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TGEX 21-2

HMCS Shawinigan conducts a light-line transfer with HMCS Moncton while operating off the coast of Nova Scotia during TGEX 21-2. The ships were at sea working together with colleagues in the MCDV fleet from April 19-25, performing sailor-overboard drills, force protection scenarios and other training exercises.

LT(N) KEVIN HUNT, HMCS SHAWINIGAN





A monument to the RCAF and RCN members who lost their lives in the Stalker 22 crash was unveiled at the 12 Wing Shearwater Aviation Park on April 29.

12 WING IMAGING

Crew of Stalker 22 remembered one year after tragic loss

By Trident Staff

Members of the Canadian Armed Forces/DND community joined Canadians across the country on April 29 to remember the six CAF members who died in the line of duty one year ago, when their CH-148 Cyclone helicopter, codenamed Stalker 22, crashed off the coast of Greece during a patrol with HMCS *Fredericton* as part of Operation REASSURANCE.

Master Corporal Matthew Cousins, Sub-Lieutenant Abbigail Cowbrough, Captain Kevin Hagen, Captain Brenden MacDonald, Captain Maxime Miron-Morin, and Sub-Lieutenant Matthew Pyke were honoured with numerous commemorations at sea, online video tributes, and the unveiling of a new Stalker-22 monument at the 12 Wing Shearwater Aviation Park.

“While an in-person ceremony would best convey our condolences to all those affected by this tragedy, such an event is sadly not possible,” said Maj Simon Rouchelleau, in a video tribute released on social media to honour the fallen military members, which also featured MajGen Eric Kenny, Commanding Officer of 1 Canadian Air Division, delivering a tribute.

In a statement released to mark the anniversary, Minister of National Defence Harjit Sajjan described the

lost Stalker 22 crew as individuals who were passionate about serving their country, and who were beloved by their colleagues, families and communities.

“Our thoughts are with the families and loved ones of the departed, who will forever feel this loss. Also in our thoughts are the friends, colleagues, military families, shipmates, fellow aviators, and the broader Canadian community as today’s somber date reminds us all of this tragedy.”

“Each day, Canadian Armed Forces members strive to make the world a better place. Today, we honour their dedication and the sacrifices they make. We carry on the legacy of those we have lost, and we keep their memory alive.”



Members of HMCS Halifax are seen during a Stalker 22 commemoration event held at sea by Standing NATO Maritime Group 1 on April 29.

SNGM1



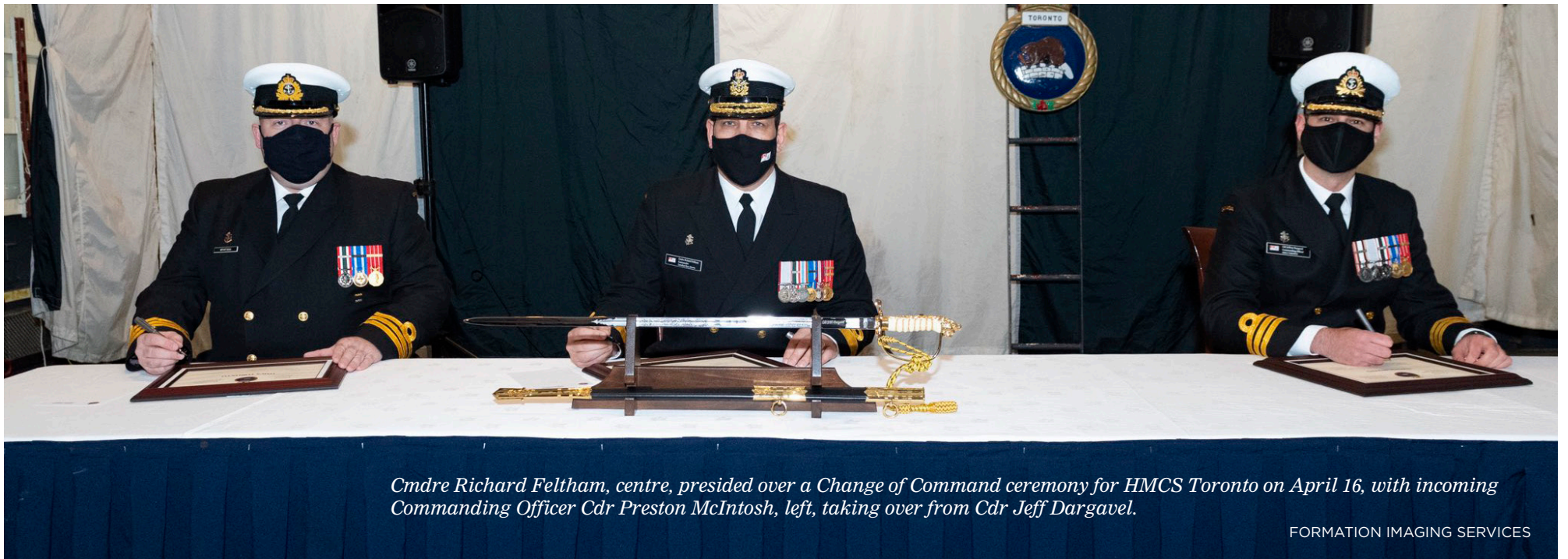
HMCS Calgary's Helicopter Air Detachment held a solemn ceremony on April 29 to mark the one-year anniversary of the Stalker 22 crash.

HMCS CALGARY



RCN members aboard HMCS Calgary, currently deployed to Op ARTEMIS in the middle east, display the newly-created Stalker 22 Commemorative Patch.

HMCS CALGARY



Cmdre Richard Feltham, centre, presided over a Change of Command ceremony for HMCS Toronto on April 16, with incoming Commanding Officer Cdr Preston McIntosh, left, taking over from Cdr Jeff Dargavel.

FORMATION IMAGING SERVICES

HMCS *Toronto* Change of Command reflects a challenging pandemic year

By Joanie Veitch,
Trident Staff

Since taking over command of HMCS *Toronto* in August 2019, Cdr Jeff Dargavel and the ship's crew faced "a triple crown of increasingly difficult tests" that upended the ship's sailing schedule, forcing them to adapt and overcome...again and again.

Speaking at his outgoing Change of Command Ceremony on April 16 — held with a limited audience in attendance and others watching via livestream on the HMCS *Toronto* Facebook page — Cdr Dargavel commended the ship's crew for staying motivated as they faced each hurdle. First dealing with the aftermath of a fire in the engine room that cancelled their sailing program, then an unexpected docking, and more rescheduling, after a prematurely worn bearing on the starboard shaft required repair work, only to be followed by the biggest and most challenging hurdle of all — COVID-19.

When the ship deployed to Operation REASSURANCE last July, HMCS *Toronto* was the first unit to conduct all pre-deployment training and preparations under pandemic restrictions, said Cdr Dargavel.

"The pandemic was a total game-changer as we figured out how to stay healthy," he said. "We adapted our sailing program and adjusted our plans to suit the harsh restrictions we faced for 191 days confined to the ship during deployment."

Their success on that mission, however, came from following the same strategy they'd employed with the earlier curveballs, Cdr Dargavel said. "We worked together, communicated effectively and managed the chaos."

Commending Cdr Dargavel for his service and leadership and for building a "culture of inclusivity" on board

the ship, Cmdre Richard Feltham, Commander CANFTLANT, welcomed incoming Commanding Officer, Cdr Preston McIntosh, with words of encouragement, and a note of caution.

"You have no idea how much this ship will consume your every waking moment...how the crew and the readiness of the vessel will be your full-time concern day in and day out," he said.

Thanking outgoing Cdr Dargavel and Cmdre Feltham, Cdr McIntosh noted that his wife, Nicole, may have the most difficult job at present — sorting out how to move their home in the midst of a pandemic — before addressing the sailors of HMCS *Toronto*, calling them "the heart of the ship."

In an earlier ceremony — also limited in-person attendance and livestreamed online — CPO1 Steve Turgeon, who was previously Chief at Naval Fleet School (Atlantic), took over the position of Coxswain of HMCS *Toronto* from CPO1 John Oake.

CPO1 Oake, who was appointed to *Toronto* in August 2019 and is going to NATO School Overmmergau (NSO) in Germany, said he first "crossed the brow" of *Toronto* as an Ordinary Seaman in January 1994.

"I began my sailing career with *Toronto* and will end it with her," he said, as he commended the crew for making the past 19 months the "most memorable" of his career as they prepared for their deployment amidst a global pandemic.

Thanking him for his service with *Toronto*, outgoing Cdr Dargavel commended CPO1 Oake for his ability to build relationships, and his optimism.

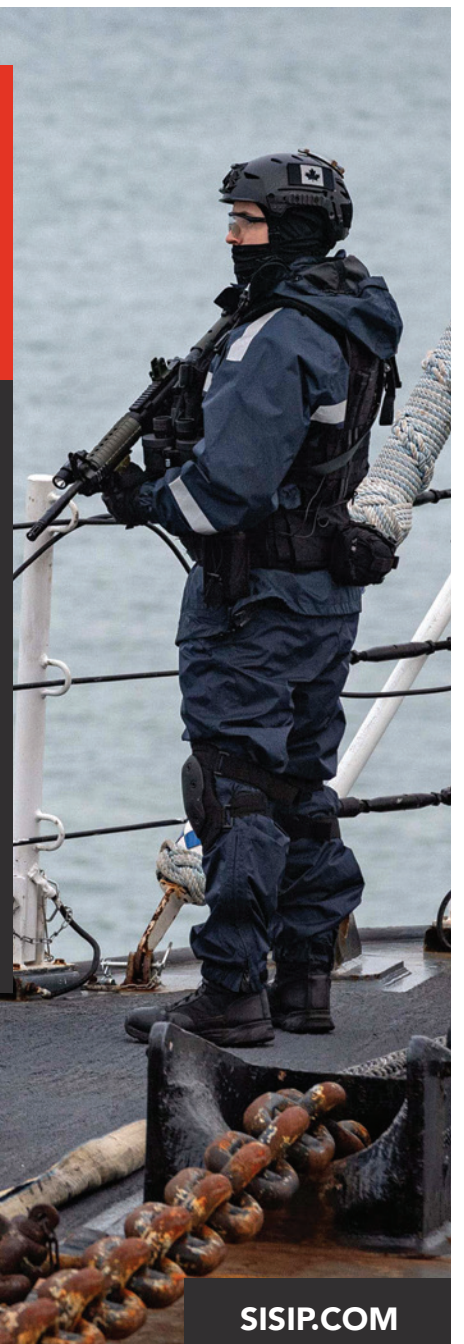
"He always sees the good in people and lets that guide his approach."

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MV Asterix civilian crew presented with medals in unique ceremony

By Trident Staff

The Royal Canadian Navy has recognized the crew of its civilian-manned supply ship for the outstanding service they provided to Canadian and other allied Navy ships during a deployment more than two years ago.

Members of the ship were presented with Operational Service Medals (OSM) - Expedition on April 16 by Cmdre Richard Feltham, Commander CANFLTANT, and Fleet Chief CPO1 Darcy Burd, during a ceremony on-board Asterix.

Cmdre Feltham noted that this was likely the largest presentation of the OSM to a single group of civilians in the Navy's history, driving home the significance of the event. The medal is awarded for serving in, or providing

support to, overseas CAF operations. The civilian seafarers serve alongside RCN members from Naval Replenishment Unit Asterix when at sea.

"It's the exact same medal we wear on our military uniforms," he added.

For Asterix, the deployment to the middle east region from March to June 2019 on Operation ARTEMIS involved sailing more than 13,000 miles over 42 days at sea, while providing much-needed fuel and supplies to ships from Canada, US, Spain, France and Denmark. The deployment also supported the Canadian-led Combined Task Force 150.

"We should never forget how important this support is. Sustained operations at sea cannot be done without

the support of vessels like Asterix and other replenishment ships around the world. It's the efforts and energy of this crew that allow ships to stay at sea and do their jobs," Cmdre Feltham added.

Marshall Dunbar, the Operations Manager for Federal Fleet Services, the firm that operates Asterix, was also on hand to thank the Navy for recognizing his team in this way.

"The last three and a half years have really shown what we can do working alongside the Royal Canadian Navy. Federal Fleet Services is very proud of the work this crew has done with Asterix," he said.



Civilian crew members from MV Asterix were recently presented with Operational Service Medals (OSM) with Expedition Ribbon in recognition of the ship's 2019 Op ARTEMIS deployment to the middle east in support of RCN operations.



HMCS Charlottetown returns to the fleet

After a lengthy maintenance period at Irving Shipbuilding, HMCS Charlottetown was welcomed back to Canadian Fleet Atlantic on March 25. The ship will now begin the Tiered Readiness Program to work up to its next deployment.

MONA GHIZ, MARLANT PA



The Battle of the Atlantic, 1939-1945

By John Knoll,
Heritage Officer, Royal Canadian Navy

Every year on the first Sunday in May, the Canadian Navy family gathers to commemorate the Battle of the Atlantic – to honour the struggle, sacrifice, and loss, but also to celebrate the heroism and courage in the face of daunting obstacles: horrible weather and high seas, rough little ships and cramped quarters, and the ever-present threat of attack by submarines lurking below.

Because we can't gather in person this year, the 76th anniversary of the end of that Battle, it may be more important than ever to know more about what we are commemorating, and why.



Ships as far as the eye can see; a typical convoy during the Battle of the Atlantic.

RCN

What was the Battle of the Atlantic? Why does it matter?

The importance of the Battle of the Atlantic simply can't be overstated: it is universally acknowledged that without victory in the Atlantic, Allied victory in the Second World War would not have been possible.

Even British Prime Minister Winston Churchill, not known for expressing doubt or fear, wrote in his memoirs that the only thing that ever really frightened him during the war was the threat posed by German submarines in the Battle of the Atlantic.

It was the longest Battle of the Second World War, lasting from the outbreak of hostilities in September 1939 until victory in Europe in May 1945. It completely transformed the Royal Canadian Navy from a tiny, ill-equipped and under-trained force into one of the largest navies on earth, quickly expanding to fifty times the personnel and hundreds of ships.

Victory came with a high cost: 4,600 Canadian lives, including members of the Navy, the RCAF, the Merchant Navy, and the Wrens (the Women's Royal Canadian Naval Service).

How did it start? Why was it necessary?

With continental Europe under Germany's control, the United Kingdom stood alone against the Nazi threat. To sustain Britain's war effort, supplies of food and war materials from the rest of the world had to be shipped there. To try to cut Britain off and starve the island nation into submission, Germany used all-out subma-

rine warfare – making no distinction between military warships and civilian merchant vessels. In response, convoys were formed, with warships (called escorts) protecting the merchant ships carrying the supplies. In addition to the Atlantic convoys, there were Arctic convoys that carried vital supplies to the northern ports of the Soviet Union, to help that country in its fight against Nazi Germany.

The strategy of the convoys was to place ships together in a relatively small area to give the enemy less open space in which to attack, and to increase enemy losses by concentrating the escorts. But the escorts were often outnumbered, ill-equipped, and short of sailors, with those they had often having been hastily trained.

Convoys

There were two main types of convoys:

Slow convoys (SC) were ships that went less than 9 knots, usually even slower, with 7 knots being a common speed. They went from Sydney, Nova Scotia to Liverpool, UK, taking about 20 days. There were 117 of these convoys during the Battle of the Atlantic, with a total of over 6800 ships, of which about 340 were lost.

Fast convoys (HX) left from Halifax, and later New York City, and typically made the crossing to England in 15 days. There were 377 of these convoys, for a total of more than 20,000 ships, with 200 ships lost.

The largest convoy of the war was HX 300 in July-August 1944, with over 160 ships. It arrived without incident and with no losses.

The main Canadian escort ships for these convoys were the corvette, the frigate, and the destroyer (see photos).

Anti-Submarine Warfare

With the enemy conducting unrestricted submarine attacks, the greatest challenge was Anti-Submarine Warfare, or ASW, and early in the war, the Allies were not well prepared to meet the challenge. The main ASW weapons were ASDIC (sonar) and depth charges launched from ships to attack submarines below. Both had limited effectiveness: sonar only worked when the submarine was submerged but U-boats (German submarines) routinely operated on the surface at night. With depth charges, the ship had to break sonar contact to use them because they were delivered from the stern while the sonar pointed forward.

However, with mounting losses of lives and ships as motivators, ASW weapons and tactics improved rapidly over the course of the war, to the point where the Allies eventually had the upper hand on the U-boats. The development of multi-ship tactics, where one ship tracked the U-boat while others attacked, helped reduce losses, as did the deployment of forward-throwing



HMCS Weyburn, a Flower-class corvette. The corvette was the workhorse of the Battle of the Atlantic, a small escort warship that was lightly armed but still packed a punch.

RCN

weapons such as the Hedgehog and the Squid.

Newer technologies like radar and HF/DF, though slow to be installed in Canadian corvettes, also helped turn the tide in the battle against submarines. HF/DF ('Huff-Duff'), short for High-Frequency Direction Finding, allowed ships to pick up radio transmissions from U-boats and track their locations. The capture of the Enigma machine, a German encryption device, allowed the Allies to decode U-boat transmissions, and this ability to

range of aircraft at the time, there was a section of the Atlantic that could not be reached by land-based warplanes. In this Mid-Atlantic Gap, called the Black Pit by sailors, the convoys were especially vulnerable, but by May 1943 the gap was closed thanks to the increasing use of Very Long Range Liberator bombers and Escort Aircraft Carriers.

The legacy

During convoy duty in the Battle of the Atlantic, HMC Ships sank 33 enemy submarines: not insignificant, but a small percentage of the 1000



Halifax - The Spring Board by John Horton, shows the flurry of dockyard activity during the Second World War.

RCN

decode, combined with HF/DF, allowed the Allies to track, intercept, and translate U-boat communications, offering a decisive advantage.

Air cover and the mid-Atlantic gap

Air power was an essential part of the Battle of the Atlantic, with both the Royal Canadian Air Force and the RCN's own naval aviators protecting convoys by spotting and hunting submarines. However, with the limited

subs sunk by the Allies in the war. The true measure of success was in safely escorting merchant ships, and in this the RCN made its mark. A very large portion of the 25,000 ships shepherded safely across the Atlantic got there under Canadian escort. In the struggle against the U-boats, and the lessons learned from it, the RCN found its area of expertise for the next 50 years, in anti-submarine warfare.



Heroes of the Battle of the Atlantic

Any battle is about more than facts and figures. It is about the people who fought, and their stories of courage and grit. Here are just a few of those stories, but there are many more. You can read about other Canadian Naval Heroes here.

Max Bernays was Coxswain of HMCS *Assiniboine* during the sinking of German submarine U-210, where he ordered the two other sailors out of the burning wheelhouse, remaining there alone to give dozens of helm and engine telegraph orders to aid in fighting the ship. Awarded the Conspicuous Gallantry Medal for his actions, Bernays has one of the RCN's new Arctic & Offshore Patrol Vessels (AOPVs) named for him.

Margaret Brooke, an RCN Nursing Sister, was aboard the ferry SS *Caribou* when it was torpedoed and sunk off the Newfoundland coast. For her valiant attempt to keep a fellow nursing sister alive in the freezing water, SLt Brooke was made a Member (Military Division) of the Order of the British Empire (MBE). One of the RCN's OPVs is named for her.

Harry DeWolf was Commanding Officer of HMCS *Haida*, known as the "Fightingest Ship in the Royal Canadian Navy." *Haida* sank more enemy tonnage than any other Canadian warship. The first of the RCN's AOPVs is named in his honour.

Walter Hose headed Canada's navy as Chief of the Naval Staff, 1928 to 1934. Credited with saving the Royal Canadian Navy during the interwar years. Created the Royal Canadian Naval Volunteer Reserve (RCNVR), which was instrumental in providing the personnel to fight the Battle of the Atlantic.

John Stubbs was Commanding Officer of HMCS *Assiniboine* during the sinking of German submarine U-210, where he earned a Distinguished Service Order (DSO). He was Commanding Officer of HMCS *Athabaskan* when that ship was sunk off the coast of France, killing LCdr Stubbs and 127 others.

The cost: ships lost in the Battle of the Atlantic

Every year on Battle of the Atlantic Sunday, a bell is rung for each of the ships lost during the battle, and for the lives lost with them.

Adversus - 20 Dec 1941. Ran aground, McNutts Island, near Shelburne, NS, none lost.

Albarni - 21 Aug 1944, English Channel, 49 lost.

Athabaskan - 29 Apr 1944, sunk by enemy torpedo, North of Île Vierge, off the coast of Brittany (France), 128 lost.

Bras D'or - 19 Oct 1940, St. Lawrence River, 30 lost.

Charlottetown - 11 Sep 1942, St. Lawrence River, 10 lost.

Chedabucto - 21 Oct 1943, St. Lawrence River, 1 lost.

Clayoquot - 24 Dec 1944, Halifax Approaches, 8 lost.

Esquimalt - 16 Apr 1945, Halifax Approaches, 44 lost. Last Canadian Warship to be sunk, Second World War.

Fraser - 25 Jun 1940, Bay Of Biscay, 47 lost.

Guysborough - 17 Mar 1945, Bay Of Biscay, 51 lost.

HDC 15 (Harbour Defence Patrol Craft) - 14 Apr 1943, Saint John, NB, 6 lost.

Lévis - 19 Sep 1941, North Atlantic, 18 lost. First corvette sunk in Second World War.

Louisbourg - 6 Feb 1943, Western Mediterranean, 37 lost.

Margaree - 27 Oct 1940, Northeastern Atlantic, 142 lost.

MTBs (Motor Torpedo Boats) 459, 461, 462, 465, 466 - 14 Feb 1945, Ostend, Belgium, 26 lost.

MTB 460 - 2 Jul 1944, English Channel, 11 lost.

MTB 463 - 8 Jul 1944, English Channel, none lost.

Ottawa - 13 Sep 1942, North Atlantic, 113 lost.

Otter - 26 Mar 1941, off Halifax, 19 lost.

Raccoon - 7 Sep 1942, St. Lawrence River, 37 lost.

Regina - 8 Aug 1944, Northern coast, Cornwall, 30 lost.

St Croix - 20 Sep 1943, North Atlantic, 147 lost.

Shawinigan - 24 Nov 1944, Cabot Strait, 91 lost.

Skeena - 25 Oct 1944, Iceland, 15 lost.

Spikenard - 10 Feb 1942, North Atlantic, 57 lost.

Trentonian - 22 Feb 1945, English Channel, 6 lost.

Valleyfield - 6 May 1944, Northwestern Atlantic, 123 lost.

Weyburn - 22 Feb 1943, Strait Of Gibraltar, 8 lost.

Windflower - 7 Dec 1941, Northwestern Atlantic, 23 lost.

Ypres - 12 May 1940, Halifax, none lost.



80th Anniversary Commissioning HMCS Sackville

Canada's Naval Memorial

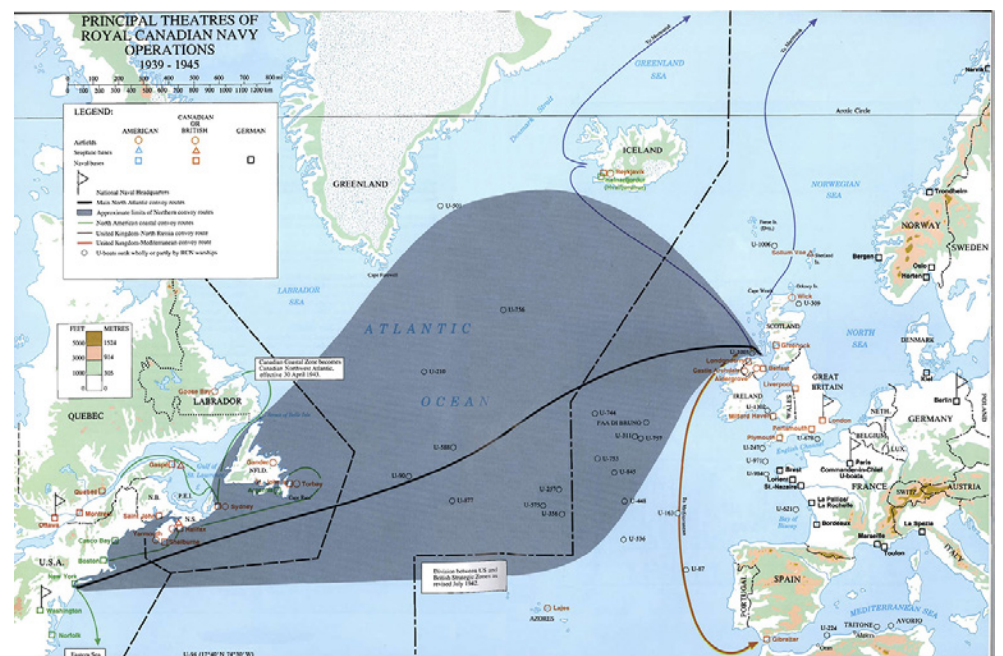
HMCS Sackville, Canada's Naval Memorial, continues its mission to commemorate those who served and continue to serve in the Royal Canadian Navy. She symbolizes the spirit of the RCN, a naval force with tremendously talented and dedicated Canadians doing extraordinary things for their country. Commissioned in 1941, **HMCS Sackville** deployed on convoy escort duties as part of Canada's maritime forces, which ultimately played a pivotal role in victory-at-sea during the Battle of the Atlantic. From warship to research ship to National Naval Memorial, **HMCS Sackville** honours those who made the ultimate sacrifice.

You can help **HMCS Sackville** advance her mission!

Check the "**Just For The Hull Of It**" Campaign and find out more about the Canadian Naval Memorial Trust and the ship, including current work projects, at

www.canadasnavaulmemorial.ca

Canadian Naval Memorial Trust
PO Box 99000 Station Forces,
Halifax, Nova Scotia, B3K 5X5



Map showing the major theatres of operation for the Royal Canadian Navy during the Battle of the Atlantic.



HMCS *Halifax* Run for Wishes at sea

The ship's company of HMCS Halifax can't do much running on land right now, but that isn't stopping them from taking part in their annual Run for Wishes in support of Make-A-Wish Canada. Sailors have been logging distance whenever they can on treadmills, on the flight deck or while alongside to reach their goal of 8,400 kilometres, roughly the distance from the Northern end of the Baltic to home port in Halifax. The team is currently in the final stages of the run, with less than 1,000 km to go, and they have raised more than \$18,000 of their \$20,000 goal. Find out more or donate to the charity campaign at <http://makeawish.ca/hmcshalifax>

SUBMITTED

A Navy Milestone: CPO1 Line Laurendeau is Coxn of HMCS *Winnipeg*

By Peter Mallett,
The Lookout Staff

HMCS *Winnipeg* made Royal Canadian Navy history when CPO1 Line Laurendeau was appointed senior non-commissioned officer on the ship.

She replaces CPO1 Pascal Harel as the ship's Coxswain, and in doing so is the first female Coxswain in a hard sea trade on the West Coast.

"Becoming a navy Coxswain was a dream of mine and becoming the Coxswain of *Winnipeg* today is a moment I will remember for years to come," said CPO1 Laurendeau, during the change of appointment on April 20. "To the crew of HMCS *Winnipeg*, my goal is to become the best leader I can be."

The event was presided over by Cdr Doug Layton, *Winnipeg* Commanding Officer, with Cmdre Angus Topshee, Commander Canadian Fleet Pacific, Deputy Commander Capt(N) Scott Robinson, and Fleet Chief CPO1 Sylvain Jaquemot as guests. The proceedings were streamed on Facebook Live.

It is the third time CPO1 Laurendeau has assumed a position occupied by CPO1 Harel.

In 2014 she replaced him as Coxswain in HMCS *Edmonton*. Then in January 2020 she succeeded him in her last post as Unit Chief Petty Officer for Base Administration.

In his address he expressed no doubt in her ability to do the job.

"She is going to do well. She already has a good idea of what she is getting into and it should be a seamless transition for her."

Naval Fleet School (Pacific) is his next post as their Chief Petty Officer.

Twenty-eight years of service to Canada in the Canadian Armed Forces has prepared CPO1 Laurendeau for the job to lead and manage all personnel on board *Winnipeg*.

She joined the military in March 1993 as a Naval Acoustic Operator. CPO1 Laurendeau served from the rank of Ordinary Seaman (Sailor Third Class) up to CPO2 in HMC Ships *Ottawa, Calgary, Vancouver, Algonquin, Winnipeg, Edmonton* and *Saskatoon*. She has also served as a naval boarding party member, recruit instructor, area cadet advisor, training coordinator, and Chief Sonar Operator at Canadian Fleet Pacific.

The significance of her appointment was amplified by Cdr Layton, who described her as someone who has enjoyed a ground-breaking career.

CPO1 Laurendeau is the fifth woman in Canada to hold the position of Coxswain on a major warship.



CPO1 Line Laurendeau, incoming Coxn of HMCS Winnipeg, addresses those in attendance at the Change of Appointment ceremony.

ST KENDRIC GRASBY



Longtime friends each command ships during Op CARIBBE

By Captain Sarah Harasymchuk,
Public Affairs Officer, Op CARIBBE



LCdr Nadia Shields (left), CO of HMCS Saskatoon and LCdr Maude Ouellet-Savard, commanding officer of HMCS Brandon, are pictured during Operation CARIBBE.

RCN

Two Kingston-class naval warships. Twenty-five thousand nautical miles along coastlines stretching from Canada to South America patrolled yearly. Thousands of kilograms of illicit drugs seized since 2006. This is Operation CARIBBE.

This year marks an historic occasion. The Royal Canadian Navy ships deployed from the Pacific coast, HMCS *Brandon* and *Saskatoon*, are commanded by women captains. It's a first since the mission started.

"I'm very proud to be representing Canada and the Royal Canadian Navy on this deployment," said LCdr Maude Ouellet-Savard, the Commanding Officer of HMCS *Brandon*. "Our dedicated sailors are some of the finest in the fleet. They amaze me every day with their professionalism, work ethic and motivation to see mission success."

LCdr Ouellet-Savard assumed command of HMCS *Brandon* in 2019 as her first sea command appointment.

"It's really exciting to have reached this milestone in my career. It's no small feat to get through the training as a Naval Warfare Officer. Commanding a ship is something a lot of us strive for and I'm very pleased my ship turned out to be the *Brandon*, as this is where I first started my career sailing with the Navy."

LCdr Nadia Shields assumed command of HMCS *Saskatoon* in 2020 as her first command posting.

"It's an honour to be the Commanding Officer of *Saskatoon* and I'm thrilled to be leading our sailors on this mission," said LCdr Shields.

"I've always looked forward to the opportunity to lead some of our finest sailors and I'm delighted to deploy with my dear friend, the captain of *Brandon*, on the same mission. It's an important operation for Canada and has real-world implications by stopping illicit trafficking on our oceans."

Operation CARIBBE is Canada's participation in the U.S.-led enhanced counter-narcotics operations in the Caribbean Sea and the eastern Pacific Ocean. Naval warships and aircraft deploy to the region on a rotational basis to support the American-led multinational mission to suppress trafficking in international waters and airspace. The operation has seen many successful drug interdictions.

In the Question and Answer below, LCdr Ouellet-Savard talks about who she is and what keeps her motivated as the Commanding Officer of a naval warship:

Are you the first person in your family to be in the military?

Yes, to the surprise of my family as they did not expect me to join. I'm still in 20 years later because I love the sea!

Why did you join the Navy?

I fell in love with being at sea when I was on a boat-swain course with sea cadets. I decided then to seek out navigation as a career. Opportunities for women in civilian shipping companies were limited at the time and I'd seen a few women go through military college already so I was swayed towards that path. Sea Cadets were also a great launching platform to introduce me to basic naval skills that piqued my interest.

What motivates you to be the Commanding Officer of a ship?

It's a goal that all Naval Warfare Officers look forward to -- having a crew and executing a mission together is a great motivation to keep going and keep pushing through the ups and downs of the job. It's a lot of responsibility as the team relies on me to make the best decisions for the ship and crew's well-being. The reward of seeing sailors grow, and the crew as a whole succeed, makes the challenge worth it!

What is your favourite activity during your free time while at sea?

I like to be creative and do things that take my mind away from work. I've done painting, crocheting, drawing -- anything that allows me to disconnect and relax and still allows me to answer the phone every few minutes.

What are the top highlights of your career in the Royal Canadian Navy?

First, circumnavigating the globe in HMCS *Calgary* in 2008; second, navigating her Majesty the Queen for International Fleet Review in HMCS *St. John's* in 2010; and finally, taking com-

mand of HMCS *Brandon* in 2019 and the opportunity to deploy on Operation CARIBBE with my team.

Were you ever in a situation of real danger on a ship?

The biggest threat I've faced is weather: a super typhoon called Jangmi, [which was] a Category 5 hurricane, in Asia in 2008. Acting as navigator for the ship, we were transiting back from Operation ALTAIR en route to Japan when Jangmi was making its way towards China. It was nerve wracking because I was very junior and responsible for the ship's navigation. It was a great learning opportunity for me to push through those challenges and safely navigate the ship back to Victoria.

What's one interesting thing about you that most people don't know?

My first ship ever was HMCS *Brandon* during my Maritime Surface and Subsurface training. It was also the first time I sailed with my best friend, Lieutenant-Commander Nadia Shields. We met at Royal Military College and our careers have intersected ever since. It's amazing to be the captain of the same ship where I first started sailing with the Navy and my best friend, and the fact that we're now both captains on the same mission for Operation CARIBBE.

POSTED?

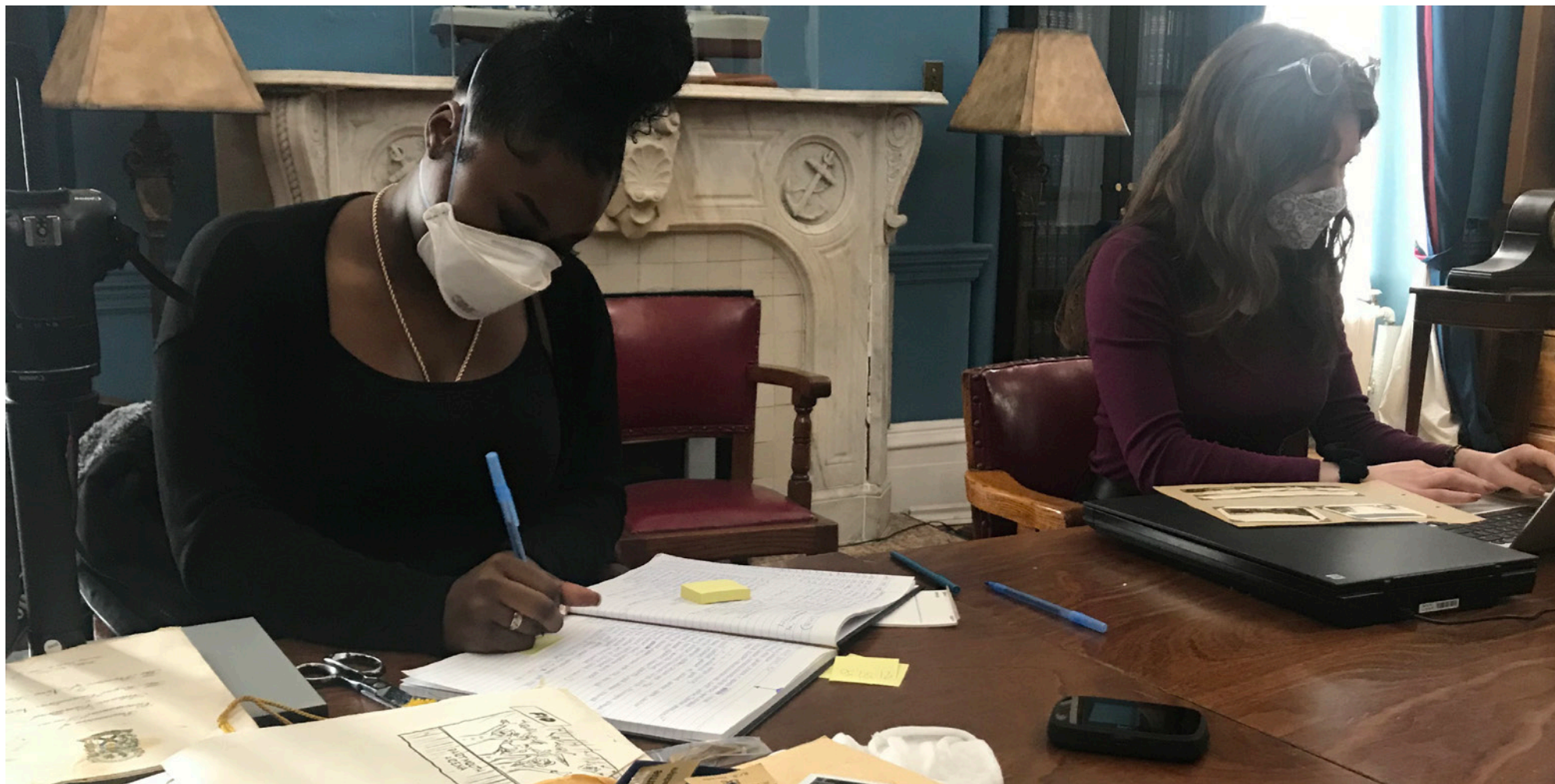
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Coretta Beals (left) and Rachel Saunders are both Saint Mary's University students working at the Naval Museum of Halifax through the Federal Student Work Experience Program (FSWEP).

JOANIE VEITCH, TRIDENT STAFF

Students at Naval Museum help staff clear backlog of work

By Joanie Veitch,
Trident staff

The Naval Museum of Halifax is still closed to public visits due to COVID-19 but behind the scenes a team of students is busy cataloguing and digitalizing the museum collection, a project that's helping museum staff catch up on a large backlog of inventory.

While most of the students were hired through the Federal Student Work Experience Program (FSWEP) last May, public health restrictions meant some couldn't go to the placement initially planned for them, increasing the student cohort at the museum — and the amount of work they've been able to do.

"There's no doubt that COVID-19 is unfortunate and has impacted the museum greatly, but having these students come to us has been so beneficial for the organization of the collection," said museum curator Jennifer Gamble. "They are such a great team; they've catalogued over 9,000 artifacts in the year they've been with us. It's just incredible the amount of work that has been done."

With the museum's doors largely closed to the public for the past year (except by appointment for military members and DND personnel), the five students have set up workstations

throughout Admiralty House, such as the large dining table in the wardroom where three of the students worked recently, scanning and accessioning — or recording — items into the museum's collection.

"I requested for my placement to be moved to the museum" said Gabrielle LaFrance, with a spreadsheet open on her laptop as she catalogued items into the inventory. A 19-year-old student in her first year at the University of Ottawa, LaFrance is studying online due to COVID-19, but thoroughly enjoying her work experience. "I love it here. It's a great team and working here — in this 200-year-old building — it brings history alive."

Rachel Saunders, 21, and Coretta Beals, 20, are students at Saint Mary's University and in their second year with FSWEP, having both previously worked in a storage warehouse at the Halifax Dockyard.

One day in late March the three students sat at the wardroom table, accessioning items donated by the family of Bernice Doreen McIntyre after she died on March 16, 2021. "Bunny" as she was known, was a former Wren (member of the Women's Royal Canadian Naval Service) during and following



FSWP student Kyle Houghton is a fourth-year student at Saint Mary's University.

JOANIE VEITCH, TRIDENT STAFF

the Second World War.

Going through boxes of uniforms and personal items, such as photographs and other memorabilia, the students worked quietly — photo-

graphing and giving each artifact a number and tag before taking measurements and writing a brief description, noting where the item will be stored.



“When you’re going through real documents like this you get a much better sense of the person behind the uniform,” said Beals, holding Bunny’s drivers licence.

Cataloguing documents such as these offers a different perspective and tells more of a story about how people lived their lives, said Saunders, recalling a donation of items from another Wren who recently passed away

that included photos of her with her friends. “They were young women and they were so strong, yet there’s a picture of them just hanging out together in their rooms.”

Downstairs in another work area, 21-year-old Justin McClintock is sorting through the museum’s large flag and pennant collection. McClintock, who is at the museum on a 15-week practicum as part of his final year of

Applied Museum Studies at Algonquin College in Ottawa, wears gloves as he carefully unwraps the flags to inspect and photograph them for the museum’s digital record.

In another room, Kyle Houghton, 23, works on cataloguing the museum’s artwork, describing it as “a massive project” that he’s been working on for the past two years. A fourth-year history major at Saint Mary’s University,

Houghton began with the museum in the fall of 2017, and has enjoyed the experience so much he’s planning to do a Masters degree in museum studies.

“I was undecided in my major when I started university. I always loved history but I didn’t know how applicable it could be in the working world. I feel so lucky to have been placed here through FSWEF as now I know I want to work in this field,” Houghton said.



FSWEP student Gabrielle LaFrance is a first-year student at the University of Ottawa.

JOANIE VEITCH, TRIDENT STAFF



Justin McClintock, holding a Free French Naval Jack circa 1939-1945, at the Naval Museum of Halifax where he is doing a 15-week practicum as part of his Applied Museum Studies at Algonquin College in Ottawa.

JOANIE VEITCH, TRIDENT STAFF

Connection at the Heart (and Name) of RCAF family program

By Holly Bridges,
Planning Advisor, RCAF Family Advocate

Supporting RCAF families has never been more important than it is now, especially in light of the latest retention survey results that showed the impact of the military lifestyle on spouses and partners as a leading factor in many members’ decision to release early.

In an effort to encourage greater participation, and more accurately portray the support available to our people and their families, the RCAF Family Sponsor Program has been renamed the RCAF Family Connection Program (FCP). This will alleviate the confusion with unit (military) sponsors, who are focused on the military member posted in; whereas the Family Connection Program puts the member’s family front and centre, and better reflects the purpose of the program, which is to build community

and improve communication and connection at the wing and unit level. It’s designed to ease the stress of relocation and service-related separation by connecting families to each other and to local leadership.

RCAF units work with local Military Family Resource Centres (MFRCs) to provide the FCP to any family who desires it when posted into an RCAF unit. Together they engage, build and maintain a team of volunteer connectors at each Wing. The volunteer connectors pro-actively reach out to families that are newly posted in or affected by duty-related separations.

A proactive publicity campaign is underway to re-brand the program and disseminate an updated suite of products to support it. RCAF Command Team engagement will raise

awareness and gain support for the ever-important unit communication and connection.

The first-ever RCAF Families website is also under construction with the aim of providing families -by the summer- with a one-stop-shop source of information on programs and services relating to priorities including health care, spousal employment, child care, and housing.

Posted RCAF personnel and families are encouraged to participate in the RCAF FCP through their gaining unit or their local MFRC. Every effort will be made to match a newly posted family with a volunteer connector that shares similar family circumstances (children’s ages, special needs, etc.).

For our RCAF families who are staying put this year – and who would like

to welcome another family into their community and share their valuable experience to ease military transitions –please consider volunteering.

Families truly are the strength behind the uniform, and we appreciate the contributions of these invisible crewmembers to overall quality of life, force readiness and the long-term retention of our people. Together, through the RCAF Family Connection Program, we can help build stronger families, stronger communities and a stronger fighting force today, tomorrow and into the future.

For more information about the RCAF Family Connection Program, go to: www.rcaf-arc.forces.gc.ca/en/family-support-team/family-sponsor-program.page or send an email to: RCAF-Family_ARCfamille@forces.gc.ca



Life through the eyes of a boatswain deployed in the eastern Pacific Ocean

By HMCS Saskatoon | Note: The author of this story is not named due to personnel security reasons

Being a boatswain in Operation CARIBBE is one of the most interesting experiences any sailor can have in their naval career. For Reservists specifically, it marks a significant milestone since there are fewer opportunities to deploy compared to their Regular Force member counterparts. As a boatswain on board HMCS Saskatoon, deployed on Op CARIBBE, no two days are ever the same. Tasks widely vary on a day-to-day basis, which ensures an interesting and stimulating experience. Whether you are in chilly Esquimalt harbour or sweating

of the boatswain's world, small arms shoots are a weekly occurrence on board HMCS Saskatoon while deployed. Weapon handling is a key part of a boatswain's training, and proficiency is the name of the game. Firearms can vary from a 9mm pistol all the way to a .50 calibre heavy machine gun. Each member of the deck department gets a chance to develop their weapon drills, accuracy and shooting techniques leading to great small arms proficiency. Small arms shooting also creates a chance for other members to pass on their knowledge by coaching

weapons. Op CARIBBE is an opportunity for the deck department to shine and demonstrate rare capabilities. For

any boatswains looking for their next great adventure, Op CARIBBE is a deployment that you do not want to miss.



A Boatswain onboard a Rigid Hull Inflatable Boat (RHIB) drives towards HMCS SASKATOON to provide a re-supply of food and water to the U.S Coast Guard Law Enforcement Detachment (LEDET) during an interdiction on March 24..

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in the tropical heat of eastern Pacific, boatswains must be able to adapt in different environments and situations.

Driving boats is an integral part of the deployment. For boatswains, this is a chance to showcase all the boat driving skills learned from courses and training. The embarkation of a U.S. Coast Guard Law Enforcement Detachment (LEDET) gives boatswains the opportunity to showcase their boat driving skills on an international level. The countless hours spent on training performing drills such as sticking, manoeuvring and station keeping, all boils down to this important assessment. The only difference is that instead of an instructor assessing you from the boat shed's jetty, it will be on the ocean with LEDET members relying on your driving skills to execute the mission. If you happen to be one of the lucky ones to get selected, the joy of going full throttle and chasing a target of interest across the deep blue is one of the most rewarding experiences during the deployment.

Weapons training is another part

of the boatswain's world, small arms shoots are a weekly occurrence on board HMCS Saskatoon while deployed. Weapon handling is a key part of a boatswain's training, and proficiency is the name of the game. Firearms can vary from a 9mm pistol all the way to a .50 calibre heavy machine gun. Each member of the deck department gets a chance to develop their weapon drills, accuracy and shooting techniques leading to great small arms proficiency. Small arms shooting also creates a chance for other members to pass on their knowledge by coaching

other members of the ship's company who want to participate in these shoots. Demolition, although a rare occurrence, is another highlight for the deck department. Demolition training serials were conducted to help HMCS Saskatoon's Deck team prepare for any demolition tasks during Op CARIBBE. HMCS Saskatoon was tasked twice to destroy a hazard to navigation and was able to apply its demolition capability. This was a historical milestone since it was the first time a Kingston-Class ship successfully conducted a demolition operationally. There was a general consensus among members of the deck department that demolition, while labour intensive, was the coolest and most exciting thing they've ever done during the deployment.

Whether it's getting ready for watch or preparing to intercept a target of interest, boatswains are always on the go. Cleaning stations, preventive maintenance and other routine tasks will always be outweighed by the excitement of driving boats and firing



HMCS Saskatoon conducts a weapons handling exercise while deployed on Operation CARIBBE in the Pacific Ocean on February 23.

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SPORTS & FITNESS



Campus Atlantic takes another curling title

By Trident Staff

The CFB Halifax Curling Club was lucky enough to enjoy a relatively full season of curling while abiding by shifting health restrictions, and they recently capped that off with a base MEGA curling tournament from April 6 - 9.

The tournament format saw twelve teams competing in two pools, with curlers from BAdm, 5 Cdn Div, Campus Atlantic, HMCS *St. John's*, HMCS *Montreal*, the Stadacona Band, HMCS *Margaret Brooke*, Trinity, HMCS *Toronto*, and 36 CBG all competing.

As has been the case over a number of recent curling events on base, the team from Campus (Atlantic) took the top spot. Team members included S1 Blaine Richard, CPO2 Denny Wilson, MS Adam Wilson and PO1 Mike Eng. The team representing the Stadacona Band were the runner-ups, and included S1 Matt Henry, S1 Mark Morton, PO2 Brad Davidge and S1 Josh Penney.

A base MEGA Curling tournament was held at the CFB Halifax Curling Club from April 6-9, with twelve teams competing.

MONA GHIZ, MARLANT PA

Applications sought for CAF Chief Swimming Official

By Canadian Armed Forces Sports

The CAF Sports Office (CAFSSO) is currently accepting applications for the position of CAF Swimming Chief Official, which is currently vacant.

The four-year term in the position covers the 2021-2024 swimming seasons, including National Championships. Applications can be accepted from any CAF Regular or Class B Reservist, as well as full-time employees of CFMWS.

The position is described as being both rewarding and demanding, with a number of duties that must be fulfilled.

These include advising on rules and championship selection criteria, arranging travel, supervising during tournaments, maintaining social media accounts, and other tasks.

Full application information can be found at <http://cafconnection.ca>, and further questions can be directed to CAFSSO manager Denis Gaboury at gaboury.denis@cfmws.com. All applications for the position must be received by taillefer.jessica@cfmws.com, NLT 31 May 2021.



SUNDAYS AT 7PM ON FACEBOOK



HMCS Montreal were champions at the 2021 MEGA Hockey tournament, organized by PSP Halifax and hosted at the Shearwater Arena from April 12-16.

RYAN MELANSON, TRIDENT STAFF

HMCS Montreal victorious as MEGA Hockey returns

By Ryan Melanson,
Trident Staff

Base sports made a long-awaited return to the Shearwater Arena the week of April 12-16, with nine teams from across Formation Halifax taking part in a MEGA Hockey tournament.

HMCS Montreal was dominant through the week and kept that momentum through to the finals, where they took down the 12 Wing team from 423 Squadron by a score of 4-0.

PSP Halifax fitness and sports coordinator Isaac Habib noted his team was thrilled to be hosting a tournament again, even if newly reintroduced COVID-19 restrictions mean the resumption of base sports was short lived.

“It was great seeing everyone, and I’m glad we could get some sports in while we could, with a good nine-team tournament,” he said.

“It was like we never had a pandemic - we picked up right where we left off, with the guys chirping each other and playing hard.”

The team from Montreal claimed victories over FMF Cape Scott (3-1), the Shearwater Flyers (8-0), HMCS Margaret Brooke (8-0) and a combined CANFLTLANT team (5-1) through the round robin, before moving on to defeat Cape Scott again in the semis (3-1) before downing 423 Squadron to earn the tournament title.



The team from HMCS Montreal took on Shearwater’s 423 Squadron in the final game on April 16.

RYAN MELANSON, TRIDENT STAFF