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



Port inspection divers train to maintain proficiency

By RCN

Port inspection divers from 15 Naval Reserve Divisions across Canada gathered on Vancouver Island from January 21 to 30, 2022, for an annual diving exercise.

Forty-eight naval reservists travelled to dive sites in Comox, Nanaimo and Port Hardy, B.C., to take part in Dive 2270.

The event was missed last year due to Covid-19; but this year, the group came together to perform tasks to help them maintain their dive proficiency and to meet regenerative training requirements.

They made their way to remote locations off-shore via inflatable boats.

Using Compressed Air Breathing Apparatus (CABA) and diving to depths of 30 metres, they performed underwater

searches and surveys.

Part of this year's mission was to qualify many of these divers with the new CABA Lite equipment.

It also involved familiarizing the divers with the Navy's new Shark Marine Sonar equipment that enables them to more easily detect underwater objects.

"Things went very well and there certainly was a degree of satisfaction for me and the other organizers because we were able to mitigate a lot of obstacles to make this exercise a success," said Petty Officer 1st Class (PO1) Jacek Jaskiewicz, Regional Dive Centre West Chief from Winnipeg's Naval Reserve Division, Her Majesty's Canadian Ship *Chippawa*.

He noted that several days of heavy fog hampered the team's effectiveness

at reaching previously selected dive sites further offshore. Instead, alternate dive sites closer to shore were used. Poor visibility also led to the cancellation of a helicopter exercise involving an air crew from Canadian Forces Base Comox.

Before the exercise, naval reservists isolated for two days and underwent rapid Covid-19 testing. Rigorous cleaning and sanitizing of equipment was also required to keep the participants safe.

"There was a big team effort required to make this 10-day exercise a success," says PO1 Jaskiewicz. "In the end, we stayed safe, played by the rules and still managed to achieve our objectives."



Petty Officer 1st Class Jacek Jaskiewicz conducts a hull search on a wreck dive during the Naval Reserve National Dive Exercise in Nanaimo, British Columbia, on January 29.

Le maître de 1re classe Jacek Jaskiewicz procède à l'inspection de la coque d'une épave lors d'une plongée dans le cadre d'un exercice de plongée national de la Réserve navale à Nanaimo, en Colombie Britannique, le 29 janvier.

SI/M1 VALERIE LECLAIR

Les plongeurs d'inspection portuaire s'entraînent pour maintenir leurs compétences

Par MRC,

Des plongeurs d'inspection portuaire provenant de 15 divisions de la Réserve navale au Canada se sont regroupés sur l'île de Vancouver, du 21 au

30 janvier 2022, pour participer à un exercice annuel de plongée.

En tout, 48 réservistes de la Marine se sont rendus sur des sites de plongée se trouvant à Comox, à Nanaimo et à Port Hardy, en Colombie-Britannique, pour prendre part à l'exercice Dive 2270.

L'événement n'a pas eu lieu l'an dernier en raison de la COVID-19, mais cette année, le groupe s'est rassemblé pour effectuer les tâches de sorte de maintenir leurs compétences en plongée et de répondre aux exigences d'instruction de récupération.

Ils se sont rendus dans des endroits éloignés au large des côtes au moyen de canots pneumatiques.

À l'aide d'un appareil respiratoire à air comprimé (ARAC) et en plongeant à des profondeurs de 30 mètres, ils ont effectué des recherches sous-marines et des inspections de carènes.

Une partie de la mission de cette année avait pour but de permettre à un grand nombre de ces plongeurs d'acquérir les compétences pour utiliser le nouvel équipement ARAC léger.

Elle consistait également à faire connaître aux plongeurs le nouvel équipement sonar Shark Marine de la Marine qui leur permet de détecter plus facilement les objets sous-marins.

« Tous s'est bien passé et nous avons certainement éprouvé une certaine satisfaction, moi et les autres organisateurs, parce que nous avons réussi à surmonter de nombreux obstacles pour faire de cet exercice un succès », a déclaré le maître de 1re classe (M 1) Jacek Jaskiewicz, chef du Centre régional de plongée (Ouest) de la division de la Réserve navale de Winnipeg, le navire canadien de Sa Majesté (NCSM) Chippawa.

Il mentionne que plusieurs jours de brouillards ont empêché l'équipe d'atteindre les sites de plongée préalablement choisis, plus au large. Ils ont donc dû opter pour des sites de plongée plus proches de la côte. La mauvaise visibilité a également mené à l'annulation d'un exercice d'hélicoptères auquel devait participer l'équipage aérien de la base des Forces canadiennes Comox.

Avant de mener les exercices, les réservistes de la Marine se sont isolés pendant deux jours et ont subi un test de dépistage rapide de la COVID-19. Il a également fallu nettoyer et désinfecter rigoureusement l'équipement pour assurer la sécurité des participants.

« Grâce à un effort collectif important, nous avons fait de cet exercice de dix jours une réussite », déclare le M 1 Jaskiewicz. « En fin de compte, nous sommes restés en sécurité, nous avons respecté les règles et nous avons quand même réussi à atteindre nos objectifs. »

Attn: Transitioning Military Members

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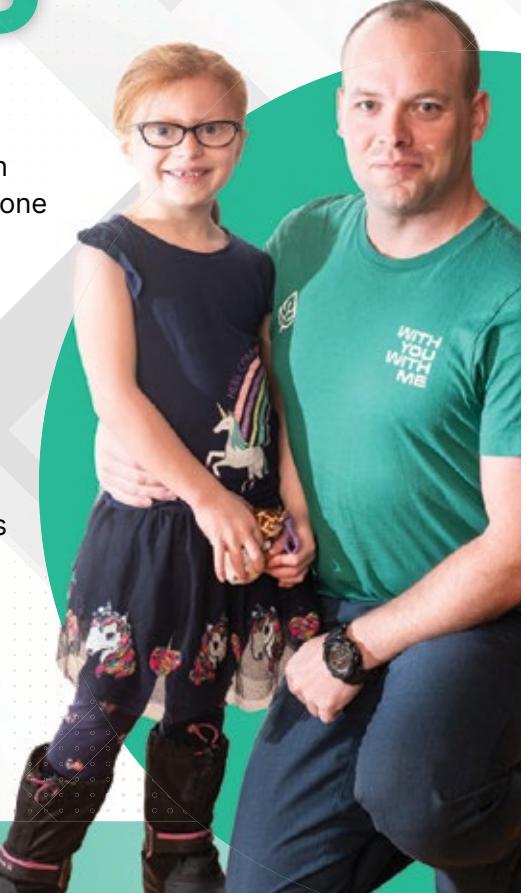
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From shore to sea: FMF Cape Scott and Fleet Engineers help ready HMCS Montreal for deployment

By Joanie Veitch,
Trident Staff

When Her Majesty's Canadian Ship (HMCS) *Montreal* left its home port of Halifax on January 19, the effort to get the ship "over the horizon" was the culmination of a huge amount of planning and preparation, involving not just the ship's company but a large number of fleet maintenance personnel behind the scenes — production workers and engineers working countless hours to ensure the Halifax-class frigate was ready to sail.

Their common goal? Get the ship fully operational for its high readiness mission, a six-month deployment on Operation Reassurance — a first for *Montreal* — as part of the Royal Canadian Navy's ongoing support of Standing NATO Maritime Group 2 (SNMG2) in Northern Europe.

"The lead up to a ship like *Montreal* going on a high readiness mission, that's the hardest thing we do as a Navy. It's a huge process and a ton of work... tens of thousands of hours," said LCdr Ian Blay, an engineer at Fleet Engineering Readiness at HMC Dockyard in Halifax, NS.

As part of Fleet Engineering, LCdr Blay works with both Fleet Maintenance Facility Cape Scott (FMFCS) personnel and ship's staff to ensure that all maintenance and repair work required for an upcoming deployment

is identified and prioritized.

While the operational schedule for fleet vessels is mapped out on a five-year cycle, the most intense work period for a high readiness mission is the year and a half prior to the ship's major deployment.

"At its most basic, we look at what's broken that we have to fix. Corrective maintenance is the first category of maintenance, but we're also looking at preventative maintenance — what needs to be done so that things won't break. Doing that helps us get ahead of things to ensure things go as smoothly as possible," said LCdr Blay.

At the beginning of the maintenance schedule the work mostly focuses on ensuring the ship will be safe both alongside and at sea. After any necessary hull work is completed, inspection and maintenance of damage control systems and fire fighting equipment takes top priority before moving on to the propellers, the gas turbines and the propulsion diesel engine, as well as the navigation radars, among many other items.

The often-quoted adage that a warship needs to be able to float, move and fight leads us to the next phase of the maintenance schedule: combat systems engineering.

This is where Steve Watters and his



HMCS Montreal is seen at sea conducting exercises with MV Asterix in the Atlantic Ocean on January 30, prior to joining allies in Europe. As always, the work of FMFCS staff was critical in getting the ship ready to sail.

CPL BRADEN TRUDEAU

team in the Combat Systems Engineering division at FMFCS come in. A civilian now, Watters was in the Navy for 17 years before retiring from the military in 2007 and joining FMFCS in 2008 as the Combat Systems Engineering Officer.

Between last-minute requirements, new systems or software installations, frequent schedule and priority changes, as well as dealing with faults across multiple systems with work to be conducted alongside and at sea, it is never a simple task to get a ship "out the door", said Watters.

"Every deployment has new systems or software installations, which always leads to a few gremlins that you have to work out."

Some of the more demanding examples of such work in the lead-up to this latest Op Reassurance deployment included the installation of a new version of software for the Combat Management System (CMS), resolving a sensor alignment issue that could have impacted the ship's fighting ability, and the installation and testing of new LINK 16 radios to replace an older, obsolete model, Watters said.

"Being able to share contact data between ships, including our allies, is a key component to effectively operate in a modern Navy," Watters said.

Sometimes a problem arises just before a ship is set to sail, such as was the case with a fault that showed up with the loaded Evolved Sea Sparrow Missiles. The issue was resolved but caused a delay in the schedule, Watters said.

"With the help of ISEA (In-Service Engineering Agency), Above Water Systems Engineering was able to iden-

tify the issue so it could be resolved, but *Montreal* lost a few days of their preparation time as they had to return to the Ammunition Depot to replace some missiles."

As with all deployments since March 2020, COVID-19 added another layer of challenge. While *Montreal*'s crew of 240 people was preparing for deployment, rising numbers of the Omicron variant put CFB Halifax into a more restrictive protocol, affecting work schedules and the timing of trials as outside workers may have to isolate to ensure the safety of the crew before going onboard.

"When COVID first hit it had a huge effect but over time we've been able to adapt. We have moved to more shift work so there aren't as many people working together at one time... and we've gotten better at front-loading the work so we don't have as much to fit in at the end," said LCdr Blay. "It's always a sprint to the finish line, but COVID just makes it even more so."

In the final weeks and days prior to a ship's departure date, prioritizing what work has to be done at HMC Dockyard versus what can be done remotely is key, said Watters.

"In my division, we're always right up against the end date, trying to finish off systems trials and continuing to work out bugs as we go. It's not uncommon for us to send people with the ship for a day or two when the ship deploys, and then they get dropped off as the ship continues on," Watters said. "We maintain ongoing communication with the ship's staff onboard... it's definitely a team effort but the expertise of the staff at FMFCS is critical."



Members of HMCS Montreal load ammunition onto the ship during the final preparations before deploying to Operation Reassurance.

S1 SAIF MORSY



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Navigating through change

PO2 Chris West on being a part of HMCS Harry DeWolf's historic deployment and the changing face of the RCN

By Joanie Veitch,
Trident Staff

Petty Officer Second Class Chris West, Seamanship Supervisor with HMCS *Harry DeWolf*, knows a thing or two about dealing with change and overcoming challenges.

After he was posted to *Harry DeWolf* in December 2018, PO2 West faced the biggest, and most rewarding, job of his naval career — being part of the crew that would bring the Navy's first Arctic Offshore Patrol Ship (AOPS) into the fleet.

"When I first joined HMCS *Harry DeWolf*, the ship wasn't even finished construction yet. We had to develop all new standard operating procedures," he said, describing an intense period as the unit began to ramp up ahead of receiving the ship in 2020. "Then, we had this completely brand new ship, different from every other ship any of us had ever sailed on. It was definitely a challenge, but very exciting," he said.

The reward for all that hard work was a strong sense of esprit de corps and truly the "trip of a lifetime" as a member of the *Harry DeWolf* crew embarking on the ship's inaugural deployment in August 2021.

"I had an excellent division and network system that was willing to face the challenges head on and put forth the effort that was required to make *Harry DeWolf* what it is today," PO2 West said. "It built a strong camaraderie between the crew because we were all going through the same experience together."

As the first Royal Canadian Navy vessel to circumnavigate North America via the Northwest Passage since 1954, by the time they arrived back in Halifax on December 16, HMCS *Harry DeWolf* and its crew had made history.

It's one of the most memorable experiences of his career in the Navy so far, said PO2 West, but it's certainly not something he would have imagined ever happening, back in 2004 when he followed the advice of a friend he'd grown up with in his hometown of Saint John, NB and joined the Naval Reserve.

"To be honest, I was in university and just thinking about a summer job and a bit of extra pay to help me with my education. I had never even considered the military, but it all worked out good," he said.

PO2 West continued on in his military career — first as a reservist and then joining the regular force in 2005 as a boatswain — enjoying both the job security and the opportunity to travel and see the world, as he sailed to many different countries over the years on a variety of RCN ships, including HMCS *Preserver*.

Continuing in his trade as a boatswain over the years, PO2 West also discovered how much he enjoys mentoring and working with younger members, and people just starting out in their careers. His ability to teach has been noticed; he's been an instructor at Naval Fleet School (Atlantic) (NFS(A)) and, once his posting with HMCS *Harry DeWolf* is finished, he'll continue to pass on knowledge in an "ashore" position at Naval Training Development Centre Atlantic (NTDC(A)).

"Having been with *Harry DeWolf* since the beginning, and through deployment, I have a lot of operational expertise to pass on. I'm looking forward to that role... I take a lot of pride in teaching, not just specific to my trade but about being in the military in general, and the importance of what we do."

Reflecting on his 18 years of service



PO2 Chris West has been a member of HMCS Harry DeWolf since 2018, and recently took part in the ship's first major deployment on Operations Nanook and Caribbe.

SUBMITTED

so far, PO2 West said he's seen a lot of changes over the years, definitely for the better when it comes to diversity and inclusivity in the ranks.

"Back in the early years after I joined, the Navy was a predominantly white-cultured space. I have seen and dealt with racism over the years, mostly early on, but I've seen changes happen too and it's been rewarding to have been part of that change. As I moved up through the ranks, I've been able to have more of a say and it's good to know my voice has been heard," he said.

The RCN of today — and the Canadian Armed Forces as a whole — is more representative of Canada, and that's how it should be, he said.

"The younger generation talks more about their experience and the need for culture change and I'm glad to say the military has been receptive. Change doesn't happen overnight but it is happening and that's what's needed."

UPDATE - MARLANT CAF COVID-19 Booster Campaign

By CFB Halifax

Friday, 11 February 2022 was the last day of the MARLANT COVID-19 Booster Campaign.

In order to offer an opportunity to all eligible personnel who did not receive a COVID-19 booster dose during the MARLANT campaign (18 January – 11 February), the following processes will be implemented immediately:

- Members may contact CF H Svcs C(A) by email at HfxCovidVaccine-Bookings@forces.gc.ca to request an appointment for either first, second or booster dose;
- Members may contact CF H Svcs C(A) by email at HfxCovidVaccine-Bookings@forces.gc.ca if they have any questions or concerns regarding the COVID-19 vaccine;
- Members who use the positional e-mail will subsequently be contacted directly by CF H Svcs C(A) staff to book an appointment or to answer any specific vaccine questions; and
- CDUs will NOT be involved in booking COVID-19 vaccination appointments.

A Big THANK YOU to all members and Chains of Commands who have remained flexible during this time.

MISE À JOUR - Campagne de vaccination de rappel des FMAR(A)/FAC

By CFB Halifax

Le vendredi 11 février 2022 était la dernière journée de la campagne de vaccination de rappel contre la COVID-19 des FMAR(A).

Afin d'offrir la possibilité de se faire vacciner à tout le personnel admissible qui n'a pas reçu le vaccin de rappel contre la COVID-19 lors de la campagne des FMAR(A) (du 18 janvier au 11 février), nous mettons en place les mesures qui suivent immédiatement :

- Les membres peuvent communiquer par courriel avec le C Svc S FC(A) à HfxCovid-VaccineBookings@forces.gc.ca pour prendre rendez-vous pour recevoir la première, la deuxième ou la troisième (rappel) dose du vaccin;
- Les membres peuvent communiquer par courriel avec le C Svc S FC(A) à HfxCovid-VaccineBookings@forces.gc.ca s'ils ont des questions ou des préoccupations concernant le vaccin contre la COVID-19;
- Les membres qui envoient un courriel à la boîte de courriel générique recevront directement par la suite un courriel du personnel du C Svc S FC(A) pour fixer un rendez-vous ou pour répondre à des questions précises concernant le vaccin;
- Les unités de prestation de soins de santé (UPSS) ne participeront PAS à la prise de rendez-vous de vaccination contre la COVID-19.

Un grand merci à tous les membres et à toutes les chaînes de commandement qui ont fait preuve de souplesse pendant cette période.



CFB Halifax Pink Shirt Day: In-person sales date announced

Pink Shirt Day, February 23, is quickly approaching. Don't miss out on getting your 2022 Pink Shirt Day t-shirt!

By CFB Halifax

In-person sales to occur on February 21

Remaining stock will be available for purchase in-person on Base on February 21, 9 am – 1 pm, at the following locations:

- HMC Dockyard building D247 (across from the main FMF Cape Scott building, D200)
- Stadacona building S120 (new Common Support Training Facility)
- Willow Park building WL57 (TEME building); and
- 12 Wing Shearwater building SH343

Shirts remain \$8 each, cash only, exact change requested. While quantities last. A second day of in-person sales will be announced by 4pm (Atlantic) on February 21 if sufficient stock remains.

All proceeds from t-shirt sales will go toward the National Defence Workplace Charitable Campaign.

Call for photo submissions

CFB Halifax would love to see photos of local Defence Team members wearing their pink t-shirts! If interested, please send your photos to CFBHalifaxPublicAffairs@forces.gc.ca (or cfbhalifaxpublicaffairs@gmail.com if extremely high resolution) by 2pm (Atlantic) on Pink Shirt Day, February 23.

Many thanks to all members who have supported this year's CFB Halifax Pink Shirt Day campaign so far this year by purchasing a shirt or helping spread the word. We once again want to thank campaign sponsors Fundy Textile & Design and SANMAR Canada for their ongoing and incredible support to this important initiative.

About Pink Shirt Day

[Pink Shirt Day](#) is an annual celebration that encourages people to wear a pink shirt as a way to take a stand against bullying, while fostering compassion and raising awareness. Now a movement celebrated across the globe, Pink Shirt Day was inspired by an act of kindness in Nova Scotia: in 2007, David Shepherd and Travis Price of Berwick, Nova Scotia, bought and distributed 50 pink shirts after a 9th grade student named Charles McNeill was bullied for wearing a pink shirt on his first day of school. Today, Pink Shirt Day is all about working together to stop bullying by celebrating diversity, creating communities of respect and promoting positive social relationships. There are



numerous benefits to creating a civil and respectful workplace. Practicing small, everyday acts of civility and kindness can go a long way to help everyone feel safe, comfortable, and respected. Pink Shirt Day 2022 takes place on February 23, 2022.

Journée du chandail rose de la BFC Halifax : annonce de la date des ventes en personne

La Journée du chandail rose, qui se tient le 23 février, approche à grands pas. Ne ratez pas l'occasion de vous procurer votre t-shirt de la Journée du chandail rose 2022!

Par BFC Halifax

Les ventes en personne s'effectueront le 21 février

Il sera possible d'acheter en personne les articles restants sur la base, le 21 février, de 9 h à 13 h, aux endroits suivants :

- Arsenal CSM, bâtiment D247 (en face du bâtiment principal de l'installation de maintenance de la Flotte [IMF]) Cape Scott, D200)
- Stadacona, bâtiment S120 (nouveau centre d'instruction de soutien commun)
- Willow Park, bâtiment WL57 (bâtiment de TGEM)
- 12e Escadre Shearwater, bâtiment SH343

Les t-shirts demeurent à 8 \$ chacun, et on demande aux acheteurs de payer comptant et d'apporter la somme exacte. Jusqu'à épuisement des stocks. Nous annoncerons une deuxième

journée de vente en personne avant 16 h, le 21 février, s'il reste suffisamment de stock. Toutes les recettes des ventes de t-shirts seront versées à la Campagne de charité en milieu de travail de la Défense nationale!

Nous sommes extrêmement reconnaissants à nos commanditaires habituels de la Journée du chandail rose de la BFC Halifax, [Fundy Textile & Design Limited](#) et [The Authentic T-Shirt Company®/SanMar Canada](#), d'avoir soutenu cette initiative en 2020 et 2021 et de la soutenir à nouveau cette année.

Invitation d'envoi de photos

La BFC Halifax serait ravie de voir des photos de membres de l'Équipe de la Défense locale portant leur chandail rose! Si cela vous intéresse, veuillez envoyer vos photos à l'adresse CFBHalifaxPublicAffairs@forces.gc.ca (ou cfbhalifaxpublicaffairs@gmail.com pour les photos de très haute résolution) au plus tard le 23 février, Journée du chandail rose, à 14 h (Atlantique).

Nous remercions tous les membres qui ont appuyé la campagne de la Journée du chandail rose de la BFC Halifax de cette année jusqu'à maintenant en achetant un t-shirt ou qui ont aidé à la faire connaître. Nous tenons également à remercier à nouveau les commanditaires de la campagne pour le soutien continu et incroyable qu'ils ont apporté dans le cadre de cette importante initiative.

La Journée du chandail rose

La [Pink Shirt Day](#) (Journée du chandail rose) est une célébration annuelle au cours de laquelle on invite les personnes à porter un chandail rose pour se mobiliser contre l'intimidation, tout en encourageant la compassion des gens et en les sensibilisant à la cause. Mouvement désormais célébré dans le monde entier, la Journée du chandail rose s'est inspirée d'un geste de gentillesse posé en Nouvelle-Écosse : en 2007, David Shepherd et Travis Price de Berwick, en Nouvelle-Écosse, ont acheté et distribué 50 chandails roses

après qu'un élève de neuvième année, Charles McNeil, ait été victime d'intimidation pour avoir porté un chandail rose lors de sa première journée d'école. Aujourd'hui, la Journée du chandail rose donne l'occasion de travailler ensemble pour mettre fin à l'intimidation en célébrant la diversité, en créant des communautés qui valorisent le respect et en promouvant des relations sociales positives. La création d'un milieu de travail civilisé et respectueux présente de nombreux avantages. La mise en pratique de gestes quotidiens de civilité et de gentillesse peut également grandement contribuer à ce que chacun se sente en sécurité, à l'aise et respecté. La Journée du chandail rose 2022 aura lieu le 23 février 2022.

Face of Base: Maj Lorena Burns

By Shalini Deshwal,
CFB Halifax Public Affairs

Our newest Face of Base is Major Lorena Burns, Commanding Officer at Military Police Unit Halifax (MPU Halifax).

Born and raised in Ontario, Major Burns attended Loyalists College and joined the CAF in January 2001 as a non-commissioned member of the Military Police. She was accepted into the University Training Plan for Non-Commissioned Members (UTPNCM) in 2009 and graduated from Saint Mary's University with a Bachelor of Criminology, subsequently commissioned to Lieutenant as a Military Police Officer in 2012. She went on to receive a Master of Science Degree in Forensic Psychology through the ILP program in May 2021.

Maj Burns' main responsibilities in her position at MPU Halifax are to ensure and conduct professional police, security and detention operations at home while force generating core and specialist capabilities to support MARLANT, the Royal Canadian Navy and

all CFB Halifax units and lodger units. Her inspiration to join the military came from her grandfather who served in the Second World War. Listening to her grandfather and his brother's stories made her realize that serving her country was in her blood. In 2001, while working as a correctional officer, she did not feel fulfilled nor had a sense of accomplishment. She knew she needed a significant challenge and joining the military was what her mind, body and soul needed.

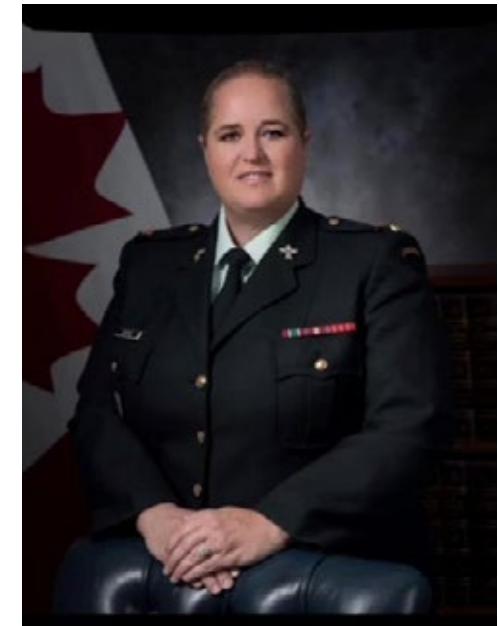
Now a 20-year veteran of the forces, highlights of her CAF career have included her deployment to Afghanistan which saw her working with the Afghan National Police in the mentorship program as well as her participation in OP Distinction for the anniversary of the Dieppe raid. These two opportunities played a major role in who she is today. They allowed her to be humbled on the humanitarian issues that were and are in Afghanistan, including the lack

of women's rights. As a feminist, Maj Burns argues that even though women in Canada are breaking the glass ceiling (such as our very own Base Chief, CPO1 Mondelli, who was Maj Burns' Basic Training instructor in 2001), women in Afghanistan have a larger gap to narrow than we do.

Maj Burns previously volunteered for a women's shelter in Halifax and worked with women who have experienced domestic violence in relationships. When she concludes her military career, she hopes to work with or volunteer with women and girls who have been trafficked, this is an area that requires further resources and support within Nova Scotia.

A fun fact about Maj Burns? Even though she is a CO, she is a subordinate to her dogs at home, Juno and Mishka, who are the rulers of her house.

Thank you, Maj Burns, for your tremendous service to our Defence family and our country!



Maj Lorena Burns

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Gens de la Base: Maj Lorena Burns

Par Shalini Deshwal,
Affaires publiques de la BFC Halifax

Notre plus récent article de la rubrique gens de la Base met en vedette le major Lorena Burns, commandant de l'Unité de police militaire Halifax (Unité PM Halifax).

Née et ayant grandi en Ontario, le major Burns a fait ses études au Loyalist College et s'est jointe aux FAC en janvier 2001 en tant que membre du rang de la police militaire. Elle a été admise au Programme de formation universitaire - Militaires du rang (PFUMR) en 2009 et a obtenu un baccalauréat en criminologie de l'Université Saint Mary's. En 2012, elle a reçu sa commission d'officier de la police militaire au grade de lieutenant. Elle a ensuite obtenu une maîtrise en psychologie judiciaire au moyen du Plan d'apprentissage individuel (PAI) en mai 2021.

Les principales responsabilités du Maj Burns à l'Unité PM Halifax consistent à assurer et à mener des opérations professionnelles de maintien de l'ordre, de sécurité et de détention au pays tout en mettant sur pied des forces ayant les capacités essentielles et spécialisées nécessaires pour soutenir les FMAR(A), la Marine royale canadienne, ainsi que l'ensemble des unités de la BFC Halifax et des unités hébergées. C'est grâce à son grand-père, qui a servi pendant la Seconde Guerre mondiale, qu'elle a eu envie de devenir militaire. Les récits de son grand-père et de son frère lui ont fait réaliser qu'elle avait le service du pays dans le sang. En 2001, elle travaillait comme agente correctionnelle, mais elle ne se sentait ni comblée ni satisfait. Elle savait qu'elle avait besoin d'un défi important, et s'enrôler dans les Forces armées canadiennes était ce dont son esprit, son corps et son âme

avaient besoin.

Elle compte maintenant 20 ans d'ancienneté dans les FAC. Les moments forts de sa carrière ont été sa mission en Afghanistan, où elle a travaillé avec la Police nationale afghane dans le cadre du programme de mentorat, et sa participation à l'opération DISTINCTION à l'occasion de l'anniversaire du raid sur Dieppe. Ces deux missions ont joué un rôle majeur dans ce qu'elle est aujourd'hui. Elles lui ont fait prendre conscience des problèmes humanitaires qui existaient et qui existent encore en Afghanistan, notamment le non-respect des droits des femmes. En tant que féministe, le Maj Burns soutient que les femmes au Canada ont réussi à briser le plafond de verre (comme le premier maître de notre base, le PM 1 Mondelli, qui était l'instructrice du Maj Burns pendant son instruction de base en 2001), mais les femmes en Afghanistan ont des écarts plus importants à combler.

Le Maj Burns a déjà été bénévole dans un refuge pour femmes à Halifax et a travaillé avec des femmes qui ont été victimes de violence conjugale. Lorsqu'elle aura terminé sa carrière militaire, elle espère travailler ou faire du bénévolat auprès de femmes et de filles victimes de la traite des personnes, un domaine où les ressources et les services de soutien doivent être renforcés en Nouvelle-Écosse.

Un fait amusant que les gens ignorent à propos du Maj Burns? Même si elle est commandant, ce sont ses chiens, Juno et Mishka, qui sont les maîtres chez elle.

Merci, Maj Burns, pour les services exceptionnels que vous rendez à notre famille de la Défense et à notre pays!

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COMMISSIONAIRES



Four new tugs for the Royal Canadian Navy are being built at Ocean Industries' shipyard in Isle-aux-Coudres, Quebec.

SUBMITTED

Powerful new tugboats coming to Auxiliary Fleet

By Peter Mallett,
The Lookout Staff

With new warships on the horizon also comes new service tugs to maneuver them around the harbour. Four Naval Large Tugs are currently being built by Ocean Industries Inc. of Isle-aux-Coudres, Quebec, under the National Shipbuilding Strategy. Two are destined for CFB Esquimalt, and two will be sent to CFB Halifax to join their Auxiliary Fleet.

"Serving on both coasts, this new fleet of tugs will support the Royal Canadian Navy's future fleet, including the two Arctic and Offshore Patrol Ships we've already received and four more to come, two Joint Support Ships, and 15 Canadian Surface Combatants," said Vice-Admiral Craig Baines, Commander Royal Canadian Navy.

The west coast fleet will receive their tugs via sea lift in the fall, while the east coast can expect theirs in July 2024.

In December the tugs received their names: Haro, Barkerville (West Coast), Canso, and Stella Maris (East Coast), all a nod to Canada's rich history.

The Naval Large Tugs will replace the existing Glen-class tugs; these tugs were brought into service in the mid-1970s and their vintage is outdated for the ships of today's navy. They will eventually be transitioned out of service and likely sold as crown assets.

There is little comparison between the old and the new tugs. Glen-class tugs have a bollard pull of about 18 tonnes of force and 850 horsepower on each side.

The Naval Large Tugs outpower them with 60 tonnes of force that will enable them to pull and move much larger, heavier vessels, even in heavy winds and strong currents. Another key difference is the Azimuth Stern Drive propulsion that will provide the new tugs more power at 4988 horsepower per side. Add to this greater manoeuvrability, with steering turns of close to 360 degrees.

Whittaker and the other tug boat crew members will undergo ASD conversion training over the coming months to prepare for the new tugs.

The arrival of two new tug boats also comes with a tinge of sadness, says Captain Brian Whittaker, Pilot 1 and Mooring Training Officer for Queen's Harbour Master and Port Operations and Emergency Services Branch in Esquimalt, as he and his shipmates have grown attached to their current boats over the years.

"Yes, it's also a sad moment for us because after 45 years these tugs have had a lot of crews, memories, and stories and they also hearken back to a different time and era...," he says.

The cost of the four Naval Large Tugs is pegged at \$121 million. The shipbuilding project is said to have created about 140 jobs for Ocean Industries and their contractors so far.

What's in a Name?

Naval Large Tug #1 Haro – This name is taken from the Haro Strait, which connects the Straits of Georgia and Juan de Fuca in

British Columbia, and is frequently transited by Royal Canadian Navy vessels proceeding north from Esquimalt, the home of our Pacific Fleet.

Naval Large Tug #2 Barkerville – This name is taken from the Second World War-era Ville-class tug of the same name, which capsized and sank at the entrance of Bedwell Harbour, British Columbia, on Dec. 17, 1945, while towing His Majesty's Canadian Ship (HMCS) Hespeler to its mooring.

Naval Large Tug #3 Canso – This name is taken from the Canso Strait separating Nova Scotia from Cape Breton Island. This is a region that figures prominently in Canada's formative history. It also reflects the Royal Canadian Navy's past with HMCS Canso, a minesweeper that served in the Pacific and Atlantic during the Second World War, and was on hand at D-Day.

Naval Large Tug #4 Stella Maris – This name was selected in recognition of the valiant actions of the crew of the tug that came to the assistance of the French munitions ship, SS Mont-Blanc on Dec. 6, 1917, in Halifax Harbour. The tug crew tried to fight a fire on board Mont-Blanc, and recognizing that they had insufficient water to quench the fire, selflessly attempted to tow the burning vessel away from shore. The tug was severely damaged and 19 personnel on board perished when Mont-Blanc then erupted in the disaster known as the Halifax Explosion.

February is Heart Month

By Health Promotion Halifax

Heart disease affects about 2.4 million Canadians and is the second leading cause of death in Canada. The good news is, there are many ways you can reduce your risk of heart disease. Let's show some love to ourselves this February by taking care of our own hearts! Here are five ways you can help reduce your risk of developing heart disease:

- Fill half of your plate with fruit or vegetables. Eating lots of fruits and vegetables is one way to prevent heart disease and stroke.
- Try and get the recommended 7-9 hours of sleep every night. Lack of sleep can lead to hypertension aka high blood pressure and increase your risk of heart disease.
- Get your blood pressure checked. It's important to keep your blood pressure in check as it can contribute to heart disease.
- Reduce your stress levels by making time to laugh, spending time with family and friends or participating in a fun hobby or activity.
- Get the recommended amount of physical activity per week. Go for a brisk walk, find a winter sport you enjoy or even take the stairs instead of the elevator at work.

Février est le Mois du cœur

Par Promotion de la santé Halifax

Les maladies du cœur touchent environ 2,4 millions de Canadiens et de Canadiennes et sont la deuxième cause de décès au Canada. La bonne nouvelle est qu'il existe de nombreuses façons de réduire le risque de maladies du cœur. En février, faisons preuve d'amour envers nous-mêmes en prenant soin de notre cœur! Voici cinq façons de contribuer à réduire votre risque de développer une maladie du cœur :

- Remplissez la moitié de votre assiette de fruits ou de légumes. Manger beaucoup de fruits et de légumes est une façon de prévenir les maladies du cœur et les accidents vasculaires cérébraux (AVC).
- Essayez de dormir les 7 à 9 heures de sommeil recommandées chaque nuit. Le manque de sommeil peut causer de l'hypertension artérielle (haute pression) et augmenter le risque de maladies du cœur.
- Faites vérifier votre tension artérielle. Il est important de garder votre tension artérielle sous contrôle, puisqu'une tension artérielle anormale peut contribuer aux maladies du cœur.
- Réduisez votre niveau de stress en prenant le temps de rire, en passant du temps avec votre famille et vos amis ou en participant à une activité ou à un passe-temps amusant.
- Faites la quantité recommandée d'activité physique par semaine. Faites une marche rapide, trouvez un sport d'hiver qui vous plaît ou même prenez les escaliers au lieu de l'ascenseur au travail.



Padre's Corner: A Light in the Darkness

By Padre Lt(N) Stephen Cogswell,
Chaplain, 12 Wing Shearwater

We're deep into the winter months in Nova Scotia which means messy & windy storms. With those storms also comes a good chance of power outages. During one such "Nor'easter," our neighbourhood was not spared the hardship of our power being knocked out. My teenage son, who is firmly in the rhythm of multiple-showers-per-day, was undeterred by our vanishing voltage. So he asks me, "Dad, can I still take a shower?"

"Sure," I say, as there would be plenty of hot water in the tank. I continued, "but the only thing is, you'll have absolutely no light in the bathroom."

This particular bathroom is positioned precisely in the center of the house. It is surrounded by two bedrooms and a hallway. It has no windows and therefore no ambient light of any kind without the lights turned on. To say it another way; without any electricity, it's pitch-black in there.

But in a brief moment, teenage ingenuity seemed to triumph over the obstacle at hand. "Can I just light a candle while I shower?" my son inquired.

"Sure," I responded, "but I'm not sure how well you'll be able to see."

About ten minutes later, he emerged from the dark & steam-filled bathroom, squeaky-clean and grateful for whatever amount of water had been previously heated in our tank. He also was more than a bit surprised

at how well the room was illuminated by a single jar candle. "Dad, it was pretty bright in there after all. I could actually see really well," he reported back to me.

I suppose in all of this there's a principle at play; the light shines brightest when it's really dark.

In fact, scientific experiments tell us that a single candle can be seen by the naked eye from more than a couple of kilometres away. We usually don't think of a single light as being a particularly powerful force, but when it's especially dark, the effect of the light is unmistakable.

Light was meant to shine. There's a memorable verse from the Bible that speaks of this very phenomenon and it reads this way:

No one lights a lamp and then puts it under a basket. Instead, a lamp is placed on a stand, where it gives light to everyone in the house (Matthew chapter five, verse fifteen).

The metaphor is probably obvious, but in case it isn't, our lives are like the light. The things we say, the things we do, the way in which we do them, can all be like a light.

The light shines brightest when it's really dark and if there's ever a time when we could all use a little light, it's now. So, don't cover it up or place it under a basket. Don't let your light be overwhelmed by darkness. Instead, cut through that darkness with your light. However bright your light, let it shine.



RCN ships in West Africa

Sailors from HMCS ships Goose Bay and Moncton, currently deployed to Operation Projection West Africa, recently stopped by to lend a hand at the Tacugama Chimpanzee Sanctuary in Sierra Leone. The ships arrived with hundreds of feet of spare rope, donated by HMCS Oriole, and used it to help improve play structures for the chimps.

HMCS GOOSE BAY



HMCS Fredericton Change of Command

From left to right: outgoing HMCS Fredericton Commanding Officer, Commander Drew Graham, Deputy Commander Canadian Fleet Atlantic, Captain (Navy) Sheldon Gillis and incoming HMCS Fredericton Commanding Officer, Commander Preston McIntosh, during the signing ceremony on the occasion of the Change of Command of the vessel, which took place on February 11.

CPL SIMON ARCAD

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Honours and awards at 12 Wing Shearwater HQ



Padre Lt(N) Stephen Cogswell is presented with the Chaplain General's Mandate by 12 Wing Headquarters (HQ) Commanding Officer, LCol Billy Reyno and 12 Wing HQ Master Warrant Officer MWO Peter Cook on February 9.

S1 MELISSA GONZALEZ



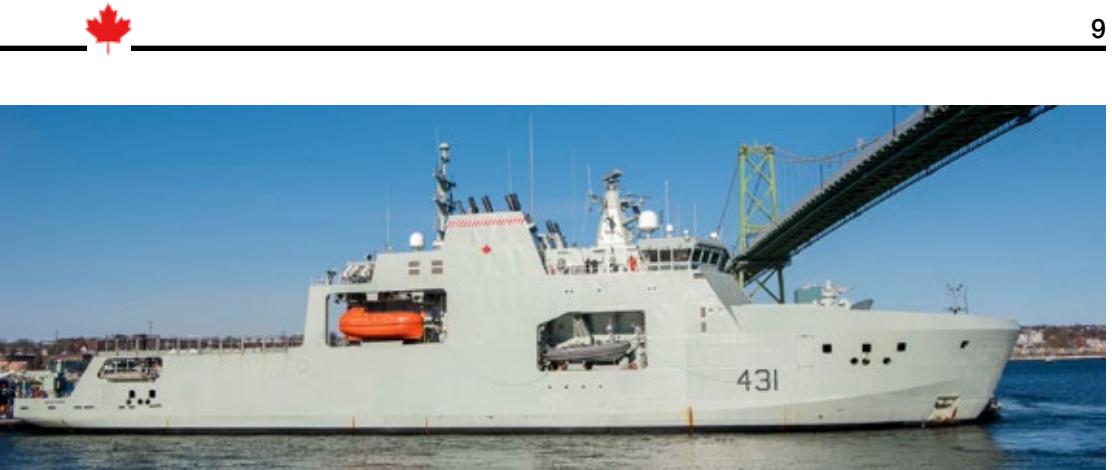
Cpl Carl Chouinard is awarded with the Non-Article 5 NATO Medal for Service by LCol Reyno and MWO Peter Cook, also on February 9.

S1 MELISSA GONZALEZ



Karen Wilkins is awarded by the 12 Wing HQ Command Team on February 9, with a certificate marking her 32 years with the Public Service. Happy retirement Karen!

S1 MELISSA GONZALEZ



HMCS Margaret Brooke departed Halifax on February 17, heading north to conduct cold weather and ice trials.

MONA GHIZ, MARLANT PA

HMCS *Margaret Brooke* crew praise new platform ahead of ice trials

By Joanie Veitch,
Trident Staff

As HMCS *Margaret Brooke*, Canada's second Arctic and Offshore Patrol Ship (AOPS), left Halifax on February 17, the crew was full of anticipation — not only were they heading off to do cold weather and ice trials, this marked the first time they would spend an extended period out at sea with their new ship.

Bound first for Newfoundland before heading north to the Labrador Sea, HMCS *Margaret Brooke* will move through the Davis Strait into Baffin Bay, looking for temperatures of 30-below celsius or colder and metre-thick ice to run through a series of trials mean to test the ship's capabilities.

It's expected to be about a four-week trip, although flexibility with the schedule is key, said Lt(N) Graham Austin, Navigating Officer onboard *Margaret Brooke*. "You can have a set schedule but because we need specific conditions we're looking for... we need to have maximum flexibility built in," he said

Like others in the Harry DeWolf-class of vessels, *Margaret Brooke* is a very different ship from most in the Royal Canadian Navy, not only from an operational perspective, but also in terms of the quality of life for the crew, as their home-away-from-home for long periods of time.

"I've sailed on frigates, MCDVs (Maritime Coastal Defence Vessels) and now on the AOPV (Arctic Offshore Patrol Vessels). I've had lots of at-sea time, just a little over 1,300 days, so I can speak to the creature comforts of the AOPV platform," said PO1 Ron Kennedy, Naval Communications Officer and Operations Coordinator onboard *Margaret Brooke*. "The AOPV... the best way to explain it is that it's like being on a cruise ship, as compared to a frigate or MCDV."

High praise. So what is it about these ships that make them so different from the rest of the fleet?

"It's spacious," said Lt(N) Austin. "The ship is a patrol ship, not at all a combatant like the frigates. It's built to be able to navigate in ice so it needs to be of a sufficient size to be able to break the ice and sail in those kinds of conditions. Everything on board is just a little bit bigger and because we're a smaller crew, comparatively speaking, there's just a lot more room for everyone."

At present, *Margaret Brooke* has a crew of 68. By comparison, the Halifax-class frigates operate with a crew of 230-plus, and the MCDVs — a much smaller ship than the AOPV — has a crew of about 48.

The new ships offer more space in the crew accommodations, more toilets or "heads" and wash spaces, an all-ranks cafeteria, better digital connectivity and a dedicated fitness space with gym equipment.

The ship's traditional messes are socialization areas only, and the main eating area is an all-ranks cafeteria, explained Lt(N) Jennifer Grant, Bridge Watchkeeper onboard *Margaret Brooke*, and the ship's Information Management Officer (IMO).

The cafeteria is well laid out, featuring a serving buffet and salad bar, and even a cappuccino machine. The addition of port-holes adds natural light — a huge plus when spending a long time at sea.

"It's much more inclusive as everyone is together," said Lt(N) Grant.

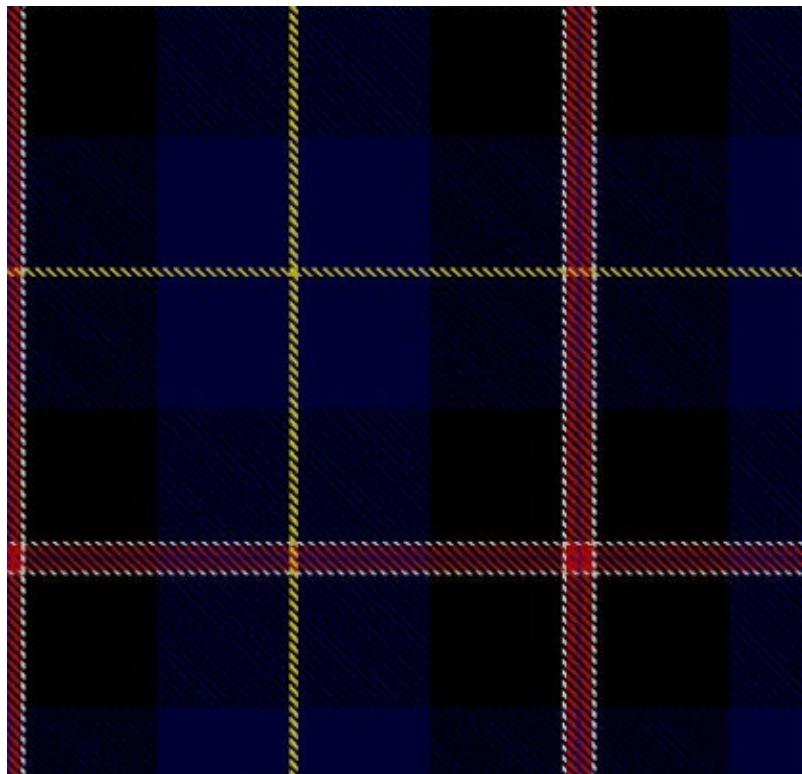
MS David Dion agreed, saying it adds a sense of camaraderie amongst the crew: "Everyone can speak to everyone. It gives a totally different feel. To me, it makes us feel like more of a family."

The addition of a dedicated workout space is another plus with the new ships. In *Margaret Brooke*, space allows for up to eight members using the gym area at a time, and more in the hangar when there's no embarked helicopter on board.

"We've outfitted the gym space with extra equipment and turned the hangar into a crossfit area," said PO1 Kennedy, who also acts as the sports coordinator on board. "Having that space makes a huge difference to quality of life. For me, quality of life starts with fitness."

Advanced technology and the ability to use more automation are other improvements that bring big benefits as well, said Lt(N) Matthew Parnell, Assistant Naval Technical Officer with *Margaret Brooke*.

"We have personnel monitoring... and responding to do regular maintenance accordingly, but we're a smaller crew and having that automation frees us up a lot," he said. "Everything on these ships is just a lot more comfortable."



The colours of the new RCN tartan represent different aspects of the Navy. Black is its new uniform, dark blue represents the old traditional uniform, yellow is for the laurel on the cap badge, white is for the anchor on the cap badge, red symbolizes ties to the sovereign and also sailors lost, and purple represents non-seagoing members who wear a naval uniform.

Les couleurs du nouveau tartan de la MRC représentent différents aspects de la Marine. Le noir représente son nouvel uniforme, le bleu foncé l'ancien uniforme traditionnel, le jaune le laurier sur l'insigne de casquette, le blanc l'ancre sur l'insigne de casquette, le rouge symbolise les liens avec le souverain et aussi les marins perdus, et le violet représente le personnel non navigant qui porte un uniforme de la Marine.

SUBMITTED/SOUmis

Official tartan created for the RCN

By RCN

A 31-year veteran of the Royal Canadian Navy (RCN) is honouring his Nova Scotia roots by helping to create the service's first tartan.

Petty Officer 1st Class (PO1) Norman Phee was born in Antigonish, N.S., and grew up around the Scottish lifestyle in what he calls "the highland heart of Nova Scotia (New Scotland)."

"Having the last name Phee, originally MacPhee, I have been in love with my Scottish ancestry all my life," he says.

In 2011, when Canada decided to restore the historic names of the three environmental commands of the Canadian Armed Forces (CAF), PO1

Phee thought the RCN should have its own tartan.

"I did some research into the traditional colours of the naval uniform, as well as what makes the RCN stand out from other navies (around the world) and branches of the CAF," he explains. "I also researched which navies from around the world have tartans. Then I talked to tartan designers for some insight into what was needed to create a tartan."

In choosing the colors and pattern for the tartan, he wanted to tie the traditions of the old RCN to the new.

"While remembering the older sailors and those lost in all conflicts past and present, I

also wanted to ensure that any CAF member wearing the naval uniform is represented."

The five colours of the new tartan were chosen to represent different aspects of the RCN: black is its new uniform; dark blue represents the old traditional uniform; yellow is for the laurel on the cap badge; white is for the anchor on the cap badge; red symbolizes ties to the sovereign and also sailors lost; and purple represents non-seagoing members who wear a naval uniform.

Designed by Gordon Kirkbright of GK Textiles in Burnaby, B.C., the new tartan can be worn by anyone with an affiliation to the RCN, including family members.

Currently, RCN tartan items available for purchase at the Canex are not authorized to be worn with the RCN uniform. The Naval Dress Committee will discuss the matter at its next meeting this spring. Until that time, personnel should wear RCN tartan items as part of their civilian attire only.

Création d'un tartan officiel pour la MRC

Par MRC

Un vétéran de 31 ans de la Marine royale canadienne (MRC) rend honneur à ses racines néo-écossaises en aidant à créer le premier tartan du service.

Le maître de 1re classe (M 1) Norman Phee est né à Antigonish, en Nouvelle-Écosse, et a grandi entouré du style de vie écossais dans ce qu'il appelle le « cœur des hautes terres de la Nouvelle-Écosse ».

« Ayant le nom de famille Phee, à l'origine MacPhee, j'ai été amoureux de mon ascendance écossaise toute ma vie », a-t-il déclaré.

En 2011, lorsque le Canada a décidé de rétablir les noms historiques des trois commandements d'armée des Forces armées canadiennes (FAC), le M 1 Phee a pensé que la MRC devrait avoir son propre tartan.

« J'ai fait des recherches sur les couleurs traditionnelles de l'uniforme de la Marine, ainsi que sur ce qui distingue la MRC des autres marines (dans le monde) et des autres services des FAC, explique-t-il. J'ai également fait des recherches pour savoir quelles marines du monde entier ont des tartans. Puis j'ai parlé à des concepteurs de tartans pour avoir un aperçu de ce qui était nécessaire pour créer un tartan. »

En choisissant les couleurs et le motif du tartan, il a voulu lier les traditions de l'ancienne MRC à celles de la nouvelle.

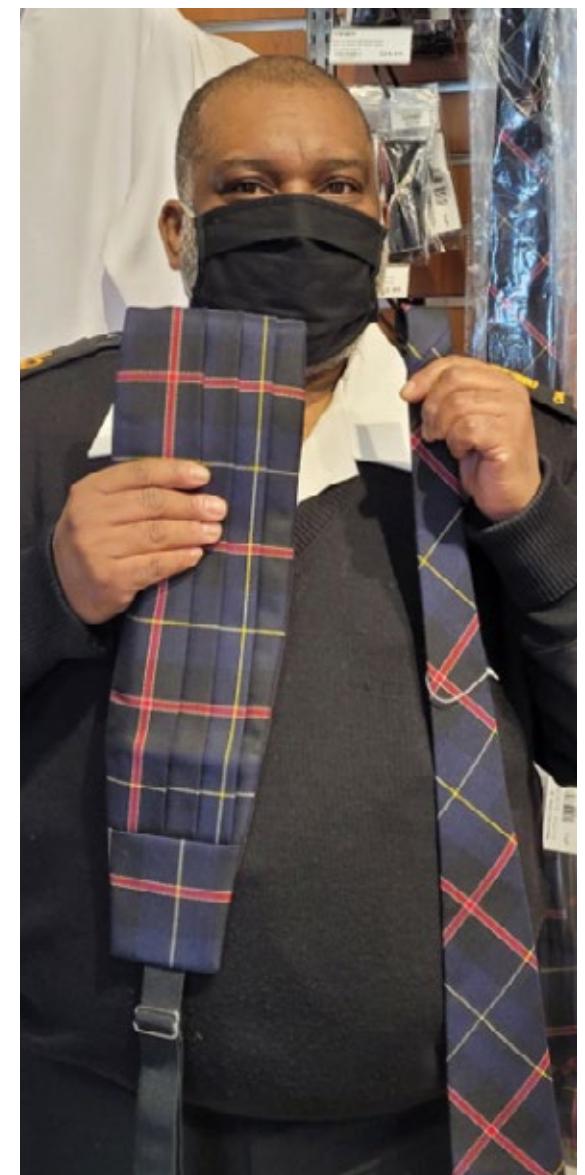
« Tout en me souvenant des anciens marins et de ceux qui ont été perdus dans tous les conflits passés et présents, je voulais également m'assurer que tout membre des FAC portant l'uniforme de la Marine est représenté. »

Les cinq couleurs du nouveau tartan ont été choisies pour représenter différents aspects de la MRC : le noir représente son nouvel uniforme; le bleu foncé représente l'ancien uniforme traditionnel; le jaune est pour le laurier sur l'insigne de casquette; le blanc est pour l'ancre sur l'insigne de casquette; le rouge symbolise les liens avec le souverain et aussi les marins perdus; et le violet représente le personnel non navigant qui porte un uniforme de la Marine.

Conçu par Gordon Kirkbright de GK Textiles à Burnaby en Colombie-Britannique, le nouveau tartan peut être porté par toute personne ayant une affiliation à la MRC, y compris les membres de la famille.

Actuellement, le port d'articles fabriqués avec le tartan de la MRC en vente au Canex n'est pas autorisé avec l'uniforme de la MRC. Le Comité sur la tenue de la Marine dis-

cutera de cette question lors de sa prochaine réunion au printemps. D'ici là, le personnel doit porter les articles fabriqués avec le tartan de la MRC uniquement comme élément de sa tenue civile.



Divers produits fabriqués avec le nouveau tartan de la MRC sont en vente au Canex, notamment des cravates et des nœuds papillons.

Various products made of the new RCN tartan are available for purchase at Canex, including neckties and bow ties.

SOUmis/SUBMITTED



Canadian Forces Newspapers Youth Reporter Competition

By CFMWS

The Canadian Forces Newspapers Youth Reporter Competition gives young people a unique chance to tell their story in print, online or on social media with the help of Canadian Forces Newspapers journalists, editors and photographers. The winner of each category will receive a scholarship proudly presented by Adobe valued at 500\$ as well as a one year subscription to Creative Cloud.

Selected winners will also have the opportunity for a 1-2 hour mentorship from an expert in the specific medium. This may be one-on-one or in a group setting. Stories will be published on CAFconnection.ca, Canadian Forces Newspapers and in our internal newsletter "Maple Leaf" as part of the Month of the Military Child from April 25-29, 2022.

Eligibility

Youth from military families between 13 and 18.

This includes:

- Families of Regular Force Members
- Families of Reserve Force Members
- Families of Veterans
- Families of the Deceased
- Cadets

Participant's story idea can be in a variety of formats to allow for more creative freedom:

- Written article
- Video report
- Podcast
- Photography

5 Topic Categories:

Growing Up in a Military Family:

- A personal piece in regards to what life looks like in a military family
- Example: What are the challenges and opportunities brought forth by moving frequently?

Heroes in my community:

- A piece about someone you look up to in your community, and or a figure who has had a positive impact on your life.
- Example: Is there a teacher or mentor in your life that has had a positive impact on your life? What did you learn from them? What teachings would you pass down to others?

Inspired to inspire:

- A thoughtful and inspiring piece in regards to a theme or subject that resonates with you.
- Example: What has been your biggest lesson learned in the last year and why?

Health & Wellness:

- What does wellbeing mean to you? (mental, physical, social, financial)
- A piece in regards to mental, physical, emotional or spiritual wellbeing.
- Example: How does regular exercise affect your daily life? What habits have you developed that have had a positive impact on your self-esteem and mental wellbeing?

Open Category:

- A subject of your choice in the medium of your choice to encourage creative freedom.

Key Dates

Application Deadline: Opens January 31 2022 to February 28 2022

Selection Committee Results: March 9, 2022

Mentorships & edited submissions: March 31, 2022

Articles, blogs and videos published: April 25, 2022

Le Concours des jeunes journalistes des journaux des Forces canadiennes

Par SCFM

Le Concours des jeunes journalistes des Journaux des Forces canadiennes offre aux jeunes comme vous une occasion unique de s'exprimer dans la presse écrite, en ligne ou sur les médias sociaux avec l'aide des journalistes, des rédacteurs et des photographes des journaux des Forces canadiennes. Le gagnant de chaque catégorie recevra une bourse d'études fièrement présentée par Adobe d'une valeur de 500 \$ ainsi qu'un abonnement d'un an à Creative Cloud.

Les lauréats sélectionnés auront également la possibilité de bénéficier d'un mentorat d'une à deux heures avec un expert du média en question. Il peut s'agir d'un mentorat individuel ou d'un mentorat de groupe. Les histoires seront publiées sur ConnexionFAC.ca, dans les journaux des Forces canadiennes et dans notre bulletin interne « La Feuille d'érable » dans le cadre du Mois des enfants de militaires, du 25 au 29 avril 2022.

Admissibilité

Les jeunes de 13 à 18 ans issus notamment:

- de familles de militaires de la Force régulière;
- de familles de militaires de la Force de réserve;
- de familles de vétérans;
- de familles de militaires décédés;
- des cadets

L'idée d'histoire du participant peut se présenter sous diverses formes pour permettre une plus grande liberté de création :

- Article écrit
- Reportage vidéo
- Balado
- Photographie

Création de cinq catégories

Grandir dans une famille militaire :

- Témoignage personnel sur ce à quoi ressemble la vie des familles des militaires
- Exemple : quels sont les occasions à saisir et les défis liés aux déménagements fréquents?

Les héros dans ma communauté :

- Texte sur une personne que vous admirez dans votre communauté ou sur quelqu'un qui a eu un effet positif sur votre vie
- Exemple : un professeur ou un mentor a-t-il eu un effet positif sur votre vie? Qu'avez-vous appris de cette personne? Quels enseignements transmettriez-vous aux autres?

Inspiré pour inspirer :

- Texte réfléchi et inspirant sur un thème ou un sujet qui vous touche
- Exemple : quelle est la plus importante leçon que vous avez apprise l'année dernière et pourquoi?

Santé et bien-être :

- Que signifie le bien-être pour vous? (mental, physique, social, financier) :
- Texte en lien avec le bien-être mental, physique, émotionnel ou spirituel
- Exemple : comment l'exercice physique régulier influence-t-il votre vie quotidienne? Quelles habitudes avez-vous adoptées qui ont eu un effet positif sur votre estime de soi et votre bien-être mental?

Catégorie ouverte :

- Sujet et médium de votre choix pour encourager la liberté de création

Dates importantes

Date limite de dépôt des candidatures : Du 31 janvier au 28 février 2022

Résultats du comité de sélection : 9 mars 2022

Mentorats et soumissions éditées : 31 mars 2022

Articles, blogues et vidéos publiés : 25 avril 2022



SPORTS & FITNESS



National Running Championships – registration closes soon

By Canadian Armed Forces Sports

From May 28 – 29, CAF Runners from across the country will compete amongst one another in the 5km, 10km, half marathon, and marathon distances.

The CAF National Running Championship is open to all CAF members who have met the eligibility requirements (as per Chapter 4 of the CAF Sports Championships Operations Manual) and have achieved a qualifying time no more than fourteen months prior to race day.

CAF runners can achieve their qualifying time by completing an in-person road

race, through a virtual race, or time trial. A virtual race or time trial must be a looped course (not on a track) or an out-and-back routing, and the elapsed time and corresponding map from a GPS tracker must be provided along with proof of times (and map if virtual).

Space is limited! Additional information can be found in the [Joining Instructions](#). Submit your qualifying time to your local PSP Base Sports Coordinator no later than February 25.

Le Championnat national de course des FAC – inscription prenant fin bientôt

Par Sports des Forces armées canadiennes

Les 28 et 29 mai, les coureurs des FAC de tout le pays se feront concurrence dans les épreuves de 5 km, de 10 km, du demi marathon et du marathon.

Le Championnat national de course des FAC est ouvert à tous les membres des FAC qui ont rempli les exigences d'admissibilité (conformément au chapitre 4 du Manuel de référence des championnats des FAC) et qui ont obtenu un temps de qualification pas plus de quatorze (14) mois précédant le jour de la course.

Ils peuvent obtenir ce temps de qualification en participant à une course sur

route en personne, à une course virtuelle ou à une course sanctionnée. Une course virtuelle ou sanctionnée doit correspondre à un circuit en boucle (et non sur piste) ou à un parcours aller-retour. Le temps écoulé et le parcours d'un moniteur d'activités avec GPS doivent être fournis, en plus des preuves de temps (et la carte dans le cas d'une course virtuelle).

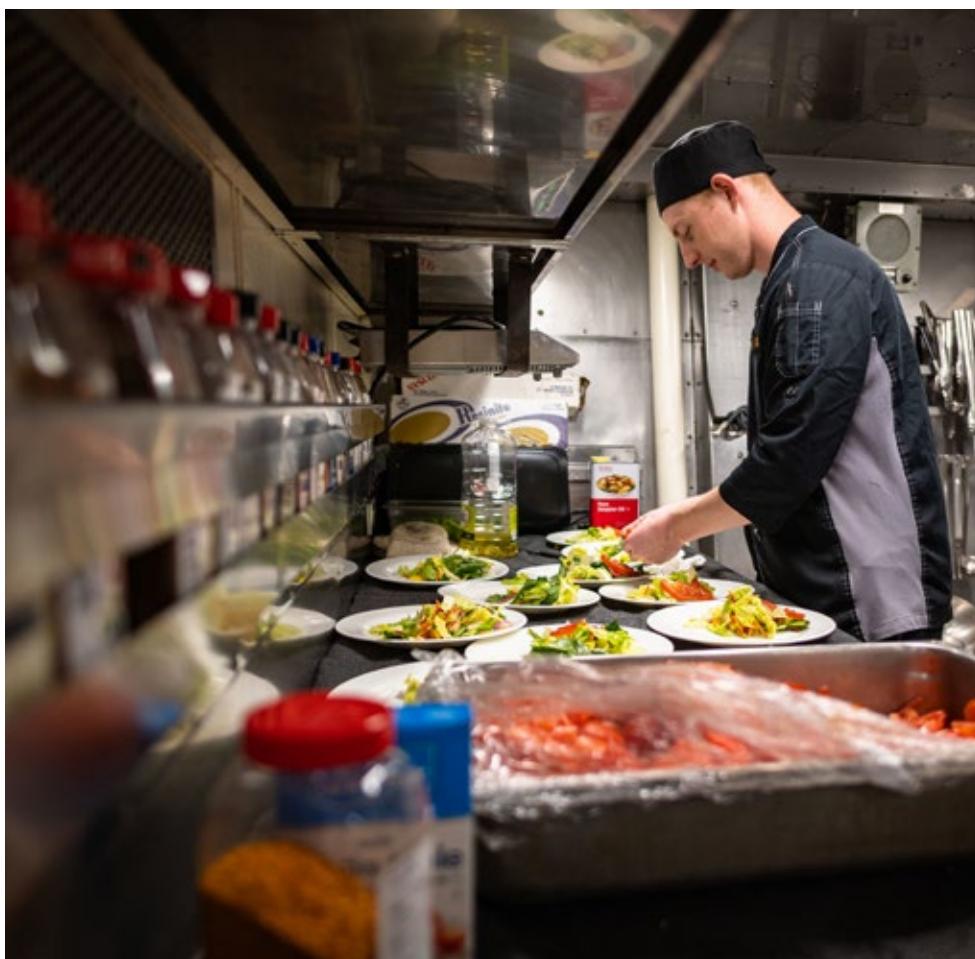
Les places sont limitées! Vous trouverez plus de renseignements dans les [Instructions de ralliement](#). Soumettez votre temps de qualification au coordinateur des sports de votre base avant le 25 février 2022.



Sports throwback: First MARCOM Bonspiel

A lot has changed at CFB Halifax over recent decades, but there are still some constants, like the CFB Halifax Curling Club, which has been open since 1971. Here, participants are seen at the club for the First Annual MARCOM Bonspiel, which was covered in the February 7, 1984 edition of Trident. The article notes that teams from every branch or sector of the headquarters took part, and awards for the day were handed out to LCdr Doug Hales, Col Peter Joyce, Mrs. Gail Goulden, MCpl Noel Facey, WO Hutch Hutchings, and Mrs. Barbara St. John. Do you see any familiar names?

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For more information about our Sponsorship, Advertising and Promotional Opportunities with CFB Halifax please contact:

Missy Sonier at 902-721-6504 (Missy.Sonier@forces.gc.ca) or
Peter McNeil at 902-721-8553 (Peter.McNeil@forces.gc.ca)



CAFCONNECTION.CA/HALIFAX [/PSPHALIFAX](https://www.facebook.com/PSPHALIFAX)

Healthy meals at sea

S1 Class Christopher Vincent, a cook deployed on Operation Reassurance, prepares salads on the line for sailors aboard HMCS Montreal on February 8.

CPL BRADEN TRUDEAU

PUBLIC ENGAGEMENT SESSION: Construction of the Canadian Surface Combatant Land-Based Testing Facility at Hartlen Point, Nova Scotia

March 3, 2022 at 6pm AST

Community members are invited to participate in-person and online.

Virtual attendance is encouraged.

Department of National Defence (DND) experts will be on-hand to discuss the status of the project and answer your questions.

For more information,
please visit www.tridentnewspaper.com/LBTF

SÉANCE DE MOBILISATION PUBLIQUE : Construction à Hartlen Point (Nouvelle-Écosse) de l'installation d'essai terrestre visant le navire de combat canadien

3 mars 2022 18 h (HNA)

On invite les membres de la communauté à assister à la séance en personne ou en ligne.

La participation virtuelle est encouragée.

Des experts du ministère de la Défense nationale (MDN) seront présents pour discuter de l'état du projet et répondre à vos questions.

Pour obtenir de plus amples renseignements, consultez le site www.tridentnewspaper.com/LBTF



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