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NATO partners train in Baltic Sea

Standing NATO Maritime Group One (SNMG1) and Standing NATO Mine Countermeasures Group One (SNMCMG1) units conduct fleet manoeuvres during planned interactions in the Baltic Sea on March 31. The two NATO Standing Naval Forces spent three days together, training and building interoperability off the Coast of Latvia and Estonia. SNMG1 is currently under Canadian command, with HMCS Halifax serving as flagship. Read more inside on Page 5.

SNMG1





HMCS Goose Bay, seen here at Jetty NB, will be participating in TGEX 21-2 alongside a number of other Kingston-class ships.

FORMATION IMAGING SERVICES

Task Group Exercise Rising Tide taking place from April 19 - 25

By Joanie Veitch,
Trident Staff

Six Royal Canadian Navy ships are taking part in a large training exercise off the coast of Nova Scotia from April 19 - 25. Her Majesty's Canadian (HMC) Ships *Harry DeWolf*, *Goose Bay*, *Shawinigan*, *Moncton*, *Kingston* and *Summerside* will be participating in Task Group Exercise Rising Tide (TGEX 21-2).

Using virtual technology, the RCN Distributed Mission Operations Centre (DMOC) will be linking from shore to the ships, with units from 14 Wing Greenwood participating virtually as well.

Cmdre Richard Feltham, Commander of Canadian Fleet Atlantic, noting that the event offers an ideal opportunity to operate and train in a multi-ship environment, increasing professional skills and advancing the proficiency of all units involved. "Normally, ships, sailors and aviators would only get this type of experience when deployed on operations or participating in an inter-

national exercise," he said.

The ships will spend as much time together as possible in the areas of operation, Cmdre Feltham explained, with the exercise primarily focusing on *Shawinigan* and *Moncton*. Overnight, the ships will remain in company, separating during the day to allow each ship to do their specific niche training, such as *Kingston*, *Summerside* and *Goose Bay* conducting mine countermeasures (MCM) training and *Harry DeWolf* conducting training in the Bedford Basin.

Main events of the multi-day exercise will include formation exit, tow approaches, officer of the watch (OOW) manoeuvres, and a force protection (FP) entrance upon completion, as well as each ship's own training exercises.

A large number of personnel were involved in planning the TGEX – which was originally planned to include HMCS *Toronto* and . Plans have shifted MV *Asterix* since then, but that doesn't discount the long hours of work com-

pleted in preparation.

"Planning begins — regardless of COVID restrictions — several months before the intended start day," explained Cmdre Feltham. "It involves the whole of Fleet Staff with support from ships, lodger units and 12 Wing Shearwater, and includes alongside training in simulators and training units and at sea programs designed to get the fleet prepared."

To minimize the risk of COVID, additional time was added to the schedule with each ship following a customized

pre-sail protocol combining self-isolation periods, testing and monitoring. While Nova Scotia currently benefits from having few cases of the virus, there are still plans in place in the event that COVID-19 is discovered on board an RCN ship.

"Once onboard the ships have the ability to test and isolate symptomatic sailors to ensure that any infection that manages to make it on board is quickly contained," Cmdre Feltham said.



HMCS *Harry DeWolf*, left, conducts a replenishment-at-sea (RAS) with MV *Asterix* earlier this month. *Harry DeWolf* will be back at sea as part of TGEX 21-2 from April 19-25.

MV ASTERIX

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From left, Cdr David Roberge, Commandant of Naval Fleet School (Atlantic), Capt(N) Sean Williams, Base Commander CFB Halifax, and Captain (Navy) (Retired) William Woodburn, Chairman of the Board of Directors, Canadian Naval Memorial Trust.

LT(N) ALEX GRINTON, NFS(A)

A piece of Navy history: HMCS Sackville model presented to NFS(A)

By Joanie Veitch,
Trident Staff



A model of HMCS Sackville, built by retired submariner Darrell Kays, was presented to Naval Fleet School (Atlantic) by the Canadian Naval Memorial Trust on April 1.

LT(N) ALEX GRINTON, NFS(A)

As the hull painting of HMCS Sackville neared completion in the submarine shed at HMC Dockyard, a replica of the Navy's memorial ship was being presented to Naval Fleet School (Atlantic), where it is now showcased in a display cabinet in the foyer of the new building, along with other naval artifacts.

"To have the Sackville displayed here is fitting," said Cmdre (ret'd) Bill Woodburn, Chairman of the Board of the Canadian Naval Memorial Trust, as he presented the replica to NFS(A) Commanding Officer, Cdr David Roberge, on April 1st. "This ship represents so much to our Navy. What we're trying to do is make Sackville a living memorial,

not only to those who perished at sea in the past but to every sailor that serves today."

The model was built and gifted to the Canadian Naval Memorial Trust by LCdr (ret'd) Darrell Kays, a retired submariner (not at the event), who Woodburn described as having "an undying passion for submarines and the Navy."

Addressing the significance of HMCS

Sackville, Woodburn touched on both the ship's history as a Flower-class corvette and its role escorting convoys of merchant ships safely during the Battle of the Atlantic. He also noted how Sackville and the corvettes contributed to Canadian shipbuilding during and after the war, creating a greater sense of identity for the Canadian Navy as a whole.

"This ship represents the shipbuilding industry in Canada, Sackville and the corvettes were small ships that could be built at shipyards across the country — and that's what happened. A lot of us feel that it was with these ships that our Navy began...and we never looked back," Woodburn said.

Unlike other Flower-class corvettes, which were mostly scrapped following the end of the war, Sackville was converted into an oceanographic research vessel in the 1950s and remained in service until 1982. In 1983, the newly

formed not-for-profit Canadian Naval Memorial Trust took over guardianship of the ship and worked to restore it to its original design.

Today the Canadian Naval Memorial Trust has about 1,000 members worldwide, mostly in Canada, the United Kingdom and the US, Woodburn told those in attendance at the presentation.

Since September of last year, Sackville has been in the submarine shed at FMF Cape Scott for much-needed maintenance and repair, most notably cladding the rusted and thinning hull with quarter-inch steel plates up to one foot above the water line, work which first began in 2018 and was completed this past winter.

Cdr (ret'd) Gary Reddy, the ship's

current Commanding Officer, said the final paintwork was nearing completion and Sackville will soon be ready to come out of dry dock and go back to her berth as a museum ship on the Halifax waterfront near the Maritime Museum of the Atlantic. It's a moment he and the rest of the ship's crew are looking forward to.

"HMCS Sackville and the corvettes were the 'workhorses of the Navy' during the war," he said. "Sackville is the last remaining ship of her kind. Just to be able to walk on the decks and touch the bulkheads, it's a physical piece of history. Everyone who visits or works on the ship feels that, and feels a sense of emotional attachment to her."

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Prince Philip, The Duke of Edinburgh and Honourary Admiral of the RCN, dies at 99

By RCN Public Affairs

The Royal Canadian Navy (RCN) lost one of its own on April 9, 2021. Prince Philip, The Duke of Edinburgh, passed peacefully at Windsor Castle at the age of 99. The longest-serving royal consort in British history, Prince Philip was an Honourary Admiral of the RCN since 2011, and the Admiral of the Royal Canadian Sea Cadets since 1953.

A Second World War veteran, Prince Philip served in His Majesty's Ship (HMS) *Valiant* and was awarded the Greek War Cross of Valour. In July 1942, he was promoted lieutenant and appointed

first lieutenant (second in command) of the destroyer HMS *Wallace*, which took part in the Allied landings in Sicily. In 1952, His Royal Highness was promoted to the rank of commander, but his naval career came to an end upon the death of his father-in-law, King George VI, and The Queen's subsequent accession to the Throne.

Since the formation of Canada's Navy in 1910, the Royal Family has had strong ties with the oldest of the three services of the Canadian Armed Forces.

Her Majesty and Prince Philip played an important

part in the RCN's centennial celebration in 2010. They graced the RCN-hosted International Fleet Review in Halifax during their royal visit, paying tribute to Canada's Navy in grand and historic style, sailing amid an armada of 30 warships assembled for her inspection in Halifax Harbour.

Her Majesty and The Duke of Edinburgh also unveiled a plaque commemorating 100 years of Canadian naval service in Halifax on the second day of their Royal Visit. Later in the visit, Her Majesty presented a plaque commemorating HMCS

Sackville, a Second World War corvette that escorted convoys and attacked submarines, and which is now a museum on the Halifax waterfront.

The Royal Family's ties to the RCN continue to this day.

In May 2015, His Royal Highness Charles, The Prince of Wales and Her Royal Highness Anne, The Princess Royal were appointed as Commodores-in-Chief of the Royal Canadian Navy by Her Majesty Queen Elizabeth II, Queen of Canada.



The Queen and Prince Philip during the RCN's centennial celebrations in 2010.

RCN



A helping hand

Members of HMCS Ville de Québec joined Habitat for Humanity on April 12 to help out in moving drywall into a pair of homes. The sailors said they were happy to assist volunteers and community partners to help build affordable housing for families in need.

MONA GHIZ, MARLANT PA



Standing NATO Maritime Group One and Standing NATO Mine Countermeasures Group One warships conduct fleet manoeuvres during planned interactions and high-readiness training serials in the Baltic Sea on April 1.

HDMS ABSALON

NATO Standing Naval Forces come together in Northern Europe

By LCdr Mark Fifield,
SNMG1 Senior PAO

Standing NATO Maritime Group One (SNMG1) and Standing NATO Mine Countermeasures Group One (SNMCMG1) recently conducted three days of training off the coast of Latvia and Estonia between 29-31 March 2021.

SNMG1 and SNMCMG1 are two of four NATO Standing Naval Forces (SNFs) on continuous active duty that contribute to the Alliance's collective defence on a permanent basis. As the core of the Very High Readiness Joint Task Force (Maritime), they provide constant high-readiness maritime capabilities that can quickly and effectively respond across the full spectrum of operations in support of any NATO operations.

SNFs are multinational, integrated maritime forces composed of warships from various Allied countries and are highly interoperable with one another. Furthermore, each SNF provides unique and robust operational capabilities that complement each other in their common designated Area of Operations (AOO). Such is the case with SNMG1 and SNMCMG1 as both SNFs primarily operate in Western and Northern European waters which include the Baltic Sea, North Sea, Norwegian Sea and their maritime approaches.

"Our interactions in the Baltic Sea demonstrated NATO unity, readiness and steadfast commitment to the region's collective defence and served as a powerful deterrent to potential aggressors," said Commodore Bradley

Peats, Commander of SNMG1. "High levels of interoperability between NATO Allies and partners depends on mutual familiarity, trust and confidence in each other's tactics, techniques and procedures as well as each other's capabilities and platforms. This interoperability pays dividends when we have to work seamlessly with each other to successfully achieve mission objectives during peacetime as well as during times of crisis and conflict."

Among the interaction highlights was a temporary exchange of personnel (i.e. "crosspols") between the two Forces on the final two days of interactions. Small boats transferred designated personnel back and forth between SNMG1 unit, HMCS *Halifax*, and SNMCMG1 units BNS *Godetia*, ENS *Ugandi* and FGS *Datteln*. These personnel then job shadowed their counterparts for the day, toured the ships and established personnel and professional relationships.

"These crosspols provided excellent professional development opportunities for the participants, allowing them to experience naval operations and daily life on board different Allied nations' vessels," said Commander Jan Wijchers, Commander of SNMCMG1. "Additionally, it broadened our common knowledge and understanding of the distinct roles and responsibilities of each SNF as well as the value they bring to the Alliance when it comes to defending NATO's citizens and territorial integrity."

"It was a great experience to get to take part in the crosspol as we have been very limited in our ability to interact with people outside of our own ship due to COVID-19," said Sailor First Class Jenny Toole. "Along with a nice change of scenery, sailing on FGS *Datteln* for the day was a great opportunity to see into the life of a German

Navy sailor. Tasked with mine counter-measures, it was very interesting to see the different equipment and capabilities that they hold. Between touring the ship, sitting down with the captain and taking the helm during maneuvers we had a great day and we are hopeful to be able to do it again in the future!"



FGS Datteln and other Standing NATO Mine Countermeasures Group One warships conduct a sail past of Standing NATO Maritime Group One Flagship HMCS Halifax.

S1 BRYAN UNDERWOOD



Fleet Maintenance Facility Cape Scott building D200 – construction completed on March 30, 1983.

FMFCS

Happy 25th Anniversary to Fleet Maintenance Facility Cape Scott

By Ashley Evans,
FMF Cape Scott/Cape Breton

April 4, 2021 marked the 25th anniversary of the inception of Fleet Maintenance Facility Cape Scott (FMFCS), the Royal Canadian Navy's dedicated repair and maintenance facility situated within HMC Dockyard in Halifax, Nova Scotia.

FMFCS is a strategic asset to the RCN, providing a full range of naval engineering, maintenance, and repair services to support the operational availability of the Navy's warships and submarines, auxiliary vessels, and other Formation Halifax units. The majority of work is completed onsite in HMC Dockyard, and mobile repair parties further extend their capabilities – providing the ability for specialized technicians to meet up with deployed RCN ships worldwide.

The past quarter-century has seen teams of military and civilian engineers, tradespersons, project planners, and other workers deliver on their mandate to serve the technical needs of the RCN fleet through operating this world-class ship repair facility, with work rooted in that of collaboration and a commitment to excellence.

FMFCS was formed through the amalgamation of three separate engineering, maintenance, and repair units: Ship Repair Unit Atlantic (SRUA), Naval Engineering Unit Atlantic (NEUA), and Fleet Maintenance Group Atlantic (FMGA). The Fleet Maintenance Facility Cape Scott took its current name from the former fleet escort maintenance ship – HMCS *Cape Scott* (ARE-101). The ship was permanently berthed alongside as a floating dockyard maintenance and repair facility in the 1970s, and the unit was later moved into a shore facility after being redesignated as FMGA.

FMFCS is comprised of seven departments – Operations, Engineering, Production, Unit Support, Finance, Strategy, and Process Integration. FMFCS'

Production department carries outstanding capabilities, including:

- Command and Control Systems;
 - Communication Systems
 - Above Water and Under Water Weapons Systems such as guns, missiles, fire-control and torpedo systems;
 - Hydraulic Systems;
 - Marine Diesel, Gas Turbine, Electrical Propulsion, and Auxiliary Systems;
 - Electrical Generation and Distribution;
 - Hull Maintenance and Fabrication resources;
 - Machining; and
 - Submarine Systems such as periscope maintenance and weapons certification, among others.
- The highly-skilled Defence Team at work within this facility offers a wide-range of capabilities, including:

- Maintenance and repair of RCN liferafts;
 - Installation of the CEROS 200 fire-control system;
 - Management of the FMFs' involvement of the Halifax-Class Modernization/Frigate Life Extension (HCM/FELEX) Program; and
 - Continuous preservation work devoted to HMCS *Sackville* (K181), the world's last surviving Flower-class corvette from the Second World War.
- Additionally, the facility has worked hard to establish healthy and robust apprenticeship and student programs aimed at providing engaging and informative work terms that will aid in building and strengthening a skilled and diverse workforce.

Over the past 25 years FMFCS has evolved in a number of ways, with the construction of several

purpose-built structures including the main D247 building, the Weapons and Electronics building, and the Submarine Repair Shelter. The design for D247 was developed in 2000, with completion in 2002. The Submarine Repair Shelter, a climate-controlled building, allows for hull maintenance, repairs, and upgrades to both submarines and various surface ships, and was completed in 2012 after three years of construction. These two purpose-built facilities brought the total building count at FMFCS to 13, with an overall footprint of more than 81,000 square metres (871,929 square feet).

Undoubtedly, the many talents and expertise of the minds and hands at work within this impressive facility give it its strength and ability to meet many successes. Time and time again FMFCS has been presented with particularly challenging technical problems, each time finding solutions and achieving success through their creativity, diverse skillset, innovation, and persistence.

Many of the faces of FMFCS have changed (or aged) over the past 25 years, but the delivery of first-class engineering, maintenance, and repair services to the RCN has not changed, and the workforce has maintained the same sense of pride felt all of those years ago. The varying degree of skills found in the offices and shops continue to be invaluable, especially when timelines are tight and repairs are complicated.

With every turn of a wrench, engineering change designed and implemented, and every apprentice and student trained, Fleet Maintenance Facility Cape Scott continues 25 years later to provide unwavering service to the Admiral and the sailors who take the vessels to sea. Happy 25th Anniversary Fleet Maintenance Facility Cape Scott!



25TH ANNIVERSARY OF THE FLEET MAINTENANCE FACILITIES



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CLEAN EARTH INDUSTRIAL SERVICES

CleanEarth Industrial Services is a locally owned company that takes great pride in the delivery of unmatched 24/7 service providing industrial services and waste management solutions that aim to improve FMF Cape Scott's site safety, sustainability, & budgetary spending. Assisting day & night on the upkeep of the fleet's vessels, CleanEarth Industrial Services first stepped on site under their first service agreement for the Department of National Defence in the fall of 2017.

IRVING SHIPBUILDING

Irving Shipbuilding and their 2,000 shipbuilders and ship repair colleagues at Halifax Shipyard send sincerest congratulations to their colleagues and neighbours at Fleet Maintenance Facility Cape Scott on their 25th Anniversary. Irving Shipbuilding is proud to work alongside FMF Cape Scott in support of the men and women who sail these vessels in service to Canada and Canadians.

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RAE INDUSTRIAL ELECTRONICS

RAE Industrial Electronics has been proud to service FMF Cape Scott since the beginning. Over the years their team has helped with sourcing hard-to-find products and general sourcing needs. The members of FMF Cape Scott have looked to RAE for advice in selecting everything from board level components, electric products and highly advanced test equipment. The staff and management of RAE Industrial Electronics look forward to servicing FMF Cape Scott well into the future.

REXEL CANADA ELECTRICAL INC.

Rexel Atlantic serves industrial and commercial electricians at FMF Cape Scott with a wide range of wholesale electrical supplies and tools for their day-to-day project needs. They have supplied over the years everything from lighting retrofits, distribution components, HVAC and control, automation equipment to wiring, electrical boxes/

enclosures and testing equipment. Our main distribution center is based in Dartmouth. We look forward to working with the team at FMF Cape Scott for years to come.

RUSSEL METALS

Russel Metals is a proud supplier of FMF Cape Scott and would like to extend their congratulations on 25 years of support to the fleet. Russel Metals is a Canadian Corporation with facilities located across North America, including 4 plants in Atlantic Canada. Our Halifax facility inventories a wide variety of metal products including Steel, Stainless Steel, Aluminum, Brass Bronze and Copper. Russel Metals is honored to have been FMF's steel supplier since day one.

SCOTIA INSULATIONS

For the past several years Scotia Insulations has established a strong relationship with FMF Cape Scott as a supplier of insulation products. The goal at Scotia Insulations is to deliver safe high-quality products that support Cape Scott's goal of providing effective and efficient engineering and maintenance services. They look forward to continuing that relationship through the coming years.

STRICTLY HYDRAULICS

Strictly Sales and Service has had both the joy and privilege of working with FMF Cape Scott for their hydraulic hose and fitting requirements over the past quarter century. The relationship is a pillar to their business, and the company looks forward to completing another 25-year run of working with the RCN.

THE PERSONAL INSURANCE COMPANY

The Personal Insurance Company would like to congratulate the staff of Fleet Maintenance Facility Cape Scott on the occasion of their 25th anniversary! The team at The Personal is highly supportive of the CAF Community, and is proud to partner with CANEX to offer exclusive home and auto group insurance rates and specific coverages tailored to the unique circumstances of military life. "You've always been there when we need you most – now it's our turn to be there for you with coverage and rates you can count on."

W&O SUPPLY

W&O has proudly served FMF Cape Scott for 25 years, and has provided numerous products to many different RCN vessels, often on a weekly basis. W&O is a global distributor of pipe valves, fittings, automated valves and other engineered solutions through a strategic branch network in North America, Europe and Singapore.





25 Years of Excellence

In 1996, Fleetway was still a relatively young company born out of the Canadian Patrol Frigate Program. It was a company working in support of a strengthening navy, providing engineering and maintenance support to frigates, destroyers and replenishment ships being dispatched with urgency to global security flashpoints.

History is rich with the significant contributions of the Royal Canadian Navy to international security. The fleet has been employed time and again as the first element of national power to help on the world stage, ready to deploy with remarkably efficient preparations, lightweight logistics sustainment and effective overseas engineering and repair.

It is readily apparent to Fleetway that an enabled, agile and joint public and private effort stands behind the readiness of the fleet and sustains it on mission. As a naval engineering company, we are privileged to be working alongside thousands of Fleet Maintenance Facility staff members in this sovereign endeavor.

We congratulate serving and retired employees of Fleet Maintenance Facilities Cape Breton and Cape Scott in the celebration of the 25th Anniversary in your unit's history. We are honored to call you partners in naval readiness and look forward to many years of continued collaboration as the fleet modernizes through the National Shipbuilding Strategy.



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FLEETWAY



The team at FMF Cape Scott is preparing to meet the changing needs of the RCN as new classes of ships, including the Harry DeWolf class, seen here, are introduced in the coming years.

CPL DAVID VELDMAN, FORMATION IMAGING SERVICES

Preparing for the future fleet at FMF Cape Scott

By Ashley Evans,
FMF Cape Scott/Cape Breton

As the Royal Canadian Navy (RCN) introduces three new classes of ships, Fleet Maintenance Facility Cape Scott (FMFCS) is looking at how it will prepare to meet the changing needs of the fleet while remaining agile, adaptable, and committed to excellence.

Excitement for the new vessels – the Arctic and Offshore Patrol Ships (AOPS), Joint Support Ships (JSS), and the Canadian Surface Combatants (CSC) – is high as teams in production and engineering to obtain the required FMF capabilities, capacities and competencies to ensure future fleet readiness requirements are met.

Fleet Maintenance Facility Cape Scott (FMFCS) has proven adeptness and innovation in serving the Atlantic fleet through the Halifax-Class Modernization/Frigate Life Extension (HCM/FELEX) Program, which has extended the service-life of these vessels.

“They’ve been quite challenging,” Simon Dubois, FMFCS Engineering Manager, says about the Halifax-Class and Victoria-Class vessels. “Yet the workforce has grown in skill set and expertise alongside these ships, continuously adapting as necessary to the changing needs of the fleet.”

FMF has supported numerous elements of changes to fleet composition over the years, and it is expected to be no different with AOPS, JSS, and CSC. Dubois says a key element of this education is how FMFCS prepares to service the new classes of ships while still serving the current fleet. Dubois notes the importance of the FMFCS teams having involvement in new builds, acceptance trials, and set-to-work-trials, allowing them to keep up with technology and retain core skill sets.

With each class of ship, the teams at FMFCS take the time to review all of the systems, and training has historically taken place with the original equipment manufacturers (OEM) whereby FMF will send members of the workforce to varying companies for a two to three week duration to learn in-depth about the systems and how to overhaul them. This allows those working on the ships to obtain extensive

knowledge from those who designed and built them. This training has been underway for AOPS, is in the beginning stages for JSS, and CSC will follow suit. In addition to the OEM training, FMF is complementing their existing knowledge along four pillars:

- Initial Cadre training to provide ship level theory and exposure to the new system
- On-Job training during installation at the shipyard
- Participation in set-to-work and trials
- Access to technical data package

The AOPS vessels, explains Dubois, are essentially commercial grade and much simpler ships than the current Halifax-Class Frigates and Victoria-Class Submarines. To meet the needs of the new vessels, FMFCS will ensure they continue to have well-integrated teams of engineers, technologists, technicians across all trades, material specialists and support personnel.

“A ship is a ship, but computer systems evolve in ships like CSC,” says Dubois. “Computer network specialists within our unit will therefore need to adapt to this new technology. For FMFCS Engineering specifically, this will mean understanding the complex system integration, spending time with the software developers, and finally, early engagement in witnessing trials.

In addition to the above change, one of the biggest differences in the new classes of ships is the high-voltage electrical propulsion system. This is a new and important system for the teams to learn.

“We have a strong, skilled workforce who are very adept working with new technologies” says Dubois, reinforcing that the team is ready and prepared to service the new fleet, partaking in all training available to them.

Dubois recognizes that in the fu-

ture FMFCS may need to work closely with system integrators, and that evolutions in second-line maintenance will possibly mean strengthening relationships with OEMs. The integration of the FMFCS workforce with other maintenance groups through waterfront management will also need to be explored further.

Dubois shared that while the most challenging part of preparing for the new vessels has been access to the ships and being involved in the build, the most rewarding part has been taking on new opportunities while supporting three new classes of ships. Through their highly skilled workforce, FMFs are always adapting to the needs of the RCN fleet.

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Reflections on a rewarding career

Gary Lowe has been a key member of Fleet Maintenance Facility Cape Scott's civilian workforce for more than 30 years

By Joanie Veitch,
Trident Staff

Gary Lowe doesn't skip a beat when asked what he enjoys most about his role as Work Centre Manager in the Marine Machinery Shop at Fleet Maintenance Facility Cape Scott.

"The talent," he says, his pride in the facility and the people who work there clearly evident as he walks the shop floor, exchanging greetings with everyone he passes along the way.

"The skill and creativity of the tradespeople who work here, and their ability to find solutions for difficult situations...it's incredible," Lowe says, pausing for a moment on his '25-cent tour' of the FMFCS Machine Shop. "The people here are so creative, if you have a problem you just talk to them and they will work out a solution; they make it happen."

Working out solutions and fixing things is a large part of what seems to drive and sustain Lowe himself, not just in his work, but in his personal life too, having set up a mechanical shop in his garage at his home in Lower Sackville, and working on home renovation projects in his spare time.

"I like to keep busy," he laughs. "I've always been curious, I guess. As a kid I was always fixing things and trying to figure out how things work."

Before becoming a manager in the FMFCS mechanical division three years ago, Lowe spent most of his career — first as a tradesperson then as a supervisor — installing, maintaining, testing and repairing equipment and systems fitted on board Royal Canadian Navy ships and submarines, as well as shore-based equipment, at FMFCS and other locations.

He's still fixing things, but now he works out solutions at a management level: scheduling, dealing with human resources issues and resolving conflicts, always with the goal of smoothing out any glitches that

might slow things down or cause problems.

"You can't let yourself get upset or fly off the handle when things aren't working out. When you have an issue or a situation that's causing problems, you just have to work to find a way to solve it, to make sure the work moves ahead as soon as possible," he says.

For Lowe, and many of the people who work at FMFCS, the pay-off is the sense of pride felt watching a ship or submarine leave for a deployment, he says, "after spending many long days and weekends getting it ready, knowing you were part of the team that enabled that to happen."

Lowe's career at FMFCS began in 1986, after completing the Industrial Mechanics (Millwright) program at Nova Scotia Community College in Bridgewater and getting hired on as an apprentice in the Marine Machinery Shop. In 2003 he moved to the Control Systems Shop as a Mechanical Systems Instrumentation Technician, after doing a couple of other short stints — first in the Antenna Shop and then Fire Control.

He was promoted to supervisor in the Marine Machinery Shop in 2008, where he worked for 10 years before becoming Work Centre Manager — initially in an acting capacity, before taking a permanent position in 2019.

Working in different roles throughout FMFCS gave Lowe a much better understanding of the maintenance operation as a whole, he says, giving credit to the supervisors and managers who mentored him as he took on more responsibilities.

As a manager now himself, he tries to do the same. "It helps you see the bigger picture, at a global level, of what we do here. This organization, the whole place acts as one huge team and works so well together. The



teamwork here is amazing. We're working together towards a common goal and we all feel a united sense of pride in that."

Thanks & acknowledgments from FMF Cape Scott

By FMF Cape Scott

Fleet Maintenance Facility Cape Scott wishes to thank the various unions representing the Fleet Maintenance Facility Cape Scott workforce and their dedication to supporting the defence team members. The unions have been an integral part of the HMC Dockyard Halifax ship maintenance and repair units since 1902. They have continuously demonstrated their commitment to our strong strategic alliance, which is greatly appreciated by the military and civilian team at FMFCS. Through this commitment and thanks to union support, we have been able to develop a highly-diversified and highly-skilled workforce hired for their qualifications

and credentials, and for this we are extremely grateful. Thank you for the excellent support you have provided the members for the past 25 years.

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Thank you also to all of the FMFCS defence team members who are involved in the Formation Halifax Defence Advisory Groups (DAG), working

to further bring inclusion and community into our workforce. The DAGs include:

Defence Women's Advisory Organization (DWA0);

Defence Advisory Groups for Person with Disabilities (DAGPWG);

Defence Aboriginal Advisory Group (DAAG);

Defence Team Pride Network (DTPN); and

Defence Visible Minority Advisory Group (DVMAG).

Fleet Maintenance Facility Cape Scott

would like to acknowledge with respect that our facility is located in Mi'kma'ki, the ancestral and unceded territory of the Mi'kmaq People, whose traditional territories we work and play on each day.

We recognize and celebrate the unique and diverse cultures, heritage, and outstanding contributions of Canada's First Nations, Inuit, and Metis people. Although these groups share in many similarities, they each carry their own distinct cultural practices, spiritual beliefs, languages, and heritage. We are committed to fostering a workforce that reflects Canadian values of diversity, respect, and inclusion.



Face of Base: LCdr Jennifer McGean

By CFB Halifax Public Affairs

It is an absolute pleasure to introduce a new Face of Base: LCdr Jennifer McGean! Growing up in Essex, Ontario, LCdr McGean was surrounded by water, with Lake Erie to the south, Lake St. Clair to the north and the Detroit River to the west. She likely didn't realize that her future career would bring her beyond these lakes and rivers and into the open ocean. It all began at the age of 17, when LCdr McGean joined her nearby Naval Reserve Division of HMCS *Hunter*. Initially pursuing a career as a Maritime Service (MARS) Officer, now known as a Naval Warfare Officer, Jennifer quickly realized – although successful in her training – that the MARS occupation was not for her. For the years following, LCdr McGean remained a reservist while working in various civilian jobs as she, her Regular Force partner and children were posted across Canada, from Victoria to Halifax. After discovering an interest in logistics working as a Staff Officer to the Base Commander and Assistant Director of the GCWCC (now NDWCC), Jennifer applied for a Component Transfer to the Regular Force under the Regular Officer Training Plan, receiving a degree in Accounting and completing her Logistics Training in 2012.

This career shift saw LCdr McGean experience many highlights, including her Assistant Head of

Department tour aboard HMCS *Charlottetown* and Head of Department tour aboard HMCS *Toronto*. But she admits that her current position as CFB Halifax Base Comptroller is by far her greatest career accomplishment. "I feel like I'm exactly where I'm meant to be, like the job was created for me, and I'm grateful to have the most professional and supportive team I could possibly ask for. It's my dream job!" So what's next for LCdr McGean? She is looking forward to joining and contributing to the local Defence Women's Advisory Organization (DWAOW), as she's realized in the last few months that she needed a positive outlet to address women's issues and champion the fabulous women, both military and civilian, here in Halifax and across the Defence community.

Bravo Zulu to LCdr McGean, a consummate professional who remains ready to lead as a valued member of our Base community! She contributes all of her successes – above all – to her family. "I'd be remiss if I didn't acknowledge the tremendous support I've enjoyed from my family, including the very best husband in the entire world, Dennis, and my two incredible daughters, Siobhan and Sophia. Family truly is the strength behind the uniform and I'm blessed with the very best." Thank you, Jennifer, for your leadership, drive and dedication!



LCdr Jennifer McGean, SUBMITTED

CAF COVID-19 Vaccination Clinics coming soon

By CFB Halifax Public Affairs

COVID-19 Vaccination clinics for all eligible Canadian Armed Forces members in the Halifax region are coming soon.

The COVID-19 vaccine will be available to all Regular Force, Reserve Force Class C and Reserve Force Class B members (contracts over 180 day).

A select number of civilian members of the Defence Team (DND Employees and Contractors) associated with specific operations will receive their vaccine by the CF H Svcs C (A). The majority of civilian members of the Defence Team will be vaccinated via the [Nova Scotia Vaccination Program](#).

Starting in mid-April, and running through to mid-June, Canadian Force Health Services Centre (Atlantic) will be delivering the Moderna COVID-19 vaccine. By the middle of June, all eligible Canadian Armed Forces members are scheduled to receive both doses based on the current vaccine allotment.

In order to accommodate the approximate 6200 eligible CAF members across 120+ units in the MARLANT area, the following locations will be used on a rotating basis:

- Stadacona (Wardroom)
- HMC Dockyard (HMCS *Scotian*); and

- 12 Wing Shearwater (Sea King Club).

These locations will be set-up to accept only those units scheduled to receive vaccinations. CAF members arriving without an appointment will be turned away.

Command Teams will be notified by the MARLANT Vaccination Operations Team when and where their unit will be required to attend a vaccination clinic. Scheduling will be based on operational priority via the MARLANT Vaccination Priority Working Group and Operations Team.

All eligible personnel will be informed of when and where they will receive their vaccination by their Chain of Command. Personnel are not to call the immunization cell or Base Clinic to book a COVID-19 vaccination appointment.

All eligible members shall attend their unit's scheduled vaccination clinic and receive information about the vaccine. Following this briefing, they may elect to decline the vaccine following consultation with a health-care provider (Informed Consent).

Although COVID-19 vaccinations are voluntary, CAF members are highly encouraged to obtain one. For more information, contact your Chain of Command.

Progress on Naval Large Tug project



Work continues on the Naval Large Tug (NLT) project at the Ocean Industries Inc. shipyard at L'Isle-aux-Coudres, QC. The project will deliver four new tugboats to the Royal Canadian Navy – two on each coast. The first two boats are expected to be delivered this year, with the remainder arriving in 2023. The builder said recently that they have completed parts of the propulsion engine, thrusters, engine room and double-bottom floor on the first vessels.

OCEAN GROUP



RCN ships seize nearly \$44M in illicit drugs in support of the US Coast Guard

By Captain Sarah Harasymchuk,
Public Affairs Officer, Operation CARIBBE

Sunday, March 21, 2021 at approximately 2:30 p.m. (Central Time). It was quiet on the bridge. The ship was gently making waves, patrolling its assigned area of operations in the eastern Pacific. Suddenly, the radio crackled. It was a U.S. Navy (USN) P-3 Orion maritime patrol aircraft (MPA) reporting in. A suspicious “go-fast” vessel was in the area. HMCS *Brandon*, a *Kingston*-class ship deployed on Operation CARIBBE, was well positioned to make an intercept.

The Officer of the Watch, a Naval Warfare Officer, immediately took action, on the Commanding Officer’s orders, to alter course and increase the ship’s speed to intercept the target. “After I made the pipe to bring the ship to action, all the different parts of the ship’s company instantly came together to close-up on their respective stations,” the NWO describes. “Our success on this interdiction is the result of the expertise and training of the team coming together seamlessly with both Canadian and international partners.”

HMCS *Brandon* quickly launched its two rigid hull inflatable boats with members of the embarked U.S. Coast Guard Law Enforcement Detachment (LEDET) 103, to conduct a Right of Visit boarding.

The Naval Combat Information Operators (NCIOPs) have an important role in the mission, monitoring radio traffic and passing on critical information to the Officer of the Watch on the bridge and the LEDET.

The on-watch NCIOP, a Sailor First Class, describes what happened: “I started copying the information and confirming the details from the MPA.

As an NCIOP, I am the conduit for all the information coming in and passing it to the key players on the ship. I plotted the latitude and longitude to determine the position of the vessel. Being in the moment was phenomenal and super exciting, to see what actually happens in real-time. I realized this was happening out of nowhere, but I knew what to do because all of my training kicked in.”

When the suspected smugglers detected the approaching law enforcement units, they began jettisoning what appeared to be multiple bales of contraband that were recovered by one of HMCS *Brandon*’s RHIBs. Meanwhile, the second RHIB intercepted the vessel with assistance from USCG Cutter *Forward*’s helicopter.

The USCG helicopter employed Airborne Use of Force on the non-compliant vessel. Warning shots were fired, followed by disabling fire to incapacitate the motors of the vessel and prevent it from fleeing the scene.

The USCG Cutter took custody of three suspected smugglers and 870 kg of cocaine, with a street value of approximately USD \$33M. The case has now been turned over to the USCG for further action and prosecution by U.S. authorities.

“The ship’s company of HMCS *Brandon* is proud to see mission success on Operation CARIBBE in support of our allies, USCG Law Enforcement Detachment 103,” says Lieutenant-Commander (LCdr) Maude Ouellet-Savard, Commanding Officer of HMCS *Brandon*.

“This is an example of what the Navy can do for Canada. It’s a mission that demonstrates the Navy’s capability in a tangible way and creates real

results that we can all be proud of.”

Just two days later, on March 23, the Senior NCIOP on board HMCS *Saskatoon*, a Master Sailor, logged a target report in the operations room. “We took immediate action to inform all key players: the LEDET Chief, the Operations Officer and the Officer of the Watch. The ship took a new course to steer us in the direction of the target, as we simultaneously readied the boat’s crews and the LEDET 108 for the boarding,” the NCIOP describes.

The target was initially reported by a USN P-3 Orion MPA operating in the area. HMCS *Saskatoon*’s two RHIBs sped through the waters to intercept the suspected smugglers undetected and the LEDET 108 conducted a Right of Visit boarding. Four suspected smugglers were found on board with contraband that later tested positive for cocaine and marijuana. In total, 250 kg of cocaine and approximately 45

kg of marijuana were seized valued at nearly USD \$11M.

The USCG Cutter was then vectored to rendezvous with HMCS *Saskatoon*’s location on March 24, to seize the contraband and detain the suspected smugglers. After the suspected smugglers and contraband were removed, the vessel was deemed to be a hazard-to-navigation and HMCS *Saskatoon*’s Commanding Officer ordered the use of C4 explosives to successfully conduct the first *Kingston*-class operational demolition, destroying the suspect vessel.

HMC Ships *Brandon* and *Saskatoon* are currently patrolling in the eastern Pacific Ocean on Operation CARIBBE, to support Joint Interagency Task Force South who is responsible for the detection and monitoring of illicit trafficking in the eastern Pacific and Caribbean regions.



US Coast Guard Law Enforcement Detachment (LEDET) board the RHIB to intercept a vessel carrying 250 kilos of cocaine and 100lbs of marijuana while deployed on Operation CARIBBE in the Pacific Ocean on March 23.

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SPORTS & FITNESS



HMCS Queen Charlotte fitness challenge keeping reservists in ship shape

By Joanie Veitch,
Trident Staff

Naval reservists at HMCS *Queen Charlotte* are getting more active, with some unit members lacing up their running shoes for road races or riding fat bikes in the snow this past winter. The Naval Reserve unit is also planning a multi-day bike ride across the province in the coming months.

It's all part of a health and fitness initiative led by the unit's administrative officer, Lt(N) Michael Bergeron, well known to many for his juggling ability — juggling while running — a talent that earned him a Guinness World Record.

A natural and enthusiastic athlete, Lt(N) Bergeron began thinking about what he could do to boost health and fitness levels at *Queen Charlotte* shortly after he arrived in July 2019.

"On PEI, compared to every other province in Canada, we don't have PSP (Personnel Support Programs) so we don't have a gym here. When I was in Halifax I used to run a running clinic through the gym there, so when I moved here I was thinking about that... and other ideas to increase overall fitness," he said.

Lt(N) Bergeron began a fitness challenge with participants receiving a set amount of points for different

activities, like running, cycling, rowing or walking. With 25 points equalling a ballot, the more points collected, the better the chances to win a gift card in a monthly draw.

The challenge began last January before the COVID-19 pandemic hit and provincial public health restrictions shut down all group activity in the province, including for the Naval Reserve. Lt(N) Bergeron restarted the initiative in October and said he's pleased to see an uptick in reservists getting involved.

"We're trying to reach those people who don't exercise regularly... the ones who do better with a challenge and when there's competition and some peer pressure. It's been good, we're seeing people getting out and being active, and they are saying they're enjoying it and feeling better," Lt(N) Bergeron said.

An avid runner, Lt(N) Bergeron is on the board of the PEI Roadrunners Club and has been closely involved with planning and getting approval from Public Health to hold running events on the Island. This year the club staged their Freeze Your Gizzard run in February, with distances ranging from five kilometres to a half marathon, as

well as a St. Patrick's Day run in March and Bunny Hop run over the Easter weekend.

Wearing both his Naval Reserve officer hat and Roadrunner president hat, Lt(N) Bergeron organized a contingent of reservists at each of the running events, all wearing blue shirts with the HMCS *Queen Charlotte* logo and name.

"It's good for us, for our fitness, and it's good for recognition and outreach... to maybe recruit new members," Lt(N) Bergeron said.

LCdr John MacDonald, Commanding Officer at HMCS *Queen Charlotte*, said the increase in activity has had a positive effect on the unit beyond the fitness benefit — especially this past winter, given the COVID situation.

"When winter hit this year, we all felt it, I think. I guess you'd call it the winter blues...but getting out and getting active, it really helped. Unit members are putting forward ideas now for other

activities we could do. I think we're really moving in the right direction," he added.

"It has really increased morale and given the unit a greater sense of cohesion, especially during a time when people have been more isolated and have had to stay inside more due to the pandemic."

Looking forward to the Navy Bike Ride, which is being held virtually this year from June 12 to August 29, Lt(N) Bergeron and others from the unit are planning a multi-day "tip-to-tip" bike ride across PEI, totalling about 270 kilometres. Ten unit members have already signed up, Lt(N) Bergeron said, and he's hoping that number will continue to grow.

"It's a lot of distance, but it will be a fun event. People can either do the whole distance themselves or join as part of a relay team," he said.



A contingent of naval reservists from HMCS *Queen Charlotte* took part in the Bunny Hop Run, organized by the PEI Roadrunners Club in April. The reserve has been promoting health and fitness activities through a fitness challenge for points and prizes.

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