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HMCS *Halifax* on Operation Reassurance/ Le NCSM *Halifax* participe à l'opération Reassurance



A CH-148 Cyclone prepares to land on HMCS Halifax, as Navio da República Portuguesa (Ship of the Portuguese Republic) (NRP) Corte Real and His Netherlands Majesty's Ship (HNLMS) Karel Doorman sail behind, during Operation Reassurance on May 28.

Un hélicoptère CH-148 Cyclone s'apprête à se poser sur le NCSM Halifax alors que le navire de la République portugaise (NRP) Corte Real et le navire néerlandais de Sa Majesté (HNLMS) Karel Doorman naviguent derrière au cours de l'opération Reassurance, le 28 mai.

PTE/SDT CONNOR BENNETT

Steward occupation in the Royal Canadian Navy to be eliminated

By RCN

The Royal Canadian Navy (RCN) has announced that the Steward occupation is being eliminated. The announcement was made at a virtual Town Hall held on June 13 with currently serving Stewards from across the country.

“This is a very tough decision that we have not taken lightly,” said Vice-Admiral Angus Topshee, Commander RCN in his statement to Stewards.

“While the Steward occupation will phase out over the next three years, we value every one of our Stewards and will work with each of them individually to find the best way for them to continue their careers serving in the Canadian Armed Forces (CAF) and the RCN.”

The RCN is currently undergoing

the largest fleet re-capitalization since the Second World War, with multiple new platforms coming online throughout the next decade. Since 2016, the RCN has worked with other organizations to systematically analyze its occupations. A thorough analysis was conducted on the Steward occupation between 2017 and 2020. Many Stewards participated in that analysis, which generated innovative recommendations. Ultimately, though, all of the tasks identified for the Steward occupation can be performed by other occupations. Furthermore, given the success of the all-ranks cafeteria in the Arctic and Offshore Patrol Ships and a careful study of the expected roles and functions required in the future Canadian Surface Combatants, it was decided that a unique occupation

was not viable for the RCN.

The only immediate change is that recruiting new stewards will stop as of this month. Those who are already serving will continue to be employed in all the jobs that they’ve been doing and it will take at least three years to complete the transition. Each individual will be managed separately.

A variety of options will be available to Stewards, based on experience and education.

Options may include:

- Transferring to another occupation (qualification based);
- Re-training options;
- Remaining in the RCN as a Steward (for as long as their current contract allows); and
- Voluntarily releasing from the CAF altogether.

With this change, there is an opportunity to reassign tasks both ashore and at sea, and to make positive changes in the way the RCN operates. Every effort will be made to ensure that Stewards, who have diligently served their country, will be offered opportunities to remain within the CAF. Retaining our members’ experience, education and spirit is of the utmost importance to the RCN as our fleet and institution continues to grow and improve.

Currently, there are 240 Stewards serving within the CAF and RCN.

For Stewards who would like to reach out for more information, please contact your Steward Transition team:

LCdr Pierre Auger
CPO1 Eric Frignon
CPO2 Stephan Pilon

Élimination du groupe professionnel militaire des stewards au sein de la Marine royale canadienne

Par MRC

La Marine royale canadienne (MRC) a annoncé l'élimination du groupe professionnel militaire (GPM) des stewards. L'annonce a été faite lors d'une assemblée générale qui a été tenue en mode virtuel le 13 juin 2022 et à laquelle ont participé des stewards en activité de service un peu partout au pays.

«Il s'agit d'une décision très difficile qui n'a pas été prise à la légère», a déclaré le vice-amiral Angus Topshee, commandant de la MRC, dans son message aux stewards. «Si le GPM sera progressivement éliminé au cours des trois prochaines années, il n'en demeure pas moins que nous apprécions chacun de nos stewards et que nous travaillerons avec chacun d'entre eux pour trouver la meilleure façon pour eux de poursuivre leur carrière dans les Forces armées canadiennes (FAC) et la MRC.»

La MRC procède actuellement à la plus importante réfection de sa flotte depuis la Seconde Guerre mondiale, et de nombreuses nouvelles plateformes seront mises en service au cours de la prochaine décennie. Depuis 2016, la MRC a travaillé avec d'autres organisations pour analyser systématiquement ses professions. Une analyse approfondie du groupe professionnel militaire (GPM) des stewards a été effectuée entre 2017 et 2020. De nombreux stewards ont participé à cette analyse, qui a généré des recommandations innovantes. En fin de compte, cependant, toutes les tâches associées au GPM des stewards peuvent être exécutées par d'autres groupes professionnels. De plus, compte tenu du succès remporté par la cafétéria pour tous les grades à bord des navires de

patrouille extracôtiers et de l'Arctique, et de l'étude approfondie des rôles et fonctions attendus à bord des futurs navires de combat canadiens, il a été décidé qu'une profession unique n'était pas viable pour la MRC.

Dans l'immédiat, le seul changement est que le recrutement de nouveaux stewards s'arrêtera à partir de ce mois-ci. Ceux qui sont déjà en service conserveront leur emploi et il faudra au moins trois ans pour achever la transition. Chaque personne sera gérée séparément.

Diverses options seront offertes aux stewards, en fonction de leur expérience et de leur formation :

- Mutation volontaire dans un autre GPM (en fonction des qualifications)
- Options de recyclage
- Possibilité de rester dans la MRC en tant que steward (aussi longtemps que leur contrat actuel le permet)
- Libération volontaire des FAC

Cette décision offre l'occasion de réaffecter les tâches à terre et en mer, et d'apporter des changements positifs au mode de fonctionnement de la MRC. Tous les efforts seront déployés pour que les stewards, qui ont servi leur pays avec zèle, se voient offrir la possibilité de rester au sein des FAC. Il est de la plus haute importance pour la MRC de ne pas perdre l'expérience, le savoir et le dynamisme de ses membres, dans un contexte où notre flotte et notre institution ne cessent de croître et de s'améliorer.

Actuellement, 240 stewards servent au sein des FAC et de la MRC.

Les stewards qui souhaitent en savoir plus sont priés de communi-

quer avec l'un ou l'autre des membres de l'équipe chargée de la transition :

Capc Pierre Auger

PM 1 Eric Frignon
PM 2 Stephan Pilon

Attn: Transitioning Military Members

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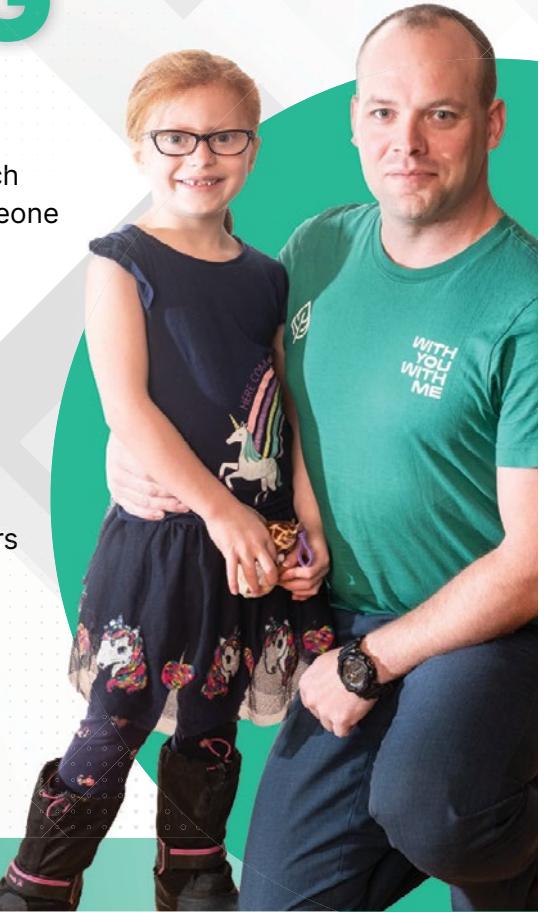
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HMCS Margaret Brooke completes warm weather trials ahead of Op Nanook deployment

By Joanie Veitch,
Trident Staff

Her Majesty's Canadian Ship (HMCS) *Margaret Brooke* returned to its homeport of Halifax on May 26 after nearly a month of warm weather trials, part of the post-acceptance program to demonstrate that the ship can operate safely in both the icy Arctic waters and the warm southern seas.

"We were seeking air temperatures at a maximum of 35 degrees Celsius and a sea water temperature of 29 degrees Celsius. So we knew we had to go south, the question was how south did we need to go?" explained Lt(N) Jennifer Grant, Information Management Officer with HMCS *Margaret Brooke*.

After keeping a close eye on weather conditions to come up with a sailing plan, they ended up conducting the trials in the waters off Nassau, Bahamas, and Key West Florida.

"Everything went really well," said Lt(N) Grant. "We weren't able to get to the exact temperatures we were looking for, but we were very close."

Like the cold weather and ice trials, the warm weather trial program is designed to test various ship systems in different conditions, such as the ability to cool the engines and deal with humidity through the heating, ventilation and air cooling (HVAC) system.

"They're monitoring the engine

room... monitoring the temperature and how well the HVAC system is able to cool, and ensure enough ventilation to keep things cool without creating condensation," said Lt(N) Grant.

The ship responded well to the various trials, and the crew was able to identify small issues, like one involving the converters operating at a high rpm (revolutions per minute), which created a domino effect with some other systems.

"When we were ramping the rpm for the shaft up, it increased the temperature in the engine spaces. That was handled adequately enough by our HVAC system, but the cooling of the converter was so fast that it created... a risk of condensation, and the system — being as automated as it is — picks that up and sends it into an alarm that would then lock out the shafts," explained Lt(N) Grant.

MS Matthew Keenan was part of the team that dealt with the problem, reaching out to In-Service Support (ISS) and Irving Shipbuilding personnel to figure out a fix.

"MS Keenan is one of our main guys in engineering, one of the main leaders," said Lt(N) Grant. "It's those types of problem-solving issues that we're testing because, obviously, we don't want the system to go into red. That's part of the purpose of the

trial, to identify where we have those problematic things and how we — together with the contractor, ISS and FMF (Fleet Maintenance Facility Cape Scott) — can approach it to either rectify the problem or tweak the system."

As Senior Mechanical Specialist onboard *Margaret Brooke*, MS Keenan stays in touch with the mechanical and electrical managers to help determine what work needs to be done during the ship's various work periods.

"I add my recommendations to the priority list for the items that need to be rectified sooner rather than later," he said.

With these

latest trials wrapped up, *Margaret Brooke* is a step closer to its commissioning, scheduled to take place this fall. The ship and crew will be staying busy until then; after finishing a short work period they'll be back to sea in late July, in preparation for Operation Nanook in August and September.



HMCS Margaret Brooke, left, is seen in Key West, Florida during a stop on May 20 while conducting warm weather trials. HMCS Harry DeWolf, deployed to Operation Caribbe at the time, is seen on the right.

Le NCSM Margaret Brooke, à gauche, est vu à Key West, en Floride, lors d'un arrêt le 20 mai alors qu'il effectuait des essais par temps chaud. Le NCSM Harry DeWolf, déployé dans le cadre de l'opération Caribbe à ce moment-là, est vu à droite.

SUBMITTED / SOUMIS

Le NCSM Margaret Brooke termine les essais par temps chaud avant le déploiement de l'Op Nanook

Par Joanie Veitch,
L'équipe Trident

Le navire canadien de Sa Majesté (NCSM) *Margaret Brooke* est retourné à son port d'attache de Halifax le 26 mai après près d'un mois d'essais par temps chaud, dans le cadre du programme post-acceptation visant à démontrer que le navire peut fonctionner en toute sécurité dans les eaux glacées de l'Arctique et dans les mers chaudes du Sud.

«Nous recherchions des températures de l'air d'un maximum de 35 degrés Celsius et une température de l'eau de mer de 29 degrés Celsius. Nous savions donc que nous devions aller vers le sud, mais nous ne savions pas jusqu'où aller», explique le Ltv Jennifer Grant, officier de gestion de l'information du NCSM *Margaret Brooke*.

Après avoir surveillé de près les conditions météorologiques pour établir un plan de navigation, ils ont fini par effectuer les essais dans les eaux au large de Nassau, aux Bahamas, et de Key West, en Floride.

«Tout s'est très bien passé», a déclaré le Ltv Grant. «Nous n'avons pas pu atteindre les températures exactes que nous recherchions, mais nous étions très proches.»

Comme les essais par temps froid et par temps de glace, le programme d'essais par temps chaud est conçu pour tester divers systèmes du navire dans différentes conditions, comme la capacité à refroidir les moteurs et à gérer l'humidité grâce au système de chauffage, de ventilation et de refroidissement de l'air (CVCA).

«Ils surveillent la salle des machines... ils surveillent la température et la capacité du système CVC à refroidir et à assurer une ventilation suffisante pour garder les choses froides sans créer de condensation», a déclaré le Ltv Grant.

Bien que le navire ait bien répondu aux divers essais, il a rencontré quelques problèmes avec les convertisseurs à des révolutions plus élevées par minute, ce qui a créé un effet dom-

ino avec certains autres systèmes.

«Lorsque nous avons monté en puissance, la température dans les espaces moteurs a augmenté. Notre système de chauffage, de ventilation et de climatisation (CVC) s'en chargeait assez bien, mais le refroidissement du convertisseur était si rapide qu'il créait un risque de condensation. Le système automatisé déclenche alors une alarme», explique le Ltv Grant.

Le Matc Matthew Keenan a fait partie de l'équipe qui s'est occupée du problème, en contactant le personnel de SES (services de soutien en service) et de Irving Shipbuilding pour trouver une solution.

«Le Matc Keenan est l'un de nos principaux leaders en ingénierie», a déclaré le Ltv Grant.

«C'est le type de résolution de problème que nous testons parce que, évidemment, nous ne voulons pas que le système passe au rouge. Cela fait partie de l'objectif de l'essai, qui consiste à identifier les problèmes et

à déterminer comment nous - avec l'entrepreneur, SES et le L'IMF Cape Scott - pouvons aborder la question pour rectifier le problème ou modifier le système.»

En tant que spécialiste principal en mécanique à bord du *Margaret Brooke*, le MS Keenan reste en contact avec les responsables de la mécanique et de l'électricité pour aider à déterminer les travaux à effectuer pendant les différentes périodes de travail du navire.

«J'ajoute mes recommandations à la liste des priorités pour les éléments qui doivent être rectifiés le plus tôt possible,» a-t-il déclaré.

Avec ces derniers essais terminés, le *Margaret Brooke* se rapproche un peu plus de sa mise en service, prévue pour cet automne. Le navire et l'équipage resteront occupés d'ici là ; après une courte période de travail, ils reprendront la mer fin juillet, en vue de l'opération Nanook en août et septembre.



Editor: Ryan Melanson

ryan.melanson@psphalifax.ca
902-721-8662

Reporter: Joanie Veitch
joanie.veitch@psphalifax.ca
902-721-8624

Editorial Advisor: Margaret Conway
margaret.conway@forces.gc.ca
902-721-0560

Editorial Advisor: Ariane Guay-Jadah
Ariane.Guay-Jadah@forces.gc.ca
902-721-8341

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Courier address:
Canadian Forces Base Halifax
Building S-90
Suite 329
P.O. Box 99000
Halifax, N.S.
B3K 5X5

Sailor of the Quarter credited for repair work at sea

By Joanie Veitch,
Trident Staff

When HMCS *Margaret Brooke* was preparing to head north for cold weather and ice trials back in February, MS Matthew Keenan, a Marine Technician and the ship's Senior Mechanical Specialist, played a key role in making sure the ship was able to get to the northern Arctic waters.

After piping within the equipment cooling system failed off the coast of St. John's, NL, MS Keenan made the crucial fix that allowed the ship to continue sailing on schedule.

MS Keenan's quick action in doing that repair work was just one of the things that earned him Canadian Fleet Atlantic's Sailor of the Quarter in early May.

MS Keenan, who grew up in Lac du Bonnet, Manitoba and joined the Canadian Armed Forces in 2008, credited his previous experience as a Hull Tech for giving him the skills to fix the problem.

"One of the pipes on the sea water cooling side had a pinhole leak on it. Operating at full power would be unmanageable as the pinhole would have created a bigger hole and led to more damage," he explained.

"We were at a 'make or break' point but once I pulled the pipe off and inspected it, I knew I could fix it...and it held for the duration of the trials, so that was good."

In a written statement about MS Keenan's work aboard HMCS *Margaret Brooke*, Commander Nicole Robichaud, the ship's Commanding Officer, said his repair work "ensured full power availability and allowed the ship to conduct ice breaking operations."

In fact, Cdr Robichaud lauded MS Keenan as "a key contributor to the introduction of HMCS *Margaret Brooke* in to the Atlantic Fleet", and

an "outstanding" sailor whose "work ethic, enthusiasm and leadership has benefited the Marine Technician occupation and future Harry DeWolf class operations".

As one of the few naval personnel holding an Engineering Watchkeeping qualification for the Harry DeWolf class, MS Keenan was also commended for working hard to set up drills for junior personnel, liaising with the ship's engineer and Naval Personnel and Training Group (NPTG) to develop and conduct the drills.

Having more junior personnel working through engineering watch-

keeping training for their ticket, made for "more experience behind the chair" for the ship's recent warm weather trials off the southeast coast of the United States and the Bahamas, said MS Keenan.

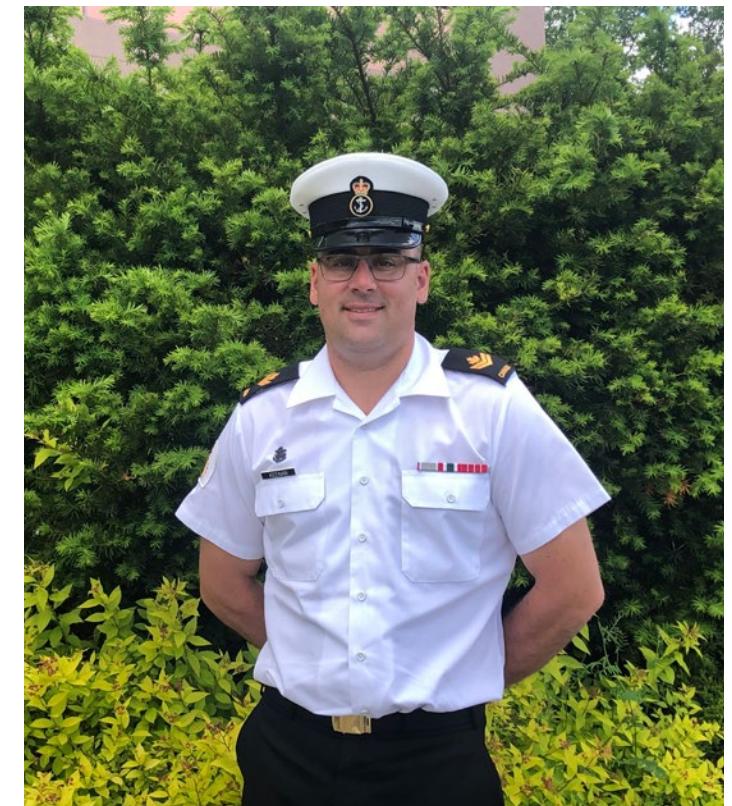
"Because we — as a team — pushed so hard, we were absolutely set up for success in the warm weather trials," he said.

As well as being named the Canadian Fleet Atlantic's Sailor of the Quarter, MS Keenan was also selected to be part of the Canadian contingent of Canadian Armed Forces members to form the Queen's Honour Guard at Her Majesty the

Queen's Platinum Jubilee celebrations in London, England in early June.

Ever humble about his accomplishments, MS Keenan said he's just trying to do his job to the best of his ability, crediting his coworkers and good leaders he's worked with along the way as being a large part of his success.

"We have a really strong team working in an environment where everyone wants to learn and wants to get better at what they do... that's really rewarding for me."



MS Matthew Keenan

JOANIE VEITCH, TRIDENT STAFF



Halifax sailors become official Blue Nosers

HMCS *Halifax* held a "Crossing the Line" ceremony recently at the Arctic Circle while deployed to Op Reassurance. With King and Queen Neptune looking on, those making the crossing for the first time took a cold dip in small pool set up on the flight deck. They will now be known as Blue Nosers, referencing the tradition of painting the ship's bull ring blue at the Arctic Circle.

S1 BRYAN UNDERWOOD



New Fleet Commander highlights changing culture and new ships as priorities

By Ryan Melanson,
Trident Staff



From left, Cmdre Trevor MacLean, RAdm Brian Santarpia, and Capt(N) Sheldon Gillis at the Change of Command ceremony for CANFLTLANT on June 22. Cmdre MacLean took over from Capt(N), while RAdm Santarpia, Commander MARLANT and JTFA, presided over the ceremony.

MONA GHIZ, MARLANT/FMAR(A)

Commodore Trevor MacLean didn't shy away from the challenges ahead as he took command of Canadian Fleet Atlantic (CANFLTLANT) on June 22, and he said efforts to improve culture and rebuild trust across the Royal Canadian Navy are at the top of the list.

"We have to ensure for Canadian Fleet Atlantic that our culture change and our leadership climate continues to move forward with swift momentum, which is absolutely crucial work," he said, following a Change of Command ceremony for the Fleet on board HMCS *Margaret Brooke*.

He pointed to the release of the new CAF Ethos and recent messaging from the top of the RCN and CAF as encouraging, but acknowledged the need to follow up these statements with real progress on the ground.

Allegations of sexual misconduct and other inappropriate behaviours among senior officers have led to what the new Commander RCN, Vice-Admiral Angus Topshee, has described as an era of diminished trust in senior leadership.

The organization needs to right the ship to ensure a strong Atlantic Fleet going forward, and to attract and recruit the personnel needed over the coming years, Cmdre MacLean said.

"Our top priority must be to ensure that the work environment in all of our units is second to none... Business as usual isn't going to cut it"

Cmdre MacLean took over command of CANFLTLANT from Captain (Navy) Sheldon Gillis, who filled in on an acting basis after a series of retirements led the previous Fleet Commander, Rear-Admiral Christo-

pher Robinson, to a new appointment on the west coast as Commander of Maritime Forces Pacific and Joint Task Force Pacific.

Capt (N) Gillis now resumes his role as Deputy Commander CANFLTLANT, but not without receiving credit for taking over a high-responsibility role in a busy time for the Fleet, with multiple ships deployed on operations, others preparing to sail in the near future, and new capabilities coming online with the Harry DeWolf-class.

"Sheldon has been a powerful force," said Rear-Admiral Brian Santarpia, Commander Maritime Forces Atlantic and Joint Task Force Atlantic, who presided over the ceremony.

"We had no doubt he was capable, but he stepped in and was able to reinvigorate the leadership team here at the Fleet in a short time."

Looking ahead, Cmdre MacLean said keeping the Fleet in fighting shape will be another top priority – this involves supporting and maintaining the current equipment and the Halifax-class Frigates, while also planning and training for an influx of new ships. Recruitment challenges mean this needs to be done carefully, ensuring sailors have the support needed to prevent burnout, he added.

"We're facing a world that's at an inflection point, with an increasingly complex and dangerous security environment. We know Canada will continue to play an important role, and we'll ensure Canadian Fleet Atlantic will continue to be a major contributor as part of that."



Cmdre Trevor MacLean gave his first address as the new Commander of Canada's Atlantic Fleet on board its newest ship, HMCS *Margaret Brooke*.

MONA GHIZ, MARLANT/FMAR(A)

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New RCN pin marks progress toward command of a ship

By SLt Wilson Ho

Royal Canadian Navy (RCN) naval warfare officers are now eligible for a new pin that marks their progress toward command of a warship.

The new pins were officially unveiled on May 16, 2022, with the first presentations being made at Maritime Forces Atlantic in Halifax, at Maritime Forces Pacific in Esquimalt, BC, and in Ottawa. At all three ceremonies, recipients included Regular Force and Reserve Force personnel.

This initiative builds upon similar RCN specialty skill badges which recognize unique qualifications, and it is

similar to the surface warfare officer pin other navies use. As an occupation, RCN naval warfare officers train to one day command a warship or submarine.

"This new naval warfare officer badge recognizes the significant effort required to reach key career milestones within this occupation," says Commander Amber Comisso, Director Personnel Policy 2 at RCN. "Naval warfare officers are encouraged to apply for their pins and to wear them with pride, as they are visual indicators of their progression towards

command."

The badge recognizes sea-going service and progression towards command, based upon successful completion of specific qualifications and positions held within Her Majesty's Canadian ships and submarines. The three tiers of the badge are:

Bronze – Given when a candidate receives a bridge watch keeping certificate on board a commissioned warship;

Silver – Given to Regular Force members who are operations room officer qualified (with command

development course completion), to submariners who have received their equivalent operations room officer qualification, or to Primary Reservists who are Orca-class officer-in-charge qualified; and

Gold – Given for command of a commissioned warship.

In order to qualify for the badge, a candidate must be a currently serving RCN member who is either a current or former naval warfare officer. Personnel can apply for the badges through their divisional system.

Une nouvelle épingle de la MRC marquant les progrès réalisés pour parvenir à un poste de commandement d'un navire

Par ens 1 Wilson Ho

Les officiers de guerre navale de la Marine royale canadienne (MRC) peuvent désormais recevoir une nouvelle épingle marquant les progrès qu'ils ont réalisés pour parvenir à un poste de commandement d'un navire de guerre.

Les nouvelles épinglettes ont été officiellement dévoilées le 16 mai 2022, et les premières présentations ont eu lieu aux Forces maritimes de l'Atlantique à Halifax, aux Forces maritimes du Pacifique à Esquimalt (C.-B.), et à Ottawa. Lors de ces trois cérémonies, les insignes ont été remis à des membres de la Force régulière et de la Force de réserve.

Cette nouvelle épingle vient s'ajouter aux insignes de compétences spécialisées de la MRC qui reconnaissent des qualifications uniques, et elle est semblable à l'épinglette d'officier de combat de surface utilisée par d'autres marines. L'instruction des officiers de guerre navale de la MRC les prépare à commander un jour un navire de guerre ou un sous-marin.

«Ce nouvel insigne d'officier de guerre navale reconnaît l'effort important requis pour franchir les étapes clés dans ce métier. Les officiers de guerre navale sont invités à demander

er leur épingle et à la porter avec fierté, car elle constitue un indicateur visuel des progrès qu'ils ont accomplis pour parvenir à un poste de commandement», a déclaré la Capf Amber Comisso, directrice – Politique en matière de personnel 2 au sein de la MRC.

L'insigne reconnaît le service en mer et les progrès réalisés pour parvenir à un poste de commandement, en fonction de certaines qualifications obtenues et des postes occupés à bord des navires et sous-marins canadiens de Sa Majesté. Les trois niveaux sont les suivants :

- Bronze : décerné lorsqu'un candidat reçoit son certificat de quart à la passerelle à bord d'un navire de guerre en service.
- Argent : décerné aux membres de la Force régulière qui ont reçu leur qualification d'officier de la salle des opérations (après avoir suivi le cours de perfectionnement en commandement), aux sous-mariniers qui ont reçu leur qualification équivalente d'officier de la salle des opérations ou aux membres de la Première réserve qui ont reçu leur qualification d'officier

responsable de la classe ORCA. Or : décernée aux personnes parvenues à un poste de commandement d'un navire de guerre en service.

Pour recevoir l'insigne, le candidat doit être un membre de la MRC en

activité de service et un ancien ou un actuel officier de guerre navale. Les membres du personnel peuvent demander les insignes par l'intermédiaire de leur système divisionnaire.



On May 16, Vice-Admiral Craig Baines, outgoing Commander of the Royal Canadian Navy, presented the new naval warfare officers' pin, which marks progression toward command of a commissioned warship.

Le 16 mai, le vice-amiral Craig Baines, commandant sortant de la Marine royale canadienne, a présenté la nouvelle épingle d'officier de guerre navale, qui marque les progrès réalisés pour parvenir à un poste de commandement d'un navire de guerre en service.

Tim Halman

MLA, Dartmouth East



timhalmanmla@gmail.com
902-469-7353
73 Tacoma Drive, Suite 204





National apology to Black Battalion carries significance for all Canadians

By Joanie Veitch,
Trident Staff



From left, BG Gen Paul Peyton, Commander 5th Canadian Division, Mr. Douglas Ruck, and Capt(N) Sean Williams, CFB Halifax Base Commander, at the Black Cultural Centre For Nova Scotia in Cherry Brook.

5TH CANADIAN DIVISION

On July 9, the Government of Canada will make a formal apology for the mistreatment of the No. 2 Construction Battalion — Canada's only all Black unit to serve during the

recruiting slogan was "one mind, one heart", the reality those men met at the recruiting stations told a different story.

First World War — in Truro, NS, on the same grounds where the members of the "Black Battalion" trained.

In preparation for that historic event, the Maritime Forces Atlantic (MARLANT) Defence Visible Minority Advisory Group (DVMAG) hosted an afternoon presentation at the Black Cultural Centre for Nova Scotia, including a tour of the Centre's exhibit on the battalion and a talk by Douglas Ruck, a labour and human rights lawyer and son of the late senator Calvin Ruck, who wrote a book on the No. 2 Construction Battalion.

"This apology is important, it marks an important point in history... this is not just Black history, it's Canadian history," said Douglas Ruck.

When the First World War broke out in 1914, hundreds of Black men were ready to sign up. While the

"It soon became obvious that they also wanted men to be of one colour... it was a white man's war," Ruck said.

The men persisted and finally, on July 5, 1916, the No. 2 Construction Battalion was established in Pictou, NS. The unit was moved to Truro for training and by the time the battalion set sail for Europe from Halifax — on March 28, 1917 on the SS Southland — more than 600 Black men had volunteered for service. Most of the volunteers were from Nova Scotia although the battalion also had recruits from Ontario and Western Canada, the United States, and even some from the British West Indies.

Deployed under the command of white officers, the No. 2 Construction Battalion was a non-combatant unit and provided a support role, such as digging trenches, repairing railways and establishing logging roads.

Members of the unit endured racism at every step of the way, Ruck said, and when they returned home, their efforts were largely ignored, with the exception of a commemorative plaque placed in the Ontario legislature in 1920. "They came back to obscurity and would have been forgotten if not for my father's book."

Ruck's father, Calvin Ruck, first heard about the battalion when he was working as a railway porter and saw some of the other Black porters wearing a lapel pin, denoting them as members of the No. 2 Construction Battalion.

"My father was a man who loved history and he made up his mind at

that point that he would someday set down their story. He was determined," Ruck said.

Work and family obligations meant it would take him a few decades, but in 1987, after years of interviewing members of the battalion and their families, Calvin Ruck published *The Black Battalion 1916-1920: Canada's Best Kept Military Secret*. The book marked a turning point in the battalion getting some much-deserved recognition.

On July 4, 1992, the creation of the Black Battalion was recognized as a national historic event, and in 1993 a granite monument commemorating the unit was erected in Pictou, NS, where the battalion was first established.

After it was announced in March 2021 that Canada would make an official apology to the relatives and descendants of the members of No. 2 Construction Battalion, the National Apology Advisory Committee — created by the Black Cultural Centre in partnership with the federal government — began meeting with people from across the country.

"The goal is to make this wrong... right, as best as we possibly can," Ruck said. "This apology is a significant event. For all of us, every Canadian."

The national apology will be held on July 9 in Truro. On July 7, a new interpretive display will be opened at the Black Cultural Centre, in Cherry Brook, NS. Both events will also be streamed online at www.no2-cef.ca.



The No. 2 Construction Battalion, pictured here, was an all-black unit, based out of Nova Scotia, that served during the First World War.

BLACK CULTURAL CENTRE FOR NOVA SCOTIA

HMC Ships Vancouver and Winnipeg deploy to the Pacific

By Lt(N) Joshua Ehnisz,
MARPAC PA



HMCS Vancouver and HMCS Winnipeg both departed Esquimalt on June 14 to begin a six-month stint at sea, beginning with participation in the annual RIMPAC exercise.

S1 SISI XU

Families bid farewell to their loved ones in HMCS Vancouver and HMCS Winnipeg as the ships conducted a sail past near CFB Esquimalt on June 14. The warships then left for exercise Rim of the Pacific (RIMPAC) 2022, held yearly in the Indo-Pacific.

Before the six-month deployment, captains of both ships spoke to families.

"I am extremely grateful to our families and friends for their unwavering support and inherent resiliency – you are the source of our strength," said Commander (Cdr) Annick Fortin of

HMCS Winnipeg.

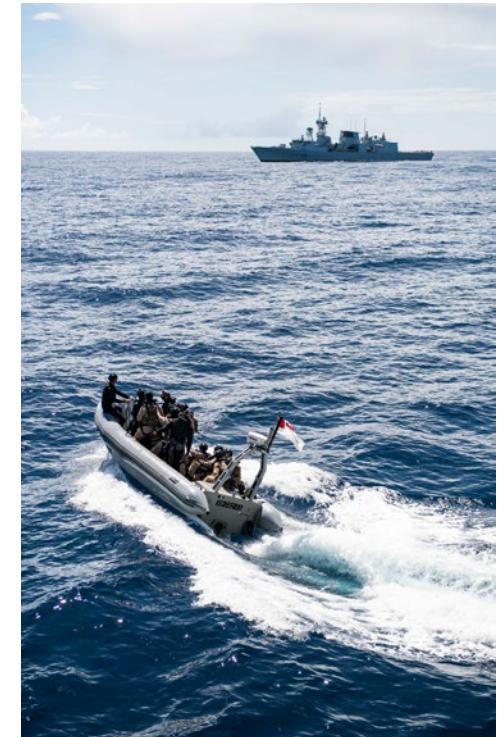
"Thank you to our families, friends, loved ones, and to the greater Defence community, for your support in getting us here – our team will represent you, the Canadian Armed Forces and all Canadians, with professionalism during our six-month deployment," said Cdr Kevin Whiteside of HMCS Vancouver.

This year's RIMPAC will see about 25,000 personnel, including 38 surface vessels, four submarines, 170 aircraft and land forces from 26 nations. All participating nations will exercise a range of capabilities and demonstrate the inherent flexibility of maritime forces.

After RIMPAC, both warships will continue on to Operation Projection. The operation enhances relationships with Canada's allies and partners, and demonstrate the Royal Canadian Navy's readiness to defend Canada's interests around the world.

HMCS Vancouver will also support Operation Neon, Canada's contribution to the implementation of United Nations Security Council sanctions against North Korea.

Both ships will be deployed over the course of the next six-months and will be returning to Esquimalt in December 2022.



The ships didn't get far from home before the work started. Here, the boarding party from HMCS Vancouver gets ready to conduct boarding drills onboard HMCS Winnipeg off the west coast of the United States on June 17.

S1 MELISSA GONZALEZ

Naval Reservists gather for national exercise



Port Inspection Divers give a thumbs up before commencing diving operations at Lake Minnewanka in Banff, Alberta on June 11. This was a National Diving Exercise, with Naval Reservists from different units across the country taking part.

S1 VALERIE LECLAIR

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Publication of The CAF Ethos: Trusted to Serve

By DND

The Canadian Armed Forces (CAF) is pleased to announce the publication of *The CAF Ethos: Trusted to Serve* – an important and thorough revision and expansion of part of the 2009 publication Duty with Honour: The Profession of Arms. *Trusted to Serve* is our renewed commitment to professionalism through a 60-page operational guide on how best to apply the CAF ethos and its elements in daily military service. *Trusted to Serve* comes at a particular turning point in our history, as we evolve to better reflect Canadian val-

ues, change our military culture, and rebuild trust.

The first and most important principle found in *Trusted to Serve* is to respect the dignity of all persons. As it stands, respecting the dignity of all persons is the only way the Profession of Arms can build and maintain credibility and trust, at home and abroad. Everyone must be treated with respect and humanity at all times and in all places. Everyone deserves to serve in a safe, inclusive environment. This foundational principle, as well as other

Defence Team values and ethics, are now incorporated in the CAF Ethos in a way that more fully articulates what is expected from military personnel – with a strong emphasis on character, competence, and trust.

Trusted to Serve is our most essential doctrine. It must guide our conduct and performance at all times, both on- and off-duty. The CAF Ethos will continue to evolve through our commitment to professionalism and by holding each other to account. It is strengthened and sustained through our collective efforts

to pursue excellence, knowledge, diversity, inclusion, and through leading by example.

Every CAF member at all rank levels has a role to play and is expected to take ownership of the renewed principles, values and expectations. Prepared learning material will help leadership facilitate discussions within their units on how to best apply new The CAF Ethos: *Trusted to Serve*.

CFB Halifax members roll up their sleeves / Les membres de la BFC Halifax relèvent leurs manches



On June 13, Canadian Blood Services and CFB Halifax welcomed over 90 military and civilian Defence Team members who donated lifesaving blood at Stadacona's Naval Fleet School (Atlantic) Drill Shed in support of our most vulnerable citizens. The event brought out many military members, including our new Base Chief, CPO1 Troy Beazley – a first-time donor. For CPO1 Beazley, it was important to donate now as Canadian Blood Services has experienced a significant decrease in its nationwide blood inventory, especially given the uncertainty around living with COVID-19. His wish is that increased awareness and visibility will amplify participation within the local DND community, and that more people will feel empowered to donate. Bravo Zulu to all our donors and to Canadian Blood Services for continuing this vital work! We commend our members for supporting others in lifesaving ways! You can book your next appointment by visiting www.blood.ca.

Le 13 juin, la BFC Halifax et la Société canadienne du sang ont accueilli plus de 90 membres de l'Équipe de la Défense, tant civils que militaires, qui ont fait un don de sang salvateur au hangar d'exercices de l'École navale (Atlantique), à Stadacona, pour venir en aide à nos citoyens les plus vulnérables. L'activité a attiré de nombreux militaires, dont le nouveau premier maître de la base, le PM 1 Troy Beazley, qui en est à son premier don. Pour le PM 1 Beazley, il était essentiel de faire un don maintenant, car la Société canadienne du sang a connu une diminution importante de ses stocks de sang à l'échelle nationale, notamment en raison de l'incertitude liée au fait de vivre avec la COVID-19. Il souhaite que la sensibilisation et la visibilité accrues favorisent la participation au sein de la communauté locale du MDN et que davantage de personnes se sentent habilitées à donner du sang. Bravo Zulu à tous nos donneurs et à la Société canadienne du sang pour la poursuite de ce travail important! Félicitations à nos membres d'aider les autres à sauver des vies! Vous pouvez prendre votre prochain rendez-vous en cliquant sur le lien suivant : <https://www.blood.ca/fr>.

ARIANE GUAY-JADAH, PUBLIC AFFAIRS OFFICER/OFFICIER DES AFFAIRES PUBLIQUES



HMCS Glace Bay joins 2022 Great Lakes Deployment

HMCS Glace Bay, seen here sailing past the ferry Craig Blake, left Halifax on June 17 to take part in this year's Great Lakes Deployment, joining the tall ship HMCS Oriole which has been visiting communities along the St. Lawrence Seaway and the Great Lakes since early May. Glace Bay is scheduled to make stops in Hamilton, Toronto, Oshawa, Kingston, Montreal, Quebec City and Rimouski through the summer.

MONA GHIZ, MARLANT PA



SPORTS & FITNESS



Wheely fun: Cyclists come out for Navy Bike Ride in Halifax

By Trident Staff



MONA GHIZ, MARLANT / FMAR(A)

Sunshine and a light breeze made for near-perfect riding conditions for the dozens of cyclists who took part in the Halifax Shadow Ride — the CFB Halifax edition of the Navy Bike Ride — at 12 Wing Shearwater on June 16.

A non-competitive, recreational event put on by PSP Halifax, participants could choose from four distances — all starting on the Shearwater Flyer Trail — with many opting to go the full 37 kilometre route to Lawrencetown Beach and back.

The event was held

in support of the national Navy Bike Ride, a virtual event running from June 12 to August 7.

"We figured this would get people outdoors, being active and having fun together. It's a great event and our way to contribute to the Navy Bike Ride," said Kevin Miller, fitness and sports coordinator with PSP Halifax.

While registration was down from pre-COVID numbers, 44 people showed up for the event — including CFB Halifax Base Commander Capt(N) Sean Williams, who led the cyclists as they set off on the trail and completed the full distance.

PSP staff were on hand both at the ride start, in front of the Shearwater Fitness & Sports Centre, and at checkpoints along the trail, offering water and encouragement along the way.



S1 JACLYN BUELL



Stadacona temporary fitness facility to be constructed by early fall 2023

By CFB Halifax

When the decision was made to [close the Stadacona Fitness, Sports and Recreation Centre \(STADPLEX\)](#) in 2018, Real Property Operations Section Halifax developed a comprehensive infrastructure plan to address the short, medium and long-term needs of our Base population. From this plan, it was determined that a temporary, winterized fitness facility would be constructed in the same location as the now demolished STADPLEX gym. [Design work for this facility began in late 2020.](#)

Construction timeline now confirmed

In late April 2022, a contract was awarded for the construction of the facility. With a formal contract now in place, the following construction activities are scheduled to occur at Stadacona in the coming months and into 2023:

(1) **Early July 2022:** Installation of fencing around the future facility property (fencing marked in blue on the attached site map, Figure 2).

(2) **July – November 2022:** Site preparation activities (e.g. installation of site services/excavation/foundation, footings/slab, construction of mechanical mezzanine).

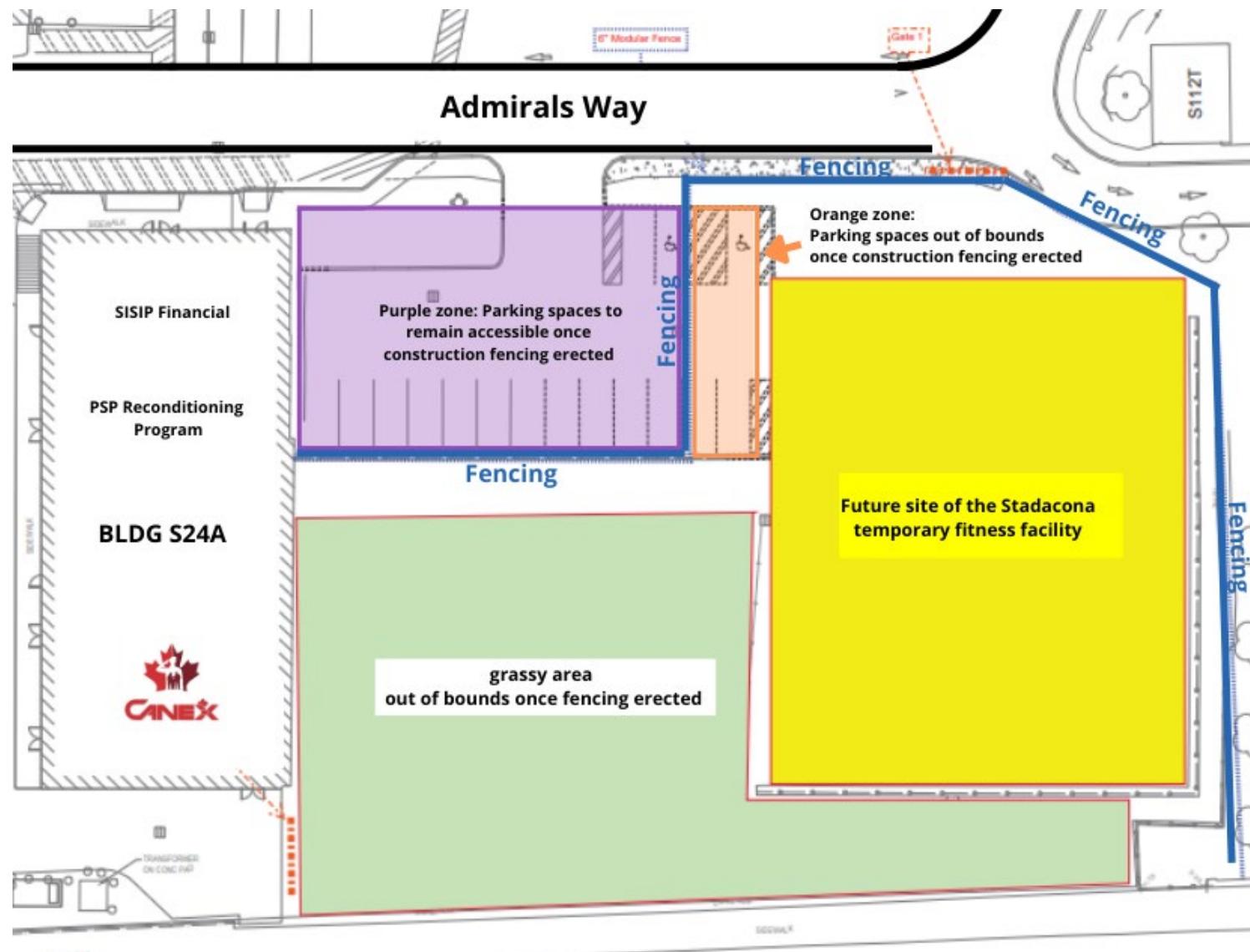
(3) **November 2022:** Arrival of the pre-engineered building system for on-site assembly.

(4) **Early fall 2023:** Facility opens for use. Exact date to be announced closer to completion of construction.

Impacts to local Defence Team members will be minimal during the site preparation and construction/assembly periods. In addition to increased construction noise during working hours, a small number of parking spaces just inside the fence line will be inaccessible throughout the construction period; these spaces are marked in orange at figure 2. There may be a few instances during which Admirals Way is limited to single-lane traffic or where the small parking area adjacent to the construction site (marked in purple at Figure 2) will be closed. Relevant details will be communicated in advance of any such activities.

About the facility

Modelled after a similar facility at CFB Borden (Figure 1), Stadacona's 1250 square metre temporary fitness facility will be heated and air-conditioned, and will include an open gymnasium area for basketball, volleyball, badminton and ball hockey; an area for cardio machines and weights; day lockers and change stalls; universal showers and washrooms; a reception office with DWAN workstations for fitness and sports instructors; and a storage room for equipment. Consid-



erably more compact than the original STADPLEX gym, this temporary facility will have a maximum capacity of approximately 134 members; this capacity will be reduced as required to comply with any possible physical distancing requirements. PSP Halifax is working to determine an operational plan for this facility that will identify hours of operation and other details that facility users will want to know; this information will be provided closer to the official opening in 2023.

PSP Halifax – Current physical fitness programming

While excited for the future of fitness at Stadacona, PSP Halifax remains focused on providing physical fitness programming to local members right now. For more information on current PSP Halifax fitness programming, [click here](#).

Archives/References:

2018: [STADPLEX to close in October | Trident Newspaper](#)

2018: [STADPLEX closure updates | Trident Newspaper](#)

2020: [Design phase for temporary Stadacona fitness facility underway | Trident Newspaper](#)



Temporary fitness facility at CFB Borden.

Installation de conditionnement physique de la BFC Borden.



Construction de l'installation de conditionnement physique temporaire à Stadacona au début de l'automne 2023

Par BFC Halifax

Lorsque la décision a été prise de [close the Stadacona Fitness, Sports and Recreation Centre](#) (fermer le Centre de conditionnement physique, de sports et de loisirs de Stadacona) (STADPLEX) en 2018, la Section des opérations immobilières d'Halifax a élaboré un plan d'infrastructure complet pour répondre aux besoins à court, moyen et long terme de la population de notre base en matière de conditionnement physique. En fonction de ce plan, il a été déterminé qu'une installation de conditionnement physique temporaire et aménagée pour l'hiver serait construite au même endroit que le gymnase STADPLEX, maintenant démolie. [Design work for this facility began in late 2020](#) (les travaux de conception de cette installation ont commencé à la fin de 2020).

Le calendrier de construction est maintenant confirmé

À la fin de 2020, un contrat a été attribué pour construire l'installation. Un contrat officiel étant désormais en place, les travaux de construction suivants devraient avoir lieu à Stadacona au cours des prochains mois et en 2023 :

(1) **Début juillet 2022** : Mise en place de la clôture autour du futur site de l'installation (la clôture est indiquée en bleu sur le plan du site ci-joint, figure 2).

(2) **De juillet à novembre 2022** : Travaux de préparation du site (p. ex. installation des services du site/ excavation/fondation, semelles/dalles, construction d'une mezzanine mécanique).

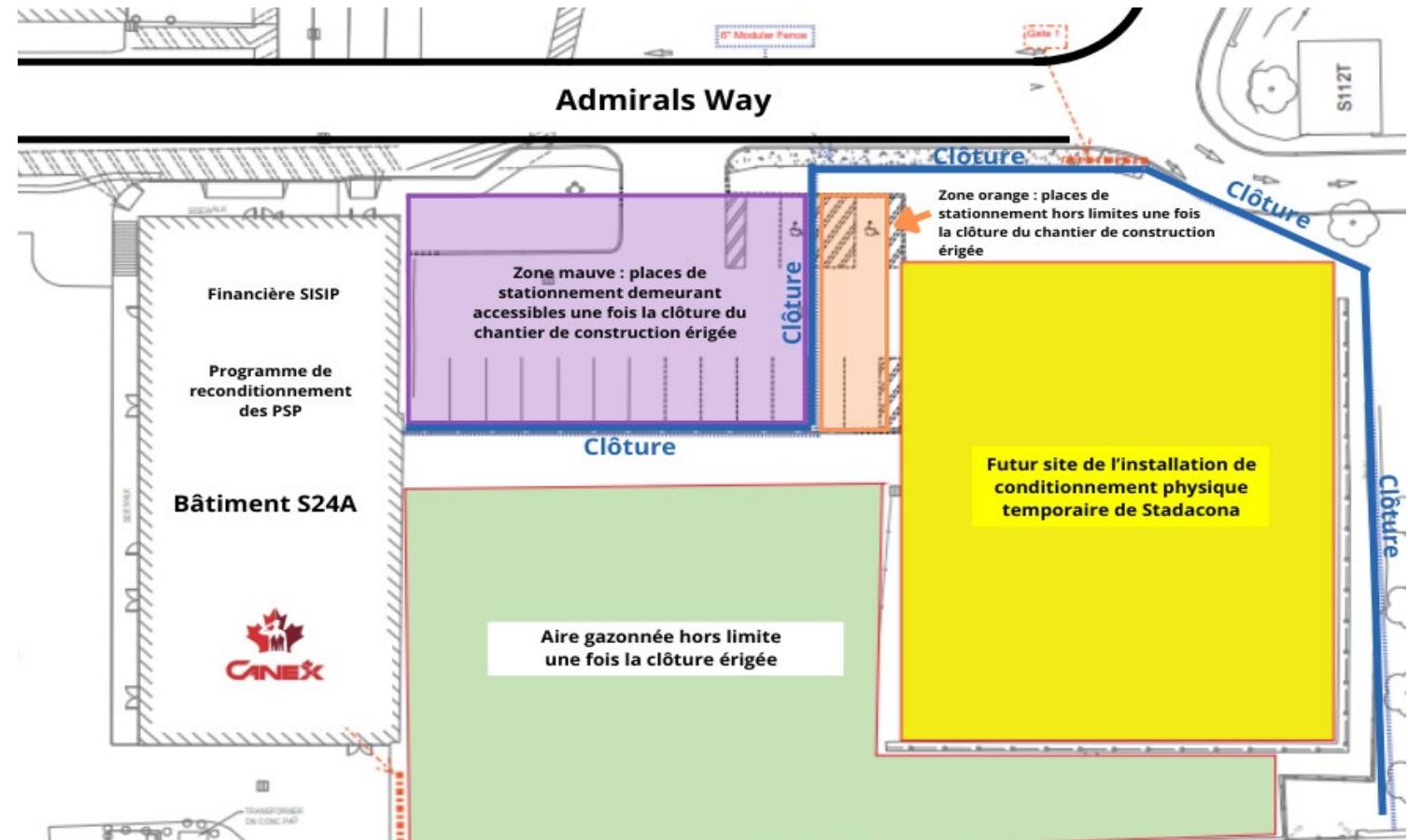
(3) **Novembre 2022** : Arrivée du système de bâtiment préfabriqué aux fins d'assemblage sur place.

(4) **Début de l'automne 2023** : Ouverture de l'installation aux usagers. La date exacte sera annoncée à l'approche de la fin de la construction.

Les membres de l'Équipe locale de la Défense seront peu affectés par les travaux de préparation du site et les périodes de construction et d'assemblage. Outre l'augmentation du bruit de la construction pendant les heures de travail, un petit nombre d'espaces de stationnement situés juste à l'intérieur de la ligne de clôture seront inaccessibles pendant toute la période de construction; ces espaces sont indiqués en orange à la figure 2. Il se peut qu'à quelques reprises, la circulation sur Admirals Way soit limitée à une seule voie ou que la petite aire de stationnement adjacente au chantier de construction (indiquée en violet, figure 2) soit fermée. Les détails pertinents seront communiqués aux membres avant le début de ces activités.

À propos de l'installation

Inspirée d'une installation semi-



blable à la BFC Borden (Figure 1), l'installation temporaire de conditionnement physique de 1 250 mètres carrés de Stadacona sera chauffée et climatisée et comprendra un gymnase ouvert pour le basket-ball, le volley-ball, le badminton et le hockey-balle; une zone pour les appareils d'entraînement cardiovasculaire et les poids; des casiers de jour et des cabines de changement; des douches et des toilettes universelles; une réception et des postes de travail RED réservés aux instructeurs de conditionnement physique et de sport et un local de rangement de l'équipement. Cette installation temporaire, beaucoup plus étroite que le gymnase STADPLEX original, pourra accueillir un maximum d'environ 134 membres; cette capacité sera réduite au besoin afin de respecter d'éventuelles exigences liées à la distanciation physique. Les responsables des Programmes de soutien du personnel (PSP) d'Halifax travaillent à l'élaboration d'un plan opérationnel pour cette installation qui comprendra les heures d'ouverture et d'autres détails que les usagers de l'installation voudront connaître. Ces renseignements seront communiqués à l'approche de l'ouverture officielle en 2023.

PSP Halifax – Programmes de conditionnement physique actuels

Outre l'enthousiasme que suscite l'avenir du conditionnement physique de Stadacona, les responsables du PSP Halifax continuent de se concentrer sur les programmes de conditionne-

ment physique offerts actuellement aux membres de la région. Pour obtenir plus de renseignements sur les programmes de conditionnement physique offerts actuellement, [cliquez ici](#).

Archives et références
2018 : [STADPLEX to close in October](#)

[Trident Newspaper](#) (en anglais)
2018 : [STADPLEX closure updates](#) |
[Trident Newspaper](#) (en anglais)
2020 : [Design phase for temporary Stadacona fitness facility underway](#) |
[Trident Newspaper](#)
(en anglais)



Temporary fitness facility at CFB Borden.

Installation de conditionnement physique de la BFC Borden.



Wanderers get the win at DND Appreciation Match / Les Wanderers remportent une victoire lors du match de reconnaissance envers le MDN



On June 4, the Halifax Wanderers hosted their annual DND Appreciation Match at the Wanderers Grounds against York FC from Toronto. A fun time was had by all who attended the game which included amazing performances by the Stadacona Band of the Royal Canadian Navy, the 12 Wing Pipes and Drums and the 14 Wing Pipes and Drums bands, a CH-148 Cyclone flypast, and CAF activation spaces featuring displays from HMCS Scotian, 5th Canadian Division, Fleet Diving Unit (Atlantic), the Dockyard Fire Department, Military Police Unit Halifax, and the Halifax and Region Military Family Resource Centre. Also, we can't forget our furry friends SONAR the Royal Canadian Navy mascot and Juno the Canadian Army mascot! To top it all off, the HFX Wanderers even secured a win, with a final game score of 1-0. Many thanks to the Wanderers for continuing to recognize our Defence community through this special event, and Bravo Zulu to all participating units!

Le 4 juin, le club de football des Halifax Wanderers a tenu à domicile son match annuel de reconnaissance envers le MDN contre les York de Toronto. Tous ceux qui étaient présents se sont bien amusés. Au programme figuraient des spectacles formidables présentés par la Musique Stadacona de la Marine royale canadienne et les corps de cornemuses de la 12e Escadre et de la 14e Escadre, un défilé aérien du CH148 Cyclone et des zones d'activité des FAC où il y avait des expositions du NCSM Scotian, de la 5e Division du Canada, de l'Unité de plongée de la Flotte (Atlantique), du Service d'incendie de l'arsenal, de l'Unité de police militaire d'Halifax et du Centre de ressources pour les familles des militaires d'Halifax et régions. Il ne faut pas non plus oublier nos amis à fourrure SONAR, la mascotte de la Marine royale canadienne, et Juno, la mascotte de l'Armée canadienne! Pour couronner le tout, les Wanderers d'Halifax ont remporté le match par le score final de 1-0. Merci aux Wanderers de rendre hommage à notre communauté de la Défense en organisant chaque année cet événement spécial, et Bravo Zulu à toutes les unités participantes!

S2/mat2 TAYLOR CONGDON

FDU(A) takes base soccer trophy

By PSP Halifax

PSP Halifax held a MEGA Soccer tournament from June 6-10 at Porteous Field, with great participation from teams across the Base, Fleet, and 12 Wing Shearwater. Fleet Diving Unit (Atlantic) was awarded the tournament trophy after a tight final game against Trinity, winning 4-3 in penalty kicks.

A number of base sporting events are scheduled through 2022 and 2023, and military personnel are encouraged to get involved. Speak to your unit sports rep or PSP Fitness and Sports staff for more information.

Base sports schedule:

- MEGA Golf - July 18, 2022
- MEGA Sailing - August 8-12, 2022
- MEGA Slo-Pitch - September 19-23, 2022
- Craig Blake Fitness Challenge - September 23, 2022
- COTW/COTF Volleyball - October 3-7, 2022
- COTW/COTF Badminton - November 14-18, 2022
- COTW/COTF 3-on-3 Basketball - November 28 - December 02, 2022
- MEGA Ice Hockey - February 27 - March 3, 2023
- MEGA Curling - March 6-10, 2023
- MEGA Floor Hockey - April 17-21, 2023



Fleet Diving Unit (Atlantic) were winners of the 2022 MEGA Soccer tournament.

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