



# TRIDENT

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

## Diving in

*Lt(N) Nicolas Hull jumps from HMCS Fredericton's quarterdeck for an inspection of the ship's hull, as it is anchored in Alcudia Bay, Spain during Op REASSURANCE in May 2020.*

CPL SIMON ARCAND, CAF PHOTO







# Statement from RAdm Craig Baines, on the recovery operations of Stalker 22

At 10 a.m. Atlantic time on June 2, the decision was made to conclude the recovery operation that was led by a combined Canadian Armed Forces (CAF) and United States Navy (USN) team. After eight days over the crash site we achieved what we set out to accomplish – we located the helicopter, we have recovered some remains of our fallen and we have retrieved multiple pieces of the aircraft that will assist in the ongoing flight safety investigation.

While we were able to recover remains of some of our fallen, it is important to note that we have not identified these remains and it is unknown at this time whether we have found everyone. This will only be completed once the remains have been brought to Toronto where any positive identification, as well as confirmation of the number of personnel found, will be done using scientific methods by a Forensic Pathologist. Once this is complete, the identities of the remains will be released to the families and then the public.

The sequence of events for this operation are summarized as follows:

On Monday, May 25, our recovery team departed Souda Bay, Greece, on the EDT Hercules, which is an off-shore multi-purpose support vessel that served as the platform for the deep-sea recovery.

The EDT Hercules arrived at the search site approximately 220 nautical miles east of Catania, Sicily on Tuesday, May 26 at roughly 7 p.m. Atlantic time. After about two hours of preparation, the team was able to get the ROV in the water and quickly begin the search for Stalker 22.

The recovery team used a United States Navy Remora Remotely Operated Vehicle, or ROV, with a Fly Away Deep Ocean Salvage System (FADOSS) that was integrated for operations with the salvage vessel. This ROV was selected as it has the ability to operate to a depth of 6,000 metres; twice the expected depth of where we had anticipated the CH-148 to be located on the ocean floor.

For the most part, the weather conditions and the sea state over the past week have allowed the team to operate the ROV and locate the debris field in very short order. It took the Remora approximately three hours to reach the ocean floor and within eight minutes, the sonar and cameras on the ROV revealed a large portion of the helicopter fuselage, which became the centre point for the rest of the search.

Given that we had very accurate data on where the helicopter entered the water, we did not have to rely on the underwater locator beacon, and would have only rigged the detection system to the ROV if we had difficulty locating the helicopter. Given that we discovered it so quickly, it did not end up being required and we cannot confirm if it was still emitting a signal.

At over 3143 meters deep with a debris field that spanned approximately 260 metres by 230 metres, aircraft components were found in a number of clustered groups, to include many smaller pieces that were scattered individually across the ocean floor.

Unfortunately, no portion of the main cabin was left intact following the crash, including the external cockpit structure. The largest piece at the wreckage site was the rear deck/ramp area of the helicopter and the next largest intact piece was the tail pylon and tail rotor blades.

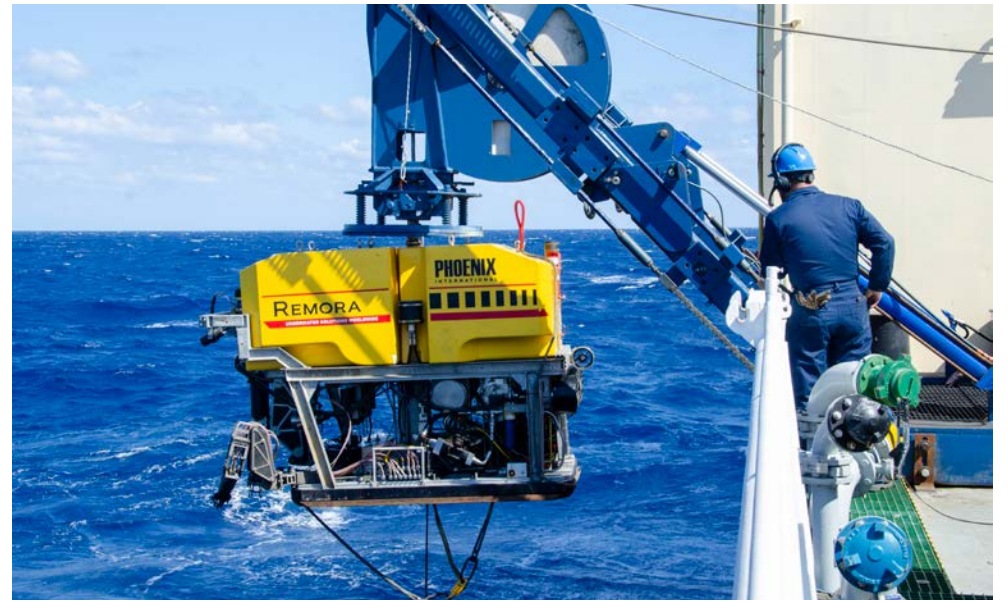
At this point, we are not able to provide any additional information about the individual pieces that were recovered, given the current flight investigation.

It should be noted that given the challenges associated with a recovery at this depth, we made the conscious decision to recover all discovered remains and only pieces of equipment that would be useful to the investigation.

In terms of next steps, the recovery team onboard EDT Hercules is now enroute to Augusta Bay, Italy, which is proximate to Naval Air Station Sigonella. Upon arrival, our next priority will be to prepare the remains for transport back to Canada, which we are anticipating will happen as early as this weekend.

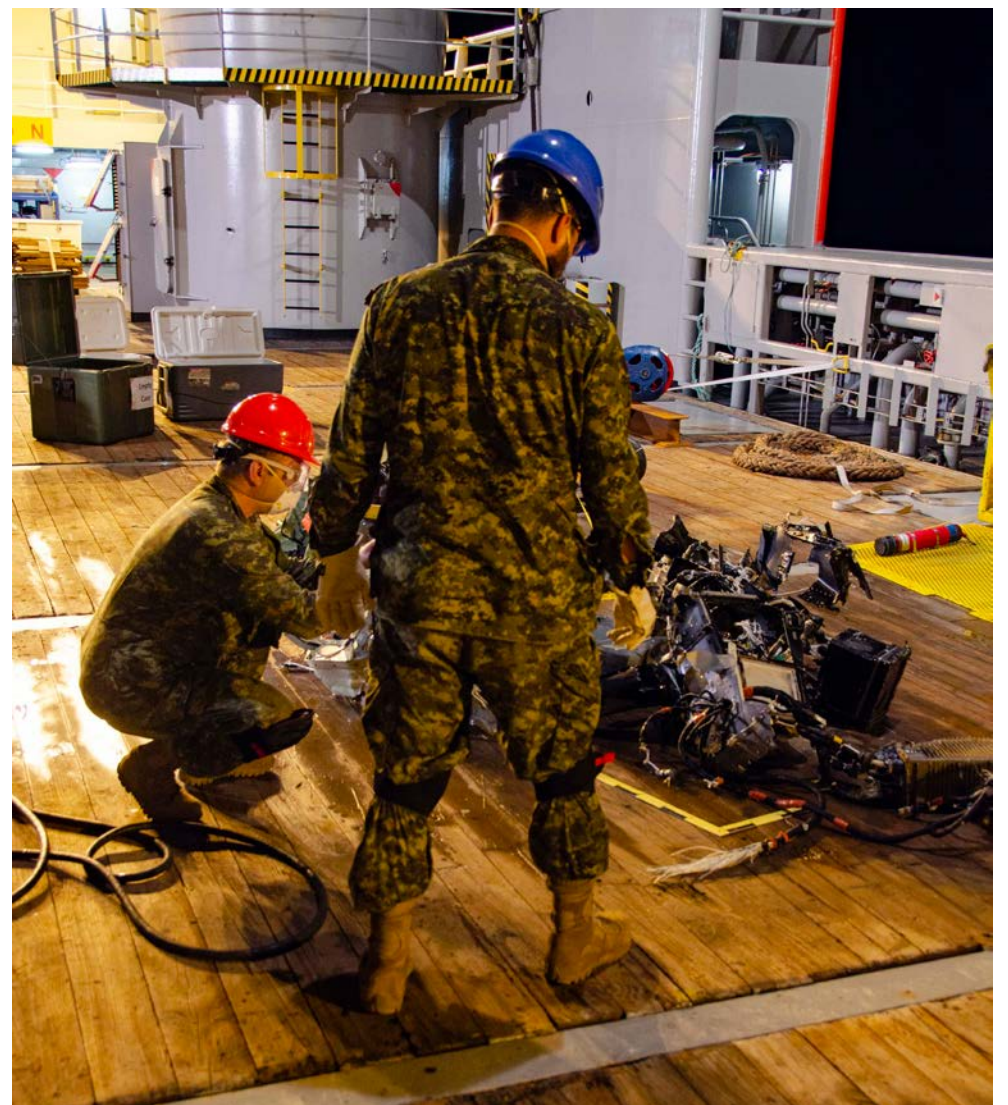
I would like to echo comments made by the Chief of the Defence and extend my thanks and external gratitude to the United States Navy and the Captain and crew of the EDT Hercules. Throughout this whole process they have provided outstanding support and on behalf of the Royal Canadian Navy, Royal Canadian Air Force, and the families of our fallen I would like to thank them for all they have done to help us bring our shipmates home.

In closing, and speaking more directly to the families of our fallen, it is our hope that this operation provides some closure to you. Please know that the Canadian military family grieves with you.



Operators get the REMORA III ready for a dive off the EDT Hercules during the recovery operations for Stalker 22 in the Mediterranean Sea on May 27, 2020.

CDR ROBERT WATT



CAF members inspect recovered parts of Stalker 22 during recovery operations for the aircraft in the Mediterranean Sea on May 31, 2020.

CDR ROBERT WATT





# Old shipmates reunited as CANFLTANT welcomes new Fleet Chief

By Ryan Melanson,  
Trident Staff

While he may be new to Atlantic Fleet headquarters, CPO1 Darcy Burd won't be among strangers as he assumes the role of Fleet Chief. He and Cmdre Richard Feltham have previously served together on HMC ships *Skeena*, *Preserver*, *Charlottetown*, and *Toronto*, and now they'll be working together again as they prepare to lead CANFLTANT through a pivotal moment.

"I can't tell you how excited I am to assume the duties and responsibilities of Fleet Chief Atlantic," CPO1 Burd said during a ceremony held at HMC Dockyard on June 5. While the Change of Appointment took place in person, the crowd was limited to key personnel and family members and attendees remained physically distanced from each other. CPO1 Burd thanked his wife Vicky and his children for the support that allowed him to reach this career highlight, noting he's been posted to 13 different units in 13 years, with plenty of moves and other disruptions along the way.

He said he was excited to be returning to the Fleet and working alongside an old friend. With the ongoing efforts to maintain readiness levels during the COVID-19 pandemic, while also preparing for the first of the RCN's future fleet of ships to be received later this year, he noted that unique challenges likely lie ahead.

And Cmdre Feltham expressed con-

fidence that his new Chief will be the right person to handle those challenges.

"It's wonderful to see such dedicated work and professionalism over the years culminate in this very important appointment for Chief Burd. We will benefit from his NDHQ experience, his operational experience, and now his leadership in the Fleet," he said.

The Commodore also had praise for his outgoing Fleet Chief, CPO1 Tom Lizotte, who will be remaining close by as he prepares for his next appointment as MARLANT Formation Chief. He described him as a supportive colleague, a great advocate for non-commissioned members, and someone who will be able to provide great counsel to RAdm Craig Baines, as well as incoming MARLANT Commander RAdm Brian Santarpia.

"He led by example in all facets of his duties, and he always ensured the sailors' interests were top of mind," Cmdre Feltham said about CPO1 Lizotte.

The outgoing Chief listed off a number of Fleet highlights from the past year, including busy programs for the MCDV Fleet and HMCS *Oriole* on top of the Halifax-class taking part in exercises and operations around the world. He specifically lauded the ship's company of HMCS *Fredericton* for continuing to fulfill Canada's NATO commitments overseas after suffering



*Commodore Richard Feltham, Commander Canadian Fleet Atlantic presides over the Fleet Chief Change of Appointment ceremony on June 5. From left, outgoing Fleet Chief CPO1 Tom Lizotte, Cmdre Feltham, and incoming Chief CPO1 Darcy Burd.*

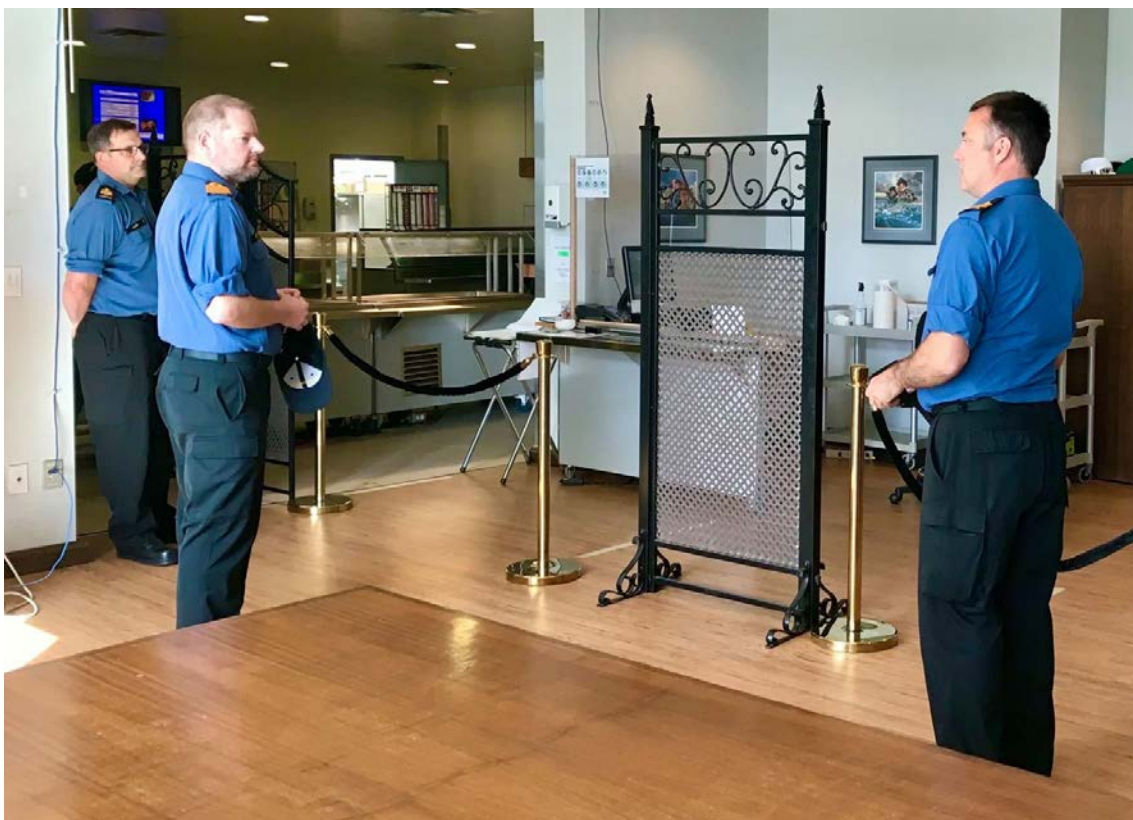
MONA GHIZ, MARLANT PA

a tragedy at sea with the loss of its Cyclone and six crew, as well as HMCS *Ville de Quebec* and HMCS *Moncton*, who remain ready to respond as part of Operation LASER.

"It's tremendous to have our ships available to be that ready force for Canada during the pandemic we're going through. Everybody in the fleet should be very proud of the things that are happening," he said.

To his successor, CPO1 Lizotte offered words of encouragement, and ensured CPO1 Burd that his expertise, coupled with the dedication of the Atlantic Fleet's sailors, will lead to success.

"You have some challenges ahead of you, because the situation we find ourselves in is not an easy one, but with your wisdom and experience, you'll lead the Fleet through it," he said.



## CFB Halifax Base Resumption Plan enters next phase

*On May 28, in anticipation of his update outlining the next phase of the CFB Halifax Base Resumption Plan, the Base Commander conducted a walk-through of various Base facilities to observe the public health and safety measures that have been introduced within our varied and unique workspaces. Our Base team has been hard at work installing signage, sanitizing stations, plexiglass barriers and directional floor labels, among other measures, to ensure that our members remain safe, healthy and operationally capable as they return to the physical workplace.*

ARIANE GUAY-JADAH, CFB HALIFAX PAO





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# Canadian submariners during Second World War

By Brian Lapierre,  
Volunteer, Naval Museum of Halifax

Did you know that Canadians played a significant role in the Submarine Service during the Second World War? Between the First World War and the Second World War, Canada only commissioned two H-Class submarines: CH14 & CH15. They served for a short period of time in the 1920s, and were paid off in 1922 and scrapped in 1927.

Although Canada did not have any submarines during the Second World War, Canadians continued to serve in the Submarine Service. Up until 1939, trained submariners served with the Royal Navy in their Submarine Service. An accurate count has been hard to determine but around 34 Canadians served in RN submarines while Canadian officers would command 15 British submarines. Service in the Submarine Service was very harsh and hazardous whether you served in the British Home waters, the Far East, the Mediterranean, Caribbean or in the North Atlantic.

Dealing with the U-Boat menace in itself was challenging and many a submarine was sunk on both sides. Submarines were sunk on all corners of the oceans throughout the world and many to this day have never been found.

One of the authors who has written a fascinating history of Canada's Submarine Service is Julie Ferguson. Anyone who is interested in the history of Canadian Submariners would be interested in her books *Through a Canadian Periscope: The Story of the Canadian*

*Submarine Service*; and subsequently *Deeply Canadian: New Submarines for a New Millennium*.

Her descriptions, whether describing oceangoing submarines, the midgeet submarines or X-Craft and the men who served in them, depict the many challenges and dangers associated with their operations. They served with

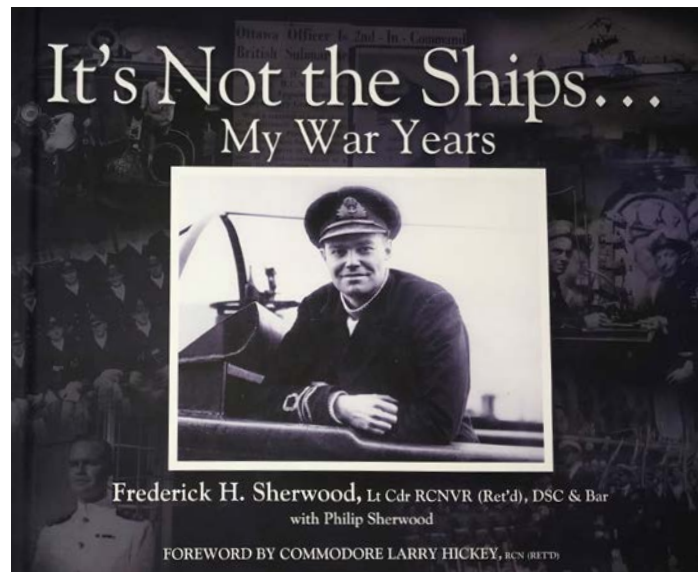
RCNVR in 1933 and was one of the first Canadians to go overseas to serve with the Royal Navy. He served in various RN Submarines during the war. He was awarded the Distinguished Service Cross (DSC) in 1942 while serving in HMS *P211 (Safari)* as 1st Lieutenant. In December 1942 to March 1943 he took the Commanding Officers Qualifying

Course and on completion was in command of HMS *P556* and later HMS *Spiteful*. It was there that he was awarded the Bar to his DSC. You can read more about Fred Sherwood's career in his book *It's Not the Ships ... My War Years*. The book is available at the Naval Museum of Halifax.

In 1945 the RCN took over two surrendered German U-boats; U-889 and U-190. U-889 was transferred to the USN early in 1946 after supporting equipment trials by the RCN. U-190 lasted until October 1947 when, due to her deteriorating state, she was sunk as a target off Halifax near the spot where she had sunk HMCS *Esquimaux* in April 1945.

After the Second World War and the sinking of U-190, Canadians continued to serve in submarines with the

Royal Navy around the world and some eventually with the US Navy to augment the training requirement when Canada acquired the USS *Burrfish* and renamed it HMCS *Grilse*. Acquiring HMCS *Grilse* in 1961 began the long career of having submarines again and a Submarine Force as we know it today.



The cover of LCdr (ret'd) Frederick Sherwood's book about his Second World War experiences in the RCNVR.

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determination and skill and a few did so with gallantry. A handful lost their lives. Everyone is remembered on the Honour Roll of the Canadian Submarine Service in Halifax.

One of the officers in the Submarine Service during the Second World War was Fred Sherwood. He joined the

## National Public Service Week 2020

By Colleen Coffey,  
Regional Executive Vice President, Public Service Alliance of Canada, Atlantic Region

This year, National Public Service Week is held from June 14 to 20. It's a special time when we come together to recognize the valuable work done by federal public sector workers. We say thank you to all our members in the public service.

Public sector workers have always been there for Canadians and although we currently live in a challenging world due to a global pandemic, public servants proved that they can work effectively, even from home, and deliver essential services to Canadians.

Strong public services are the cornerstone of the response to COVID-19 globally and here at home.

They are the frontline healthcare workers, military, civilians, our health authorities, city workers, provincial and federal providers of financial support, food inspectors, border officers, and the list goes on.

We should be celebrating the strength of our public services and looking to make them even stronger given what this pandemic has taught us. Everyone knows we would be nowhere at the moment without our truck drivers, grocery store workers, couriers, and many others who enjoy fewer protections and benefits than their public sector counterparts. And there are the millions who suddenly find themselves unemployed. We need to focus on rebuilding an econ-

omy that guarantees basic benefits like sick days, a living wage and one that doesn't require emergency measures just to get income supports for those who are left without work.

Further, when it comes to economic recovery after the pandemic has passed, a strong public sector will be vitally important to a private sector restart.

I am proud to represent dedicated public sector workers who continue to deliver essential public services to Canadians. Canadians have always been able to count on their public service and this pandemic proved that nothing will waver that commitment.





# HMCS *Halifax* visits Bonaventure Memorial for spring cleanup

By Ryan Melanson,  
Trident Staff

Members of HMCS *Halifax* haven't spent much time on board their ship in recent months, but that doesn't mean they've been taking it easy. The team has kept in touch and worked virtually as they prepare for their upcoming summer program, and recently, a group from the ship got out in the community to help clean up the area around the HMCS *Bonaventure* Anchor Memorial in Point Pleasant Park.

A small group of sailors from various departments, including Commanding Officer Cdr Chris Rochon, headed to the park on May 28 to freshen up the memorial, which honours Royal Canadian Navy members who died during peacetime while carrying out their duties at sea. As part of an agreement with the city, *Halifax* typically conducts spring and fall cleanups at the site, and sends personnel to tidy the area at various times through the year as required.

"We brought our rakes and our brooms and our scrub brushes and we got to work," said LS Doug Williams, who took part in the cleanup. He said members raked and swept around the memorial, scrubbed the plaques that list the names of the fallen, and touched up the anchor itself with fresh paint.

He said he enjoyed getting together with his shipmates to help out with an

important task, and added that he took pride in making sure the memorial was being kept in good repair.

"This is a monument to some of our predecessors in the Navy, people who went out and did the deed way before we did, and people who sacrificed their lives doing that. I think of them as heroes, people who stepped up and answered the call to serve, so it's important to remember them and this is one way we can do that."

Cdr Rochon called the day a success and said he was impressed to see his sailors take the task to heart and demonstrate an understanding of the significance of the memorial to the families, friends and former colleagues of the fallen, as well as the wider community.

He added that *Halifax* is excited to be getting back to business – the full crew planned to return to the ship and sail for workups on June 14, ahead of taking over the ready-duty ship role for a period later this summer. Cdr Rochon said he was proud of the innovative work of his team through the pandemic period, which will allow them to be ready to go, despite being largely separated since mid-March.

"There's been a lot of challenges and interesting learning opportunities, using technology to bring our team together, and now we're looking forward to getting back."



The team also touched up the Bonaventure Anchor with a fresh coat of paint while they were on site.

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Sailors from HMCS *Halifax* swept the area around the Bonaventure Anchor Memorial at Point Pleasant Park in Halifax on May 28.

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# Lebanese Festival helps feed staff at CF H Svcs C(A)

By Ryan Melanson,  
Trident Staff

Members of CF H Svcs C (A) have continued working through the pandemic to ensure CAF members get the health care they need, and they recently received a thank-you for that hard work from members of Halifax's Lebanese community.

The annual Halifax Lebanese Festival won't be taking place in its normal form this year due to restrictions on large gatherings, but those involved in the popular event wanted a way to stay connected with the community and give back, said Anthony Saikali, the festival's sponsorship director. They began a project in May with a goal of delivering 2,000 free meals to groups across the community, including front-line health care workers, charities, and communities in need.

"The festival has been held every year since 2002, but this summer, once it became clear we wouldn't be able to have the same large gathering and festival as usual, our committee decided to take on this initiative," Saikali added.

The free lunch for CF H Svcs C (A), made up of the same tasty traditional

Lebanese food that gets enjoyed each year at the festival, was delivered on May 25. In total, the group delivered 1,700 meals through the month of May, and plan to finish off the 2,000-meal initiative over the coming weeks. Other recipients have included 25 units across HRM hospitals, EHS paramedics, RCMP, Northwood Halifax and Bedford, Feed Nova Scotia, Hospice Halifax, Adsum House for Women & Children, and more.

"Everyone has been incredibly supportive and encouraging," said Saikali, who added that the festival's sponsors, including TD Bank, helped make the initiative possible.

LCol Rochelle Heudes, Commanding Officer at CF H Svcs C (A), said the food provided a boost to her team, and credited civilian nurse Verena Rigz with making the connection with the Lebanese Festival.

"The food was absolutely fabulous. It was very well appreciated and an amazing gesture from the Lebanese Community."



Meals being prepared prior to delivery.

SUBMITTED



## Missy Sonier, PSP Corporate Services Manager

Meet our newest Face of Base, PSP Corporate Services Manager Missy Sonier! At PSP Halifax, Missy and her team are committed to helping those in uniform, along with their families, who are looking to live a healthier, more fulfilled life through various Morale and Welfare programs and services. Missy's connection to the military is deep-rooted and is shown through her passion and her energy. Her father was a medic in the Second World War and a member of the Prince Edward Island Regiment. Missy was a member of the Air Cadets in high school and then went on to pursue her post-secondary education in Tourism and Hospitality. Missy's desire to serve has been evident throughout her career. "One of the most rewarding things that I feel every day in doing my job is that I am exactly where my father always wished for me in a career," Missy explained. For her, working at CFB Halifax is immensely rewarding. Thank you, Missy!

SYDNEY MACLEOD, CFB HALIFAX PA INTERN



## Nora Tse, Base Executive Services

Here is another amazing Face of Base: Nora Tse! A human resources wizard, Nora is a valuable member of the Base Executive Services team. She is driven and always ready to accept new challenges, whatever they may be. Nora is currently working diligently from home to support our organization's HR needs in an acting supervisory role as the Personnel Programs Manager. In her spare time, she is an avid volleyball player, ukulele enthusiast and home baker. She is also a committed dog mom to Moose, her chocolate Labrador retriever, and one of our very own CFB Furry Friends! Nora looks forward to spending time with her friends and family once COVID-19 measures are relaxed. Thank you for your service and leadership, Nora!

NORA TSE, BASE EXECUTIVE SERVICES





## New CAF officers commissioned

*On June 2, the CFB Halifax Base Commander and Base Chief led a commissioning ceremony at the new Consolidated Seamanship Training Facility (CSTF) at the Stadacona Base. During a physically-distant ceremony, young Officers received their commissioning certificates in the presence of military leadership as well as the Lieutenant Governor of Nova Scotia, the Honourable Arthur J. LeBlanc, and Her Honour, Mrs. Patsy LeBlanc. Bravo Zulu, everyone, on such an important milestone!*

ARIANE GUAY-JADAH, CFB HALIFAX PAO

## Travel, adventure beckon for non-public fund members

By Peter Mallett,  
The Lookout Staff

If you're a Canadian citizen yearning for travel and a taste of military life, there are Personnel Support Program (PSP) deployment opportunities available.

The PSP Deployment Support team is currently searching for candidates to fill positions at overseas Canadian military locations and at sea in warships.

Over the year they deploy about 60 non-public fund staff in morale and welfare support roles. Twenty staff are already on the ground at two locations: Kuwait for Operation Impact and Latvia in support of Operation Reassurance. Deployment contracts are typically six months.

Jobs are available in fitness, sports and recreation, retail, travel services, financial services, barber and morale and welfare managers. Salaries are based on a deployment support pay grid and may include operational allowances if applicable in deployed locations.

Celeste Nygaard, a deployed PSP employee from Trenton, has worked on contracts as a travel agent several times since applying to the organization in 2008. She has taken 10 overseas postings throughout the Middle East and Europe. She is currently working at Ali Al Salem Air Base in Kuwait in support of Canadian troops deployed in Op IMPACT.

"My first deployment was to Kandahar in 2008; it was a once-in-a-lifetime opportunity for adventure," she said. "I also wanted to do something that had more meaning than just working in tourism. Serving the military has been very rewarding."

Deployment Support Manager, Maj (ret'd) Dan Morrison, works at Canadian Forces Morale and Welfare Services (CFMWS) Headquarters in Ottawa where the program is coordinated, building a roster of potential job candidates to match with postings.

He believes in the support services offered by PSP because he was once a beneficiary of their services.

"The intention is to bring our troops those little touches of Canada to enhance their operational effectiveness," said Morrison. "When you're a long way from home, faced with challenging days in austere conditions, sometimes the little things mean everything."

The program is part of the CFMWS mandate to provide a reasonable level of services and support for deployed operations and troops as spelled out in Treasury Board direction and agreements with the CAF.

Nygaard says being part of a deployment team is a good opportunity for anyone who is flexible, adaptable, and can easily deal with change.

"Deployment tempo is much faster-paced than a typical job, so time usually goes by quickly and the days and weeks tend to blend together. Projects need to be completed quickly and have shorter turnaround times. It's definitely a 24-7 work environment."

The PSP Deployment Support Team has provided morale and welfare services to deployed CAF members since September 2000 when it first sent civilian staff to manage and deliver welfare programs for Canadian troops serving as part of the NATO Stabilization Force in Bosnia-Herzegovina.



*PSP employee Celeste Nygaard is currently deployed as a travel agent for CAF personnel at Op IMPACT.*

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Its largest operation to date was 75 staff deployed to multiple locations in Camp Mirage in the United Arab Emirates, Kabul, and Kandahar in support of Joint Task Force Afghanistan.

"PSP continues to respond to requests today to provide operational support to missions and exercises around the world, adapting the services, equipment and support programs to meet the needs of today's soldiers," said Morrison.

Deployment candidates are required to complete a training and selection course that occurs twice annually.

Morrison notes that current

COVID-19 restrictions have greatly impacted two important features of the support program related to travel for CAF members on leave and local excursions for deployed members.

A full outline of deployment support initiatives, including detailed criteria on whether a person's participation in the program is a good fit for them is available at [www.cafconnection.ca/Demo/Programs-Services/Deployment-Support.aspx](http://www.cafconnection.ca/Demo/Programs-Services/Deployment-Support.aspx)

If you would like to post note of support to PSP staff currently deployed visit their Facebook page.





# The Royal Canadian Navy and D-Day

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



The view from LCI (L) 306 of the 2<sup>nd</sup> Canadian (262<sup>nd</sup> RN) Flotilla shows ships of Force J en route to France on D-Day.

DND/PUBLIC ARCHIVES CANADA

*Soldiers, Sailors and Airmen of the Allied Expeditionary Force! You are about to embark on a great crusade, toward which we have striven these many months. The eyes of the world are upon you. The hopes and prayers of liberty loving people everywhere march with you. In company with our brave Allies and brothers in arms on other fronts, you will bring about the destruction of the German war machine, the elimination of Nazi tyranny over the oppressed peoples of Europe, and security for ourselves in a free world. Your task will not be an easy one. Your enemy is well trained, well equipped and battle hardened; he will fight savagely.*

*But this is the year 1944! Much has happened since the Nazi triumphs of 1940-41. The United Nations have inflicted upon the Germans great defeats, in open battle, man to man. Our air offensive has seriously reduced their strength in the air and their capacity to wage war on the ground. Our home fronts have given us an overwhelming superiority in weapons and munitions of war, and placed at our disposal great reserves of trained fighting men. The tide has turned! The free men of the world are marching together to victory!*

*I have full confidence in your courage, devotion to duty and skill in battle. We will accept nothing less than full victory. Good Luck! And let us beseech the blessings of Almighty God upon this great and noble undertaking.*

**General Dwight D. Eisenhower**

In his speech to Allied Forces on the eve of D-Day, June 6, 1944, Supreme Allied Commander Europe General Dwight David Eisenhower praised those involved and hinted at the problems to be faced associated with such an undertaking. Conversely (and not widely known), he had prepared a second speech for the next day had the landings been a failure, accepting full responsibility for that failure.

Events like the landings on D-Day do not come together overnight and so it goes without saying that the story of the Royal Canadian Navy's contributions to that endeavour commenced months before. No story of the RCN's involvement would be complete without prefacing with the events of one night six weeks prior to the landings.

Operational TUNNEL had three goals: destroy enemy warships in the English Channel, disrupt the enemy's coastal convoys, and map German strong-points on the French coast in potential landing areas. As an aside, they also acted as escort for mine-layers seeding coastal areas to harass any German shipping. Ships of the Royal Navy's 10<sup>th</sup> Flotilla included HMC Ships *Haida*, *Athabaskan* and *Huron* as well as two Polish destroyers, several RN destroyers and the RN cruiser HMS *Black Prince*. To ensure the success of D-Day, the roughly 230 German surface ships as well as untold numbers of U-boats present in the English Channel needed to be neutralized in the Normandy area. In the five months spanning TUNNEL operations before and after D-Day, the 10<sup>th</sup> Flotilla alone sank 35 surface vessels and severely

damaged 14 more. 10<sup>th</sup> Flotilla's sole loss was that of the Tribal class destroyer HMCS *Athabaskan* along with 128 of her crew in a night action off the Brittany coast, April 29, 1944.

Just prior to the landings, 16 of the RCN's Bangor class minesweepers as part of the RN's 14<sup>th</sup> and the RCN's 31<sup>st</sup> and 32<sup>nd</sup> Flotillas commenced minesweeping operations from their English and Scottish ports and in the hours leading up to the first landings, cleared lanes into several of the anchorage points for the launch of landing craft off the actual invasion beaches at Juno and Omaha.

In the week leading up to the June 5 scheduled landing date (OVERLORD was postponed 24 hours due to bad weather in the Channel), a huge Allied antisubmarine force including 11 Canadian frigates, nine destroyers and five corvettes carried out sweeps in some of the most U-boat infested waters of the Second World War. Nineteen Canadian corvettes were earmarked to escort the huge armada of ships laden with men and equipment destined for one of five landing areas; Utah, Omaha, Gold, Juno and Sword. The seaborne portion of Operation OVERLORD was known as Operation NEPTUNE and included just under 7,000 Allied vessels from Infantry Landing Craft and Motor Torpedo Boats to battleships of the Royal and United States Navies and everything in between. The number of Allied sailors involved in the NEPTUNE portion of OVERLORD actually outnumbered the number of troops put ashore on June 6.





Canadian Naval Units in the Support and Assault roles included HMC Ships:

**Armed Merchant Cruisers  
(Infantry Landing Ships)**  
Prince Henry  
Prince David

**Destroyers**  
Algonquin  
Sioux  
Haida  
Huron  
Athabaskan\*  
Assiniboine  
Chaudiere  
Gatineau  
Kootenay  
Ottawa  
Qu'Appelle  
Saskatchewan  
Skeena\*  
St. Laurent  
Restigouche

**Minesweepers**  
Caraquet  
Canso  
Bayfield  
Blairmore  
Cowichan  
Fort William  
Georgian  
Guysborough\*  
Kenora  
Malpeque  
Milltown  
Minas  
Mulgrave  
Thunder  
Vegreville  
Wasaga

**Frigates**  
Cape Breton  
Grou  
Matane  
New Waterford

Outremont  
Meon  
Port Colbourne  
Stormont  
St. John  
Swansea  
Teme\*  
Waskesiu

**Corvettes**  
Alberni\*  
Baddeck  
Calgary  
Camrose  
Drumheller  
Kitchener  
Lindsay  
Lunenburg  
Mayflower  
Mimico  
Moosejaw  
Rimouski  
Port Arthur

Prestcott  
Regina\*  
Summerside  
Trentonian\*  
Woodstock

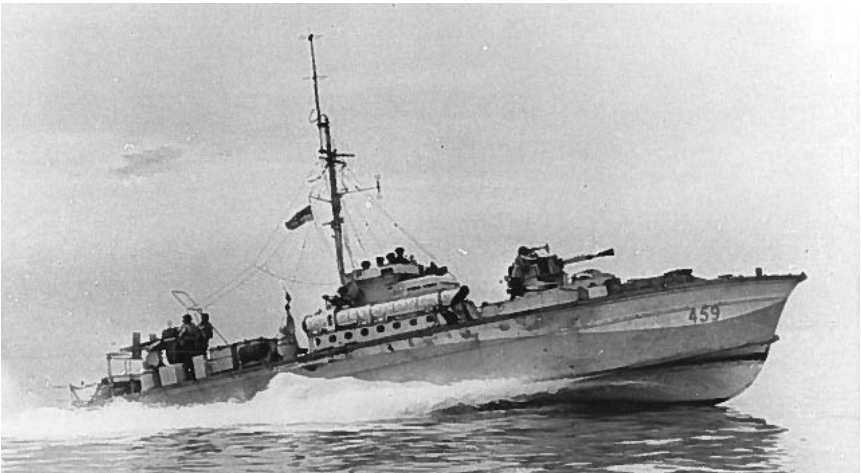
**Other:**  
29<sup>th</sup> Motor Torpedo Boat Flotilla\*  
65<sup>th</sup> Motor Torpedo Boat Flotilla  
528<sup>th</sup> Landing Craft Assault Flotilla  
(HMCS Prince Henry)  
529<sup>th</sup> Landing Craft Assault Flotilla  
(HMCS Prince David)  
1<sup>st</sup> Canadian Landing Craft Infantry  
Flotilla (ex-RN 260<sup>th</sup>)  
2<sup>nd</sup> Canadian Landing Craft Infantry  
Flotilla (ex-RN 262<sup>nd</sup>)  
3<sup>rd</sup> Canadian Landing Craft Infantry  
Flotilla (ex-RN 264<sup>th</sup>)

\* Vessels lost either as part of NEP-TUNE or in the months following.

On that first day, an Allied Fleet unprecedented in size prior to and since, landed over 90,000 troops, 10,000 vehicles and artillery pieces and over 5,000 tons of food and ammunition. The roughly 10,000 RCN and Canadian Merchant sailors can be justifiably proud of their part in OVERLORD: the beginning of the end for Hitler's Third Reich.



HMCS Wakesiu, a frigate, was among the RCN ships to participate in D-Day.



Two RCN flotillas of motor torpedo boats such as this participated in the Juno Beach landing on D-Day.

DND

DND

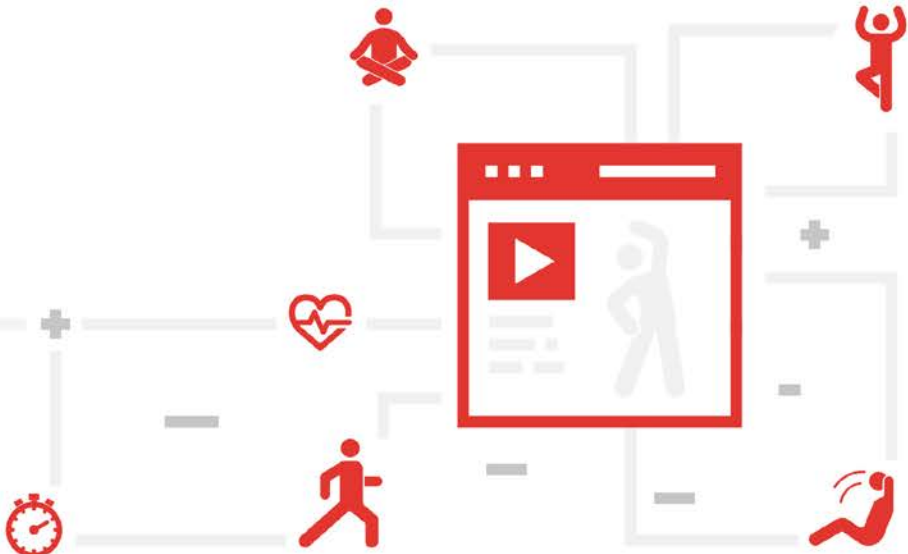


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# Key events of the Battle of the Atlantic: June

By CP01 (ret'd) Patrick Devenish,  
Canadian Naval Memorial Trust



Landing Craft Assaults leave HMCS Prince Henry during operations in the English Channel.

DND/PUBLIC ARCHIVES CANADA

**June 1, 1940** - The Newfoundland Escort Force (NEF) is established to provide escort protection across the entire western Atlantic Ocean. Based out of St. John's, Newfoundland, escorts are directed from this, the western terminus to provide cover for convoys to a point in the mid-Atlantic where they are turned over to the Royal Navy. Though Canadian commanded (by Cmdre Leonard Murray), the Force consisted as well of British, Norwegian, French, Polish and Dutch vessels. Referred to as the Iceland Run, in 1942 it was reconstituted as part of the Mid Ocean Escort Force (MOEF).

**June 3, 1940** - With the fall of Denmark, the island of Greenland becomes a concern to the Allies; Would the island be turned over to Germany following the invasion of Denmark? Canada's interests lay in the fact that Greenland's close proximity to Canada and its position in line with convoy routes presents a possible threat. As the main supplier to the Allies of cryolite, used to manufacture aluminum, Greenland also holds a great strategic worth. In a war of words, boardroom conflicts arise between the U.S. and Canada and England. Canadian government officials suggest a small occupation force to forestall any German landing. The U.S. State department emphatically disagrees while the British feel some sort of action is necessary. When all is said and done, to appease all, Canada's Greenland invasion force comprises the Hudson Bay Supply Vessel Nascopie, one artillery officer (in civilian

dress), two uniformed RCMP constables to act as interpreters, four more for various duties and a 4" coastal battery. By 1941, the Americans would take over by arming local inhabitants and in 1942, a troop of U.S. Army regulars settled in until war's end.

**June 12, 1940** - Just after dawn, the destroyers HMCS *Restigouche* and *St. Laurent* come under fire from a German shore battery off the French coast. In the early morning light, both destroyers exchange fire with the Germans and so for the first time in the war, Canadian ships engage the enemy.

**June 13, 1940** - RAdm L.W. Murray arrives in St. John's to take command of the Newfoundland Escort Force. From his Headquarters in the Newfoundland Hotel, with U.S. Admiral A.L. Briscoe operating out of Argentia, the coordination of all escorts, convoy routes and maritime aircraft is carried out. By 1943, the Americans would withdraw their authority in this area and by early 1944, from his new offices in Halifax, Admiral Murray would assume command of all ships escorting the North America/United Kingdom convoys as well as the hunter-killer groups of ships and aircraft on the western side of the North Atlantic.

**June 15, 1940** - The Canadian merchantman Erik Boye is torpedoed and sunk by U-38 southwest of England while part of the eastbound convoy HX-48. Although there is no loss of life, the ship has the

dubious honour of being the first Canadian flagged merchant vessel to be sunk in the Battle of the Atlantic.

**June 21, 1940** - In Europe, France falls to a massive German onslaught. French port facilities along the English Channel are now open to the German U-boat fleet, giving them better access to the Atlantic, increasing the threat to the convoys plying the North Atlantic waters between Canada and Britain.

**June 25, 1940** - HMC Ships *Fraser* and *Restigouche* are ordered to stand off the coast of St. Jean-de-Luz in the Bay of Biscay near the French-Spanish border to evacuate soldiers and civilians. In the ensuing rush to exit the area due to the armistice signed by the Vichy government, *Fraser* collides with the cruiser HMS *Calcutta*, severing *Fraser* just forward of her bridge. *Fraser* later sinks along with 47 of her crew and a loss of 19 of the *Calcutta*'s crew. *Fraser* would be the RCN's first ship lost in the Second World War.

**June 23, 1942** - A Lockheed Hudson with RCAF No. 11 Bomber Reconnaissance Squadron spots a German U-boat on the surface dead in the water, just south of Halifax. As the submarine crash dives, four depth charges rattle the engine mounts and machinery loose but U-87 escapes and limps home to be sunk less than a year later by HMC Ships *St. Croix* and *Shediac*.





**June 28, 1942** - On a clear evening in the western Caribbean, the Canadian merchantman *Mona Marie* is sunk by surface fire from U-126. Her entire crew is able to get off before the sinking and survives.

**June 1, 1943** - War strikes close to home as for the first time, enemy laid mines are sighted in the waters off the approaches to Halifax harbour.

**June 3, 1944** - On her first patrol, U-477 is sunk by RCAF Flight Lieutenant MacBride west of Trondheim, Norway flying his Consolidated Canso out of Wick in Northern Scotland. Although intense flack is encountered, the aircraft suffers minimal damage as the attack is pressed on.

**June 6, 1944** - D-Day, the invasion of German-occupied Europe, is launched across a stretch of beach on the Normandy coastline just north of Caen, France. Thirty thousand men with the 3rd Canadian Infantry Division are tasked with one of five beaches, code named JUNE, targeted by the Allies in the dawn assault. Between the seaside communities of Courseulles sur mer and Ste. Aubin sur mer, members of the Canadian Scottish Regiment, the Royal Winnipeg and Regina Rifles as well as the North Shore (New Brunswick) Regiment, Queen's Own Rifles and the Regiment de la Chaudiere lead the assault with the North Nova Scotia Highlanders, Highland Light Infantry of Canada and the Stormont, Dundas and Glengarry Highlanders in reserve. They are in turn supported by the 1st Hussars tanks, the Fort Garry tanks and the Sherbrooke Fusiliers in reserve. Meanwhile, offshore, sixteen RCN minesweepers are tasked with clearing a path to the American beaches, UTAH and OMAHA. Offshore of JUNE, HMC Ships *Algonquin* and *Sioux*, along with 11 other destroyers, 11 frigates and 19 corvettes as part of Operation NEPTUNE add their guns to the many others softening up the German defences. Overhead, Spitfires of the RCAF's No. 127 Wing ensure air supremacy over JUNE during the entire assault and only on two occasions are German aircraft able to penetrate to the beach head. Although none of the Allied units would reach their objectives for the day, the 3rd Canadian Infantry Division is the closest holding a parcel of land roughly 5 miles wide

by 7 miles deep. Total Canadian casualties are considered to be light for an assault of this magnitude, with just 359 killed and 715 wounded, compared with 907 dead and 2460 wounded at Dieppe two years previously.

**June 7, 1944** - HMC Ships *Huron* and *Haida* join Force 27 off the coast of France and are immediately dispatched to engage three German destroyers. In the on again-off again battle over the proceeding days, fierce action sees one of the German destroyers run aground off Ill de Bas under heavy fire. Another is sunk, and the third limps away after being severely damaged. Although a relatively small action in the large scale of the D-Day landings, it serves to remove a major threat to surface craft transiting the Channel in the days following the Normandy landings.

**June 8, 1944** - Just two days after D-Day, the Germans have mustered a sizable number of U-boats off the Normandy coast in an attempt to stem the flow of supplies reaching the Allies in their advance into France. Canadian Flying Officer K.O. Moore piloting his Liberator bomber from RAF Coastal Command 224 Sqn on anti-submarine patrol engages two U-boats, one right after the other on the moonlit night, sinking both with depth charges inside a span of 22 minutes. For his efforts, he is awarded the DSO (Distinguished Service Order) and the U.S. Silver Star. Post war inspection of German records indicate the two submarines to be U373 and either U629 or U441.

**June 10, 1944** - The frigate HMCS *Teme* is almost cut in two during a collision with the aircraft carrier HMS *Tracker* in the fog of the English Channel while prosecuting an ASDIC contact. *Teme* loses four of her crew and is out of action. She is towed to Cardiff in England by HMCS *Outremont* and remains out of commission until February 1945.

**June 13, 1944** - A Consolidated Canso out of Wick, Scotland with RCAF No.162 Bomber Reconnaissance Squadron, piloted by Wing Commander Bill Chapman, sights a suspected periscope from a U-boat while patrolling west of the Shetland Islands.

Although he conducted a near perfect four depth charge straddle of the submarine, surface fire from the submarine's conning tower set the Canso's port engine afire. Chapman settled the plane down on the waves and the crew is rescued, but not before two succumbed to exposure. Nevertheless, U-715 becomes the fourth submarine sunk by No.162 Squadron.

**June 18, 1944** - The Canadian merchantman Albert C. Field is sunk by marauding Luftwaffe aircraft in the English Channel, losing 4 of her crew of 33. She had departed Wales for the Normandy beachhead with 2,100 tons of munitions and 1,300 bags of mail.

**June 24, 1944** - A Canso flying boat with RCAF No.162 Squadron, piloted by Canadian Flight Lt David Hornell from Toronto, sights a surfaced U-boat on the return leg of their patrol in the northern waters of the English Channel off Scotland. On their attack run, the Canso's starboard engine is hit by small arms fire from the submarine and bursts into flames. Instead of calling off the attack, Hornell continues on his run, surprising the U-boat crew. Depth charges straddle the submarine and it sinks within minutes, but Hornell also loses the battle with the struggling aircraft and it plunges into the sea. Although the crew all escape, three are unable to survive the 24 hours in the water before help arrives. The last to go is Hornell himself who is posthumously awarded the last Victoria Cross won by an RCAF airman in the War.

Also on this day, the combined efforts of HMCS *Haida*, HMS *Eskimo* and a Czech-crewed B-24 Liberator with RAF Squadron 311 leave U-971 foundering on the surface just west of the English Channel to later sink. Of 52 crew, all but one are rescued.

**June 4, 1945** - Although the war in Europe has been over for weeks, confusion and communication problems prevent confirmation of this fact to several patrolling German U-boat crews. Finally, however, on this day, the U-boat war is declared officially over. For the first time in six years, ship's lights go back on and the convoy system is disbanded.

# JUNE 1 - AUGUST 23

## NAVY



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*Crewmembers launch a rigid hulled inflatable boat from HMCS Fredericton for a man overboard exercise during Op REASSURANCE in May 2020.*

CPL SIMON ARCAND, CAF PHOTO

# HMCS *Fredericton* on deployment

HMCS *Fredericton* has resumed at-sea operations supporting NATO assurance and deterrence measures as part of Op REASSURANCE. The ship left Standing NATO Maritime Group (SNMG) 2 for SNMG 1 on May 16 and currently is participating in BALTOPS 2020. Held since 1972, BALTOPS is a joint, maritime-focused exercise that brings together NATO allies and partners to increase interoperability and enhance flexibility among the participants.



*SLt Connor Hoekstra, (left), PO1 Quentin Locke (centre) and Lt(N) Nicolas Hull from HMCS Fredericton prepare for an inspection dive of the ship's hull during Op REASSURANCE in May 2020.*

CPL SIMON ARCAND, CAF PHOTO



*Maj Carra Greenhorn (second from left), a social worker deployed onboard HMCS Fredericton, accompanies a group of Combat Systems Engineers while they conduct post fire maintenance on the Close-In Weapon System during Op REASSURANCE in May 2020.*

CPL SIMON ARCAND, CAF PHOTO



*AB Craig Bruce fires a C8 rifle during a force protection small arms refresher aboard HMCS Fredericton during Op REASSURANCE in May 2020.*

CPL SIMON ARCAND, CAF PHOTO





# June is Stroke Awareness Month

By PSP Halifax Health Promotion

This June is stroke awareness month. Stroke is the third largest killer in Canada, as well as a leading cause of mental and physical disability in stroke survivors. These survivors make up a group that is nearly the same size as the population of New Brunswick. That being said, we can surely all name someone in our lives who has been affected by stroke. If stroke is so common, then we should all be fairly knowledgeable on the topic, right? Wrong. The average Canadian cannot even name the number one risk factor for stroke, high blood pressure. So, what about the other risk factors? Stroke is more common in those who smoke, are obese, are over the age of 55, have diabetes, and/or have high cholesterol. Some of these risk factors are unavoidable, like age, which is why it is even more important to focus on and reduce the risks that you can control. The best way to do this is to work toward a healthier lifestyle through increased exercise, better nutrition, and decrease lifestyle choices such as smoking or excessive drinking. Although making lifestyle changes can be hard, you don't have to do it alone. Contact Health Promotion Services and ask about our new Better Health programs, designed specifically for the absolute beginner all the way up to the health and fitness fanatic.

[www.canada.ca/en/public-health/services/publications/diseases-conditions/stroke-in-canada.html](http://www.canada.ca/en/public-health/services/publications/diseases-conditions/stroke-in-canada.html)  
[bodyandhealth.canada.com/healthfeature/gethealthfeature/stroke](http://bodyandhealth.canada.com/healthfeature/gethealthfeature/stroke)

## Salmon croquettes

By Ferdinand Niduaza,  
Cook Supervisor, Juno Catering

Here is a new and refreshing way to enjoy salmon.

**Ingredients:**  
 500 g salmon trim (cooked, shredded)  
 60 g smoked salmon (chopped)  
 10 g capers (chopped)  
 10 g pickles (chopped)  
 15 g shallots (chopped)  
 140 g cream cheese  
 15 g Dijon mustard  
 To taste, fresh dill  
 To taste, salt

To taste, pepper  
 200 g AP Flour  
 6 eggs, whole  
 110 ml water  
 200 g Panko crumbs

1. In a large bowl mix the first 9 ingredients. Form the mixture into 30 g balls.
2. Dredge the croquettes in flour, dip in egg wash then roll in panko crumbs to cover completely.
3. Let it chill in the fridge before serving. Serve with lime aioli.

## Mussels with white wine

By Ed Keating,  
Cook, Juno Catering

Here is a recipe to whip up and enjoy on the back deck with a glass of crisp white wine while enjoying the early summer sunshine.

**Ingredients:**  
 2 lbs mussels  
 1 cup white wine  
 1 diced shallot  
 Chopped parsley  
 1 cup melted butter  
 Fresh baguette  
 Lemon

1. In a large pot saute the shallots with  $\frac{1}{4}$  of the butter
2. Add mussels and white wine and cover to cook for 8-10 minutes or until shells open fully
3. Dish up mussels with a generous helping of the cooking liquid, serve with chopped parsley and lemon wedge with the butter and baguette.

Serves 2

# Storytime

**Tuesdays & Thursdays**

Join our PSP Halifax staff for our weekly story reading - in both English and French.

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# Summer students and c-op students welcomed at CFB Halifax

On June 1, the Base Commander hosted an online meet-and-greet with CFB Halifax's new Federal Student Work Experience Program (FSWEP) and Co-op students, virtually welcoming them into our Defence community for the summer. These students are employed in a wide variety of occupations across all five Base branches. Whether cataloguing the large collection of historical photos at the Naval Museum of Halifax, stock taking in the Base Logistics warehouse or working in an office performing critical Human Resources, Financial Services or Information Technology functions, our students are always welcome and valuable additions to our Base family. Welcome aboard!

MARGARET CONWAY, CFB HALIFAX PAO

## Winner of the Youth Reporter Competition



**LLEYTON MADAY**

Age: 15, Hometown: Morinville, AB

**SCHOOL SUBJECT:**  
MATH / SCIENCE

**BOOK: THE RANGER'S**  
APPRENTICE SERIES

**DREAM JOB:**  
FIGHTER OR HELICOPTER PILOT

**LLEYTON'S**  
FAVES

**Royal Canadian Air Cadets allows Alberta teen with ADHD to grow and succeed!**

I'm 14 years old, from Morinville, Alberta, and I have ADHD (Attention Deficit Hyperactivity Disorder). My brain works a bit differently than most kids, but that didn't stop me from becoming a Flight Corporal with Edmonton's 12 Royal Canadian Air Cadet Squadron (RCACS).

Being part of the Air Cadets has made a positive difference in my life. My parents say ADHD is a "neuro-developmental disorder." Basically, that means my brain works a bit differently than my peers. I can have a hard time staying focused. I sometimes fidget or have trouble sitting still. I can act on impulse, without thinking about consequences.

Those may be my symptoms, but they are not everyone's symptoms. I have two step-brothers who also have ADHD. Their symptoms are much different than mine. ADHD can affect people very differently. Having ADHD doesn't make me dumb. Many ADHD kids are actually very smart and do well in school, in sports, or even in the Air Cadets.

When ADHD goes undiagnosed or untreated, it can lead to anxiety, depression, and low self-esteem. Kids don't understand why they are different.

There are some myths about ADHD. Some people think it's not a real medical condition. I can tell you from my own experience, it's very real and it involves how your brain develops and works. In almost every classroom, there are one or two kids who have ADHD.

Some people think only boys can have ADHD, but many girls have ADHD too. People don't have ADHD because of something their parents did or because they eat too much sugar. It's genetic — we are born with it.

Sometimes people think ADHD kids just need to try harder. The reality is that we are usually trying our absolute best, but our brain isn't co-operating.

I was diagnosed with ADHD when I was 10. I was upset and felt bad at first. I didn't want to be weird or different from other kids. But I learned that knowing about ADHD is the key to learning how to live with it.

Another important thing happened to me when I was 10 — I learned about the Air Cadets.

My dad took me to my very first air show at CFB Cold Lake, Alberta. After seeing all of the amazing aerobatics and aircraft, I thought "That's what I want to do!" I got to meet some Air Cadets there. They told me all about the program and I was ready to join right away, but I had to wait until I turned 12. So, for the next two years, I learned all I could about the Air Cadet program. I visited a few squadrons around Edmonton to see which one I liked the best. Finally, three days after I turned 12, I signed up with 12 City of Edmonton RCACS.

On my first night, I was a bit nervous because I didn't know anyone, and I didn't



Teens in air cadets prosper because of the support the program offers.

know what to expect. After the opening parade and before our first class, some of my fellow Air Cadets invited me to sit with them, and for the rest of the night we talked and became friends. They are still my friends to this day.

That first night was an amazing experience for me, because up to that point in my life I was a kid who could not find friends easily or really even talk to people. I knew I belonged at 12 Squadron and it quickly became like a second family to me.

Being an Air Cadet has provided me with great opportunities. In my first year as a Leading Air Cadet, I was in my Squadron and Zone, in effective speaking competitions, on drill team and I did ground school three times. In my second year as a Corporal, I was a section head in my flight. I have also been to summer training twice at Cold Lake CTC and I am hoping to do advanced aviation this summer.

As someone with ADHD, being an Air Cadet has given me a place where I fit in and where I can succeed. I have become more comfortable doing things I would not regularly do. I feel a sense of belonging.

If you have ADHD, talk about it. Accept it. Learn how to live with it. If you don't have ADHD, try to understand and accept people with mental health issues. They need your support. If you want a place where you can do amazing things, as I've learned since joining, think about being part of the Air Cadets!

# The CAF Newspapers Youth Reporter Competition

By Ryan Cane,  
Senior Manager Recreation Program and Community Services,  
CFMWS

The story which received the most votes is: Royal Canadian Air Cadets allows Alberta teen with ADHD to grow and succeed.

Congratulations to Lleyton Maday from Morinville, Alberta for winning first place in the Youth Reporter Competition.

As the winner of the Youth Reporter Competition, Lleyton will receive the grand prize package and a scholarship valued at \$2,500!

The Canadian Armed Forces Newspapers would like to thank all Youth Reporter Competition's finalists and all entries for their hard work and for sharing their story with all of us.

# Le Concours des jeunes journalistes des journaux des FAC

De Ryan Cane,  
Gestionnaire supérieur des programmes de loisirs et des services communautaires,  
SBMFC

L'article qui a obtenu le plus grand nombre de votes est : Les cadets de l'Aviation royale du Canada permettent à un adolescent albertain atteint de TDAH de s'épanouir et de réussir.

Félicitations à Lleyton Maday de Morinville en Alberta d'avoir décroché la première place dans le cadre du Concours des jeunes journalistes. En tant que gagnant du Concours des jeunes journalistes, Lleyton remporte le grand prix et une bourse d'études d'une valeur de 2 500 \$!

Les responsables des journaux des Forces armées canadiennes tiennent à remercier les finalistes du Concours des jeunes journalistes et les participants qui ont soumis un article d'avoir travaillé d'arrache-pied et partagé leur histoire avec nous tous.





# Meet your PSP Fitness and Sports staff: Danielle Daviault

**Name:** Danielle Daviault  
**Hometown:** Cornwall, ON  
**PSP employee since:** July 2019

## What inspired you to pursue a career focused on fitness?

Years ago I had my own type of "hitting rock bottom" moment when it came to my health and fitness. I worked at a job that consumed all of my time, so healthy eating and exercise was the furthest thing from my mind. I decided to go back to school and make a life change. Long story short, I had my own life transformation and fell in love with fitness. I wanted to be an individual who could help others on their own journey, since I knew how hard that trek was all on my own.

## What do you enjoy about working in the CAF/DND environment?

I love being able to meet new people and have new experiences each and every day. There is always something going on, so the day to day never gets mundane. By teaching a class like our Tactical Athlete program, I get to see some CAF members come back to class each day and see their progression week after week, both physically and mentally. Sometimes people come into the class nervous about trying something new, but then flourish so quickly and discover their own love for fitness and weightlifting.

## What are some of the challenges that come with the job?

My biggest challenge would be creating those coaching relationships with CAF members that come to my classes or follow my personal programming, and then having them get posted to another city or sent on deployment. When you know you have created real progress with someone's fitness level, you hope that it can be carried on with your absence.

## What kind of exercise or sports do you enjoy in your free time?

I love weightlifting; mastering the Olympic lifts is my next goal. I have always incorporated



*Danielle Daviault, in her home.*  
SUBMITTED

them in my normal training, but I hope to become more proficient with my lifts moving forward. My last goal was training for a Strongman competition, and I was able to achieve third place in my division. To sum up my training style – I pick up all the heavy objects I can find.

## What are your tips for staying fit while spending more time at home and practicing social distancing?

Just keep moving. Specific training goals might be put on hold for a bit if you don't have access to a home gym. We might be working with what we have around the house or very small pieces of fitness equipment. Try to keep things lighthearted and fun; variety is the spice of life, right? Play with rep schemes, sets, tempo and different loads (use a backpack full of books, an animal, a jug of water, etc.) Just have fun and move.

## Tell us something unique about yourself outside of your job (hobbies, special interests, etc.)

I love to decorate. You can normally find me searching Value Village, Facebook Marketplace or antique stores for obscure items to fill my apartment with. My favourite find is a vintage record player/radio cabinet for only 75\$!

# Dry land training for swimmers

By Ashley Blanchard,  
Aquatic Coordinator & Group Fitness Instructor  
Shearwater Fitness, Sports & Recreation

*This is the first of two parts.*

Hello swimmers and future swimmers!

This is a two-part article about the importance of dry land training for swimmers, in addition to some great exercises to incorporate into your program. Part I focuses on the warm up portion of dry land training and should be done prior to the swim practice. Part II will focus on dry land training as accessory work to increase strength and power, as well as developing the swim strokes.

Dry land training programs prevent injury and increase performance by building both core strength and correcting muscle imbalances. It requires swimmers to build joint stability for optimal rotation of the shoulders, core and hips. Although swimming is seen as an incredibly graceful sport, it is a powerful training method that requires both endurance and explosive strength. A focus of any swimmer should be to build an efficient and powerful stroke to swim farther and faster with less effort. Developing certain muscles through dry land training, such as those in the shoulders and hips, latissimus dorsi (lats), and trapezius will certainly build a stronger and more efficient stroke.

The purpose of a warmup is to prepare the body for the work ahead. The stretches listed below are ideal for both swimmers and weightlifters. Completing dynamic stretches prior to a workout will warm up the muscles and joints. The warm up will activate static muscles; enhance nervous system function; maintain shoulder stability; and allow for optimal energy output in the peak of the workout. Be aware that the purpose of dynamic stretching is not muscle exertion. Also, completing static stretching, i.e. holding a stretch for a length of time, prior to a workout, can actually weaken explosive movement and strength performance. Static stretches should only be done at the end of a workout.

**Step 1: Get your blood pumping.** Complete a mini (5 minute) cardiovascular session at a slower-than-usual pace, of:

Walking/jogging in place; skipping; jumping jacks; burpees; or high knees and butt kicks.

**Step 2: Choose 2 movements from each category (below);** complete 2 - 3 sets of 8 - 10 reps. Some movements can be done with or without light weights. If a wooden or plastic dowel is required and is not available, use a broomstick handle. Exercises should be controlled to ensure proper form and muscle activation.

**Upper Body:** arm circles - small, medium and large circles (forward and backward; external rotation of the knee; pass-throughs; Cuban press; Y-T-W; book opener; wall slides.

**Core:** cat and cow; scorpion [www.youtube.com/watch?v=XF7sbf\\_7DHY](https://www.youtube.com/watch?v=XF7sbf_7DHY); inchworm (walk-out); woodchopper.

**Lower Body:** leg swings - side to side and front to back; glute bridge; lunge with core rotation; reverse lunge and reach (dowel overhead); squats - wide or narrow (slow with pause in the bottom position); Cossack squat;

good-morning; standing hip circles - step over a low obstacle, forward and backward.

These are only a few examples of warmup movements; there are many more options. Do not be afraid to look up movements online as there are many great resources available. Try as many movements as possible over time to find what works best for you.

An example of a hip opener/glute activation routine, done in a tabletop position, is a bulldog circuit: fire hydrant; kick straight back - rotate to start; fire hydrant with extend backwards - reverse of above movement; kick leg straight to side - pulse up and down.

Complete five to eight reps on each side.  
[www.youtube.com/watch?v=d\\_8Rl0rRwdQ](https://www.youtube.com/watch?v=d_8Rl0rRwdQ)

Shoulder rotation of the knee;  
keep hips forward and shoulders down and in a set position.

Keep eyes forward.  
Rotate shoulder so the forearm goes from a vertical to a horizontal position. Return to start position. Complete reps and then switch sides.

Cuban press;;  
[www.youtube.com/watch?v=yiGNewVN-bZY](https://www.youtube.com/watch?v=yiGNewVN-bZY)

Y - T - W; lean your upper body forward by hinging at the hips. Keep your focus approx 6' in front to maintain spinal alignment.

Hands should start at the thighs before each movement. Complete 8 - 10 reps of all three letter movements in the order Y - T - W.

Ensure shoulders are kept away from the ears and activate the core to stabilize the position.

Lunge with core rotation: lower the body into a lunge.

Rotate the core and allow one hand to touch the floor, while the other reaches straight up. Keep eyes focused on the upper hand. Hold for 3 - 5 seconds before rotating your core to the other side for another hold. The opposite hand should now be on the floor and in the air than the first hold. Switch legs and repeat the stretch. Complete 8 - 10 reps.

Reverse lunge with overhead stretch:  
press a PVC pipe overhead, keeping the shoulders down and core tight. Step backwards and lower the body into a lunge. Do not allow the back knee to touch the floor, unless necessary. Hold for 3 - 5 seconds and return to standing position. Repeat on the opposite leg.

Complete 8 - 10 reps on each leg.  
Pass throughs: hold a PVC pipe, wooden dowel or broomstick handle with a wide grip - the wider the easier.

While maintaining straight arms, Raise the pipe straight up in front until it is overhead and continue until it is behind you. Return to the starting position in the same way.

Try to maintain straight arms for the duration of the movement.

Do not allow shoulders to move up near the ears.

Keep the core tight and ribs down - do not flare the chest at any time.

With progress, move hands closer together on the pipe.