Addie" Joss -.968 for Cleve-land Bronchos.
- 9. Orel Hershisier with 59.He Broke Don Drysdale's record of 58 2/3.
- 10. Jamie Moyer allowed 522 dingers in a 25 year career.
- 11. Elroy Face of the Pirates – 94.7 % in 1959 with 18 wins and 1 loss all in relief.
- 12. Orel Hershisier in 1988.The same year he received "The Sporting News" Pitcher of the Year Award.
- 13. Jamie Moyer – 49 years, 151 days with Colorado
- 14. Both caught two no-hitters and for the same pitcher. Ruiz caught Roy Halladay's 2 no-nos and Ramos caught Max Scherzer.
- 15. Ernie Witt, Rance Mulliniks, George Bell, Lloyd Moseby, Rob Ducey, and the "Crime Dawg" Fred McGriff.
- 16. On August 3rd, 1991, Oakland hit six home runs to defeat Minnesota 6 – 0.
- 17. Most players with a home run in a single game – 8.
- 18. Boston Braves and the Brooklyn Dodgers on May 1, 1920.
- 19. The Braves were the first team in major league history to hit four consecutive home runs. Hit by Eddie Mathews, Hank Aaron, Joe Adcock, and Frank Thomas.
- 20. Denny McLain of the Detroit Tigers



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