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TRIDENT

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



Good neighbours

Military personnel from CFB Halifax's Base Logistics branch roll up their sleeves during the Ward 5 Neighbourhood Centre's 37th Annual Block Party on August 23. The event saw community members enjoy a sunny afternoon filled with food, fun and games.

MARGARET CONWAY, BASE PUBLIC AFFAIRS



Sailors respond to highway crash Pg. 3



Kicking off NDWCC 2018 Pg. 5



DEFSEC Atlantic returns for 2018 Pg. 11-13



Players needed for Mini Grey Cup Pg. 21

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From Africa to the Arctic: Tunisian naval officer sails with the RCN on Op NANOOK

By Lt(N) Linda Coleman,
HMCS Charlottetown PAO

SLt Ala Majdoub, a naval officer from the Tunisian Navy, landed at the Halifax airport on August 5, 2018 to begin the adventure of a lifetime.

He was about to spend five weeks sailing in HMCS Charlottetown on Op NANOOK, Canada's largest military operation in the North. He's also the first member of his navy to sail with the Royal Canadian Navy (RCN) and to cross the Arctic Circle.

SLt Majdoub is part of Op REGULUS, a program that facilitates exchanges between the RCN and partner navies from around the world with the goal of providing at-sea experience, unique training opportunities, and relationship building. Since its inception in 2010, Canada has engaged with over 10 countries through this program, including Australia, Chile, France, Ireland, New Zealand, Peru, Portugal, the United Kingdom, and the United States. It's now been extended to Tunisia, and SLt Majdoub is the first member of his navy to partake.

A Deck and Naval System Engineering Officer back in Tunisia, SLt Majdoub is working as a bridge watchkeeper in Charlottetown and learning the evolutions that take place on the bridge of a Halifax-class frigate.

"It's been fantastic having SLt Majdoub with us in HMCS Charlottetown," said Cdr Nathan Decicco, Commanding Officer of Charlottetown. "His professionalism and eagerness to learn is evident, and we were equally interested in learning from him. He integrated seamlessly with our officers and sailors, and it's been a pleasure having him on board. We hope to work with him again one day."

During Op NANOOK, SLt Majdoub took the time to tell us more about himself and his experience with the RCN, and here is what he had to share:



Sub-Lieutenants Ala Majdoub, left, and Hugo Brisson on the bridge of HMCS Charlottetown during Op NANOOK 2018.

AVR TANNER MUSSEAU-SEAWARD

Q. Why did you join the Tunisian Navy?

A. Because of the culture in Tunisia, there is a high prestige and importance about serving your country, particularly in the navy. The level of education for engineering in the Naval Military College has a high reputation. The navy also provides an opportunity to work and travel around the world. I am from a coastal city and that's where my passion for any naval topic comes from.

Q. How was your experience with the RCN?

A. The experience was excellent

because this was my first time sailing outside of Mediterranean waters and up north to the Arctic. I also enjoyed being on a warship as developed as HMCS Charlottetown, and part of a big fleet. This exchange gave me the chance to explore new techniques for navigation and bridge watch keeping. I practised my English and my maritime communication, which is very important for my career. I also got the opportunity to see new places, including St. John's, Nuuk, Greenland, and Iqaluit, Nunavut.

Q. What was the best part of your experience?

A. The ambiance of the ship and the relationship between the crew and the officers. I also enjoyed meeting and working with new naval officers. Adapting to this new environment has been really amazing and easy for me. The professionalism of the crew and bridge watchkeeping during this deployment provided an ideal environment to develop my skills as a sailor. The ship's program was full of diverse activities to make this exchange captivating. It was also my first time seeing icebergs and whales.

Q. What were some of the challenges?

A. I am still learning communications as a professional mariner in order to be efficient on the bridge in English.

Q. What have you learned through this experience?

A. From everyday sailing to conducting a shoot with the Hammerhead unmanned remote control gunnery target with other warships, every day there is a lot to learn onboard HMCS Charlottetown. The organization and planning needed to make any event possible often rely on the bridge team; therefore, I am learning to help organize those events. Just learning the new electronic navigation system is amazing.

SLt Majdoub heads back to Tunisia upon completion of Operation NANOOK, with memories that will last a lifetime. What's next for him? He heads back to Bizerte to complete his training at the Naval Academy, and then back to sailing with the Tunisian Navy.

Op NANOOK is held annually and builds on the CAF's ability to operate in austere and challenging environments and to provide a rapid response to national safety and security issues. For this iteration of Op NANOOK, the RCN worked with the Canadian Army, the RCAF, other Government of Canada agencies, northern community leadership, and allies, including Denmark and the United States. This year's exercise took place from August 9-29 in the vicinity of the Labrador and Eastern Arctic Seas.







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NFS(A) sailors assist victims following highway crash

By Ryan Melanson,
Trident Staff

A group of RCN personnel from Naval Fleet School (Atlantic) recently made the organization proud with their willingness to lend a hand at the scene of a serious accident on a busy highway.

The four sailors were returning from 5 Cdn Div TC Det Aldershot, where they were conducting maintenance and fire warden rounds, around noon on August 22. A two-vehicle motor vehicle accident occurred just seconds ahead of them on Highway 102, sending both vehicles, including two drivers and three passengers, into the ditch off the side of the road near the Kearney Lake Road exit.

While the group didn't see the accident take place, MS Andrew Bailey said they spotted the vehicles in the ditch, with one flipped over onto its passenger side, and immediately pulled over to help. The accident had occurred just moments earlier, with all victims still inside the vehicles and other onlookers making the first calls to 911 as the RCN members arrived.

"It had just happened, so we didn't know if maybe the car was leaking gas or what else might be happening, but we knew there were people in those cars, so we had to try to help," MS Bailey added. He and his three colleagues, MS Jeff Miller, MS Jason Flight, and MS Ryan Byrne, headed to the vehicles, while others who had pulled over backed off when they realized military personnel were on the scene.

"It's something we're wired to do, to get out there and act immediately. I think when people saw the uniforms there was a bit of an automatic calming effect," MS Bailey added.

The sailors began by assisting the first driver out of her vehicle, and then carefully helping her two daughters from the backseat, lifting them out of the rear window to avoid the shards of glass that covered the area. MS Miller helped tend to those victims, who were suffering from shock and minor injuries, while the others switched their attention to a third passenger, who was pinned inside the vehicle, as well as the driver of the second car, who also remained in his vehicle until paramedics and firefighters were on scene.

Once emergency crews arrived, the sailors continued to assist in bringing the final vehicle occupants up from the ditch using a spinal board and KED splint.

The group said there was no question when they arrived on scene that trying to assist was the right thing to do, and that it wasn't their status as CAF members, but rather common sense and decency that compelled them to act. That being said, the



A group of Master Seamen from NFS(A) recently helped respond to a motor-vehicle accident on Highway 102 while returning from Camp Aldershot. The sailors helped victims escape from an overturned vehicle and stayed with them until paramedics and other first responders arrived. From left, MS Jeff Miller, MS Jason Flight, MS Andrew Bailey, and MS Ryan Byrne.

RYAN MELANSON, TRIDENT STAFF

highly trained sailors, all members of NFS(A) Primary Leadership Qualification staff, were likely more prepared to respond than other bystanders, MS Byrne said.

"There are aspects of our training that came into play. We prioritized things. The people who could get out, we got them out right away; MS Bailey was there for the people who needed assistance, and MS Miller was taking care of people who were in shock."

Aside from the technical details of first-aid training, their experiences also allowed them to remain calm in the face of a chaotic situation, and the sailors even got one of the pinned passengers laughing at jokes to help ease the tension.

"I told her that she had a group of handsome Navy guys ready to help her out. We were just trying to put her at ease a little bit," MS Bailey said.

All five people involved in the accident were sent to hospital to be treated for shock and injuries that included cuts, scrapes and possible broken bones. Given the condition of the vehicles and the crash occurring at high speeds on a busy highway, the sailors were thankful that all survived and appeared to escape serious or life-threatening injuries.

The four members have been credited for shining a positive light on the RCN by using their training to assist civilians in distress, and the chain of command at NFS(A) is currently exploring formal and informal ways to recognize them for their actions.

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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
October 1 — MFRC, Fall Home Improvement
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 that one year from publication date. Submissions may be edited.

One-Day Festival: Peace Halifax

Time: 9 a.m. - 5 p.m.

Date: Saturday, September 22

Location: Halifax Central

Library

Peace Halifax is a one-day festival of ideas, meditation, music, and art celebrating the United Nations Inter- national Day of Peace. Every cor- ner of the Halifax Central Library will offer peaceful experiences and opportunities including free speak- ers, meditation and yoga classes, art activities and workshops. A grand finale will be held from 4 - 5 p.m. with Mayor Mike Savage and other guests. This free event is presented in partnership with Peace Halifax; visit www.peacehalifax.ca for more information.

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 Muse- um'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 explo- sion 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.

Global Perspectives on Improving Health

Time: 6:30 - 8:30 p.m.

Date: Wednesday, September 26

Location: Halifax Central

Library

Universal health care often has more to do with ridding illness than in ensuring good health for all. Join Dr. Robert Huish of Dalhousie Univer- sity as he explores the possibility of good health care for all, even in Nova Scotia. Dr. Huish revisits the original tenets of the Canada Health Act, and discuss the state of health inequity on the global scale. He will turn to resource-poor countries that have made a difference in improving health outcomes by embracing a broad un- derstanding of health.

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. Sum- mer 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 Gottingen and Almon. For more information, go to www.615aircadets.ca or email 615air@cadets.gc.ca.

2632 Royal Canadian Army Cadet Corps

Time: 6:30 p.m.

Date: Mondays

Location: Bayers Lake

Join 2632 Royal Canadian Cadet Corps in Bayers Lake. We provide the experience, you provide the memo-

ries. Find us at 6:30 p.m. on Mondays at 73 Hobsons Lake Drive in Bayers Lake.

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., fol- lowed 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 Advi- sory Group.

The Story of the Steamer Queen Victoria

Time: 7 p.m.

Date: Thursday, October 4

Location: Maritime Museum of the Atlantic

Join author John G. Langley as he launches *Canadian Confederate Cruiser: The Story of the Steamer Queen Victoria*. This never-before- told story documents the life of the steamer that transported the Fathers of Confederation from Quebec to Charlottetown and back, and later be- came embroiled in an unlikely cross- border tug-of-war over her bell. John G. Langley is also the well-known author of *Steam Lion*, a biography of Samuel Cunard, the shipping mag- nate born in Halifax.

Ask the Conflict and Complaint Management Services Centre Expert

Dear CCMS - Help!

I recently got posted to the area and heard there have been some signifi- cant changes. In particular, I noticed signage outside your building indicat- ing that there is a new center called the Conflict and Complaint Manage- ment Services Centre. Who are you? I've been in the military for a long time, and this is the first I've heard of CCMS. What is your center for, and who can use the services provided?

From Dazed and Confused

Good day, Dazed and Confused,

Thank you for your question. Our CCMS centre is a one-stop place where you as a member can visit to talk to someone about any concern or complaint they may have. Consider- ing a Grievance? Harassment Com- plaint? Want to resolve things more informally? Don't know what to do? Our staff are here to help! By meeting with staff at our centre, members re- ceive assistance and information on a broad range of issues so that they

can examine options in best resolv- ing concerns. Aside from one-on-one service, we also provide training in Resolving Conflict Effectively and Conflict Management for Leaders, as well as conduct unit briefings and professional development days. Please feel free to call or drop in any- time. Our centers are in Stadacona, Halifax S18 (902-721-7533), Greenwood (902-599-3742) and Gagetown (506-422- 2000x2232).

Your Friendly CCMS Agent



HMCS *Frederickton* raises nearly \$70,000 through Sailors for Wishes bike ride

By LS Harveer Gill,
HMCS *Frederickton*

For the tenth consecutive year, members of HMCS *Frederickton* cycled across the province of New Brunswick for the Sailors for Wishes bike ride - a cycling event that raised just under \$70,000 for the Children's Wish Foundation.

Following a kickoff party in Shediac, the Sailors For Wishes biking team split into two groups - each team going respectively across the north and south of New Brunswick, biking more than 1,000 kilometres in total, reaching the ship's namesake city seven days later. If the sailors weren't on the road cycling in their spandex Navy bike jerseys, they were dressed in whites - hosting barbecues, auctions and even caddying at golf courses at fundraising stops at various cities, towns, and communities on their way to their ship's namesake city of Frederickton.

Throughout the seven-day event, the team had the opportunity to meet with many Wish children and their families, including the Hachey family. In a ceremony in downtown Moncton, LCdr Nicole Robichaud presented Harlow Hachey, a three-year-old girl with a brain tumour, with a Roary stuffed animal and read out a poem - signifying that Harlow may now decide what her wish would be.

The team also had the opportunity to meet with Mrs. Jean Irving, the ship's sponsor and matron in Petitcodiac, where Mrs. Irving presented the

team with a cheque for \$38,000.

The event concluded at an event attended by Wish Families and onlookers alike in downtown Frederickton, where the 18 members of the Sailors for Wishes team presented Children's Wish Foundation with a cheque for \$68,500 - enough for seven children with life-threatening medical conditions to have their wishes granted and their lives enriched with strength, joy, and hope.

After the fundraising was complete, the team made their way to the Women in Transition House - a shelter for abused women and children for which *Frederickton* has been a sponsor since the ship's commissioning in 1994. At the Transition House, the crew undertook tasks such as landscaping, donation sorting, and cleaning the building inside and out.

The personnel of *Frederickton* look to raise the bar in community involvement by planning additional visits to the Women in Transition House, collecting donations year round, and organizing further events in the city of Frederickton.

Frederickton's Sailors for Wishes 2018 team consisted of: LCdr Nicole Robichaud, Lt(N) Ian Daniels, PO1 Marc Julien, PO2 Matthew Pitman, PO2 Jim Mutch, PO2 Sebastian Ferns, PO2 Toni Filipovic, MS James Macintyre, MS Richard Balbuena, MS Neil Johnston, LS Chris West, LS Eric Blanchard, LS Chris Peverill, LS Nathan Wright, LS Alex Reid, LS Harveer Gill, LS Julia Rook, and AB Peter Smith.



The Sailors for Wishes team poses with the World's Largest Lobster in Shediac, New Brunswick during a stop on the Sailors for Wishes bike ride.

SUBMITTED



LCdr Nicole Robichaud, XO of HMCS Frederickton, presents three-year-old Harlow Hachey with her Roary and a hat from HMCS Frederickton during a Sailors for Wishes ceremony in downtown Moncton.

SUBMITTED

Chasing after the wind

By Padre Capt David Ferguson,
Fleet Chaplain

Doing yard work, cleaning gutters, painting trim, and maintaining our home is vital for its longevity. If we do not maintain our house, it will be condemned and eventually torn down.

The same can be said of our body, our mind and our soul. We too need maintenance to keep up the good fight, to do our jobs well, and eventually enjoy retirement.

If your sleep pattern has deteriorated, if your appetite is off, or if all you eat is junk food, then you too may need some maintenance. If you find yourself isolated or alone, with no one to share your dark feelings, then you too may need maintenance. If your marriage is falling apart, leaving you with feelings of helplessness, then you may need additional maintenance. Same if drinking, gambling or

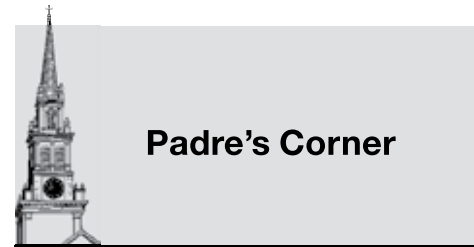
any other addiction seizes control of your life, leaving you feeling out-of-control.

Our mind, body and soul are interconnected. When our mind is injured, our body and soul react negatively. Likewise, when our body is injured and in continuous pain, it affects our mind and soul. And when our soul grieves, our mind and body react too.

The CAF invests heavily in making us physically fit. Most of us are familiar with PSP programs like DFIT and Top Fuel for Top Performance that help us get into shape or lose weight. The CAF has also made great strides in providing access to an excellent mental health team here on base as well as doctors, nurses, PAs and other medical professionals trained and ready to treat injuries. There are many great resources available to help our body and mind.

The CAF also offers the assistance of a chaplain team when our soul feels crushed. If your spirit is so low that the pain within is begging to cry out, we are there to help you. If you are ready to reconnect with God and are looking for guidance, we chaplains are here for you.

Like Jacob in the scriptures who wrestled with God all night long, you



Padre's Corner

may also be resisting God.

When the time is right, come visit your chaplain and seek healing for your soul. This will help you better enjoy life in the years to come.

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

- Gospel according to John



They're ships, never boats

By Sarah Marshall,
Membership and Events Intern, ACADA

On July 23, 2018, the Atlantic Canadian Aerospace and Defence Association (ACADA) was invited to take part in a day sail with the Royal Canadian Navy (RCN). As a 23-year-old student pursuing a part-time career with the Reserves, I jumped at the opportunity to participate and the experience well exceeded my expectations. Throughout the day demonstrations were staged to give participants an inside look at some of the routines and challenges reservists tackle each day in the CAF enabling them to demonstrate the skills, training and discipline that make them an asset to any employer.

We boarded HMCS *Summerside* at 9 a.m. and sailed out of Halifax harbour as the sun struggled through the early morning fog. After a safety briefing, we were given a full tour of the ship, including introductions to the crew and detailed explanations of some of the trades offered in the RCN. We were shown some of the ship's capabilities, including her formidable weapons. There were 50 caliber machine guns mounted on each side of the upper deck – and yes, they let us touch them. After 10 a.m. soup, or Stand Easy as they say, (seafood

chowder!) we spent some time on deck to work up an appetite for lunch. We dined in the ship's mess and took every opportunity to chat with crewmembers of varying rank about their experience as reservists while eating together.

Directly following lunch was a firefighting demonstration drill by the crew in which they assembled on-deck, dressed in full fire gear, and charged a hose which they used to blast an engine room door containing an imaginary fire, all in a matter of minutes. I got the chance to try on the suit myself, and can say that putting that gear on is a workout in itself. To top the day off, we received a surprise visit from the RCAF, who flew over *Summerside* in one of the new Sikorsky CH-148 Cyclone helicopters. This recent replacement of the former Sea King is impressive to say the least, and the pilots put on a great show, demonstrating the helicopter's capabilities while hovering close to the ship, giving us opportunities to get some great pictures.

Any potential employers who are interested in learning more about the skills reservists possess or any other questions related to the Naval Reserves should contact cfic@forces.gc.ca.



During a daysail in HMCS *Summerside*, personnel from Atlantic Canadian Aerospace and Defence Association try on the firefighting kit.

CDR DEREK VALLIS

NDWCC 2018: A new season, a new campaign

By CFB Halifax PA

September is a time of great change for many people. It signifies the transition from summer to fall, the start of a new school year and a return to work for many CAF and DND personnel who have enjoyed summer days on leave with family and friends. For members of the Defence Community, September also signifies the launch of the annual National Defence Workplace Charitable Campaign (NDWCC).

Dollars raised through the NDWCC are used to support a wide range of social, health and community agencies that impact communities including DND civilian and uniformed personnel and their families locally and across Canada. You choose where your money goes, whether it be to the United Way, HealthPartners, or any registered charitable organization in Canada that is helping to build strong, healthy people and communities. The list of worthy recipients includes organizations directly linked to the CAF community such as our Military Family Resource Centres and the Ca-

nadian Naval Memorial Trust.

As one of the Halifax Regional Municipality's (HRM's) largest employers, DND has an incredible opportunity each year to make a difference to our Defence Community and our region through the NDWCC. But what might making a difference look like here in our own back yard?

Take food security, for example. Within the Halifax region alone, one in seven households are food insecure. United Way Halifax supports local projects such as the Mobile Food Market, an initiative that brings fresh, high quality and affordable food to neighbourhoods in the HRM that need it the most. This is only one of many ways that your NDWCC contribution can positively impact the local community.

So why, how and to which organizations and charities do our CAF members and civilian employees donate? Why do our members volunteer with local charities and community



RCN personnel volunteered for the National Defence Workplace Charitable Campaign's annual Day of Caring at Veith House on October 30, 2017.

(Canadian Forces Base Halifax - Base des Forces canadiennes de Halifax).

The official 2018 MARLANT NDWCC kick-off event will take place on October 1, and follows the successful FMF Cape Scott kick-off that took place on September 11. Please check the MARLANT intranet, our CFB Halifax social media pages and your inbox in the coming weeks for details regarding this event. If your unit is planning to host an NDWCC fundraising event, you are encouraged to contact the CFB Halifax Public Affairs office in advance at Margaret.Conway@forces.gc.ca and/or submit photos and an accompanying caption to the same address at the conclusion of your fundraiser.

SUBMITTED

groups? In the coming months, we will be profiling members of our local Defence Team who will be answering these questions. Stay tuned for what they have to say here in the Trident and via our CFB Halifax Twitter feed (@CFBHalifax) and Facebook page

tion to the same address at the conclusion of your fundraiser. NDWCC canvassers will be visiting units throughout the Formation in the coming months, so please keep an eye out and consider contributing to this important campaign.

Kingston-class weapon systems donated to namesake cities

By LCdr Kevin MacDougall,
DNCS 6-2, Naval Guns

The 40mm NC 1 L 60 Gun Weapon System (GWS) has been in the naval inventory since 1943. They have seen service on the Tribal-class destroyers in the 1960s, have been used as airfield defence in the 1970s and 1980s, were installed on HMC Ships in support of

the Gulf War and, after undergoing an upgrade to improve the hydraulic and electrical systems in the 1990s, they were installed on the 12 Kingston-class Maritime Coastal Defence Vessels (MCDV) as their main armament.

A total of 22 guns were procured and maintained to support the ships and naval reservist training. They

were capable of supporting seamanship evolutions such as boarding operations and self-defence up to sea state 4 (waves up to 2.5 metres). In 2014, it was decided that the 40mm GWS had come to the end of its service life due to obsolescence with key components of the mount and difficulties in procuring 40mm ammunition.

A key aspect of the disposal plan was to retain and preserve these unique maritime artifacts as well as strengthening the relationship between the MCDVs and their namesake cities. This recently began, with three west coast ships being the first to be included in the initiative.

Notable cooperation between several Materiel Group organizations, namely DGMEPM and the Directorate of Supply Chain Operations (DSCO) in DGMSSC, along with coastal agencies such as the Fleet Maintenance Facility Cape Breton, MOG 4, ship staff, plus local units, led to this successful donation of the GWS from HMC ships *Nanaimo*, *Edmonton* and *Saskatoon* to their namesake cities.



Staff at 3 Canadian Division Support Base at CFB Edmonton transferring mount from HMCS Edmonton to the 11th hole (Battle of the Atlantic) of the Edmonton Garrison Memorial Golf & Curling Club Forces Golf Course.

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GWS from HMCS Saskatoon now out front of HMCS Unicorn, home of the Naval Reserve division in Saskatoon.

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HMCS *Ville de Québec* exercises with Tunisian Navy during Op REASSURANCE

By PO2 Corey MacNeil,
HMCS *Ville de Québec*
Naval Communicator

On August 20, 2018, HMCS *Ville de Québec* departed Tunis, Tunisia. With the Northern African coastline in the background, it conducted a passing exercise (PASSEX) with FBB La Galite and PB Jomhouria of the Tunisian Navy. The goal of the exercise was to improve interoperability between Canadian and Tunisian Naval Forces and to foster relations between both nations.

The PASSEX started off with a Surface Exercise (SURFEX) between all three units. HMCS *Ville de Québec* sent its Special Operations Rigid Hull Inflatable Boat to simulate small boat approaches and attacks. All three units demonstrated their abilities and procedures for defending themselves against such threats. They used both verbal and visual warnings.

Once that exercise was finished, members of the Naval Tactical Operations Group (NTOG) left *Ville de Québec* in the small boat



Members of the Naval Tactical Operations Group from HMCS Ville de Québec and Tunisian Navy members conduct a boarding exercise on Tunisian Navy Ship Jomhouria during Op REASSURANCE in the Mediterranean Sea on August 20, 2018.

MCPL ANDRE MAILLET, MARPAC IMAGING SERVICES

and were joined by members of the FBB La Galite boarding team. Together,

they conducted a simulated boarding exercise onboard PB Jomhouria.

This exercise proved to be of great value to both countries as it exposed both boarding teams to various operating procedures.

Once all members of each boarding team returned to their units, all three ships conducted Divisional Tactics; these are also known as Officer of the Watch Manoeuvres. This was an excellent opportunity for all three units to practice voice procedures and ship handling. Once the manoeuvres got into full swing, all three units were able to execute the manoeuvres at four-minute intervals.

The passing exercise finished with *Ville de Québec* conducting a sailpast by the other two units, waving goodbye to the Tunisian Naval vessels while wishing them fair winds and following seas.

Overall, the exercises conducted were a great example of the interoperability and professionalism between both nations. The bridge team of *Ville de Québec* gained a true mark of knowledge and appreciation while working with a foreign navy.

Coast Guard eyes new partnerships with Arctic communities

By Ryan Melanson,
Trident Staff

The loss of sea ice in the Arctic will have a large impact on marine shipping, tourism, resource extraction and other marine activities.

As the Canadian Coast Guard (CCG) looks to this future, expecting increasing requirements for the Arctic services they provide, relationships with the Indigenous people who call the region home will become much more important, says the CCG's Director of Economic and Industry intelligence.

Robert Brooks was in Halifax on August 29 to speak about the organization's future in the Arctic, delivering a presentation to the Royal United Services Institute of Nova Scotia (RUSI(NS)). He talked about a possible future where, rather than being the sole provider of marine emergency services in Canada's north as they are today, portions of the Coast Guard's



Robert Brooks, Canadian Coast Guard Director Economic and Industry Intelligence, speaks to members of RUSI(NS) at RA Park on August 29.

Continued on page 9

RYAN MELANSON, TRIDENT STAFF

Le NCSM *Ville de Québec* termine un exercice avec la marine tunisienne durant l'Opération REASSURANCE

Rédigé par le maître de 2e classe Corey MacNeil, communicateur naval du NCSM *Ville de Québec*

Le 20 août 2018, le NCSM *Ville de Québec* a quitté Tunis, en Tunisie. Laissant derrière le littoral nord-africain, il a effectué un exercice de passage (PASSEX) avec le FBB La Galite et le PB Jomhouria de la marine tunisienne. L'objectif de l'exercice était d'améliorer l'interopérabilité entre les forces navales canadiennes et tunisiennes et de favoriser les relations entre les deux pays.

Le PASSEX a commencé avec un exercice de surface (SURFEX) entre les trois unités. Le NCSM *Ville de Québec* a envoyé son embarcation pneumatique à coque rigide pour les opérations spéciales afin de simuler l'approche et l'attaque d'une petite embarcation. Les trois unités ont prouvé leurs capacités et l'efficacité des procédures à suivre pour se défendre contre une telle menace. Ils ont utilisé des avertissements verbaux et visuels.

Une fois l'exercice terminé, les membres du Groupe des opérations tactiques maritimes (GOTM) ont



Des membres du Groupe des opérations tactiques navales du Navire canadien de Sa Majesté Ville de Québec et des membres de la marine tunisienne sécurisent les ponts lors d'un exercice d'arraisonnement à bord du navire Jomhouria de la marine tunisienne au cours de l'opération REASSURANCE, dans la Méditerranée, le 20 août 2018.

CPLC ANDRE MAILLET, SERVICES D'IMAGERIE DES FMAR(P)

quitté le NCSM *Ville de Québec* à bord de la petite embarcation accompagnés de membres de l'équipe d'arraisonnement du FBB La Galite.

Ensemble, ils ont effectué un exercice d'arraisonnement à bord du PB Jomhouria. L'exercice s'est avéré fort utile pour les deux pays puisqu'il a permis

d'exposer les deux équipes d'arraisonnement à diverses instructions d'opérations.

Une fois tous les membres de chaque équipe d'arraisonnement de retour dans leur unité respective, les trois navires ont effectué des tactiques de division, aussi appelées des manœuvres d'officier de quart. Ce fut une excellente occasion pour les trois unités de mettre en pratique les procédures de communications et les manœuvres de navire. À leur plus fort, les trois unités ont réussi à exécuter les manœuvres à quatre minutes d'intervalle.

L'exercice de passage s'est terminé avec le NCSM *Ville de Québec* passant à côté des deux autres unités, saluant les navires tunisiens tout en leur souhaitant bon vent et bonne mer.

Dans l'ensemble, les exercices effectués ont été un excellent exemple d'interopérabilité et de professionnalisme entre les deux pays. L'équipe de la passerelle du NCSM *Ville de Québec* a acquis beaucoup de connaissances et une nouvelle appréciation durant son travail avec la marine étrangère.

Coast Guard eyes new partnerships with Arctic communities

Continued from page 8

business line could be taken over by Indigenous leadership with professionally trained Inuit, Metis and First Nation crews.

"There is a major focus right now on including Indigenous peoples into the Marine Emergency Response System, and we have a number of programs designed to bring them to a spot where they can be fully trained, fully capable and competent in delivering services alongside the Coast Guard," he said.

He highlighted the recent introduction of the CCG's first Arctic inshore rescue boat station in Rankin Inlet, Nunavut, which opened earlier this summer. The stations exist across the country, with student crews hired and trained each summer. In its first year of operation, the Rankin Inlet station is entirely crewed by Inuit students from nearby communities.

"The Coast Guard has a heavy supervisory role right now, but the hope is that as we establish that program, we can start to transfer some of that responsibility and power," Brooks added.

Other opportunities for future collaboration with Northerners include the use of locally-run monitoring groups gathering observational data of activity on the water near their communities, spotting vessels that aren't tracked by AIS or other technologies to contribute to the overall maritime domain awareness picture. Brooks also mentioned new technologies that could allow locals to gather hydrographic data in unmapped areas, specifically in smaller boats near coastlines where large vessels are unable to navigate.

With the likelihood that increased traffic and industry activity in the Arctic will also bring increased impacts on environments that some populations rely on to sustain their way of life, closer working relationships with Indigenous communities and leadership could be a crucial aspect of the Canadian Government's goals regarding reconciliation with Indigenous people across the country, he added.

"We need to be taking information from our communities, from our Inuit partners, understanding their way of life, and bringing that in to the tradi-

tional approach we've had to safety. That is a fundamentally different way of doing business in the arctic."

Brooks also touched on the close relationship between the CCG and the RCN and CAF in the Arctic, mentioning Op NANOOK, which recently wrapped up for 2018 in Northern Labrador, Nunavut, and Greenland, as well as Op Nunakput, which last took place along the Mackenzie River in summer of 2017. The CCG and RCN also recently signed an historic new Arctic operations agreement, with a focus on synergy and interoperability between the two organizations that

have the most presence in the region.

Annual exercises have allowed for better preparedness for real-life scenarios in a complex and challenging environment, Brooks said, and as the first of the Navy's Arctic and Offshore Patrol Vessels get closer to delivery, cooperation will increase further to ensure the new Harry DeWolf-class ships are successful.

"We'll be working very closely there to ensure we can integrate functionality, and we'll also be sharing the expertise of our captains, who have hundreds of years of combined expertise in icebreaking," he said.

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CAF responds to wildfires in BC

By Peter Mallett,
The Lookout

As more than 565 wildfires burned across British Columbia in mid-August, CFB Esquimalt's defence community stepped up its relief efforts in the ongoing provincial state of emergency.

Approximately 40 personnel from Joint Task Force Pacific (JTTF) were covering around-the-clock shifts at Dockyard's Battle Watch Operations Centre. They were acting in support of the Province of British Columbia as part of the CAF ongoing disaster relief effort known as Op LENTUS.

The provincial government made its formal request to the Federal Government for wildfire assistance on August 12. JTTF was playing a key role in directing and coordinating approximately 400 personnel and military equipment in support of that effort.

Capt(N) Steve Jorgensen, JTTF Chief of Staff for Plans and Operations, says the scope of this year's forest fires is significant.

At the time of writing this article, no fewer than 2000 properties were under an evacuation order, and around 12 000 on evacuation alert. A thick blanket of smoke from the fires



Soldiers from Lord Strathcona's Horse (Royal Canadians) search for and extinguish hot spots and burning material in a fire affected area near Juliet Creek, British Columbia during Op LENTUS.

MCPL GERALD CORMIER, 3RD CDN DIV PUBLIC AFFAIRS

has prompted prolonged air quality advisories across Western Canada.

Approximately 300 soldiers from 1 Canadian Mechanized Brigade Group from CFB Edmonton were deployed on August 15 and 16, and

were stationed at the Vernon Cadet Camp, and in Merritt. This Land Task Force was conducting mop-up activities, making sure extinguished wild fires don't re-ignite. Deployed in small groups, each team of 20 soldiers works under a supervisor, also known as a Strike Lead, from the B.C. Wildfire Service.

Multiple teams focused on the 633-hectare Gottfriedson Mountain Fire, west of West Kelowna, which was brought under control.

Capt(N) Jorgensen's multidisciplinary team kept busy maintaining situational awareness of the wildfires, working with deployed military members and municipal, provincial

and federal authorities. JTTF Liaison Officers are embedded in the Provincial Emergency Coordination Centre in Saanich, and the Provincial Region Emergency Operations Centres in Kamloops and Prince George. They advise the province on how the CAF might best assist.

The effort provided the Commander of JTTF, RAdm Bob Auchterlonie, with the information needed to direct Op LENTUS.

Capt(N) Jorgensen says this year's CAF wildfire response efforts are markedly different than last year's, and that's primarily due to geography. In 2017, the CAF wildfire response began in early July, and mainly focussed on providing support to Williams Lake and the Cariboo Region.

"Last year's fires threatened larger population centres and that meant the province could move most of its civilian fire fighters around by road," said Capt(N) Jorgensen. "But this year our aircraft have been key to moving equipment and people around the province to several fires in several remote locations, where many times, there are no roads to get there."

To address those concerns, an RCAF Air Task Force was deployed to Smithers and Comox. Pilots and their ground crews used a CH-146 Griffon and a CH-124 Sea King, as well as a CC-130 J Model Hercules cargo plane. The aircraft were also being used to support medical evacuations, and to move people in remote communities out of harm's way.

For more information and updates, visit the Op LENTUS web page at <http://www.forces.gc.ca/en/operations-canada-north-america/op-lentus.page>.

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Outside the Archdale Hangar at 12 Wing Shearwater, a CH148 Cyclone helicopter displays decals celebrating the 100th anniversary of Shearwater as a centre of military flight.

LS LAURANCE CLARKE 12 OPERATIONS SUPPORT SQUADRON IMAGING SERVICES

Shipbuilding, procurement in the spotlight at DEFSEC Atlantic 2018

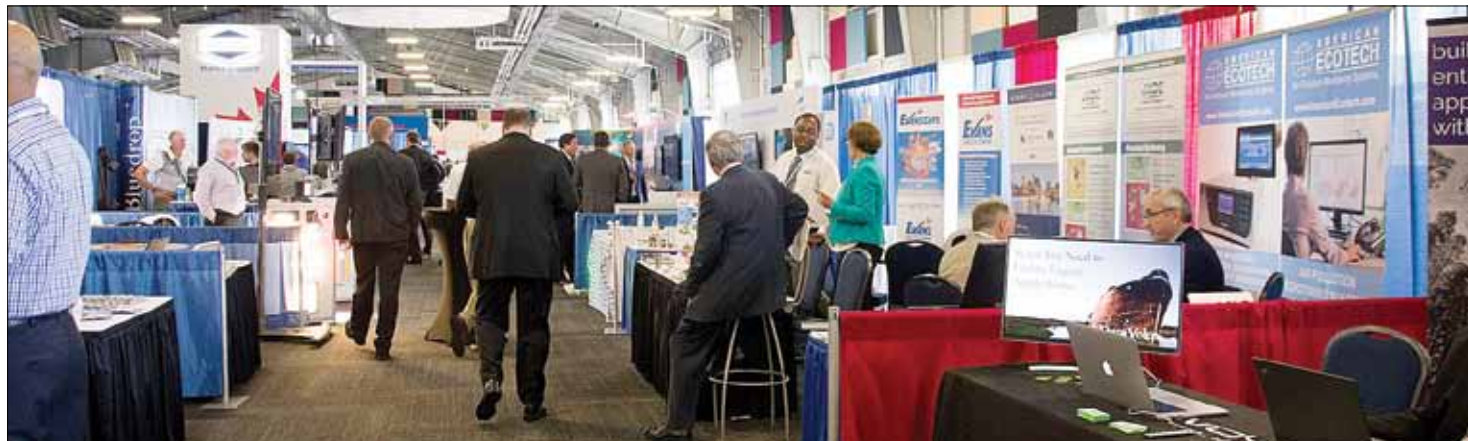
By Ryan Melanson,
Trident Staff

Excitement surrounding the National Shipbuilding Strategy is heating up as one of Canada's largest defence industry trade shows gets set to return to Halifax.

The Canadian Defence Security and Aerospace Exhibition Atlantic (DEFSEC) is being held from October 2-4 at the Cunard Centre, and Executive Director Colin Stephenson said the show's various exhibitors, including many small and medium sized businesses based in Atlantic Canada, are excited about opportunities involving the Royal Canadian Navy's future fleet of ships.

"With the ship program nearing completion of the launch of the first vessel, and the Canadian Surface Combatant in its marketing phase, I think people are starting to understand how the process is working and how it will improve as we go along."

HMCS *Harry DeWolf* is expected to be in the water in the coming weeks, marking a major milestone for the program, and with a winning CSC bid to be announced by the end of the year, firms are hoping to find ways to



Exhibitors line the floor of the Cunard Centre at DEFSEC 2017 in Halifax.

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have their products involved.

"Now that we have one piece of the program under our belt, industry and government have a better understanding of how to take advantage of the opportunities, and that's what we're excited to be able to present to people this year," Stephenson added.


There is also excitement among industry, including member of the local Atlantic Canada Aerospace and Defence Association, about the

Government's Sustain Initiative, which involves changes to in-service support contracts and the relationship between DND and contractors. BGen Michael Barker, Director General Aerospace Equipment Program (DGAEP), will be at DEFSEC to deliver a presentation on the initiative as part of the event's seminar series of panelists and keynote speakers.

The main attraction that brings companies to the floor each year is

the access to major contractors like Irving Shipbuilding, Lockheed Martin, Thales Group, and others who occupy some of the largest booths at DEFSEC. Local companies want to develop relationships with those large procurement contract-winners and become part of their supply chain, and DEFSEC allows them to do that, while also getting key information on the fly


Continued on page 16



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Viasat looking to help get CF ships connected

With a whole new generation of sailors who've grown up with the internet, the Canadian Navy is looking for a way to keep its members connected with family while they're at sea.

California-based Viasat wants to help the Canadian Forces achieve its goal of having WiFi available across its entire fleet of ships. It is rolling out its global high capacity satellite network over the 2020-2022 time frame that will provide unprecedented capacity available to at-sea and at-shore ships.

Joe Johnson, the company's director of business development, said this generation of satellite enables broadband services that will provide higher rates, resilience to jamming threats, and a "Hybrid Adaptive Network" (HAN) architecture that will keep users connected anywhere, at any time, even in highly contested environments.

Viasat unveiled its "Internet to Sailors" initiative to members of the Navy during the CANSEC (Canadian Association of Defence and Security Industries) conference in Ottawa in May. The company will also be among dozens of defence industry suppliers participating in the DEFSEC Atlantic event planned for Halifax October 2-4.

"The overwhelming response and feedback (from Navy attendees at CANSEC) was that this type of capability is critical for the morale and welfare of the sailors," Johnson noted.

He said an additional aspect of the CANSEC demonstration focused around the cyber protection for the ship, as connectivity opens up the possibility of a threat, noting that such protections are built into Viasat's system, both monitoring and controlling access to the network.

"Today's generation of sailors were born in the internet era and have been connected their entire lives," Johnson noted. "But when they go to sea they have little to no connectivity

for months at a time.

"This lack of basic connectivity makes it difficult to attract and retain talented men and women to serve aboard ships."

Viasat has been servicing the defence sector in the U.S. since its inception more than 30 years ago as a product and technology provider in the UHF satcom domain. About 15 years ago it started providing broadband services for land, air and sea customers in the defence industry over its Ku band network, and continues to expand its services over its HAN, consisting of its Ka

satellite services, its Ku network and third-party networks.

"With high-speed internet, sailors will have the ability to do remote training to stay current with their at-shore counterparts, keep up with their favourite streaming shows and movies, or stay up-to-date with their lives at home," Johnson explained. "Whether it's seeing their child for the first

time after being born, having video chats with their families, or staying engaged on social media — all of this is possible with a true broadband connection."

Along with allowing Canadian Forces members to stay connected with family, the Internet to Sailors initiative also offers opportunities on the operational side.

"The operational aspect of a broadband service at sea will only increase over time as users see the art of the possible of what can be achieved with a true broadband capability," Johnson pointed out. "Access to web-based and cloud-based services for training, maintenance manuals, ability to off-load maintenance and performance metrics of industrial controls are just a few examples."

"Viasat is responding to the RCN (Royal Canadian Navy) industry engagements on this program," he added, "and plan to be available to pilot a capability and will respond to an eventual request for proposal."

**"Today's
generation of
sailors were
born in the
internet era
and have been
connected their
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- We provide Integrated Logistics Support to the Arctic and Offshore Patrol Ships, including complex analysis of operations and risks that drives definition of equipment maintenance, sparing, drawings and technical publications.





Op NANOOK 2018: Canadian Armed Forces strengthen joint Arctic capabilities

By Lt(N) Linda Coleman,
HMCS Charlottetown PAO

It was early August, and Halifax was going through a heat wave. Members of HMC Ships *Kingston* and *Charlottetown* were preparing to sail north, with many onboard eager to escape the heat. Meanwhile, troops in Petawawa with the Royal Canadian Regiment (RCR) were packing up their cold weather gear as they waited for a C-130J Hercules to take them to Iqaluit, Nunavut.

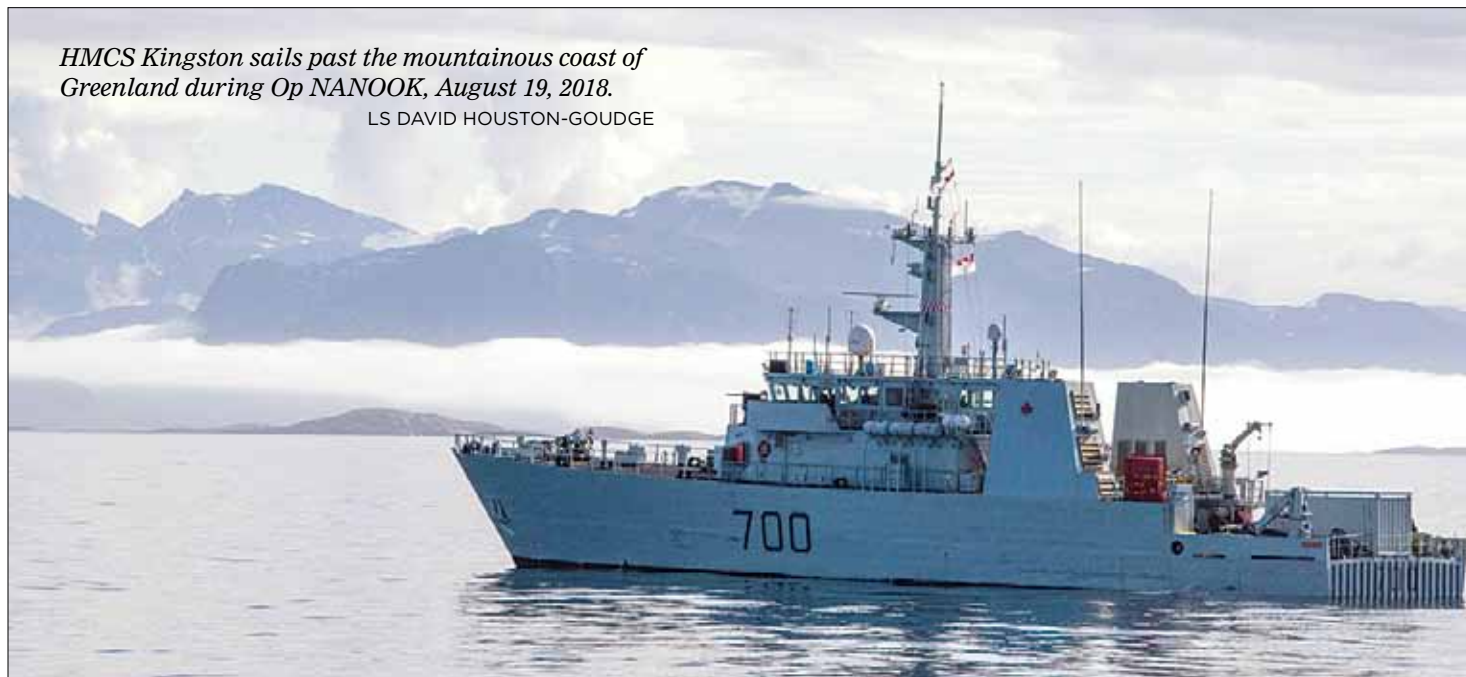
Over 300 CAF members deployed in August for Op NANOOK, Canada's largest operation in the north building on the CAF's ability to operate in austere and challenging environments.

For this iteration of the operation, the Royal Canadian Navy (RCN) and Canadian Army were responsible for conducting a maritime domain defence and security exercise in Northern Labrador, Nunavut, and Greenland, with the aim of integrating joint capabilities and multinational partners to foster greater interoperability.

By mid-August, *Charlottetown* joined Royal Danish warship HDMS

HMCS Kingston sails past the mountainous coast of Greenland during Op NANOOK, August 19, 2018.

LS DAVID HOUSTON-GOUDGE



Vaederren in the Labrador Sea to conduct an unmanned target 'Hammerhead' shoot, boarding exercise, and Anti-Submarine Warfare with the help of a United States Navy P-8 Poseidon, and Royal Canadian Air Force CP-140 Aurora. Meanwhile, *Kingston*

acted as a vessel of interest being tracked by *Charlottetown*, the Danish Navy, and air force assets. In response to the vessel of interest, *Charlottetown* embarked 20 members from 1 RCR and two Canadian Rangers in Iqaluit with the aim of disembarking them at a strategic location to demonstrate presence and occupy by force.

"We participate in Op NANOOK to maintain the capability of operating in the Arctic, which is a unique environment with many challenges," said Cdr Nathan Decicco, Commanding Officer of *Charlottetown*.

And the challenges came. *Charlottetown* was scheduled to sail to the high Arctic and disembark the Army on Devon Island. Heavy ice volume in Lancaster Sound prevented *Charlottetown* from sailing that far north. Plans quickly changed and the exercise took place closer to Iqaluit where the embarked troops were sent ashore in Porter Inlet, Nunavut, in 50-knot winds and no trees to help shelter the Army from the weather.

"The training our members experience on Op NANOOK with our

partners and allies is invaluable," said Cdr Decicco. "It's important we continue to expose planners and operators to this challenging Arctic environment and understand its complexities. The ability to plan, execute and share lessons learned is what success looks like."

Responding to crisis or emergencies in the Arctic requires a coordinated team approach. The Whole of Government safety and security exercises held within the scope of Op NANOOK provide the means to develop and improve the CAF collective ability to respond in a timely and effective manner to safety and security matters in the Arctic.

"You don't get the exposure the troops need to conduct joint operations without experiencing it," said Maj John Doig, Land Component Commander for Op NANOOK 2018. "Integrating with the ship's company, conducting a beach landing in challenging weather, and understanding how each other works are key to joint interoperability success."

Continued on page 15



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A Canadian Ranger and several soldiers wait for orders aboard HMCS Charlottetown during OP NANOOK on August 22, 2018.

LS JUSTIN DAOUST, HMCS CHARLOTTETOWN



Op NANOOK 2018: Canadian Armed Forces strengthen joint Arctic capabilities

Continued from page 14

The loss of *Charlottetown's* Propulsion Diesel Engine also created another challenge – fueling in the Arctic. “Having to use our gas turbine engines means we’ve lost our fuel economy for routine operations,” said Cdr Decicco. From that point on, *Charlottetown* had to carefully factor in fuel consumption for every move it made for the remainder of the operation. *Charlottetown* remained at anchor near Iqaluit to conserve fuel and to be at the ready in the event a Search and Rescue situation arose and the ship was called upon to provide assistance.

As it stands, Nuuk, Greenland is the only viable place for the RCN to re-fuel in the Arctic. Work is ongoing to complete the Nanisivik Naval Facility near Arctic Bay, which will support operations of the new Arctic and Offshore Patrol Vessels (AOPV) and other government maritime vessels as a berthing and refuelling facility. The facility is expected to be operational in summer 2019 and will improve the Navy’s ability to sustain operations in Canada’s North.

Strengthening relationship with allies and local communities in the North

In addition to joint operations, an overnight exchange opportunity took place between *Charlottetown* and HDMS Vaederren. Two sailors from each ship exchanged positions, a program that helps build relation-

ships and strengthen interoperability. *Kingston* and *Charlottetown* also visited Nuuk, Greenland, including Joint Arctic Command Headquarters, to continue strengthening the important relationship between the Danish Defence Force and the RCN.

While *Charlottetown* was at anchor in Iqaluit, the ship invited leadership and media from the Iqaluit community for a visit and tour upon conclusion of Op NANOOK, providing the RCN with an opportunity to connect and strengthen our relationships with northern communities. With the RCN assigning one to two vessels to the Arctic for a few weeks every season, northern communities don’t often see the RCN, which makes these visits that much more important.

The upcoming arrival of the AOPV and the completion of the Nanisivik Naval Facility will further improve the RCN’s ability to grow relationships with northern communities in the future.

RCN Arctic Canadian Leaders at Sea (CLaS) Program

During Op NANOOK, *Charlottetown* also hosted the RCN’s Arctic Canadian Leaders at Sea (CLaS) program. “The program exposes national level leaders and policy makers to naval operations in the Arctic, and equally provides the Navy the opportunity to tell its story to Canadian leaders in the North,” said LCdr Kray Robichaud, Senior Staff Officer Strategic Outreach (Atlantic and Arctic Canada) for the RCN. CLaS participants

gain access to an once-in-a-lifetime opportunity to experience life aboard one of Canada’s major warships, living among and interacting with the RCN’s greatest ambassadors, its sailors, to gain a deeper understanding of their mission in service to Canada. They also gain a perspective of what life is like at sea and understand the training that each sailor receives on top of their actual job, seeing firsthand the complexity of each evolution and understand how each sub-team interacts with each other and as a whole to produce a warship.

In the end, CLaS participants come away with a fuller appreciation and better understanding of the extremely important work that sailors do on, below and above the ocean in service to Canada, as well as the skills and technology the RCN employs in defence of Canada and in operations around the world.

Op NANOOK has taken place each year since 2007. It’s the CAF’s signature operation delivering Arctic training, developing partnerships, and improving readiness of its participants.



Members of HMCS Charlottetown launch the rigid hulled inflatable boat off the coast of Iqaluit during Op NANOOK on August 21, 2018.

AVR TANNER MUSSEAU-SEAWARD



A member of HMCS Charlottetown participates in a .50 calibre machine gun practice during Op NANOOK on August 14, 2018.

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Shipbuilding, procurement in the spotlight at DEFSEC Atlantic 2018

Continued from page 11

about things like industry qualifications or security ramifications through the different associations and government facilitators who are present.

“It takes dozens to thousands of companies to produce a ship or an aircraft or any equipment along those lines. It’s a huge pyramid that people want to be a part of,” Stephenson said.

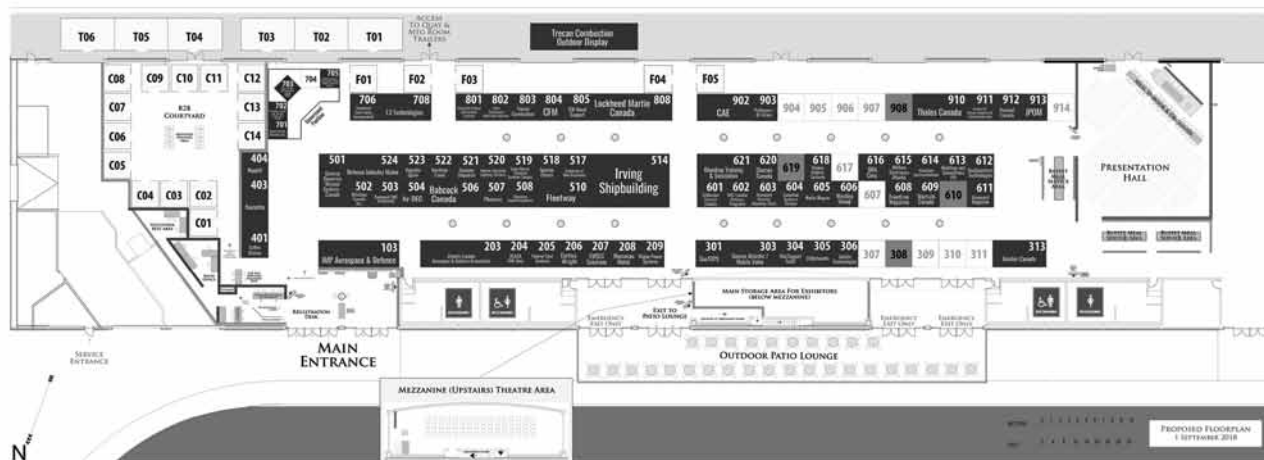
Changes to DEFSEC for this year include a move from September to October, which should reduce heat levels in the crowded exhibition hall, but will also allow for extra involvement from the academic world. Students from NSCC and Dalhousie in STEM fields will be invited to attend to meet with industry players and seek out potential post-graduation opportunities.

The show will also have an extra piece of RCN involvement. Normally, HMCS *Sackville* ties up outside the Cunard Centre for tours and for use as a meeting space, but with the museum ship still in refit at HMC Dockyard, HMCS *Charlottetown* will be alongside to take its place.

“To have a Canadian Patrol Frig-



DEFSEC ATLANTIC 2018
THE CANADIAN DEFENCE SECURITY & AEROSPACE EXHIBITION ATLANTIC
Cunard Centre :: Halifax, Nova Scotia, CANADA :: October 2 - 4, 2018
www.defsecatlantic.ca



The Floor Plan at the Cunard Centre for this year's Canadian Defence Security and Aerospace Exhibition Atlantic, being held from October 2-4.

ate out there on display, and to have the ship's crew for people to meet and interact with, will be a great new addition for us,” Stephenson added.

Registration will be offered free of charge to employees of the Canadian Government, including CAF members, offering access to the main exhibition and presentation halls inside the Cunard Centre.

“We want military members to come by and see the latest innovations in their field of work. They’re the button pushers and trigger pullers, and industry loves to interact with them,” Stephenson said, adding that CAF personnel can often offer helpful feedback on new pieces of software or equipment due to their experience working with older tech-

nologies and knowledge of what’s needed to support real-world operations.

Many of the firms attending DEFSEC also see uniforms in the crowd as a potential HR opportunity, with trained military members often transitioning to roles within the aerospace or defence industries. Online registration will be open soon, and CAF members can visit <http://defsecatlantic.ca> to sign up. Acceptable military identification on site will be the NDI10(Temporary ID Card), the NDI20 (Canadian Forces ID Card) or the NDI30 (Allied Force ID Card).

With the event now in its 13th year on the Halifax Waterfront, organizers are thrilled they’ve once again sold out their exhibition floor, with between 70 and 80 separate

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booths expected, along with more than 10,000 total attendees from 12 different countries.

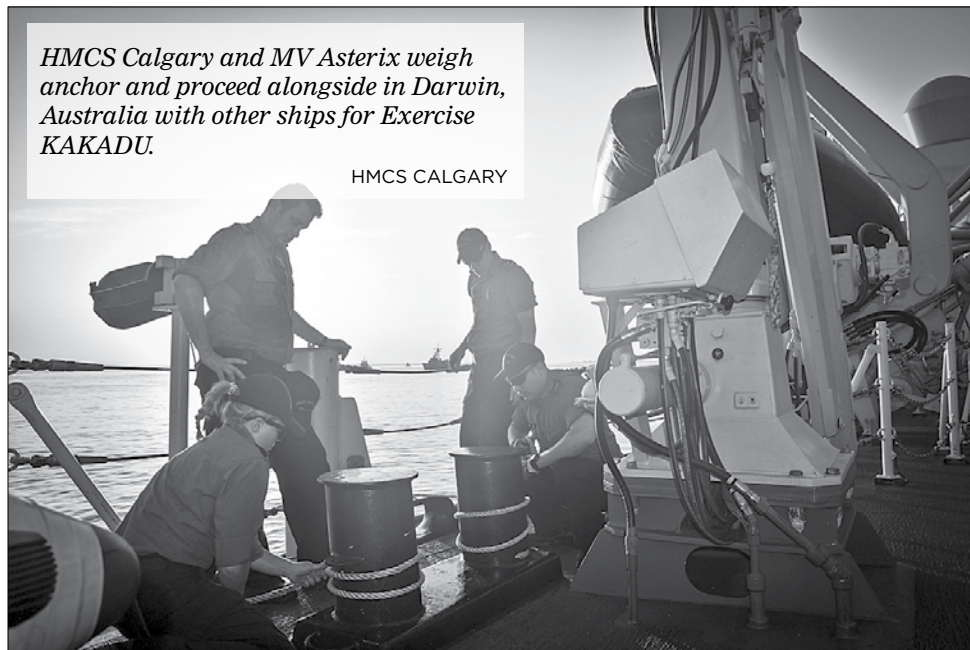
“We’re still the second largest event of this type in the country, so we’re very pleased we’ve been able to maintain the momentum of the event over the years and again this year while moving ahead a month on the calendar,” Stephenson said.

MV Asterix conducts Replenishment at Sea

HMCS Calgary conducts replenishment at sea approaches on MV Asterix in consort with HMAS Melbourne, HMNZS Te Mana, and JS Sazanami, during Operation PROJECTION in August 2018.

HMCS CALGARY





HMCS Calgary and MV Asterix weigh anchor and proceed alongside in Darwin, Australia with other ships for Exercise KAKADU.

HMCS CALGARY

Sailing on Op PROJECTION in HMCS Calgary

By Lt Annie-Claude Venne,
CJOC PA

HMCS *Calgary* left port on July 30, 2018 in CFB Esquimalt to sail on Op PROJECTION. *Calgary* is sailing in the Asia-Pacific region to participate in international naval exercises with partner nations.

So far, the ship has already completed training exercises with ships from Australia and New Zealand and has visited Guam.

Calgary has participated in a regional exercise run by the Australians in Darwin. Next it will conduct visits to Vietnam, Republic of Korea and Japan to promote cooperation with partners. The final stop of its deployment will be in Hawaii. Following the crew's hard work, *Calgary* will sail home to Canada in mid-December.

Op PROJECTION is a display of Canada's ongoing commitment to working well with partners. While sailing the Asia-Pacific region, *Calgary* is contributing to making the world more secure and stable. It shows that the Royal Canadian Navy is ready to support Canada's interests around the world.

"We are looking forward to demonstrating our effectiveness at sea. Mission success is achieved with all hands on deck," said Cdr Blair Saltel, *Calgary's* Commanding Officer. "We're thankful for the support of our families. They watch the home front

while we work to enhance stability and security in the Asia-Pacific region on behalf of all Canadians."

The aim of the deployment is to work with partners to improve military cooperation. Activities during this edition of Op PROJECTION are helping to hone skills and improve partnerships.

"I get to see a part of the world and work with navies from nations that I have neither been to nor worked with before," said OS Kathryn Struthers, a naval communicator in *Calgary*. "As a naval communicator, I've enjoyed hearing the different accents over the radio from sailors doing the same job as me but on a different navy's ship. The biggest highlight of my trip so far has been to shoot one of our 50 caliber heavy machine guns at a hammer-head target."

While sailing on Op PROJECTION, *Calgary* will make a total of eight port visits in five different countries including Australia, Japan, Korea, the United States and Vietnam. These port visits will support Canada's diplomatic efforts in the region.

"This is my first sail," said AB Brandon Paquet, a cook in *Calgary*. "While we are at sea, I am busy in the galley cooking for the crew. It has been very enjoyable. Our first port visit in Guam was a great time, especially after completing work ups. I am looking forward to seeing Vietnam and the rest of the great ports we plan to visit."



HMCS Oriole continues sail training during Great Lakes Deployment

HMCS Oriole flies her gennaker during sail training exercises near Kingston, Ontario as part of the Great Lakes Deployment on August 24, 2018.

MCPL NEIL CLARKSON, FIS



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Capt Nathan Cosman, an air combat systems officer, planned, coordinated and directed the missions of a CP-140 Aurora long-range patrol aircraft and its crew during the 2018 RIMPAC exercise held in Hawaii from June to August.

CPL TREVOR MATHESON

Kentville native hunts submarines during RIMPAC

By CJOC

Capt Nathan Cosman, from Kentville, Nova Scotia, is an air combat systems officer (ACSO), working as the tactical coordinator for the CP-140 Aurora. He was part of the Aurora's anti-submarine warfare work that was a critical component of the Rim of the Pacific (RIMPAC) Exercise 2018—the world's largest maritime exercise—held this year from June 27 to August 2.

As an ACSO, Capt Cosman plans, coordinates and directs the missions of aircraft and crew. He manages the operation of sophisticated sensors and electronic warfare equipment, as well as the systems for communications, weapon delivery, and precision tactical navigation.

During RIMPAC, he and his fellow crewmembers worked from the airfield at Marine Corps Base Hawaii, near Kaneohe Bay. The Aurora extends sub-finding capabilities, contributing to the combined operations of the Royal Canadian Navy and 25 partner countries by looking for RIMPAC's five participating submarines.

RIMPAC offers a favorable opportunity to work with international partners, including some lighter moments.

"After landing, when we first arrived at RIMPAC, a Japanese crew was conducting maintenance on one of their aircraft. As we taxied by, one of their technicians was enthusiastically waving with a big smile on his face. It was awesome. I don't think he saw me, but I want him to know I was waving back!" said Capt Cosman.

Previously, Capt Cosman played a part in Exercise Shark Hunt, a United States-led multinational anti-submarine exercise that seeks to enhance interoperability and tactical proficiencies of participating units. "The Norwegians were incredibly professional and friendly hosts. Given the opportunity, I would not hesitate to work with the Norwegians again."

Capt Cosman joined the CAF at 18 and went on to achieve a Bachelor of Arts in History from the Royal Military College of Canada. He currently works at 407 Long Range Patrol Squadron, at 19 Wing Comox in British Columbia.

Transporting a CP-140 Aurora from Nova Scotia to Ontario

By The Maple Leaf

Canadians travelling the highways of Eastern Canada in early September might have witnessed an unusual sight: a large CAF aircraft being transported by road.

From September 4 to 13, a dismantled CP-140 Aurora, originating from 14 Wing Greenwood, Nova Scotia, was moved from a holding facility in Halifax to the National Air Force Museum of Canada in Trenton, Ontario.

The aircraft is identifiable by its RCAF markings, and was transported primarily along the Trans-Canada highway. As movement of the larger components of the aircraft, the fuselage and wings, required the use of two traffic lanes, for public safety reasons, motorists who encountered these oversized loads were asked to exercise patience, cooperation, and prudence as they transited through their areas.

While subject to change due to weather, the fuselage and wings are expected to arrive in Trenton on or around September 7 and 13 respectively. The aircraft will be reassembled in Trenton and officially welcomed into the National Air Force Museum of Canada's collection at a later date.

The aircraft to be transported was officially withdrawn from use in the Royal Canadian Air Force's fleet of CP-140s in 2015, and as such, cannot be flown.

The CAF currently has another 14 CP-140 Auroras in service, which are based in 19 Wing Comox, British Columbia, and 14 Wing.

The CP-140 is Canada's primary airborne anti-submarine warfare, intelligence, surveillance, and reconnaissance aircraft, and is used in a variety of roles from surveillance of Canada's coastal waters, to patrol missions as part of international operations.

The RCAF's fleet of Auroras started entering service in 1980.

Un avion CP-140 Aurora transporté de Nouvelle-Écosse à Ontario

Par La Feuille d'érable

Les Canadiens qui circuleront sur les autoroutes de l'Est du Canada au début du mois de septembre pourraient être témoins de quelque chose d'inhabituel : un gros aéronef des FAC transporté par route.

En effet, du 4 au 13 septembre 2018, un aéronef CP-140 Aurora désassemblé, provenant de la 14e Escadre Greenwood, sera transporté par camion depuis une installation à Halifax, en Nouvelle-Écosse, jusqu'au Musée national de la Force aérienne du Canada, à Trenton, en Ontario.

L'aéronef est facile à reconnaître en raison de son marquage aux couleurs de l'ARC, et le camion le transportant empruntera principalement la route transcanadienne. Le transport des composantes importantes de l'aéronef, par exemple le fuselage et les ailes, nécessite l'utilisation de deux voies de circulation; c'est pourquoi, à des fins de sécurité publique, nous prions aux automobilistes qui rencontrent ces énormes chargements de faire preuve de patience, de coopération et de prudence pendant

que ceux-ci traversent la région.

Bien qu'il puisse y avoir des changements en raison des conditions météorologiques, le fuselage et les ailes devraient arriver à Trenton aux environs du 7 et du 13 septembre. L'aéronef sera réassemblé à Trenton, en Ontario, et sera ultérieurement ajouté à la collection du Musée national de la Force aérienne.

L'aéronef transporté a officiellement été mis hors service de la flotte de CP-140 de l'ARC en 2015, et pour cette raison, il est impossible de le piloter.

Les FAC comptent actuellement 14 avions CP-140 Aurora en service, basés à la 19e Escadre Comox, en Colombie-Britannique, et à la 14e Escadre.

La flotte Aurora représente les aéronefs principaux de renseignement, de surveillance, de reconnaissance et de lutte anti-sous-marine du Canada, et se prête à plusieurs fonctions, allant de la surveillance des eaux côtières du Canada aux missions de patrouille dans le cadre d'opérations internationales.

La mise en service de la flotte Aurora de l'ARC a débuté en 1980.

Farewell to the King

By Col (ret'd) Ian Lightbody

This year will see the retirement of the longest-serving Canadian combat aircraft - the Sea King. Originally delivered in August 1963 to then HMCS *Shearwater*, just outside of Halifax, NS, it will finish its service to Canada at the end of this year in Patricia Bay, just outside of Victoria, BC.

Over its 55 years of employment in Canada, the Sea King has served with multiple services and has changed significantly from its initial 1963 configuration. Originally procured by the Royal Canadian Navy (RCN) to operate from the aircraft carrier HMCS *Bonaventure* for Anti-Submarine Warfare (ASW) roles, it was on the leading edge of rotary wing technology at the time with two turbine engines and the then revolutionary capability to automatically transition to a hover with the push of a button. This allowed a great leap in night and all-weather operations permitting anti-submarine searches with an active dipping sonar. Additionally, the automatic transition equipment permitted search and rescue operations in bad weather.

The Sea King initially flew from the aircraft carrier. At the same time, work had begun on a highly innovative marriage of a medium-sized helicopter with an escort-sized warship. The development of the Helicopter Haul-down and Rapid Securing Device, otherwise known as the Beart-rap, allowed the Sea King to continue on the front lines of the Cold War as one of the principal Canadian contributions to alliance Anti-Submarine Warfare (ASW) efforts at sea follow-



Three Sea King helicopters fly past HMCS Charlottetown during the final operational flight of Sea Kings from 423 Squadron, 12 Wing Shearwater, on January 26, 2018.

MCPL ALEXANDRE PAQUIN, 12 WING IMAGING

ing the retirement of *Bonaventure*. Following the end of the Cold War, the Sea King changed with the times. After the invasion of Kuwait by Iraq in 1990, the Sea King was modified from an obsolescent ASW platform to a multi-mission helicopter with an emphasis on surface surveillance and control. The addition of a Forward

Looking Infra-Red sensor, a door mounted machine-gun and infra-red anti-missile defences opened the door to expanding its presence in roles that weren't emphasized during the Cold War.

A decade later, the Sea King reached a new peak of deployed operational activity after the attacks on the United States on September 11, 2001. For example, in 2010-2011 the Sea King was deployed in combat operations off Libya, humanitarian relief operations in Newfoundland and after the Haiti earthquake and domestic security operations in the Olympics and the Toronto G7/G20 where the Sea King performed air intercept operations.

Through its life of service to Canada, the common thread has been the highly professional people who know and love the Sea King and kept it flying in some of the harshest environments in the world - at sea, on small ships, far away from any support. That an aircraft which was so maligned in the press could elicit such fierce loyalty was puzzling

to many. Part of it may be that, in spite of its limitations, the Sea King remained operationally relevant up to and through 2018, the year of its retirement. As we enter the last half of 2018, the Sea King is sprinting to the finish with a final NATO deployment completed in July and support to the BC government's response to its second year of devastating wildfires.

While there is no doubt that the Sea King's retirement is long overdue, it will be a bittersweet moment for many. The east coast ceased Sea King operations early in 2018 and in August the Shearwater Aviation Museum inducted two Sea Kings into its inventory - one in the original RCN configuration and one in the final configuration. On December 1 at Patricia Bay, BC, a parade, flypast and gala dinner will take place to honour the aircraft and the people that have served Canada for 55 years. For those who wish to help celebrate its service and retirement, please go to www.skr18.ca for details.



CJOC Commander visits Formation Halifax

LGen Rouleau, Commander of CJOC (seated), meets with RAdm Baines, Commander of Joint Task Force Atlantic and Maritime Forces Atlantic, during a recent visit to Halifax. LGen Rouleau toured HMC Ships Halifax and Moncton as well as the submarine Windsor during his time in Halifax.

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Mariners win gold at CAF Slo-Pitch Nationals

By Ryan Melanson,
Trident Staff

CFB Halifax continues to rack up sporting wins through the 2018 season, and have recently added Slo-Pitch softball to the list of national gold medals for this year. The CFB Halifax Men's Mariners team were victorious at the recent CAF National Slo-Pitch Championships, held from August 26-29 at CFB Borden.

Up against teams from representing Esquimalt, Petawawa, and Ottawa, the Mariners' strong offense carried them through the tournament undefeated, including multiple games that saw the team score 20+ runs.

In the finals, Halifax was up against Petawawa, and once again relied on crushing offense to bring the championship trophy home. A 2-run home run and a collection of doubles helped them to an early 6-0 lead after the first inning, and while Petawawa was able to answer with four runs of their own early on, they couldn't keep up through seven innings, leading to a final score 25-8 for Halifax. MCpl Darren Bell of JPSU Halifax was named the team MVP for the tournament as well as for a number of the individual games.

On the women's side, Edmonton took the gold medal with a 14-11 win over Valcartier in the final game. CFB Halifax also represented the Atlantic region in the women's tournament, and while they didn't make the finals, they still turned in strong performances, including a 21-11 victory over Kingston during round-robin play. Game MVPs for Halifax during the tournament included MCpl Sherry Eccleston of MPU Halifax and MCpl Tammie Bell of DRMIS.



The CFB Halifax Mariners Men's team shows off their gold medals following the finals of the CAF Slo-Pitch National Championship at CFB Borden on August 29. The Mariners defeated CFB Petawawa in the finals by a score of 25-8.

AVR ZAMIR MUMINIAR, CFB BORDEN IMAGERY

Canadian Football League and team records

By Stephen Stone

Questions

- Which team recorded the longest losing streak from the start of the season?
- Which team holds the record for most points allowed during the regular season?
- Which team the greatest number of losses in a single season?
- What team scored the most points in the regular season?
- Since 1950 which team has allowed the fewest points in an 18 game season?
- During the regular season, which team had the largest margin of victory?
- Which teams were involved in the highest scoring shut out game in the CFL?
- Which team has recorded the highest winning percentage in a single season, minimum of 10 games?
- During the USA expansion, which American teams competed in the CFL?
- Which two players for the Hamilton Tiger-Cats played in the most Grey Cup games?
- Which Tiger Cats has scored the most number of touchdowns?
- Which Ottawa Rough Rider QB holds the record of 4 TD thrown in a Grey Cup game?
- Who holds The Ottawa Rough Rider career record for receiving yards (7848) and passes caught (444)?
- His career rushing yardage (6 958) is still the Toronto Argonaut record?
- Who holds the record for games played (269), seasons played (16), most passing yards in a career (69 655) – an all-pro record BTW, most yards passing in a season (6 041), most completions in a career (5 210) and many other records for the Montreal Alouettes?
- Who holds the blue Bomber record for games played – 394 – most consecutive games played – 353 and seasons played -23?
- Who is the BC Lions' career leader in points scored?
- Which Stampeders holds the single game record for rushing attempts with 36 and the single game record of 238 yards
- Who holds the Eskimos' record for punt returns in a career?
- Who is the Roughriders' all-time leader in career points scored?

Answers on page 21



During the 2017 Mini Grey Cup flag football game between the Fleet Club Slackers and the Wardroom Officers, the teams show off their football talents.

MONA GHIZ, MARLANT PA

NCM Slackers football underway

By Sean Parker,
FMF Cape Scott

The 2018 Fleet Club Slacker Football season is underway, and the NCM Slackers team needs your help. Practices have started in preparation for Mini Grey Cup (MGC) 49. The MGC is the annual fall football game that matches the NCMs against the Wardroom at Porteous Field at Stadacona every fall. The game is a combination of tackle football and flag football. All line play is full contact blocking (no gear), but getting the ball carrier down is done

by flags. It is always a hard fought battle and often competitive. Last year's game was no exception, as the Slackers overcame a 14-2 second half deficit with two late touchdowns to win 18-14. The Slackers have won 17 of the last 18 games, but the Wardroom has had a really good squad as of late, and look forward to starting a run of their own. A major part of the Slackers' success is their ability to get new players on the same page quickly, and be an integrated part of the team that has several returning veterans every year.

Important veteran players to watch this year include: MS Brandon Devlin: Brandon is the longest tenured Slackers player, and former game MVP. Look for Brandon to continue his dominant ways as the speedy running back plays in, perhaps, his last game. MS Mike Stainton: Mike, a team captain, is an important part of the team's offense. He will likely be a large part of how successful the team is at moving the ball against the Wardroom's defence. LS Justin Daley: Justin, along with twin tower Shawn Lawrence, will be

BIG parts of the offensive and defensive lines. As Offensive Coordinator Rob Jeannot says, "This game is won or lost in the trenches." While the team has a returning veteran presence, they are in need of new players to fill out the roster. If anyone would like to play for the Slackers this season, please contact Coach Parker at (902) 292-2627. No experience is necessary. Open to any NCM. Practices are held Tuesdays and Thursdays at 1600 at Porteous Field, Stadacona.

Super Crossword

Answers

1. Shreveport Pirates July 6, 1994 to October 8, 1994. This occurred during the ill-fated CFL expansion into the USA in 1994-95. On February 2, 1996 the CFL cancelled all US franchises.

2. Saskatchewan Roughriders allowed 710 points in 1991.

3. Hamilton Tiger-Cats – 17 losses in 2003.

4. Calgary Stampeders scored 698 points in 1994.

5. Toronto Argonauts only allowed 302 points in 1989.

6. Montreal Alouettes walked all over the Hamilton Tiger-cats 82 – 14 on October 20, 1956 for a 68 point victory.

7. Winnipeg Blue Bombers bombed the Saskatchewan Roughriders 56-0 on July 5, 1986.

8. 1948 Calgary Stampeders were undefeated in 12 regular season games.

9. Shreveport Pirates, Baltimore Stallions, Birmingham Barracudas, Las Vegas Posse, Memphis Mad Dogs, Sacramento Gold Miners, San Antonio Texans.

10. John Barrow and Tommy Grant played in 9 Grey Cup games. Angelo Mosca played in 8.

11. Earl Winfield with 87 from 1987-1997.

12. Number 12, Russ Jackson.

13. Number 77 Tony Gabriel.

14. Number 22 – Dick Shatto.

15. Number 13 – the amazing Anthony Calvillo.

16. The pride of Ancaster, Ontario and Acadia University, Bob Cameron.

17. BC Lions' number 5, Lui Passaglia with 3991 pts.

18. Lovell Coleman.

19. Henry “Gizmo” Williams with 1 003.

20. Number 36 Dave Ridgway.

Canadian Football League and team records

Questions on page 20
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20. Number 36 Dave Ridgway.



Fitness and sports updates

By Trident Staff

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



Skills and drills at 12 Wing Shearwater

PSP Fitness, Sports and Recreation staff at 12 Wing Shearwater hosted more than 40 young hockey players from August 27-31 for the #27 Hockey Skills Camp. The camp was named in memory of the late Sgt(Ret'd) Rob Sneath, who wore the #27 jersey through numerous gold medal wins with Shearwater Flyers hockey team. The week-long clinic was open to military, DND and NPF families, and introduced young players to skating techniques and hockey skills, and then put them to use with on-ice drills, using teaching techniques taken from the National Coaching Certification Program.

RYAN MELANSON, TRIDENT STAFF



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Super Crossword

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ACROSS

- 1

No-elevator multistory building
- 7

Prefix with bar or belief
- 10

Long tales
- 15

Boo-boo
- 19

Consider identical
- 20

Go-between: Abbr.
- 21

Roping event
- 22

NCAA's Bruins
- 23

Protection for many bank tellers
- 26

"-- cost ya!"
- 27

Closeout, e.g.
- 28

Preamble
- 29

Puzzler's cry
- 30

Net vending
- 31

Kinnear of Hollywood
- 33

Reflections
- 36

Connecticut state song
- 41

Spanish bull
- 42

Actor Ed
- 43

Yoko of the avant-garde
- 44

Mall binge, maybe
- 48

Get a pic of
- 51

Wooden peg
- 52

"In a pickle," e.g.
- 54

Part of ERA
- 55

"Bear" of the outback
- 56

Insignia
- 58

Three-section holder of bills
- 61

52, to Livy
- 62

Spanish surrealist
- 64

See 6-Down
- 65

Simpson judge Lance
- 66

Probe for
- 68

Journals
- 72

Really cries
- 76

Bass finale?
- 78

Notion, in Nancy
- 79

Yule song
- 81

Syllable after "oom"
- 82

Element like barium or radium
- 88

Hard but easily broken
- 90

Verse-writing, old-style
- 91

1940s pres.
- 92

Pricey hotel offering
- 94

Pact of the U.S., Can. and Mex.
- 95

University of Kentucky's -- Arena
- 96

Some aria singers
- 98

Vintage auto inits.
- 99

Adept
- 100

Conflicted
- 102

Arbitrary security inspection
- 105

Collection for the Red Cross, say
- 110

Shrewd
- 111

Keno cousin
- 112

Water, in Nancy
- 113

Tweaks text
- 115

Unbox, e.g.
- 119

Napoleonic exile locale
- 120

2014 Kentucky Derby winner
- 124

Pennant, e.g.
- 125

From Tehran or Tabriz
- 126

Elegant shade tree
- 127

1991 horror film sequel subtitled "The Awakening"
- 128

"Rent" actor Diggs
- 129

Pastis base
- 130

South Korea's Kim -- -jung
- 131

Tech giant whose name can precede nine words in this puzzle

36

Mountaintop melodies

37

Societal breakdown

38

Tyro, slangily

39

"The Spy Who Loved Me" actor Richard

40

Getting the job done

45

Brochure or blurb, maybe

46

Settle from the bench

47

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49

Stein drink

50

Too glib

52

Skye, e.g.

53

Babysitters, e.g.

55

"Krazy --"

57

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59

Terrif

60

Less naive

63

Most frigid

67

Compact SUV model

69

"-- a Nightingale"

70

Singer Chris

71

Basketball's Bryant

73

Select

74

Like Latvia or Lithuania

75

Sword cover

77

Duplicitous

80

Actor Hal

82

Mo. with Arbor Day

83

Reed of rock

84

Held off

85

Flyers' gp.

86

Blushed

87

Hurried, quaintly

89

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96

House pest

97

Mysore "Mr."

99

Ending of enzymes

101

Los del -- ("Macarena" duo)

103

Chevy debut of 2004

104

Plateau's kin

105

Rock fissure

106

Shout out, colloquially

107

Hanker

108

-- Lama

109

Devastates

114

Visiting H'wood, say

115

Black-and-white cookie

116

Atari classic

117

Jannings of "Quo Vadis"

118

"54" actress Campbell

120

U.S. org. with moles

121

Archaic "Curses!"

122

Machine part

123

Gp. with a copay



A harbour swim for charity

The Royal Canadian Navy tug Glenside escorts swimmers across the Halifax Harbour from Woodside to Bishop's Landing during the United Way Halifax Harbour Takeover event and Harbour Swim on September 6, 2018.

MONA GHIZ, MARLANT PA

DOWN

- 1

Attic sights
- 2

Watery color
- 3

Abatement
- 4

Frilly green
- 5

Rugged truck, in brief
- 6

With 64-Across, snookums or sweetie, say
- 7

Real nice
- 8

"-- it!" (outfield call)
- 9

Extra entryway for bad weather
- 10

Physicist's work unit
- 11

Diametrically opposite
- 12

Sun Valley's state
- 13

Romero or Franck
- 14

"Help me!"
- 15

Parts of many rock songs
- 16

Eight-sided
- 17

Stan's pal in old films
- 18

Drops
- 24

-- -a-terre
- 25

Kitchen wrap
- 30

Genre of rock
- 31

Coagulated
- 32

Fam. member
- 34

High- -- graphics
- 35

Suffix with favor or zinc
- 36

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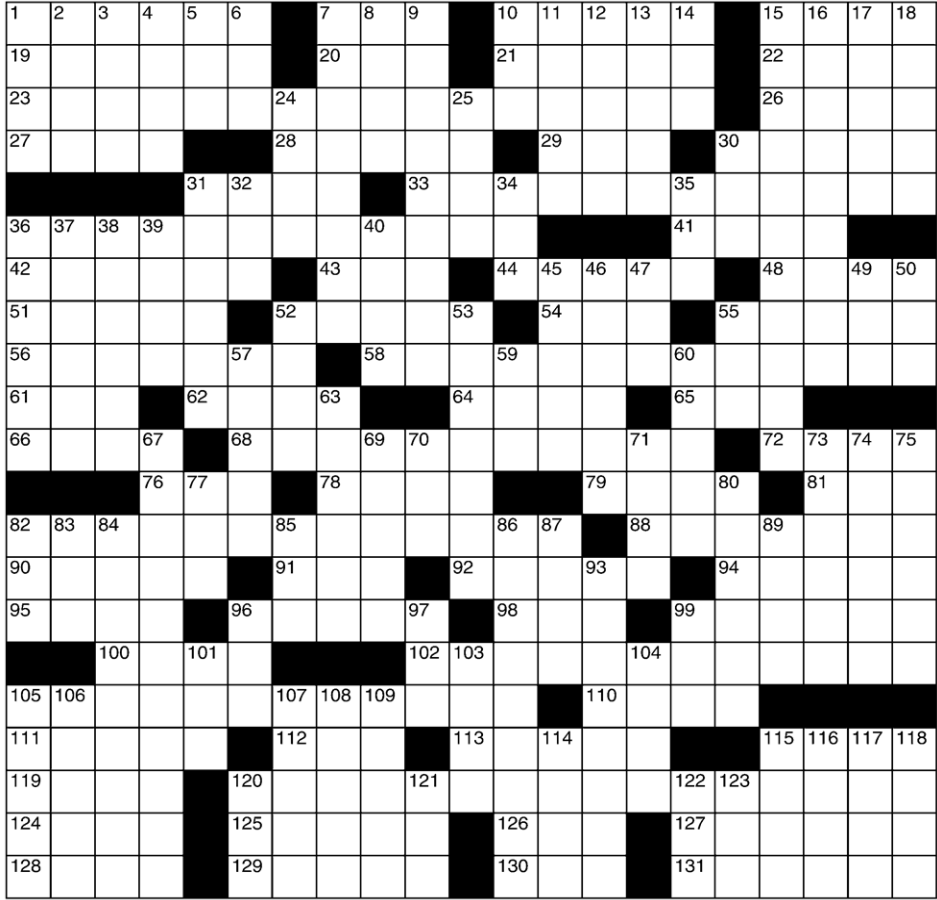
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