



TRIDENT

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Ships depart Halifax after hotel quarantine

HMC ships Moncton and Ville de Québec both departed Halifax on Thursday, April 16 to prepare for potential deployment as part of Operation LASER, the CAF response to the COVID-19 pandemic. To ensure the safety of the crew and the capability of the ships, all sailors were isolated in a Halifax hotel for 14 days prior to boarding. The ships will now remain at sea in Nova Scotian waters as they stay ready to assist Canadians if called upon.

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Promotion ceremonies continue despite social distancing

By Ryan Melanson,
Trident Staff

The Royal Canadian Navy's ongoing effort to recognize the significant promotion from the rank of Master Seaman to Petty Officer, 2nd Class is beginning to look a little bit different.

A ceremony for the newest crop of PO2s was originally to be held in late March, but was cancelled as the Formation reverted to core and critical services only in an effort to help slow the spread of COVID-19 and maintain the capability of the force. Now, as virtual software becomes the new norm for meetings and planning sessions, command teams are also using those platforms to properly acknowledge their newly promoted sailors.

"For the new POs, it's the only promotion that comes with entry to a new mess, and it's big deal for someone's career," said PO1 Conrad Johnson, the Coxn of HMCS *Goose Bay*. The ship recently held a virtual ceremony to promote MS Simon Kouhry, an NCI Op, to his new rank of PO2, with PO1 Johnson, *Goose Bay* CO LCdr Daniel Rice, and others joining in on the videoconference.

Other aspects of the promotion, such as medical clearance, were also done differently due to the posture of the base, with email traffic temporarily replacing the official paperwork.

"Once that was all set, it was just a matter of coordinating everybody at the same time to get together and do it on Zoom," PO1 Johnson added.

For newly promoted PO2 Cruz Alegre, a naval communicator who spent the last three years as staff with

CANFLT/LANT HQ, the ceremony was a necessary step as he prepared for his new posting with HMCS *Toronto*.

"So we decided to sort of roll with the punches and hold the promotion over video chat," he said. He was joined on the Zoom call by Cmdre Richard Feltham and Fleet Chief CPO1 Tom Lizotte, as well as CPO2 Donald Perrie and LCdr Jackie Simpson. After his command team and supervisors shared a few nice words, they instructed PO2 Alegre's fiancée on how to make it official.

"Since they couldn't actually be present, the Fleet Chief and the Commodore asked her to help, and kind of walked her through the process of taking off my old rank of Master Seaman and placing the new rank on my shoulders."

Though he's mainly working from home for the time being, PO2 Alegre is now set to assume his new watch supervisor role with *Toronto* as the ship prepares for an Op REASSURANCE deployment later this year.

While holding proper, in-person promotion ceremonies would obviously be ideal, connecting with sailors at home and getting their loved ones involved also has its positives, PO1 Johnson added.

"I thought it was actually kind of nice. He was at home with his family, he has a little 4-month old, and his wife and baby might not have been able to attend the ceremony if it was held in person."



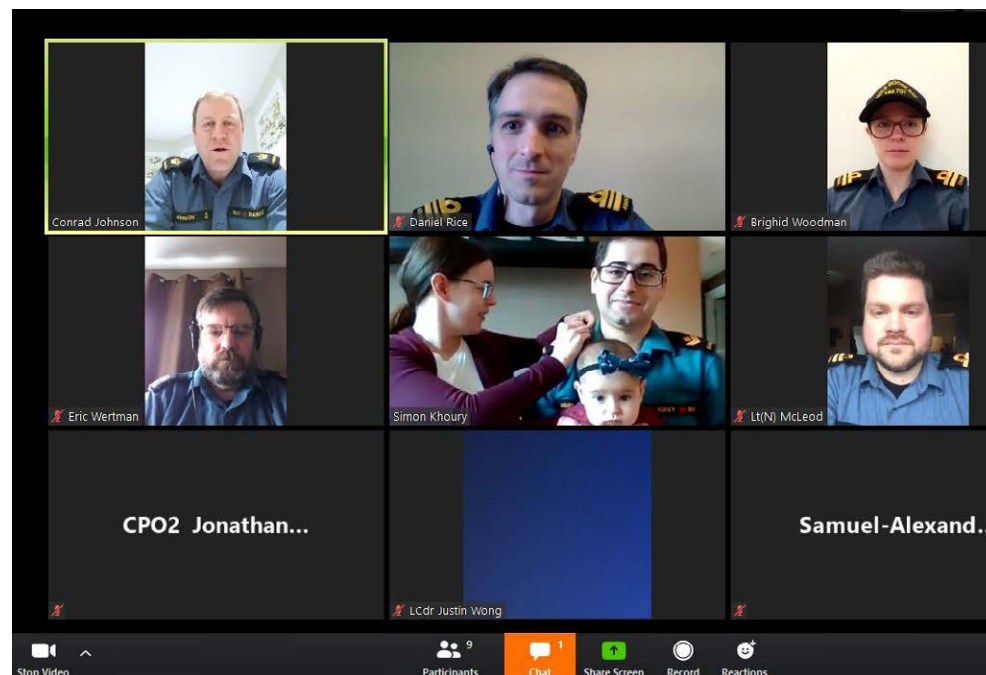
Newly promoted PO2 Cruz Alegre with his fiancée Evonne and daughter Luna.

SUBMITTED



PO2 Cruz Alegre and his fiancée Evonne were joined on the videoconference by Cmdre Richard Feltham and Fleet Chief CPO1 Tom Lizotte, as well as LCdr Jackie Simpson and CPO2 Donald Perrie.

SUBMITTED



PO2 Simon Kouhry got some help from his family as he was promoted during a virtual ceremony. His command team and others from HMCS *Goose Bay* joined in on the call.

SUBMITTED



CFB Halifax Base Commander Letter of Thanks

To the CFB Halifax Defence family:

Thank you.

We are living in an unprecedented time, navigating a turbulent collective experience in the face of the rapidly evolving novel coronavirus (COVID-19) pandemic. Across Canada, people and institutions are taking extraordinary measures to prevent the spread of COVID-19, with many employees working from home and others working in essential services on the frontlines.

Our CFB Halifax leadership team, in alignment with the entire Canadian Armed Forces (CAF) and Department of National Defence (DND) community, takes your health and well-being—and that of your families—very seriously. As such, we are watching this issue closely while continuing to adopt necessary precautionary measures as new information becomes available in order to protect you all. This is why the Base reverted to core services on March 16, 2020, and will continue to do so beyond April 6, 2020. Our overarching goal is to mitigate the impact of COVID-19 on our Defence community, and to maintain our operational capability so we can respond to a future demand which may come. This means a large portion of our Defence Team will continue working remotely, sometimes with little-to-no socialization or physical interaction with others. This is not an easy task, but it is a necessary measure. I want to thank all members who have adapted to working remotely for your cooperation and continued adherence to public health best practices; you are helping make our com-

munities safer by staying home.

While the majority of our Defence Team is working from home, let's not forget the Defence Team members and service providers who are working across the Base in order to maintain the delivery of core and critical services and activities. A strong and dedicated group of friends and colleagues across our Base branches, lodger units and the larger Formation continue reporting to work in order to support core business and operations. These members include health services professionals at Canadian Forces Health Services Centre (Atlantic), along with emergency services personnel at the fire hall and military police unit. Furthermore, core HQ staff, Ship duty watches, members from Base Administration, Base Logistics, Base Information Services, Base Operations and QHM are also reporting when required to ensure critical planning and support to operations continue. The professionals at Real Property Operations and FMF Cape Scott are maintaining our buildings, infrastructure and ships where there is an operational demand, while Commissionaires and cleaners are looking after core security and safety needs at our work sites. While every precaution is being taken to ensure that those of you working on Base can operate in a safe working environment, where strict physical distancing guidelines are enforced, I recognize that your day-to-day is much different from those of us working from home. Every day during this outbreak, you're on-site ensuring that our Base is clean, safe and healthy; technologically secure; and operationally effective. I commend you all for your contributions, professionalism and leadership during

this difficult time. You are on the frontlines for us, and we thank you.

As a military and naval base, our mission is to stay ready while maintaining our mental and physical fitness. As the CAF team must be ready at all times to conduct military operations, at home and abroad, and in dealing with COVID-19, our goal is to maintain operational effectiveness and preserve our capacity to carry out missions in support of the Government of Canada. I want to thank everyone who is carving out time in their new routines to stay fit in both mind and body. Whether you partake in our daily live-streamed PSP fitness classes; utilize resources such as the Employee Assistance Program and Canadian Forces Member Assistance Program; or take time to practise mindfulness, it is vital that we all sustain good physical and mental health. This is a stressful period, so we must take care of ourselves and our families.

Finally, I would like to remind everyone that April is the Month of the Military Child. During this particularly challenging time, I want to specifically thank all of our military children for their incredible strength and resiliency. Military children are the bedrock of our community—let's all do our part and build a safer tomorrow for them.

We are all in this together (from afar).

Stay Safe. Stay Healthy. Stay Ready.

Captain (Navy) David Mazur,
Commander CFB Halifax

Lettre de remerciement du commandant de la BFC Halifax

À tous les membres de la famille de la Défense de la BFC Halifax :

Merci.

Nous vivons une situation sans précédent, c'est-à-dire une expérience collective turbulente face à la pandémie du nouveau coronavirus (COVID-19) qui évolue rapidement. Partout au Canada, des personnes et des établissements prennent des mesures extraordinaires pour prévenir la propagation de la COVID-19, avec de nombreux employés travaillant à domicile et d'autres travaillant dans les services essentiels en première ligne.

Notre équipe de direction de la BFC Halifax, tout comme l'ensemble de la communauté des Forces armées canadiennes (FAC) et du ministère de la Défense nationale (MDN), prend votre santé et votre bien-être – et ceux de vos familles – très au sérieux. Par conséquent, nous suivons de près cette situation tout en continuant d'adopter les précautions nécessaires au fur et à mesure que de nouveaux renseignements sont disponibles afin de vous protéger tous. C'est pourquoi la base s'est mise à assurer uniquement les services essentiels le 16 mars 2020 et continuera de le faire au-delà du 6 avril 2020. Nous visons principalement à atténuer l'incidence de la COVID-19 sur notre communauté de la Défense, et à maintenir notre capacité opérationnelle afin de pouvoir répondre à une demande future potentielle. Cela signifie qu'une grande partie de notre Équipe de la Défense continuera de travailler à distance, parfois avec peu ou pas de relations sociales ou d'interaction physique avec d'autres personnes. Il ne s'agit pas d'une tâche facile, mais c'est une mesure nécessaire. Je tiens à remercier tous les membres qui se sont adaptés au travail à distance pour votre coopération et votre respect continu des pratiques exemplaires en matière de santé publique; vous contribuez à rendre nos communautés plus sûres en restant chez vous.

Bien que la majorité des membres de notre Équipe de la Défense travaillent à domicile, n'oublions pas les membres de l'Équipe de la Défense et les fournisseurs de services qui travaillent sur toute la base afin de maintenir la prestation de services et d'activités de base et cruciaux. Un groupe solide et dévoué d'amis et de collègues dans les branches de la base, les unités hébergées et la Formation en général continue de se rendre au travail afin de soutenir les activités et les opérations de base. Ces membres comprennent les professionnels des services de santé du Centre des Services de santé des Forces canadiennes (Atlantique), ainsi que le personnel des services d'urgence de la caserne des pompiers et de l'unité de la Police militaire. En outre, les principaux membres de l'état-major du QG, les bordées de service des navires ainsi que les membres de l'Administration de la base, de la Logistique de la base, des Services d'information de la base, des Opérations de la base et du CPSM se rendent également au travail au besoin pour assurer la poursuite de la planification et du soutien essentiels des opérations. Les professionnels des Opérations immobilières et de l'IMF Cape Scott entretiennent nos bâtiments, nos infrastructures et nos navires lorsqu'il y a une demande opérationnelle, tandis que les commissionnaires et les nettoyeurs s'occupent des besoins essentiels en matière de sécurité et de sûreté à nos lieux de travail. Bien que toutes les précautions soient prises pour que ceux d'entre vous qui travaillent sur la base puissent travailler dans un environnement sûr, où des directives strictes d'éloignement physique sont appliquées, je reconnais que votre quotidien est très différent de celui des personnes qui travaillent à la maison. Chaque jour pendant la pandémie, vous êtes sur place pour vous assurer que notre base est propre, sûre et saine, protégée sur le plan technologique et efficace sur le plan opérationnel. Je vous félicite tous pour vos contributions, votre professionnalisme et votre leadership pendant cette période difficile.

Vous êtes en première ligne pour nous, et nous vous en remercions.

En tant que base militaire et navale, nous avons pour mission de rester prêts tout en maintenant notre forme physique et mentale. Comme l'équipe des FAC doit être prête à mener des opérations militaires en tout temps, au pays et à l'étranger, et dans le cadre de la lutte contre la COVID-19, notre objectif est de maintenir l'efficacité opérationnelle et de préserver notre capacité de mener des missions à l'appui du gouvernement du Canada. Je tiens à remercier tous ceux qui, dans leur nouvelle routine, consacrent du temps à se maintenir en forme tant sur le plan mental que physique. Que vous participiez aux cours de conditionnement physique quotidiens des PSP diffusés en direct, que vous utilisiez des ressources telles que le Programme d'aide aux employés et le Programme d'aide aux membres des Forces canadiennes ou que vous preniez le temps de mettre en pratique la pleine conscience, il est essentiel que nous demeurions tous en bonne santé physique et mentale. Il s'agit d'une période de stress et nous devons donc prendre soin de nous-mêmes et de nos familles.

Enfin, je voudrais rappeler à tous qu'avril est le mois des enfants de militaires. En cette période particulièrement difficile, je tiens à remercier notamment tous nos enfants de militaires pour leur force et résilience incroyables. Les enfants de militaires sont le fondement de notre communauté — faisons tous notre part et bâtissons un avenir plus sûr pour eux.

Nous sommes tous dans le même bateau (à distance).

Restez en sécurité. Restez en bonne santé. Restez prêts.

Capitaine de vaisseau David Mazur
Commandant de la BFC Halifax



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FMF Cape Scott conducts successful Link 22 operations

By FMFCS Workforce

During the week of January 27, 2020, a team from FMF Cape Scott / Command and Control System (CCS) and Multi-Unit Link Test and Operational Trials Section (MULTOTS) Engineering and Naval Force Readiness (NFR) conducted successful Link 22 operations with a unit of the French Navy – the FS Normandie (a FREMM frigate).

Link 22 is a new Tactical Data Link. Tactical Data Links allow ships, aircraft, and other similarly equipped vehicles and land stations to exchange track and target data. Link 22 is the newest and most modern tactical data link in existence, although it is still in the development phase and not fielded operationally yet.

The team utilized CCS and MULTOTS Engineering's HF radio equipment and the NESTRA Range facilities at Osborne Head for this test.

This was the first Link 22 operation conducted by the RCN (and the CAF) and capped eight months of research, development, integration, testing, planning, and coordination by the team.

Link 22 is the long awaited replacement for Link 11, a Tactical Data Link that allows ships, aircraft, and other similarly equipped vehicles and land stations to exchange track and target data. Link 11 has been in use for over 60 years – its genesis was in the late '50s and was first fielded in the early '60s. The CCS and MULTOTS shop was handed a few pieces of Link 22 equipment, and we have done all of the R&D in how to integrate, test, and operate the equipment (including developing SOPs) while our colleagues at NFR worked with the French Navy to organize the event.

This is a huge step forward. This success means our ships will be Link 22 fitted and operational before Link 11 is removed from service. This shows that Canada, the RCN, and FMFs have strong people who do original work and provide cutting edge technical leadership.

Because of this successful test, an RCN ship will be able to participate in RIMPAC 2020 with an Australian ship and an American shore based test

site, showcasing the RCN's cutting edge Link 22 capabilities. RIMPAC 2020 is a multinational military exercise sponsored by the US Armed Forces and includes many nations from the Rim of the Pacific, including Canada, which is held in the Pacific Ocean.

Thank you to CCS and MULTOTS Engineering, and our colleagues from Naval Force Readiness for all of your hard work on this project.



The Link 22 Canada Team.

SUBMITTED

ITS for Girls visits FMFCS

By Ashley Evans,
FMFCB PAO

FMF Cape Scott recently welcomed ITS for Girls from SuperNOVA for an informative tour of our facility where they had the opportunity to hear from women within our industry, see some of our dynamic and skilled workforce in action, and get up-close with some of the machines that help us serve the RCN's Fleet!

ITS for Girls is a monthly club for girls in grades 4-9 focused on emerging science and technology, run through SuperNOVA, a not-for-profit initiative of Dalhousie University.

When the group arrived at FMFCS they were met by tour guides - four Apprentices and four Journey People, including Millwright Apprentice Chyenne McPherson, Machinist Apprentice Morgan VanBuskirk, Electronics Apprentice Kyle LeBlanc, Welding Apprentice Amie Oliver, Sheet Metal Journey Person Virginia Nash and Electronics Journey Person Kelly Krawchuk.

The group received a safety brief with Rickey Osmond from our Safety Division before carrying on with tours where they were able to meet represen-

tatives in a variety of shops. These shop representatives took time to explain the type of work that they do, training required, and the benefits of working for DND. Representatives included Amanda Lohnes in the Plate Shop, Terry Bourgeois, Charles Hartlen, and Benjamin Sanford in Sheet Metal, Ken Lucas in Above Water Weapons, Sean Lilly in the Engraving Shop, and Steve O'Neill in the Machining Shop.

The group from ITS for Girls were highly engaged and we appreciate everyone's involvement in making the tour a success.



Arctic and Offshore Patrol Vessel (AOPV) - High Voltage Training

By Tom Gallant,
Fleet Maintenance Facility Cape Breton

With the acquisition of the Harry DeWolf Class of Arctic and Offshore Patrol Vessels comes a new capability within the fleet. The inclusion of High Voltage Marine Propulsion systems ushers in a new way of considering ship design for navy and maintenance to maintain the ships capability. With this come new requirements for safety of personnel and considerations about how we conduct business here at FMF Cape Scott and Cape Breton. AOPS will be maintained under a new maintenance structure for Non-Combatant Vessels: The AJISS Enterprise solution, which introduced a contractor lead solution with support from Fleet and the Coastal FMFs to maintain both the AOPV and the Joint Support Ships (Protecteur Class). Regardless of the form of maintenance contract envisioned, the FMF's must be able to meet the demands required; this however, includes training and requirements for High Voltage electrical systems (HV).

To meet this demand, a joint working group has been stood up for almost a year. The focus is to arrange and deliver training; as defined by authorities, necessary to maintain and operate HV Platforms. This has led to two distinct streams as we split civilian and military personnel for training.

In consultation with industry leaders (BC Hydro, Ontario Power Generation, NS Power, local unions, as well as federal and provincial safety standards) plans are underway to design, implement, and conduct industry recognized training within dockyard - achieving a high rate of sustained and fully capable people to work on any level of electrical system (provided you are already an electrician). Outside of this, any person working onboard will require basic HV electrical safety, as such training initiatives are being considered and offered now at FMF CS and will make it west soon. This will allow FMF to support and maintain the AOPV, providing excellence at all times.



Artist's rendering of the future Harry DeWolf class ship.

SUBMITTED

FMF Cape Scott D195 battery charger success

By FMFCS Workforce

It is critical to charge the submarine batteries at proper intervals to preserve the health of the battery and its longevity. With a doorway measuring 1780mm (70") tall and room for two people to stand inside, the battery chargers at Fleet Maintenance Facility Cape Scott (FMFCS) are not your typical battery charger. Operating up to 750V FMCS has two chargers capable of generating 1650A and 2550A respectively for use in charging these batteries.

The 2550A charger in D165 had failed some time ago and is currently unserviceable. Early in November, HMCS Windsor began experiencing issues in utilizing the 1650A D195 battery charger and the way ahead was unclear. Unfortunately, the OEM for the charger had gone out of business and there was no contractor support available to troubleshoot the system. A meeting was held with stakeholders and it was determined that FMFCS would take lead to address issues with the charger.

With no obvious moving parts the charger was viewed as a large piece of electrical infrastructure requiring no maintenance until it failed. The team quickly identified several possible problem areas. The build-up of dust and grime on the interior of the unit created the potential for multiple lowered resistance paths to ground that interfered with the sensitive electronics on board the submarine when a charge was conducted. Despite the saying that water and electricity do not mix, the charger uses a liquid filled coolant system where water is in direct contact with energized electrical components. In this case the water is pure de-ionized water that does not conduct

like typical tap water. Flushing the system and refilling with de-ionized water brought the system back into tolerance. After investing several hundred hours of labour, general cleaning, coolant flush and repairs, the charger was subject to a full load test using a test load bank before being re-certified for use.

FMFCS was successful in providing a fully functional battery charger and the Windsor D4 was completed successfully. It has been very encouraging and a positive experience internally here at FMF, demonstrating the impressive capabilities and range of expertise that this unit possesses. Personnel were engaged from various levels across the yard with many levels of involvement including PM2 staff, FTA, Plant Maintenance, Battery Shop, Industrial Engineering, Electrical Engineering, Mechanical Engineering, Pipe Shop, Antenna Shop, Shipwrights, and others. There was an impressive willing-

ness from each group to offer whatever support was required of them and as quickly as possible.

We would like to say thank you to a few specific people who have shown their high level of dedication and involvement in moving this forward. Plant Maintenance – Jason Parker, Neil McDonald and the excellent support from their supervisors Trevor Maclean and Adrian Jones; Industrial Engineering – Greg Waddell; Battery Shop – Eldon Caldwell, Ryan Pettipas, Melanie Donovan, Claire Metcalfe, Stan Au and their supervisor Wanda Boudreau; RP Ops High Voltage line crew; and Capt Emond-Bernatchez!

This was truly a team effort – everyone's contributions were simply outstanding. While this project does not fall entirely within our core mandate, it is a great example of the strategic capability this unit possesses and why it is important to maintain.



Early in November, HMCS Windsor began experiencing issues in using the 1650A D195 battery charger. The OEM for the charger had gone out of business and there was no contractor support available to troubleshoot the system. A meeting was held with stakeholders and it was determined that FMFCS would take lead to address issues with the charger. FMFCS was successful in providing a fully functional battery charger and the Windsor D4 was completed successfully.

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Chaplain shares tips for self care during uncertain times

By Ryan Melanson,
Trident Staff

Canadians across the country are feeling the stress and uncertainty brought on by the COVID-19 pandemic, and the Defence Community is no exception. Members of Formation Halifax are experiencing the crisis in different ways, with some reporting for duty as usual, others teleworking from home, and two ship's companies sequestered in a local hotel ahead of deployment.

For everyone, however, life has changed drastically over the last month, and these changes can take a toll on both our mental and physical health. Chaplain LCdr Travis Gardner, USN, has learned from experience that practicing self care is crucially important during times of crisis.

"There's a lot of things outside of our control now that we're in this pandemic event," he said.

"But it's important to think about the things you can control and the things you can be doing for yourself."

While he's spent the last three years in Halifax on an exchange program, LCdr Gardner previously found himself in the middle of a number of different crisis situations. He was among the Americans posted to Japan in

2011 when an earthquake and tsunami triggered a nuclear meltdown, and the very next year, he was living in New York City when Superstorm Sandy devastated the region. Later, in 2016, he was stationed in Hawaii when a helicopter accident led to the tragic loss of 12 US Marines.

Through his work as a Chaplain in these difficult scenarios, LCdr Gardner learned about the way people respond to stressful and frightening events, and he's developed a short self-care guide that he now uses frequently in his counseling sessions.

"I've developed this over the years because I've gone through some pretty crazy situations, and haven't always handled it as well as I'd like to. There's been a lot of lessons learned."

He refers to the document as an oxygen mask, outlining steps that can help people take care of themselves, which in turn will allow them to more effectively help others. This is especially key for military members, whose work ethic and drive to help can sometimes leave little room for self care.

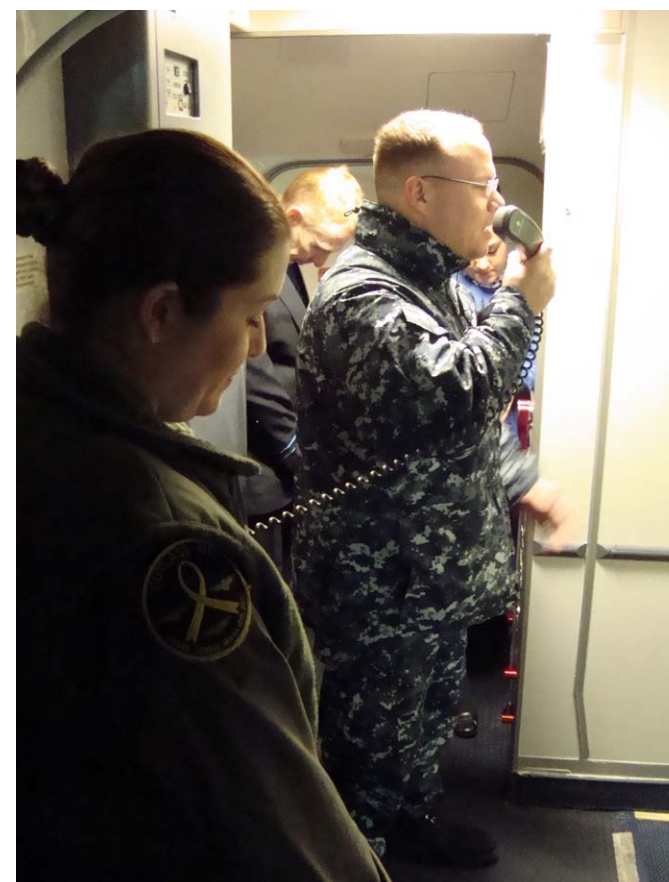
It's broken up into four categories – physical, mental, emotion-

al, and spiritual – and includes tips like getting proper amounts of sleep, exercise and hydration, spending time with a personal hobby, not letting emotions bottle up, and for people of faith to continue practicing daily.

"It may sound easy, but it can be a big ask. If we're able to care for ourselves in all of those areas, the results can be pretty amazing in terms of how well people can cope with difficulty," LCdr Gardner said.

"There are people who will just focus on helping others until they're absolutely done in, but if you take care of yourself first, then you can be the best spouse possible, or parent, or worker, or whatever you need to be."

Like many others, the Halifax Chaplain team is mainly working remotely for the time being, but LCdr Gardner noted that their services are still available for anyone who needs to talk during this difficult time. and the focus doesn't always need to be on faith. Members can phone 902-721-8660 during daytime hours, or 902-427-7788 during evenings and weekends to get connected.



Chaplain LCdr Travis Gardner, USN, prays over an airplane intercom before a flight of Americans leaves Japan, following the country's earthquake, tsunami, and nuclear incident in 2011.

SUBMITTED

Padre's Corner: How to battle the fear

By Padre Capt Albert Lee

I never thought that in my lifetime I would experience a pandemic that has so gripped our attention and has impacted us so greatly. I am trying hard to understand the rapidly changing news as I am sure you are and at times it can feel overwhelming. We are wrestling deeply with our own thoughts fears and worries in the midst of this global crisis.

A story is told: Death was walking toward a city one morning and a man asked: "What are you going to do?" "I'm going to take 100 people," Death replied. "That's horrible," the man said. "That's the way it is," Death said. "That's what I do." The man hurried to warn everyone he could about Death's plan. As evening fell he met Death again. "You told me you were going to take 100 people," the man said. "Why did a 1000 die?!" "I kept my word," Death

responded. "I only took 100 people. Worry and fear took the others." Stress, worry and anxiety can be a more powerful pandemic and kill even more people than a virus gone viral! An anxious heart weighs a man down. Proverbs 12:25.

It is natural for us to feel afraid. I find one of the best ways to combat fear and uncertainty is to spend time in God's Word. "Have I not commanded you? Be strong and courageous. Do not be frightened, and do not be dismayed for the Lord your God is with you wherever you go." Joshua 1:9. "Peace I leave with you, my peace I give to you. Not as the world gives do I give to you. Let not your hearts be troubled neither let them be afraid." John 14:27. "So do not fear for I am with you; do not be dismayed for I am your God.

I will uphold you with my righteous right hand." Isaiah 41:10.

"And free those who all their lives were held in slavery by their fear of death." Hebrews 2:15. God wants to cast out our fears with his perfect love (1 John 4:18). And as we surrender our fears to Him, He replaces them with His comfort and peace - a peace that comes from trusting Him. Don't be afraid - we will all get through this! I have read some true stories and have experienced true kindness from/towards neighbors, friends and family. How wonderful we can all be to one another! Kindness and time will overcome this pandemic!

In this moment I would encourage you to reach out to someone you know who is alone and scared with a word of comfort and a prayer. Maybe take time each day to check in with

friends, family members, neighbors or co-workers so they're not left spiritually and emotionally lonely at a time of quarantine and isolation. This is an ideal time to deepen our relationships with others and an opportunity to find new ways of interacting with one another to strengthen and encourage each other. Also it's an ideal time to reconnect as a family-and choose joy in the midst of uncertain circumstances.

May the peace of God that passes all understanding guard your hearts and minds in Christ Jesus. May His peace be the sentinel over your hearts that keeps you from worry and fear and the sentinel over your minds that keeps you from doubt and brings self-resilience. For we have the spiritual confidence from Jesus Christ risen from death to life to lead us safely through a pandemic plague in the world.



From fashion designer to NCI Op

By Melissa Atkinson, Lookout Editor, with files from Capt Lisa Evong, PAO

It's a quiet evening aboard HMCS Nanaimo as the ship's bow slices cleanly through the Pacific Ocean.

The rocking motion isn't enough to hinder AB Yukii Li's sketching. On a modest sized pad, she pens her croquis, a fashion world term for an exaggerated tall model form. Bold, black lines connect to create a modern female sailor in a fashion pose – one hand on hip, the other loosely at the side, lanky legs disappearing at the skirt edge. It is a loose drawing, but the talent is obvious.

This is the road not taken. Passion colliding with practicality, but it comes without regret.

A few years ago, AB Li was without rank, studying fashion design at Seneca College in her hometown of Toronto. A love of art in high school coupled with a young women's attraction to fashion inspired her to try for one of the most prestigious careers.

For three years she learned the A to Z of designing clothes, from an idea to a paper sketch, to sourcing fabrics, buttons, zippers, to measurements to create a pattern, to the construction of a garment.

"If everything is done perfect, you can breathe, rest and smile," she said of the process.

Each piece she has created has a hint of inspiration from Japanese fashion, mainly Gothic Lolita and Visual Kei style and Victorian/Baroque era fashion. Her favourite piece is a grey dress from her graduation show.

"I put a lot of time and effort into it and am very proud of it. It's a mixture of cotton and leather, the leather work was hand cut by me and overall it came together very elegantly."

Employment in the industry was an unpaid internship, and this lack of pay led her to make a difficult decision about her career path.

"I made the decision to not pursue a career in fashion design because I am a person that needs planning, structure and stability in my day-to-day life. I was unable to attain that in fashion. I need to plan out my routines and budget accordingly or else I get severe anxiety. When I stopped and took a long hard look into my future I saw that if I were to continue with fashion design I would end up hating something I once loved. That was the moment I understood the real meaning behind art is a hobby. Not in a bad way though."

Her father suggested the Primary Reserves Program. AB Li's uncle was a medical officer and spoke positively about it. Her cousin was in the army serves with a deployment to Afghanistan.

She signed up for the navy reserves and became a naval combat information operator; her most recent deployment was sailing on Op *Caribbe* from January to March 2020.

During her time at sea, she used her skills to remove Canadian flags off uniforms due to the new change in dress.

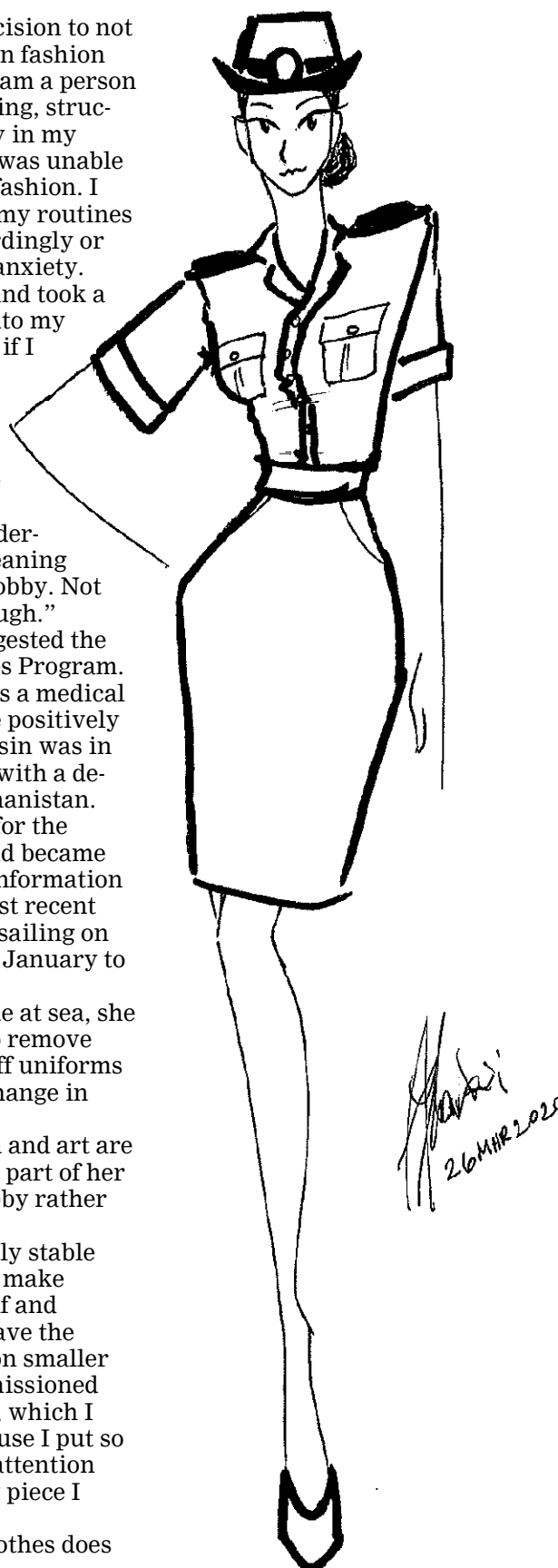
Fashion design and art are still very much a part of her life – albeit a hobby rather than a career.

"I am financially stable and I can always make clothes for myself and friends when I have the time. I can take on smaller projects or commissioned work if I want to, which I prefer to do because I put so much work and attention to detail in every piece I make."

What sort of clothes does she like to wear?

"Anything that fits the mood but always makes a statement."

For now, that statement is her blue naval combat dress.



AB Li still enjoys sketching some of her fashion design ideas. She did this one during the recent Op CARIBBE deployment.

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AB Li's favourite piece is a grey dress from her graduation show. It's a mixture of cotton and leather, for which she hand cut the leatherwork herself.

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AB Li practices her skills during a small arms shoot aboard ship.

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AB Li, a Naval Combat Information Operator, in the Ops room of HMCS Nanaimo.

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HMCS *Athabaskan*: We fight as one

By CPO1 (Ret'd) Patrick Devenish,
Canadian Naval Memorial Trust

Part 1 of 2

In April of 1974, a group of survivors, family and friends of the veteran Second World War Tribal Class destroyer HMCS *Athabaskan* gathered to honour the Athabaskans who did not return from her final patrol. Beginning at England's National Naval War Museum, the group commenced retracing the steps of that fateful morning. Sailing from Plymouth, HMCS *Athabaskan* III stopped at the spot 48° 43'N. 04°32'W off the Brittany coast to conduct what has been hailed as one of the most moving memorials to Canada's war dead. Once in Brest, Les Canadiens were welcomed with open arms and the group broke up to visit cemeteries in the surrounding communities where 91 Athabaskan crewmembers were lovingly laid to rest in the days and weeks following her final action. The local inhabitants to this day still maintain the sites in Brest, Brignogan-Plages, Cleden-Cap-Sizun, Ile-de-Batz, Landeda, Plouescat, Plougasnou, Pornic and Sibril.

In a very condensed form, this is the story leading up to and the aftermath of the events that transpired in the early hours of April 29, 1944. It is a story of harrowing events, untold heroism and sheer guts and determination. In order not to offend any family members or survivors, names of personnel are left out with the exception of ship's Commanding Officers. To experience this story more in depth, the book *Unlucky Lady*, compiled and written by Len Burrow and Emile Beaudoin, offers a first-hand account that puts the reader into the story. A touching listing at the book's end accounts for the whereabouts of each member of the crew following that fateful morning.

Introduction

Canada's stature as a major naval power at the end of the Second World War was quite different from the predicament that existed when the war erupted in September 1939. From a force of 13 vessels and slightly more than 3000 regular and reserve force members, the Royal Canadian Navy grew to a force of 500 vessels and almost 100,000 officers and NCMs by the end of hostilities in 1945, being the 3rd largest Navy of all Allied nations.

After the fall of France in the spring of 1940, Canada's priority became maintaining the convoy route to Europe. For this, antiquated vessels were hurriedly acquired and updated from Britain and the United States. Prewar planning also meant that by 1943, the Royal Canadian Navy had four destroyers of the British *Tribal* class in her arsenal: HMC Ships *Iroquois*, *Athabaskan*, *Haida* and *Huron*. These ships were built in England. Later, four Canadian-built ships, *Micmac*, *Nootka*, *Cayuga* and *Athabaskan* II arrived too late to see service in the Second World War. Britain's Royal Navy had 16 Tribals in service. These were the elite of their flotillas and their degree of strength is demonstrated by the fact that just four would still be afloat by war's end.

The Beginning(s)

The steel for Canada's first two Tribals was cut in late 1940 with construction of the first, *Iroquois* and the second, *Athabaskan*, well underway by the spring of 1941. Late in April 1941 the Luftwaffe bombed the shipyards where *Iroquois* and *Athabaskan* were being constructed at Vickers-Armstrong, High Walker Yard, Newcastle-on-Tyne. *Iroquois*, which was destined to be Canada's first Tribal was severely damaged in the slips while alongside, *Athabaskan* was relatively unscathed. After much discussion, it was decided to rename *Athabaskan* as *Iroquois* and *Iroquois* as *Athabaskan* so that *Iroquois* could launch first.

The new *Athabaskan*, damage repaired and trials conducted, slipped into the River Tyne to be towed to the fitting out basin on November 18, 1941. On February 3rd, 1943, Canada's second Tribal was finally commissioned to the shrill of a bos'n's call: "Carry on", with Cdr George R. Miles as *Athabaskan*'s first Commanding Officer.

Almost immediately, trials and a crew work-up began with the ship suffering her first damage in a collision when berthing alongside an oiler. In her first patrol off Scotland's Faeroe Islands, severe weather caused the fo'cs'le plating to separate allowing seawater in. Finally on return from a patrol to Spitzbergen, she collided with the cable from a gate vessel in Scapa Flow, tearing a slice in her bow. It was now summer and although the ship had suffered damage requiring a docking, the enemy had not yet been engaged.

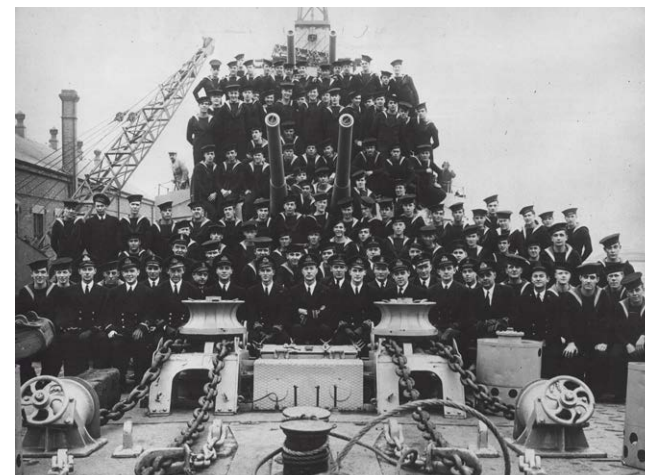
By the end of July 1943 after being repaired, *Athabaskan* once again was put to sea with Force W patrolling the Bay of Biscay. It was on one of these patrols that *Athabaskan*'s crew got a rude awakening from the enemy in the form of a glider bomb. One of Hitler's wonder weapons, one of the first generation smart bombs struck the ship at the junction of B gun deck and the wheelhouse. Damage was severe enough for *Athabaskan* to be pulled out of action and after burying her dead at sea, the ship turned north arriving in Plymouth on the July 30. It was during this brief lull while the ship was repaired, radar upgraded and more anti-aircraft punch added that LCdr John H. Stubbs assumed command.

By November, *Athabaskan* was once again a fighting ship and little time was lost assigning her to escort duties with a convoy heading to Kola Inlet, Russia. After a relatively uneventful trip, *Athabaskan* began the New Year of 1944 escorting the battle-ship *King George V* with Churchill himself aboard from Gibraltar to Plymouth.

Early in 1944, plans for the establishment of a western front in France were well under way. Before this could be successful however, it was necessary to clear the English Channel of all German shipping. German convoy interception patrols, codenamed TUNNEL began the end of January and carried on through February and March. Into April, much of Royal Navy Task Force 26, which now comprised the destroyers *Athabaskan*, *Haida* and *Huron* as well as HMS *Ashanti* and the light cruiser HMS *Black Prince* carried out nightly raids on enemy shipping. On top of this, the Force also provided a screen for mine layers, code named HOSTILE. On one such mission on April 26, the German destroyer T-29 was sunk and *Ashanti* and *Huron* damaged after colliding with T-29 and two other German destroyers. The stage was now set and two nights later *Haida* and *Athabaskan* sailed into the English Channel alone; it became painfully clear that the brunt of responsibility would fall on the crews of these two ships.

The Battle

At 1500 on April 28, both ships reverted to 2 hours steaming notice finally slipping at 2000 for another HOSTILE mission supporting minelayers. As *Haida* pulled away, *Athabaskan*'s mascot, a cat named Ginger, attempted to jump across to *Haida*, causing a superstitious stir among some of *Athabaskan*'s crew. By 0200 on April 29, both ships had arrived at their designated position and began patrolling at 16 knots. Earlier in the evening, reports received from Plymouth revealed that French underground forces observed the departure from St. Malo of the German destroyers T-24 and T-29, the survivors of the action two nights previous. Just before 0300, radar on *Athabaskan* and *Haida* picked up the two enemy



The final photo taken of the ship's company of HMCS *Athabaskan* in April 1944. LCdr John Stubbs is in the centre with crossed arms.

NAVAL MUSEUM OF HALIFAX

vessels and just after 0400, *Haida*, which was slightly closer, fired a starshell from 7,200 yards. Two minutes later, lookouts on both Tribals observed the two German destroyers heading west at high speed; the chase was on and as the distance between the ships closed to 7,000 yards, both *Athabaskan* and *Haida* fired all guns. As T-24 and T-29 turned to open the distance, they too fired all guns as well as a spread of torpedoes. As both groups of ships continued to fire on one another, *Athabaskan*'s radar operator reported two high-speed contacts on the ship's starboard quarter. As T-24 and T-29 were to port, these were new contacts and by their station keeping and speed it became obvious that they were German E-boats. Just as *Athabaskan* came out of a hard turn, a torpedo strikes her starboard stern. Both X and Y batteries were immediately destroyed and their crews decimated as the explosion shuddered through *Athabaskan*'s length. With major fires aft, steering jammed and propulsion lost, *Athabaskan* began to slow finally stopping as her stern settled in the water. On *Haida*, it was decided to maintain the pursuit of the two fleeing enemy destroyers and as she departed the area, she trailed a smokescreen in an attempt to hide the glow of flames from *Athabaskan*'s stern.

As *Athabaskan*'s crew struggled to save their ship in a now dispersing smoke screen, ammunition from the after magazines began exploding. To make matters worse, the ship drifted toward the French coast and now came under fire from German shore batteries. The reality of the situation became apparent as the Captain ordered his crew to prepare to Abandon Ship. Just after 0420, only 10 minutes after the first torpedo, a second one struck from the starboard hitting just aft of the bridge. Within seconds, the after magazines and fuel tanks exploded sending shrapnel, steam, piping and flames high into the air. *Haida*, now five miles to the east, was witness to the explosion astern of her and her Captain, LCdr DeWolf decided to turn back toward *Athabaskan*. The ship was now ablaze from #1 Boiler Room to her stern and LCdr Stubbs ordered Abandon Ship. By this point, many men were already in the water having been blown over the side from one of the many explosions. At 0428, all was suddenly quiet as the last protesting screams were uttered by the sinking ship and it slid nearly perpendicular, stern first to its eternal grave. LCdr DeWolf radioed Plymouth HQ: "*Athabaskan* has blown up."

To be continued in the May 4 Trident edition



FMFCS Machine Shop success with HMCS *Charlottetown* rudder shaft

By Ashley Evans,
FMFCB PAO

The Machine Shop at FMF Cape Scott has been hard at work this past year with the creation of a new, custom-made rudder shaft for HMCS *Charlottetown*.

This is the first project of this kind in the machine shop, and the shaft has been created using a 100-year-old lathe that had been idle for over one year.

All of the machinery for the rudder shaft has been built using pieces and nodules taken from other parts of the shop to create the custom machinery, including metal parts of the drill that were water milled. The challenging aspect of this was that the machinists

found themselves designing parts as they were finding out they needed them.

Engineers first approached the shop with a drawing, asking if they were able to create the image. The lathe had to be tricked into thinking it was another machine, while custom tooling was used to drill in to the hard steel.

Andrew Borrowes says that he enjoys projects like this, especially when he can use parts around the shop or create new ones.

With the degree of research and development that has gone into this project, it has been greatly rewarding



*Machinists at FMF Cape Scott create a custom-made rudder shaft for HMCS *Charlottetown*.*

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to show the finished product, parts made for it, and the customization that went into it.

Thank you to all of those involved in this incredible project, especially Chuck Contuck, Andrew Burrows, Mitch Robinson, Richard Fultz, Leon vanBommel, and 1st year apprentice Jason Skating.

Did you know?

The rudder shaft aids in the steering of the ship; the Machine Shop was replacing an aging rudder shaft with a new one; and the Machinists build a measurement wheel to be able to build the shaft precisely down to the last decimal point.

Sea Training keeps HMCS *Calgary* busy before deploying to Asia-Pacific

By Lt(N) Greg Menzies,
HMCS *Calgary* PAO

It was a loud, clear message that boomed throughout HMCS *Calgary* – a general alarm every sailor knows and trains to address.

“Emergency Stations, emergency stations: Fire, fire fire, fire in zone three golf in the machinery control room.”

As the alarm sounded, the crew knew what needed to be done - fight for their ship.

This time it was drill - an integral part of *Calgary*’s Directed Sea Readiness Training.

The training is a specifically tailored at-sea program designed to maintain a ship’s readiness state in the middle of its operational cycle. Using a focused

training and evaluation plan, Directed Sea Readiness Training prepares the ship and crew to meet the operational requirements given by the Commander of Canadian Fleet Pacific.

Calgary’s road to high readiness started with the Basic Single Ship Readiness Training program after the ship completed several extended and short work periods last summer.

This training focused on seamanship, damage control, and safety. The training develops sailor’s skills to enable a ship to conduct ready duty ship, sea trials, force protection at sea and alongside, and the basic unit force generation necessary to move through a tiered readiness program administered by Sea Training (Pacific). They are the group that provides afloat and alongside collective training, certification, and maintenance of standards for ships and submarines through the continuum of readiness, assuring operationally capable sea power.

Upon completion of Basic Single Ship Readiness Training, *Calgary* progressed to Intermediate Multi-Ship Readiness Training in November operating within a Task Group Environment. This training is designed to develop the ship’s capacity to fight within a multi-ship construct, providing the unit the ability to act as the Ready Duty Combatant and deploy as part of a Naval Task Group.

“*Calgary* is moving along nicely with her tiered readiness program and there is a strong and dedicated leadership at all levels on board,” said Cdr Paul Francoeur, Commanding Officer of Sea Training Pacific. “All training programs, however, allow the command team and departments time to self-correct and apply lessons learned. Time is built into the

program to give departments the opportunity to run self-directed training to improve on observations and prepare for upcoming event scenarios.”

The command team and all organizations within the ship (Operations, Combat Systems Engineering, Marine Systems Engineering, Deck, Logistics and Executive Departments) are evaluated and coached through several planned scenarios such as damage control and firefighting, sustained events, emergency flying stations, man overboard, casualty evacuations, and harmful and inappropriate sexual behaviour management.

After each scenario, members from Sea Training staff begin a dialogue with every department to identify strengths and areas for improvement while providing the necessary guidance and mentorship.

Progress reports are built into the each readiness program so Sea Training staff can debrief the ship’s command team and department heads on their progress. The Commanding Officer of Sea Training (Pacific) reviews the ship’s overall progress, since the previous progress meeting, allowing for open, honest and actionable feedback. These progress reports give the leadership in *Calgary* the information needed to ensure the ship’s company is kept well informed of the ship’s progress and make the necessary improvements required to operationally ready at all levels.

After an exhaustive firefighting scenario in various locations within *Calgary*, Secure Emergency Stations was piped throughout the ship.

Calgary had successfully completed another Directed Sea Readiness Training scenario and is one step closer to ensuring the Royal Canadian Navy retains an operationally capable sea power.



*HMCS *Calgary* conducts a Surface Firing Exercise during its Directed Ship Readiness Training program off Vancouver Island on March 28, 2020.*

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Chief reveals weight loss story

By Peter Mallett,
The Lookout Staff

If you ask CPO2 Stan Budden for the secret behind his miraculous weight loss, he is quick to tell.

"It really has a lot to do with the old adage: You lose ounces in the gym, but pounds in the kitchen," he says.

A little determination didn't hurt either, he adds.

Two years ago, at 5' 10", he weighed 280 pounds. The healthy weight of someone that size is 160 pounds. More than 40 pounds over that average is categorized as very severely obese.

"When I worked as an engineer on Canadian warships I would work long shifts and always go for that quick fix of fast foods like pizza or big heavy sandwiches," says CPO2 Budden. "I had been overweight for much of my adult life and eventually realized I was in a vicious cycle."

Over his 24 years in the navy, his weight slowly ballooned. What was once an easy fitness test became difficult to pass, although he never failed the test. With the weight gain, came depression and anxiety.

It was looking at the CAF Mental Health Continuum that alerted him to his health issues. Once he sought help for his mental health problems, dealing with the weight was the natural next step.

He was assisted in this by an understanding Chain of Command and by two Personnel Support Programs (PSP) staff members, Alyssa Jesson (Victoria) and Sean Hommerson (Vancouver) who helped him develop fitness goals, and support when it got hard. They advised he change his eating habits – pay attention to nutrition, read labels, limit portion sizes, and count calories.

"I track everything I consume because otherwise it is too easy to over-eat," says CPO2 Budden.



CPO2 Budden in 2017, before his dramatic weight loss.

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After losing the first 40 lbs, he decided to work into his daily routine short lunchtime runs during the week, which grew to longer distances on the weekend.

On New Year's Eve, he ran in his first five-kilometre run in Victoria; on March 7, he ran the 5km West Van Run in a time of 25 minutes and 40 seconds, finishing 177th out of more than 800 people. The next runs on his to do list are the Navy Run in June and October's Goodlife Fitness Turkey Trot in Victoria. He also goes to the gym a couple of times a week for weight training.

The physical transformation is so noticeable many colleagues do double takes to make sure it's him.

Today the 47-year-old father of three weighs 180 lbs and is happy at that weight; which means he has completed a 100-pound loss, almost the weight of another person. His family has been very supportive of his efforts; his wife and daughter have nicknamed him Scrawny.

"Along with the weight loss and new sleek appearance, the big difference today is I have a lot more energy, a lot less stress. I eat healthy and get outside and get exercise to the point where it has become a sort of religion for me."

He currently works as the Unit Chief Petty Officer for the Canadian Forces Recruiting Centre Pacific in Vancouver.



CPO2 Budden following his loss of 100 lbs. He has completed several 5 km runs and goes to the gym several times each week.

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Improve your running economy

By Dave Carr,
PSP Halifax Fitness and Sports Instructor

Go for a run! A quick breath of fresh air to get out of the house. If you have been using this tactic to stay active, then follow these tips to be pain-free and increase your efficiency to run longer and faster.

Of course, to measure if you are more efficient you will need to keep track. Write down at least three things each run: How far you ran, how long it took, and compare it to how hard you feel you had to work for it on a numeric scale. Then look back every 5-10 runs or four weeks.

Faster Foot Turnover and spending less time on the ground

Any time you spend with your foot on the ground is time you aren't spending in motion in the air. This differentiates between running and walking, both feet leave the ground for a moment when running. Combining the forefoot strike and trying to push off the ground faster acts like pumping up a tire. When more air is in a tire, the total surface area increases, but the amount that contacts the ground at any one time is



CAF members and other Defence team members start the day off right with the MARLANT Formation Run through HMC Dockyard in Halifax.

MONA GHIZ, MARLANT PA

Running economy refers simply to how much energy you need to run at a given speed. This is a training factor that can improve your health without having to go as fast as you can. Things you can practice and apply pretty quickly can make a difference in how you feel during your run. The pace of your steps and the length of your stride, combined with how your foot rebounds off the ground, can help you run faster without having to get winded.

Forefoot strike for shock absorption

Walking and running towards your forefoot helps you receive feedback for your hips and back to move better and reduce injuries. When running there is a lot of elastic force stored in the many tendons of your foot and ankle. That can translate into absorbing the impact on knees and hips, and can push back on the ground to give you more speed. Keep up on your toes and think about flexing your calves as you take off. You may not run as long at first as you strengthen the muscles around the ankle, so start with a shorter distance run but try to do it a little faster.

less. You will find a faster stride rate means you have to shorten the distance of each step but overall speed will go up. Again, train these steps in small intervals to strengthen and get used to running differently.

Put all your energy into running forward

Moving your arms when running is critical to counterbalance the hips and legs, but swinging them across your body when running wastes energy by sending momentum outwards. In the same way, bounding up and down is sending your energy output upward instead of forward. The more energy you spend on these extra directions the less capacity you will have to put into your speed. While keeping your body upright is the safest posture for running you can use your arms to reduce the twisting forces on your trunk.

Keep in mind that there is no ideal running pattern and your body and training level will change your gait towards your optimal technique. These three things to remember will help avoid running related injuries like shin splints. The other factors that could affect your running economy include body dimensions, fatigue, speed, and external factors like wind and surfaces.



CFB Halifax Base Divisions

Prior to the base reverting to its current posture, the latest CFB Halifax Base Divisions ceremony was held at the Willow Park Armoury on Wednesday, March 11. Divisions provides an opportunity for Base Commander Capt(N) David Mazur to present much-deserved honours, awards and promotions to members of the CFB Halifax team.



The Base Divisions ceremony was presided over by Capt(N) Mazur and Base Chief CPO1 Kent Gregory.

CPL IAN THOMPSON, FIS



Capt (N) Mazur presents Sgt Sarah Boyce, accompanied by her command staff, with a General Service Medal - Expedition.

CPL IAN THOMPSON, FIS



Members from various CFB Halifax units were on parade at Willow Park for the occasion.

CPL IAN THOMPSON, FIS

We look forward to
welcoming all of our sponsors,
partners, military families and
members of our Defence Team to our
DND Family Days on June, 2021.

DND
FAMILY
Days



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**CFB Halifax & Personnel Support Programs
look forward to welcoming
everyone to our
2021 Sports Recognition Breakfast.**

CANADIAN FORCES BASE HALIFAX
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