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# TRIDENT

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

## HMCS *Margaret Brooke*'s Inaugural Deployment

## Déploiement inaugural du NCSM *Margaret Brooke*



With HMCS Margaret Brooke leading the way, ships from Canada, Denmark, France and the United States left Halifax on August 2. The task group is heading to the North to begin the latest Operation Nanook deployment.

Avec le NCSM Margaret Brooke en tête, des navires du Canada, du Danemark, de la France et des États-Unis ont quitté Halifax le 2 août. Le groupe opérationnel se dirige vers le Nord pour entamer le prochain déploiement de l'opération Nanook.

MONA GHIZ, MARLANT / FMAR(A)



# Flag raising for Emancipation Day/ Levée du drapeau pour le jour de l'émancipation

*On July 29, in the presence of the Halifax Defence Visible Minorities Advisory Group (DVMAG), the Pan-African flag was raised at CFB Halifax headquarters ahead of Emancipation Day (August 1). Emancipation Day recognizes the date of August 1, 1834, when the practice of slavery officially ended for millions of African people and their descendants in Canada. Our Base family is encouraged to join with Halifax and Dartmouth residents to learn more about the history of African Nova Scotian people and communities, and to continue working to address and eradicate systemic anti-Black racism.*

*Le 29 juillet, en présence du Groupe consultatif des minorités visibles de la Défense (GCMVD) d'Halifax, le drapeau panafricain fut hissé au quartier général de la BFC Halifax en prévision du Jour de l'émancipation (le 1er août). Le Jour de l'émancipation souligne la date du 1er août 1834, lorsque la pratique de l'esclavage a officiellement pris fin pour des millions d'Africains et leurs descendants au Canada. Nous encourageons notre famille de la base à se joindre aux résidents d'Halifax et de Dartmouth pour en apprendre davantage sur l'histoire des personnes et des communautés afro-néo-écossaises, et pour continuer à lutter contre le racisme systémique envers les Noirs et à l'éradiquer.*

ARIANE GUAY-JADAH, BASE PUBLIC AFFAIRS/AFFAIRES PUBLIQUES DE LA BASE

## Capt(N) Andy MacKenzie assumes command of CFB Halifax

By Joanie Veitch,  
Trident Staff



Capt(N) Andy MacKenzie speaks to members of CFB Halifax for the first time as the new Base Commander.

S1 BRYAN UNDERWOOD

Captain (Navy) Andy MacKenzie took over as Base Commander of CFB Halifax from Captain (Navy) Sean Williams during a Change of Command ceremony at the Consolidated Seafarers Training Facility at Stadacona on July 25.

In his final address as Commander, Capt(N) Williams said he had “mixed feelings” about leaving a role he’s enjoyed, in the city where he grew up.

“When you don’t know what to say, say thank you,” said Capt(N) Williams, crediting Rear-Admiral Brian Santarpia, Commander of Maritime Forces Atlantic (MARLANT) and Joint Task Force Atlantic, for giving him that advice, before expressing his gratitude to the Base Executive team and personnel across the base for their support.

“This is all about you,” he said to

the audience. “The last two years have been very challenging. You’ve all gone above and beyond, constantly adapting to changing pandemic restrictions. Figuring out what we can do and how to do it safely, despite the uncertainty.”

Capt(N) Williams’ connections to the city and his leadership style were a large

part of his success in leading CFB Halifax during the difficult period of the COVID-19 pandemic, among other challenges, RAdm Santarpia added.

“You’ve done a great job of quietly, confidently allowing people to get on with the job they needed to do. To support people when there were questions, and to be fair to everyone involved through difficult and challenging situations... you will be sorely missed,” said RAdm Santarpia.

For the next year, Capt(N) Williams will be at Canadian Forces College in Toronto, taking the National Security Programme.

Incoming Base Commander, Capt(N) MacKenzie, comes with an extensive background as a submarine warfare officer, serving in the “Silent Service” with both the Atlantic and Pacific

Fleets.

A graduate of both the United States Navy Submarine Command Course and ‘Perisher’, the Norwegian Submarine Command Course, Capt(N) MacKenzie has held various command positions, including HMCS Windsor, HMCS Victoria and Sea Training (Submarines), as well as Deputy Commander of the Canadian Submarine Force.

After serving on the naval staff at National Defence Headquarters, in 2020 Capt(N) MacKenzie earned a Master of Science degree in justice and homeland security from Salve Regina University in Rhode Island.

Thanking RAdm Santarpia for the opportunity to lead the base and Capt(N) Williams for his guidance and leadership, Capt(N) MacKenzie said he’s looking forward to working “with and alongside” the people who make up CFB Halifax.

Beyond the main function of the job — administration of the base — Capt(N) MacKenzie said his goal is to continue to build a strong team.

“I look forward to building a team and work environment where

everyone, whether military or civilian, regardless of rank or uniform, are proud to serve and represent this great institution of ours... where people feel they belong, and where people know that they contribute directly to this great country of ours.”

The Change of Command opened with a smudging ceremony, offered by Hon Capt(N) Debbie Eisan, and a prayer from Captain Troy Dennis, Senior Base Chaplain. Music was provided by an ensemble of the Stadacona Band.



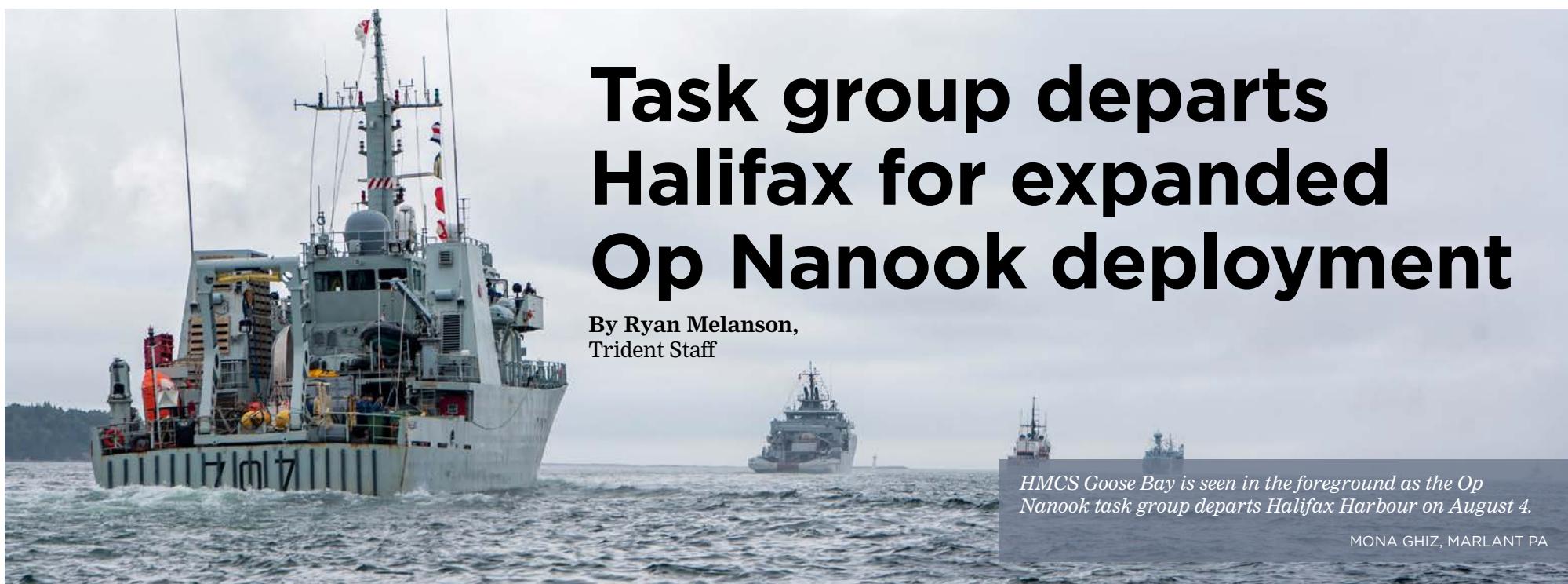
From left, outgoing CFB Halifax Base Commander Capt(N) Sean Williams, RAdm Brian Santarpia, Commander MARLANT and JTFA, and incoming Base Commander Capt(N) Andy MacKenzie sign the certificates during the CFB Halifax Change of Command ceremony on July 25.

S1 BRYAN UNDERWOOD



# Task group departs Halifax for expanded Op Nanook deployment

By Ryan Melanson,  
Trident Staff



HMCS Goose Bay is seen in the foreground as the Op Nanook task group departs Halifax Harbour on August 4.

MONA GHIZ, MARLANT PA

Five ships from four different countries departed from Halifax on August 2 to begin the latest iteration of Operation Nanook, Canada's signature mission in the North.

This year's Op Nanook will be the first for the Royal Canadian Navy (RCN)'s newest Arctic and Offshore Patrol Vessel (AOPV), Her Majesty's Canadian Ship (HMCS) *Margaret Brooke*, which successfully completed cold weather and ice trials earlier this year. The ship was joined by HMCS *Goose Bay*, His Danish Majesty's Ship (HDMS) *Triton*, United States Coast Guard *Cutter Bear*, and the French offshore support and assistance vessel BSAH *Rhome*. The group sailed out of Halifax Harbour together, and will be joined shortly by HMCS *Harry De-Wolf* to complete the Op Nanook task group.

As usual, the early at-sea portion of Op Nanook will see the group conducting patrols and interoperability exercises under the leadership of task group commander Capt(N) Sheldon Gillis. In a change from previous years, however, the task group staff will remain in place through the whole deployment, as the new AOPVs make their way further north.

"As the number of ships actually going to sea grows with this operation, we need to ensure we have that coordination element in place," said Capt(N) Gillis, who is also the deputy commander of Canadian Fleet Atlantic. He added that working alongside partners like the Army, RCAF, RCMP and Coast Guard increases that need.

Following the international task group piece of the mission, RCN ships will continue on to conduct the presence and sovereignty patrols and community visits that typically take place as part of Op Nanook, but the ice capabilities of the Harry-DeWolf class means ships can operate in a larger area and stay longer. In 2021, HMCS *Harry DeWolf* transited the Northwest Passage, a first for the Navy since 1954, and this year, plans are for *Harry DeWolf* and *Margaret Brooke* to again conduct patrols along the Northwest

Passage but also to go further, North of Resolute and into the upper Arctic Archipelago.

The deployment is a significant one for the RCN, with two AOPVs operating in the North together for the first time, further demonstrating Canada's new capabilities in the region. It's also significant for the sailors and aviators taking part, Capt(N) Gillis added.

"The teams are excited. This is a beautiful region of Canada, so they're looking forward to that physical geography, for some they'll be seeing that for the first time," he said.

"The Northwest Passage is a fabled part of Canadian history, and this is a chance for our sailors to be part of that living history in the North."

This year's mission will also include scientific research work alongside both Defence Research and Development Canada and Fisheries and Oceans Canada. The focus will be on the changing Arctic climate and possible impacts on future naval operations, as well as environmental stewardship and potential impacts on marine life.



The mission patch for the Operation Nanook 2022 task group.

MARLANT PA



Members of the public were invited to watch and take photos as the ships sailed past the Halifax Waterfront with a CH-148 Cyclone in the air above them.

S1 BRYAN UNDERWOOD

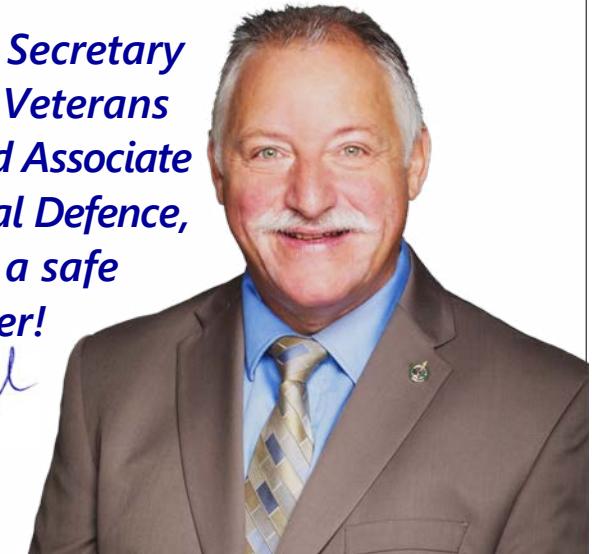


## DARRELL SAMSON

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Sackville-Preston-Chezzetcook

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Affairs Canada and Associate  
Minister of National Defence,  
wishing everyone a safe  
and happy summer!*

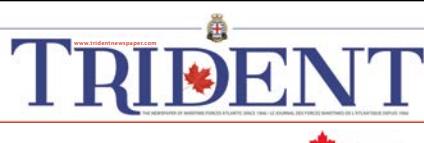
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# SAC trade recognized with new specialty skill badge

by Joanie Veitch,  
Trident Staff

Four Atlantic fleet sailors received the Royal Canadian Navy's new Shipborne Air Controller (SAC) specialty skill badge in a presentation ceremony held on July 28 in the operations room aboard Her Majesty's Canadian Ship (HMCS) *Charlottetown*.

Shipborne Air Controllers are responsible for the tactical air control of helicopters and fixed wing maritime aircraft assigned to a warship, as well as the care and safety of the ship's aircrew while under their control.

The SAC role is a rigorous but hugely rewarding job for NCMs (non-commissioned members), said CPO2 Gordon Rittwage, Fleet Shipborne Air Controller for Canadian Fleet Atlantic.

"The two SACs onboard ship are busy from the time each one gets on watch until the time they're off watch. They are the subject matter experts on aircraft operations on that ship," he said.

"That means regularly getting up in front of the Commanding Officer and speaking, as the subject matter expert, to the same level that a director or lieutenant would. They're constantly in motion and carry a lot of responsibility."

Drawing from the trades of Naval Combat Information Operators (NCIOP), Naval Electronics Sensor Operators and Sonar Operators, the SAC specialization is a NATO-level qualification and standard across NATO countries.

In a Naval Order released on July 18, the RCN endorsed the new SAC specialty badge for members who have earned the SAC NATO grade Delta level qualification, as a way to recognize the extra workload and responsibility the job entails.

The four Atlantic fleet recipients

were among the first RCN members to receive the new badges, along with counterparts on the west coast: Master Sailor (MS) Andrew Coshell, MS Ellsworth Lawrence III, MS Genevieve Reynolds and MS Matthew Butchart.

Presenting their badges, Commodore Trevor MacLean, Commander Canadian Fleet Atlantic, said the specialized skill and unique role of SACs onboard a warship is "absolutely critical" to the Navy.

"This job touches all of the areas of warfare. It's like the connective tissue across the board," said Cmdre MacLean. "It's important to recognize the time and effort that's put into getting and maintaining this qualification. Congratulations to all of you. Wear this pin on your uniform with pride."

Both MS Lawrence III and MS Coshell completed the SAC Delta course at Naval Fleet School (Atlantic) on May 26, 2022. MS Lawrence III was the first East Coast Sonar Operator to successfully challenge the SAC course and MS Coshell, an NCIOP, was top student throughout all phases of the course. Both are posted to HMCS *Charlottetown* and will deploy in the near future.

MS Reynolds recently returned from a six-month deployment with HMCS *Montréal* on Operation Reassurance, providing control to the embarked CH-148 Cyclone and other NATO assets. MS Reynolds, who has been

with the CAF since 2008, is an NCIOP and completed the SAC Delta course on December 13, 2019.

MS Matthew Butchart also has deployment experience as a SAC, having been with HMCS *Fredericton* on Operation Reassurance in 2020, shortly after earning the SAC designation on December 13, 2019.

Despite the tough times he's faced as a SAC, MS Butchart said he loves the role.

"You're overseeing flight safety and the tactical employment of aircraft assigned to the ship. It's a significant amount of responsibility," said MS Butchart, who joined the CAF in 2012. "It's the best job in the Navy, in my humble opinion. You get the opportunity to be challenged and work with complete autonomy. It is an adjustment but once you take that on, it reaps its own rewards."



Cmdre MacLean presents the new SAC specialty skill badge to MS Genevieve Reynolds

MONA GHIZ, MARLANT FMAR (A)



## Natal Day Parade / Fête de la fondation d'Halifax et de Dartmouth

CFB Halifax was honoured to participate in the 125th Halifax and Dartmouth Natal Day Parade on August 1! On August 1, we celebrate both Emancipation Day and Natal Day as we recognize and reflect on the difficult history of anti-Black racism and discrimination in Canada and around the world, while also celebrating the strength and perseverance of Black communities.

La BFC Halifax fut honorée de participer au 125e défilé de la Fête de la fondation d'Halifax et de Dartmouth le 1er août! Le 1er août, nous célébrons le Jour de l'émancipation et la Fête de la fondation en soulignant et en nous remémorant l'histoire difficile du racisme et de la discrimination envers les Noirs au Canada et dans le monde entier, et tout en saluant la force et la persévérance des communautés noires.

MARGARET CONWAY, BASE PUBLIC AFFAIRS / AFFAIRES PUBLIQUES DE LA BASE



# Le métier de CAE reconnu par un nouvel insigne de spécialiste

Par Joanie Veitch,  
L'Équipe Trident

Quatre marins de la flotte de l'Atlantique ont reçu le nouvel insigne de spécialiste en contrôle aérien embarqué (CAE) de la Marine royale du Canada lors d'une cérémonie de présentation tenue le 28 juillet dans la salle des opérations du Navire canadien de Sa Majesté (NCSM) *Charlottetown*.

Les contrôleurs aériens embarqués sont responsables du contrôle aérien tactique des hélicoptères et des aéronefs maritimes à voilure fixe affectés à un navire de guerre, ainsi que des soins et de la sécurité de l'équipage du navire lorsqu'il est sous leur contrôle.

Le rôle de CAE est un travail rigoureux mais extrêmement gratifiant pour les MR (membres du rang), a déclaré le premier maître de 2e classe Gordon Rittwage, contrôleur aérien de la flotte embarquée pour la Flotte canadienne de l'Atlantique.

«Les deux CAE à bord du navire sont occupés du moment où chacun prend son quart jusqu'au moment où il le quitte. Ils sont les experts en la matière en ce qui concerne les opérations aériennes sur ce navire», a-t-il déclaré.

«Cela signifie qu'ils doivent régulièrement se présenter devant le commandant et parler, en tant qu'experts en la matière, au même niveau

qu'un directeur ou un lieutenant. Ils sont constamment en mouvement et portent beaucoup de responsabilités.»

S'inspirant des métiers d'opérateur d'information de combat naval (NCIOP), d'opérateur de capteur électronique naval et d'opérateur sonar, la spécialisation SAC est une qualification de niveau OTAN et une norme dans tous les pays de l'OTAN.

Dans un ordre naval publié le 18 juillet, la MRC a approuvé le nouvel insigne de spécialité CAE pour les membres qui ont obtenu la qualification CAE de niveau Delta de l'OTAN, afin de reconnaître la charge de travail et les responsabilités supplémentaires qu'implique ce poste.

Les quatre récipiendaires de la flotte de l'Atlantique ont été parmi les premiers membres de la MRC à recevoir les nouveaux insignes, avec leurs homologues de la côte ouest : Le matelot-chef (Matc) Andrew Coshell, le matc Ellsworth Lawrence III, le matc Genevieve Reynolds et le Matc Matthew Butchart.

Lors de la remise des insignes, le commodore Trevor MacLean, commandant de la Flotte canadienne de l'Atlantique, a déclaré que les compétences spécialisées et le rôle unique des CAE à bord d'un navire de guerre sont «absolument essentiels» pour la

Marine.

«Ce travail touche tous les domaines de la guerre. C'est comme le tissu conjonctif de l'ensemble des opérations», a déclaré le Cmdre MacLean. «Il est important de reconnaître le temps et les efforts consacrés à l'obtention et au maintien de cette qualification. Félicitations à vous tous. Portez cette épingle sur votre uniforme avec fierté.»

Le Matc Lawrence III et le matc Coshell ont tous deux suivi le cours CAE Delta à l'École navale de la flotte (Atlantique) le 26 mai 2022. Le Matc Lawrence III a été le premier opérateur de sonar de la côte Est à réussir le cours CAE et le matc Coshell, un NCIOP, a été le meilleur élève à toutes les étapes du cours. Tous deux sont affectés au NCSM *Charlottetown* et seront déployés dans un proche avenir.

Le Matc Reynolds est récemment revenu d'un déploiement de six mois avec le NCSM *Montréal* dans le cadre de l'opération Reassurance, où il a assuré le contrôle du CH-148 Cyclone embarqué et d'autres ressources de

l'OTAN. Le Matc Reynolds, qui fait partie des FAC depuis 2008, est un NCIOP et a terminé le cours SAC Delta le 13 décembre 2019.

Le Matc Matthew Butchart possède également une expérience de déploiement en tant que CAE, ayant été avec le NCSM Fredericton dans le cadre de l'opération Reassurance en 2020, peu après avoir obtenu le titre de SAC le 13 décembre 2019.

Malgré les moments difficiles auxquels il a été confronté en tant que CAE, le Matc Butchart dit qu'il aime son rôle.

«Vous supervisez la sécurité des vols et l'emploi tactique des aéronefs affectés au navire. C'est une quantité importante de responsabilités», a déclaré le matc Butchart, qui a rejoint les FAC en 2012. «C'est le meilleur emploi de la Marine, à mon humble avis. Vous avez la possibilité d'être mis au défi et de travailler en toute autonomie. Il s'agit d'une adaptation, mais une fois que vous l'assumez, vous en récoltez les fruits.»



Le Cmdre Trevor MacLean, commandant de la Flotte canadienne de l'Atlantique, a présenté le nouvel insigne de compétence de spécialité CAE à un certain nombre de marins de la côte Est le 28 juillet à bord du NCSM *Charlottetown*. De gauche à droite, le Matc Ellsworth Lawrence III, la Matc Genevieve Reynolds, le Matc Andrew Coshell et le Matc Matthew Butchart.

MONA GHIZ, FMAR(A)

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# Montréal gets new Coxn after NATO mission

by Joanie Veitch,  
Trident Staff

HMCS Montréal held a Change of Appointment ceremony on July 19, with Chief Petty Officer First Class Stéphane Trémblay taking over the Coxswain role from Chief Petty Officer First Class Todd Hodder, who has held the position since April 2019.

In his farewell address, CPO1 Hodder thanked his family and the other members of the command team for their support, as well as the “fantastic crew” that makes up the ship’s company.

“Over the past three years a lot of people came and a lot of people left, but every person who crossed that gangway came with a smile and determination to put *Montréal* through her program,” he said.

Speaking to his successor, CPO1 Hodder had words of encouragement and advice for the challenges he’ll inevitably face during his tenure.

“You’ll have a lot of long days and you’ll have a lot of frustrating days but there are people here to support you,” said CPO1 Hodder. “You’ve got an amazing crew of very hard-working people. They truly care about each other and they take care of one another.”

The ceremony took place in the

hangar aboard HMCS *Montréal*, just four days after the ship and its crew returned from a six-month deployment on Operation Reassurance where it joined Standing NATO Maritime Group Two in Central European waters.

It was the first Operation Reassurance mission for *Montréal*, and beyond the usual challenges expected as a ship gets ready for deployment, the ship’s company was faced with a situation back in January that was compounded by a spike in COVID-19 case numbers in Nova Scotia. Maritime Forces Atlantic was in “maroon posture” — reducing on-site personnel numbers to 50 per cent and adding extra stress to just about every aspect of their schedule, CPO1 Hodder said, recalling one as “the longest day ever” and another as “the day that just kept on giving.”

Commander Chris Devita, Commanding Officer (CO) of HMCS *Montréal*, credited CPO1 Hodder for serving with “honour, dignity and tenacity”, noting that the two have twice served together as CO and Coxn.

“Bravo zulu, Coxn,” he said. “You’ve done all that I’ve asked of you, and more. You’ve been a good friend and

advisor to me, and a mentor to all who have needed it. You gave wholly of yourself, with honesty and integrity... you have the respect of all.”

Incoming Coxn CPO1 Trémblay brings a wide range of experience to *Montréal*, most recently having served as Base Information Services Unit Chief Petty Officer at CFB Halifax.

Thanking his family for their support, CPO1 Trémblay gave credit to the “many mentors” who have supported and encouraged him along the way, and said main focus in his new role will be the welfare and support of the ship’s crew.

“The crew is at the core of what we do at the CAF (Canadian Armed Forces), and without you success is not achievable,” he said. “You are important... and it is my vocation to support you as best I can.”



From left, CPO1 Todd Hodder turns over the Coxswain position, with authorization of the ship’s Commanding Officer, Cdr Christopher DeVita, to CPO1 Stephane Tremblay (right) during HMCS *Montréal*’s Change of Appointment ceremony, held inside the ship’s hangar on July 19.

S1 BRYAN UNDERWOOD

## CFB Halifax welcomes new Base Administration Officer / La BFC Halifax accueille un nouvel officier du service de l'administration de la base



CFB Halifax has a new commanding officer for its Base Administration branch, with Commander Cythia Foley taking over command during a formal Change of Command ceremony at the Juno Tower bridge on July 15. Cdr Foley is no stranger to CFB Halifax and has extensive experience sailing with the Atlantic Fleet, including major deployments with HMCS Ville de Québec and HMCS Toronto. She most recently served in Ottawa as the Senior Staff Officer and Comptroller to the Director General of Naval Strategic Readiness. Outgoing commanding officer Commander Katy Shearer, officially CFB Halifax’s Personnel Selection Officer, was given plenty of credit for stepping up in recent years first as the Executive Officer, then as the acting Commanding Officer, for Base Administration.

La BFC Halifax a un nouveau commandant pour son service d’administration de la base. La capitaine de frégate Cythia Foley a pris le commandement lors d’une cérémonie officielle de passation de commandement au pont de la tour Juno le 15 juillet. La Capf Foley n’est pas étrangère à la BFC Halifax et possède une vaste expérience de la navigation au sein de la Flotte de l’Atlantique, y compris des déploiements importants avec le NCSM Ville de Québec et le NCSM Toronto. Elle a récemment servi à Ottawa en tant qu’officier supérieur d’état-major et contrôleur du directeur général de la préparation stratégique de la Marine. Le commandant sortant, la capitaine de frégate Katy Shearer, officiellement officier de sélection du personnel de la BFC Halifax, a été applaudie pour avoir assumé au cours des dernières années les fonctions d’officier exécutif, puis de commandant intérimaire de l’administration de la base.

RYAN MELANSON, TRIDENT STAFF/ L’EQUIPE TRIDENT

## MARLANT support HMCS Sackville

Sailors from the Atlantic Fleet regularly contribute to the “Dress with a Difference” fundraiser, and some of that money has been used to help support HMCS Sackville and the Canadian Naval Memorial Trust (CNMT). A cheque for \$10,098 was recently presented to the trust, and will go towards their mission of telling the story of the Royal Canadian Navy, preserving Canada’s naval wartime heritage and honouring those lost at sea. From left, RAdm Brian Santarpia, Commander MARLANT and JTFA, CNMT Chair Capt(N) (Ret’d) Bill Woodburn, and Formation Chief CPO1 Alena Mondelli.

MONA GHIZ, MARLANT PA





# New CO at the helm of FMFCS

By Joanie Veitch,  
Trident Staff

In his farewell address, the outgoing Commanding Officer at Fleet Maintenance Facility Cape Scott (FMFCS) thanked the facility's employees and managers, saying he couldn't have asked for a better team of professionals.

"Your personal commitment and dedication to our ongoing success is commendable," said Commodore Michel Thibault, speaking at a change of command ceremony held outside FMFCS at Her Majesty's Canadian Dockyard Halifax on July 14.

"The reality of military units is that Commanding Officers come and go every couple of years, resulting in employees and managers having to constantly adapt and react," he said. "In this unprecedented year of challenges, the team at FMF demonstrated

a true commitment to Canada and a profound sense of resolve in the face of adversity with your outstanding personal flexibility to adapt in an ever-changing workplace posture."

As Commanding Officer of FMFCS since April 2020, Cmdre Thibault called his time at the helm "the best job" of his career.

As well as with thanking his family for their support, Cmdre Thibault thanked MARLANT senior leadership, other members of the command team and the various union leaders at the facility — listing each personally by name — for their guidance and commitment to ensuring FMF Cape Scott operates with a "strong sense of unity and purpose".

Cmdre Thibault was recently promoted to his current rank and will

return to the national capital region as Project Manager with the Canadian Surface Combatant project.

Captain (Navy) Jonathan Lafontaine, the incoming CO, comes to FMFCS with a wealth of experience, most recently as acting Chief of Staff for the Arctic and Offshore Patrol Ship (AOPS) project.

"I am humbled and grateful to be taking on the role of Commanding Officer from Cmdre Thibault," said Capt(N) Lafontaine. "It's clear he has had a tremendous positive impact on the organization and its employees during his tenure. I have big shoes to fill but I am up for the challenge."

With new Arctic ships being added to the fleet and older ships to maintain, FMFCS will play a central role and see an increased tempo in the

coming years, Capt(N) Lafontaine said.

Looking to the challenges ahead, it's important to build on the positive work already underway at FMFCS, he added, outlining his commitment to fostering "a culture of trust" both within and outside the organization.

"We must build trust in each other by being open and transparent about our intent, by righting wrongs when we see them, and by creating a respectful and inclusive workplace where every single person feels they can be themselves and work to achieve their full potential," he said.

Rear-Admiral Brian Santarpia, Commander of Maritime Forces Atlantic and Joint Task Force Atlantic, presided over the ceremony.

# Un nouveau commandant à la barre de IMFCS

Par Joanie Veitch,  
Équipe du Trident

Dans son discours d'adieu, le commandant sortant de l'installation de maintenance de la flotte Cape Scott (IMFCS) a remercié les employés et les gestionnaires de l'installation, affirmant qu'il n'aurait pas pu demander une meilleure équipe de professionnels.

« Votre engagement personnel et votre dévouement à notre succès continu sont dignes d'éloges », a déclaré le Commodore Michel Thibault, lors d'une cérémonie de passation de commandement qui s'est tenue à l'extérieur de l'IMFCS à l'arsenal canadien de Sa Majesté Halifax le 14 juillet.

« La réalité des unités militaires est que les commandants vont et viennent tous les deux ans, ce qui fait que les employés et les gestionnaires doivent constamment s'adapter et réagir », a-t-il dit. « Au cours de cette année de défis sans précédent, l'équipe de l'IMFCS a fait preuve d'un véritable engagement envers le Canada et d'un sens profond de la résolution face à l'adversité, avec votre flexibilité personnelle exceptionnelle pour vous adapter dans une posture de travail en constante évolution. »

En tant que commandant de l'IMFCS depuis avril 2020, le Cmdre Thibault a qualifié son passage à la barre de « meilleur emploi » de sa carrière.

En plus de remercier sa famille pour son soutien, le Cmdre Thibault a remercié la haute direction des FMAR(A), les autres membres de l'équipe de commandement et les divers dirigeants syndicaux de l'installation - en les nommant personnellement - pour leurs conseils et leur engagement à faire en sorte que l'IMFCS fonctionne avec un « fort sentiment d'unité et d'objectif. »

Le Cmdre Thibault a récemment été promu à son grade actuel et re-

tournera dans la région de la capitale nationale en tant que gestionnaire de projet pour le projet des combattants de surface canadiens.

Le capitaine de vaisseau Jonathan Lafontaine, le nouveau commandant, arrive à l'IMFCS avec une riche expérience, plus récemment en tant que chef d'état-major intérimaire pour le projet des Navires de patrouille extracôtier et de l'Arctique (NPEA).

« Je suis humble et reconnaissant d'assumer le rôle de commandant du Cmdre Thibault », a déclaré le Capv Lafontaine. « Il est clair qu'il a eu un impact positif considérable sur l'organisation et ses employés au cours de son mandat. J'ai de grands souliers à remplir, mais je suis prêt à relever le défi. »

Avec l'ajout de nouveaux navires arctiques à la flotte et l'entretien des navires plus anciens, l'IMFCS jouera un rôle central et connaîtra un rythme accru au cours des prochaines années, a déclaré le Capv Lafontaine.

En ce qui concerne les défis à venir, il est important de s'appuyer sur le travail positif déjà en cours à l'IMFCS, a-t-il ajouté, soulignant son engagement à favoriser « une culture de confiance » tant à l'intérieur qu'à l'extérieur de l'organisation.

« Nous devons établir une confiance mutuelle en étant ouverts et transparents quant à nos intentions, en corrigeant les erreurs lorsque nous les voyons et en créant un lieu de travail respectueux et inclusif où chaque personne sent qu'elle peut être elle-même et travailler pour atteindre son plein potentiel », a-t-il déclaré.

Le contre-amiral Brian Santarpia, commandant des Forces maritimes de l'Atlantique et de la Force opérationnelle interarmées de l'Atlantique, a présidé la cérémonie.



From left, Capt (N) Jonathan Lafontaine, RAdm Brian Santarpia, and Cmdre Michel Thibault at the change of command ceremony for Fleet Maintenance Facility Cape Scott on July 14. Capt(N) Lafontaine is taking over from outgoing CO Cmdre Thibault.

De gauche à droite, le Capv Jonathan Lafontaine, le Cam Brian Santarpia et le Cmdre Michel Thibault lors de la cérémonie de passation de commandement de l'Installation de maintenance de la Flotte Cape Scott le 14 juillet. Le Capv Lafontaine prend la relève du Cmdre Thibault, le commandant sortant.

JOANIE VEITCH, TRIDENT STAFF / L'ÉQUIPE TRIDENT



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# Former shipmates work together again at RIMPAC 2022

**Lt (N) Michelle Scott,**  
HMCS Vancouver

The Alistair MacDonald song ‘Heading for Halifax’ famously notes that for those born in Cape Breton ‘Wherever they go, there’s bound to be friends from back home’.

Arriving in Pearl Harbor, Hawaii, for Rim of the Pacific (RIMPAC) 2022, Lieutenant-Commander Stephen Wall, Operations Officer in Her Majesty’s Australian Ship (HMAS) *Supply*, found that particularly true.

LCdr Wall was born and raised on Cape Breton Island, N.S., and served in Esquimalt-based ships as a Naval Warfare Officer for 16 years before joining the Royal Australian Navy (RAN).

The exercise gave him an opportunity to reconnect with many former shipmates on the Canadian frigates, also alongside in Pearl Harbor for RIMPAC, including his former Her Majesty’s Canadian Ship (HMCS) *Calgary* shipmate Commander Kevin Whiteside, now HMCS *Vancouver*’s Commanding Officer.

“It was a great opportunity to leverage the deep technical knowledge of the system that RCN operators are known for,” said LCdr Wall. “We shared technical and training ideas and practices

to improve both of our teams.”

LCdr Wall reached out to schedule a visit for his RAN team to discuss Close-In Weapons System (CIWS) 1B training and maintenance on HMAS *Supply*. The CIWS 1B is less widely employed on Australian ships, but his Canadian counterparts are well-versed in the weapon system located on the hangar top of each Halifax-class ship.

The cross-deck evolution helped the Australian sailors develop their understanding of the weapons system and obtain helpful tips and tricks from seasoned CIWS operators and maintainers.

“We discussed a wide variety of topics, both procedure-based and concept-based,” explained Sailor First Class (S1) Joop Koerten, Weapons Engineering Technician and Vancouver’s CIWS subject-matter-expert.

“I shared knowledge with the maintainers, including techniques for maintenance procedures, products I prefer to use, and the areas that need special attention to keep the system healthy,” S1 Koerten said.

The opportunity for cross-deck evolutions was built into RIMPAC’s shore

phase, and the *Vancouver* crew took every opportunity to work with partner nations and allies. The training outside the planned RIMPAC evolutions not only improved the ship’s capacity for interoperability between nations, but also formed new friendships and strengthened old ones. Those relationships will continue to create future opportunities to learn as *Vancouver* carries on with allies in support of Operations Projection and Neon upon completion of RIMPAC.

For S1 Koerten, the experience of hosting sailors from HMAS *Supply* was a highlight of his first ever RIMPAC experience.

“RIMPAC is incredible; it’s like the all-stars for our line of work. It’s the perfect time to get exposure to other naval systems and develop your skill

set. The diversity of everyone’s individual training and experiences creates a wealth of knowledge everyone can learn from,” he said.

Twenty-six nations, 38 surface ships, four submarines, nine national land forces, more than 30 unmanned systems, approximately 170 aircraft, and more than 25,000 personnel are training and operating in and around the Hawaiian Islands and Southern California from June 29 to Aug. 4. RIMPAC, the world’s largest international maritime exercise, provides a unique training opportunity while fostering and sustaining cooperative relationships among participants critical to ensuring the safety of sea lanes and security on the world’s oceans. RIMPAC 2022 is the 28th exercise in the series that began in 1971.



*Master Sailor Matthew Cormier, HMCS Vancouver Naval Electronic Sensor Operator (centre), discusses the Close-In Weapons System with Lieutenant-Commander Stephen Wall (right) and another sailor from Australian ship HMAS Supply on July 7 alongside Pearl Harbor.*

*Le matelot-chef Matthew Cormier, opérateur de détecteurs électroniques navals du NCSM Vancouver (au centre), discute du système d’armement rapproché avec le capitaine de corvette Stephen Wall (à droite) et un autre marin du navire australien HMAS Supply, le 7 juillet, à côté de Pearl Harbor.*

SGT GHISLAIN COTTON

## D’anciens compagnons de bord se retrouvent à RIMPAC 2022

**Par la Ltv Michelle Scott,**  
NCSM Vancouver

La chanson « Heading for Halifax » d’Alistair MacDonald dit que pour ceux qui sont nés au Cap-Breton, « où qu’ils aillent, il y aura forcément des amis de chez nous. »

En arrivant à Pearl Harbor, à Hawaï, pour le Rim of the Pacific (RIMPAC) 2022, le capitaine de corvette Stephen Wall, officier des opérations du navire australien de Sa Majesté (HMAS) *Supply*, a trouvé cela particulièrement vrai.

Le capitaine de corvette Wall est né et a grandi sur l’île du Cap-Breton, en Nouvelle-Écosse, et a servi sur des navires basés à Esquimalt en tant qu’officier de guerre navale pendant 16 ans avant de rejoindre la Royal Australian Navy (RAN).

L’exercice lui a donné l’occasion de renouer avec de nombreux anciens compagnons de bord sur les frégates canadiennes, également à quai à Pearl Harbor pour RIMPAC, y compris son ancien compagnon de bord du Navire canadien de Sa Majesté (NCSM) *Calgary*, le capitaine de frégate Kevin Whiteside, maintenant commandant du NCSM *Vancouver*.

« Ce fut une excellente occasion de tirer parti des connaissances techniques approfondies du système pour lesquelles les opérateurs de la MRC sont réputés », a déclaré le Capo Wall. « Nous avons partagé des idées et des

pratiques techniques et de formation pour améliorer nos deux équipes. »

Le Capo Wall a pris contact pour programmer une visite de son équipe de la RAN afin de discuter de la formation et de la maintenance du système d’armement rapproché (CIWS) 1B sur le HMAS *Supply*. Le CIWS 1B est moins utilisé sur les navires australiens, mais ses homologues canadiens connaissent bien le système d’armes situé sur le toit du hangar de chaque navire de la classe Halifax.

L’évolution sur le pont a permis aux marins australiens de mieux comprendre le système d’armes et d’obtenir des conseils et des astuces utiles de la part d’opérateurs et de mainteneurs de CIWS expérimentés.

« Nous avons discuté d’une grande variété de sujets, tant sur le plan des procédures que des concepts », a expliqué le matelot de première classe (Mat1) Joop Koerten, technicien en génie de l’armement et expert en CIWS de *Vancouver*.

« J’ai partagé mes connaissances avec les responsables de la maintenance, notamment les techniques de procédures de maintenance, les produits que je préfère utiliser et les zones qui nécessitent une attention particulière pour maintenir le système en bonne santé, » a déclaré le Mat1 Koerten.

La phase terrestre du RIMPAC prévoyait des évolutions sur plusieurs ponts, et l’équipage de *Vancouver* a saisi toutes les occasions de travailler avec les nations partenaires et les alliés. L’entraînement en dehors des évolutions RIMPAC prévues a non seulement amélioré la capacité du navire à assurer l’interopérabilité entre les nations, mais a également permis de nouer de nouvelles amitiés et de renforcer les anciennes. Ces relations continueront de créer de nouvelles occasions d’apprendre alors que le *Vancouver* poursuivra ses activités avec ses alliés à l’appui des opérations Projection et Neon, une fois le RIMPAC terminé.

Pour le Mat1 Koerten, l’expérience d’accueillir des marins du HMAS *Supply* a été un moment fort de sa toute première expérience RIMPAC.

« RIMPAC est incroyable, c’est comme un match des étoiles pour notre activité. C’est le moment idéal pour se

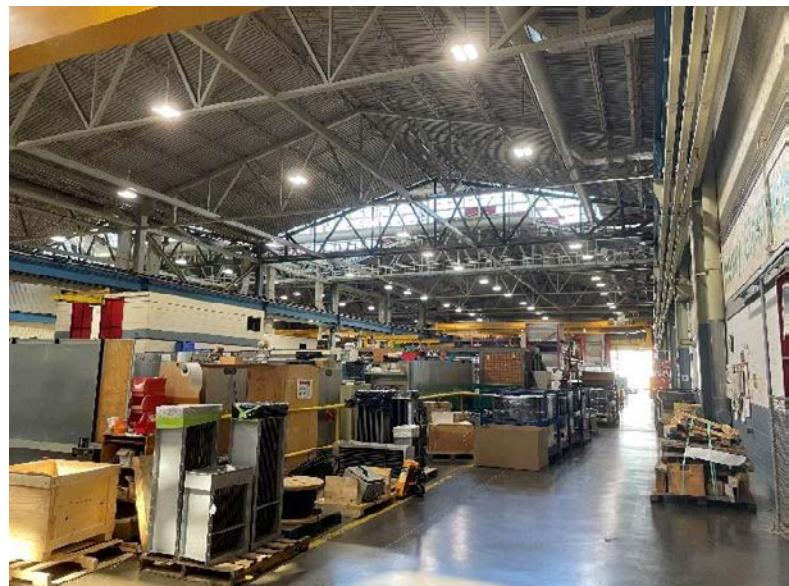
familiariser avec d’autres systèmes navals et développer ses compétences. La diversité de la formation et des expériences de chacun crée une richesse de connaissances dont tout le monde peut tirer parti », a-t-il ajouté.

Vingt-six nations, 38 navires de surface, quatre sous-marins, neuf forces terrestres nationales, plus de 30 systèmes sans pilote, environ 170 aéronefs et plus de 25 000 personnes s’entraînent et opèrent dans les îles hawaïennes et en Californie du Sud, du 29 juin au 4 août. RIMPAC, le plus grand exercice maritime international au monde, offre une occasion unique de formation tout en favorisant et en maintenant des relations de coopération entre les participants, essentielles pour assurer la sécurité des voies maritimes et des océans du monde. RIMPAC 2022 est le 28e exercice de la série qui a débuté en 1971.



# Lighting retrofit project brightening things up at FMF Cape Scott

By FMF Cape Scott



Real Property Operations Section (Halifax) (RPOS(H)) recently completed a lighting retrofit project at Fleet Maintenance Facility (Cape Scott) at CFB Halifax (D200). This is a massive 365,000 sq ft building in the heart of the Dockyard at CFB Halifax responsible for maintaining the readiness of the Navy's East Coast fleet. The project saw the installation of more than 300

completed in March 2022.

The purpose of this project was to respond to several complaints from the building occupants about low lighting levels in the workshop areas. The photos included in this article clearly show the lighting level improvements made following the completion of the project. A secondary goal was to reduce

high bay LED lights as well as 60 smaller LED tube lights in some of the smaller work rooms. It replaced the previous lighting on a 1-for-1 basis, replacing older style metal halide, high pressure sodium, and fluorescent lights. Project scoping began in July 2019 and the project was

the electricity consumption and costs of the building by installing the most energy efficient LEDs.

With the completion of the project, the building is projected to save 592,010 kWh per year. This correlates to greenhouse gas (GHG) savings of approximately 357 tonnes of CO<sub>2</sub> equivalent per year, or the equivalent of about 78 cars off the road.

In terms of financial savings, this project will save DND approximately \$67,800 per year in electricity costs. The project received \$72,850 in incentives from Efficiency Nova Scotia (ENS). After accounting for the incentives and the annual electricity savings, the project will have a payback period of approximately 6 years.

Nick Horne, an Industrial Project Officer who works at D200, offered the following feedback on the lighting improvements:

"The D200 High Bay Lighting project has been viewed as a resounding success from a production standpoint at FMFCS. In speaking with trades people on the shop floors, it has exponentially

increased their ability to accomplish their work. Prior to the LED upgrade, many trades had the need to have supplemental lighting at their work stations. The LED upgrade has made most of the localized work lights redundant and no longer in use. In addition, the lighting is silent and the constant buzzing and warm up time from the previous lighting system is a thing of the past. Overall, FMFCS could not be happier with the outcome of the D200 High Bay Lighting Project upgrade. CFB Halifax and other DND installations would greatly benefit from this being implemented at their facilities as well."

We would like to thank everyone involved in this project. Your hard work and dedication have gone a long way in improving the work environment and decreasing electricity use at D200. If you have any questions or would like more information about the project, please contact Mike Petrosoniak (Energy Manager for CFB Halifax) at [MPetrosoniak@efficiencyns.ca](mailto:MPetrosoniak@efficiencyns.ca).

## New grads complete Cyclone servicing course at 12 Wing



Congratulations to members of the recent CH-148 Cyclone Servicing Course at 12 Wing Shearwater, who held their graduation ceremony on July 12 at the Fumerton and Bing Training Centre. These members will now play a key role in keeping the CH-148 Cyclone fleet in operational shape to support the needs of the Atlantic Fleet.

S1 LAURANCE CLARKE

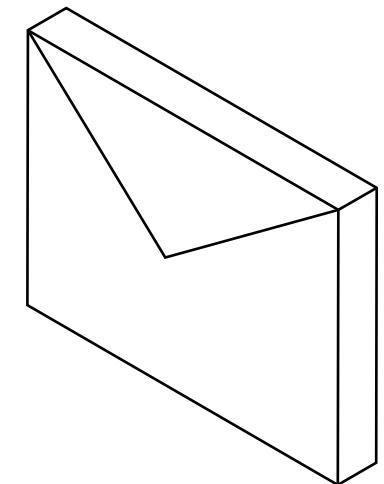
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# HMCS *Venture* stood up to deliver RCN leadership education/ Le NCSM *Venture* s'est levé pour offrir une formation au leadership de la MRC

By Naval Personnel and Training Group  
Par le Groupe du personnel et de l'instruction de la Marine (GPIM)

On Friday, July 15, in a signing ceremony held at Work Point at CFB Esquimalt, Commander (Cdr) Mike Stefanson was officially appointed as the inaugural Commanding Officer of HMCS *Venture* (the RCN's naval leadership training centre). The ceremony was presided over by Commodore David Mazur, Acting Assistant Chief of Naval Staff, Personnel and Training (A/CNS P&T).

HMCS *Venture* is the name of the new unit that will operate out of the Collier Building under the command of NPTG. HMCS *Venture*, and its link to leadership training, dates back to 1910 and is maintained as part of the unit's name.

HMCS *Venture* will be responsible for the development and delivery of RCN leadership education from foundational courses to capstone training for both officers and non-commissioned members (NCMs) as part of Naval Personnel and Training Group's (NPTG) continued evolution and realignment of the Group's structure.

The more familiar Naval Officer Training Centre (NOTC) (a former division within Naval Fleet School (Pacific)) will move to HMCS *Venture* with minimal disruption. This division will focus primarily on Naval Warfare Officer (NWO) management and training from post-Basic Military Officer Qualification (BMOQ) to the NWO Primary Qualification level, as well as Fleet Navigating Officer (FNO) training and management.

"Like all Naval Warfare Officers, I started my naval career at *Venture*," Cdr Stefanson said after the ceremony. "Now, returning to HMCS *Venture*, this time as the Commanding Officer of the new naval leadership training centre, what has inspired me most, is seeing that the instructors and staff of this school are still deeply committed and passionate about developing the future leaders of the RCN. Similarly, the students are still keen to learn, to serve and to lead."

Two other divisions will fall under the command of HMCS *Venture*. These include a Naval Technical Officer (NTO) Division which will focus on training from post-BMOQ up to Head of Department, and a Leadership Division which has responsibility for both RCN officer and NCM leadership training initiatives. Discussion is ongoing concerning a possible fourth division which would be responsible for Patrol Craft Training (PCT).

"With the role of HMCS *Venture* now expanding to deliver leadership training to not only NWOs but also NTOs and NCMs, I am excited about the prospect of helping to develop both the competence and character of all of our

students, staff and instructors," stated Cdr Stefanson.

Leadership and outreach programs currently administered by Naval Fleet School (Pacific) (NFSP) and Naval Training Development Centre (Pacific) (NTDCP) will be incorporated into HMCS *Venture*'s structure including:

- Regular and Reserve Force Decentralized Basic Military Qualification (DBMQ) and Decentralized Basic Military Officer Training (DBMOQ) as assigned from Military Personnel Generation (MPG);
- the Raven Indigenous Summer Employment Program, along with other outreach programs;
- command-level leadership and professional development training for prospective RCN unit command teams;
- an RCN Navigation Centre of Excellence for the provision of advice to RCN boards, working groups, and offices of primary interest (OPI), as well as the conduct of collective training and team training for both Canada Fleet Pacific and Canada Fleet Atlantic;
- Professional leadership development and leadership training not already part of career course curriculae;
- Second Language Training within Maritime Forces Pacific (MARFORPAC); and
- culture change initiatives.

HMCS *Venture*'s establishment will provide the RCN with a dedicated institution for the development and delivery of leadership instruction similar to that provided by the Canadian Army or Royal Canadian Air Force and will

help the RCN deliver on institutional culture change objectives put forth by the Chief Professional Conduct and Culture (CPCC).

Cdr Stefanson will be supported at HMCS *Venture* by Lieutenant-Commander (LCdr) Meghan Lobb in the role of Executive Officer, and Chief Petty Officer First Class (CPO1) Steve Wist as unit Coxswain.

HMCS *Venture* is being created as part of NPTG's overall realignment initiative. Working Groups comprised of relevant offices of primary interest and corporate experts have been busy identifying and synchronizing the steps necessary to stand this unit up while maximizing existing human and financial resource allocations, as well as utilizing existing infrastructure available to NPTG.

In late April, Rear-Admiral Topshee (now Vice-Admiral Topshee, Commander RCN) signed a Tasking Order which directed the continued evolution and realignment of NPTG's structure. The intent is to make the changes necessary to better achieve NPTG's mission as the RCN's principal command for the education and training of sailors.

"The approach to realigning NPTG is deliberate and methodical while prioritizing the development and delivery of naval training as part of the RCN's reconstitution initiatives," said Capt(N) Coates. "In practical terms, it means using existing human and budgetary resources more efficiently and to better effect given the anticipated operational

realities of today and the coming years with minimal disruption."

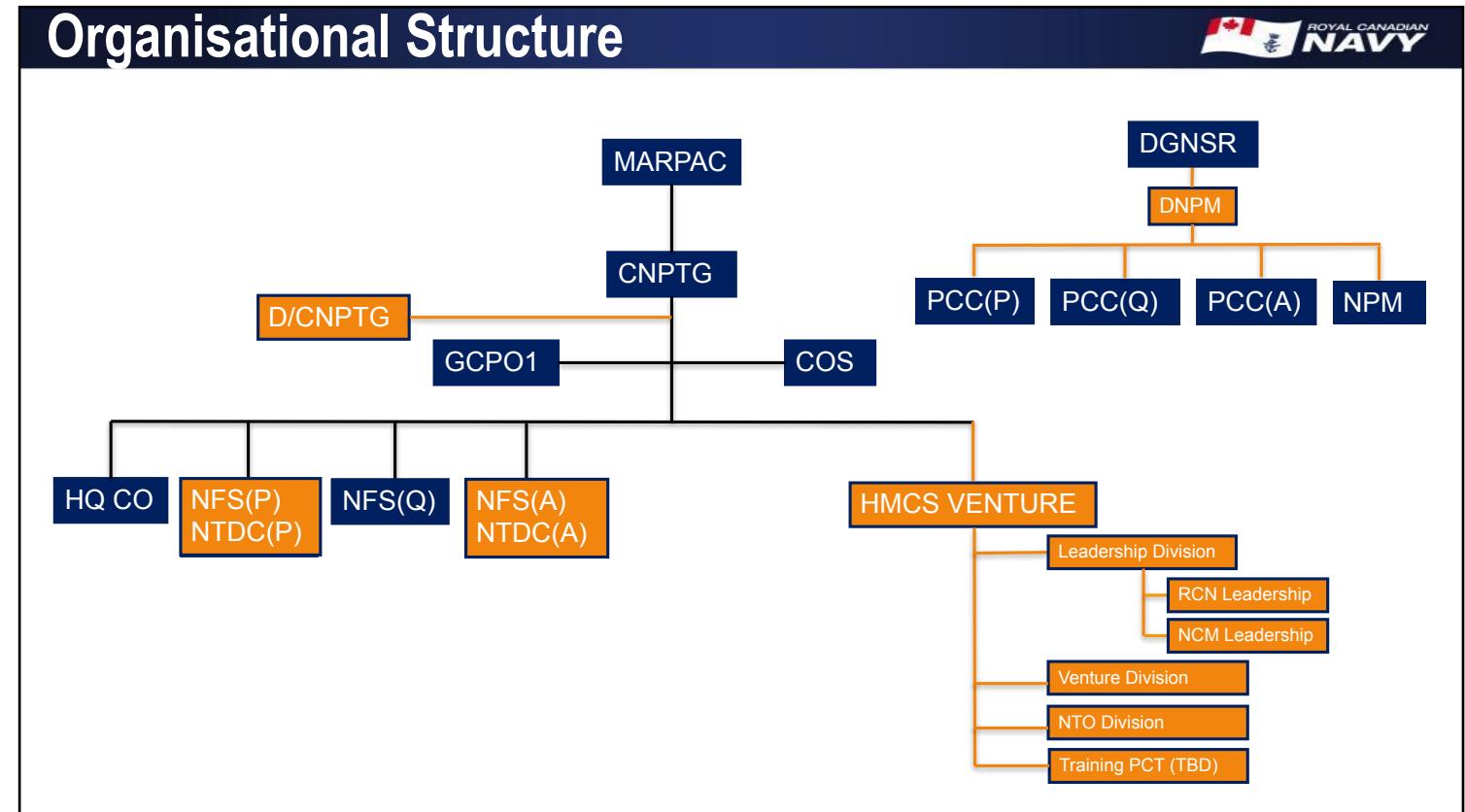
Part of the realignment is the creation of HMCS *Venture* while also merging the Naval Training Development Centre (Pacific) (NTDCP) with Naval Fleet School (Pacific) (NFSP).

At the same ceremony on Friday, Naval Training Development Centre (Pacific) was officially stood down.

Lessons learned from the Pacific merger of NTDCP with NFS(P) will be analyzed before embarking on envisioned changes to Naval Training Development Centre (Atlantic) and Naval Fleet School (Atlantic) next summer. Naval Fleet Schools Pacific, Atlantic and Québec, along with HMCS *Venture*, remain under the command of NPTG.

Responsibility for operational personnel management functions currently under NPTG's command (namely the three Personnel Coordination Centres – Pacific, Atlantic and Québec - and Naval Personnel Management (NPM)) will be transferred to the authority of the Director General Naval Strategic Readiness (DGNSR). This adjustment to reporting relationships better reflects the way business is actually conducted while also helping to streamline the operational personnel management system overall. Discussions are currently underway to refine timelines but the devolution of PCCs to DGNSR is expected to be complete this summer with minimal disruption in the day-to-day function of the PCCs.

## Organisational Structure



Le vendredi 15 juillet, lors d'une cérémonie de signature tenue au Work Point de la BFC Esquimalt, le capitaine de frégate Mike Stefanson a été officiellement nommé le tout premier commandant du NCSM *Venture* (le centre d'entraînement du commandement de la marine de la Marine royale canadienne). La cérémonie a été présidée par le commodore David Mazur, qui occupe par intérim le poste de Chef d'état-major adjoint de la Marine – Personnel et Instruction.

Le NCSM *Venture* est le nom de la nouvelle unité qui exercera ses activités dans le bâtiment Collier sous le commandement du Groupe du personnel et de l'instruction de la Marine (GPIM). Le nom du NCSM *Venture* et son lien avec le domaine de l'instruction en leadership, qui remonte à l'année 1910, est conservés dans le nom de l'unité.

Le NCSM *Venture* sera responsable de concevoir et de donner les cours d'éducation en matière de leadership de la MRC, depuis les cours de base jusqu'à l'entraînement-cadre pour les officiers et les militaires du rang (MR) dans le contexte de l'évolution continue du GPIM et du remaniement de sa structure.

Le Centre d'entraînement des officiers de la marine (CEOM), qui est davantage connu et qui est une ancienne division de l'École navale (Pacific) [EN (P)], sera transféré au HMCS *Venture* sans perturbation majeure. Cette division se concentrera principalement sur la gestion et l'instruction des officiers de guerre navale (OGN), depuis l'instruction qui suit la Qualification militaire de base des officiers jusqu'au niveau de qualification élémentaire des OGN. Elle se concentrera également sur l'instruction et la gestion des officiers de navigation de la flotte (ONF).

« Comme tous les officiers de guerre navale, j'ai commencé ma carrière navale à *Venture* », a déclaré le capitaine de frégate Stefanson après la cérémonie. « Aujourd'hui je reviens à NCSM *Venture* en qualité de commandant du nouveau centre d'entraînement de commandement de la marine. Ce qui m'a le plus inspiré, c'est de constater que les instructeurs et les membres du personnel de cette école sont toujours profondément investis dans le perfectionnement des futurs leaders de la MRC et qu'ils sont passionnés par cette mission. De la même façon, les stagiaires sont toujours aussi désireux d'apprendre, de servir et d'agir comme leaders. »

Deux autres divisions seront sous le commandement du NCSM *Venture*. Il s'agit d'une division d'officiers de marine – service technique (OMST), qui se concentrera sur l'instruction qui suit la Qualification militaire de base des officiers jusqu'à l'instruction des chefs de service, et d'une division de leadership, qui sera responsable des initiatives d'instruction en leadership tant pour les officiers de la MRC que pour les MR. Des discussions sont en cours concernant une éventuelle quatrième division. Celle-ci serait responsable des patrouilleurs d'instruction (PCT).

« Comme le rôle du NCSM *Venture*

s'élargit maintenant pour offrir de l'instruction en leadership non seulement aux OGN, mais aussi aux OMST et aux MR, je suis très enthousiaste à l'idée de participer au perfectionnement des compétences et au développement du caractère de l'ensemble de nos stagiaires, des membres de notre personnel et de nos instructeurs », a déclaré le capitaine de frégate Stefanson.

Les programmes de leadership et de sensibilisation actuellement offerts par l'EN (P) et le Centre de développement de l'instruction de la Marine (Pacificifique) [CDIM(P)] seront incorporés à la structure du NCSM *Venture*, notamment :

- le programme Décentralisation de la Qualification militaire de base (D-QMB) de la Force régulière et de la Force de réserve et le programme Décentralisation de la Qualification militaire de base des officiers [D-QMB(O)], tels qu'ils sont assignés par la Génération du personnel militaire (GENPERSMIL);
  - le programme RAVEN d'emploi d'été pour les Autochtones, ainsi que d'autres programmes de sensibilisation;
  - l'instruction en leadership et en perfectionnement professionnel au niveau du commandement pour les futures équipes de commandement des unités de la MRC;
  - un centre d'excellence en navigation de la MRC pour la prestation de conseils aux comités, aux groupes de travail et aux bureaux de première responsabilité (BPR) de la MRC, ainsi que de l'instruction collective et de l'instruction en équipe pour la Flotte canadienne du Pacifique et la Flotte canadienne de l'Atlantique;
  - le perfectionnement du leadership professionnel et l'instruction en leadership qui ne font pas déjà partie des programmes de cours de qualification;
  - la formation en langue seconde au sein des Forces maritimes du Pacifique [FMAR(P)];
  - les initiatives de changement de

culture.

La création du NCSM *Venture* dotera la MRC d'une institution spécialisée dans la conception et la prestation d'une instruction en commandement semblable à celle offerte par l'Armée canadienne ou l'Aviation royale canadienne. Cette institution aidera la MRC à atteindre les objectifs de changement de culture institutionnelle fixés par le Chef – Conduite professionnelle et culture (CCPC).

Au sein du NCSM *Venture*, le

Au sein du NCSM *Venture*, le capitaine de frégate Stefanson sera épaulé par la capitaine de corvette Meghan Lobb, qui agira à titre de commandante en second, ainsi que par le premier maître de 1re classe Steve Wist, qui agira à titre de capitaine d'armes de l'unité.

Le NCSM *Venture* est créé dans le cadre de l'initiative de remaniement global du GPIM. Des groupes de travail composés des BPR compétents et d'experts corporatifs se sont affairés à définir et à coordonner les étapes nécessaires à la mise sur pied de cette unité tout en maximisant les allocations de ressources humaines et financières existantes, ainsi qu'en utilisant l'infrastructure existante à la disposition du GPIM.

À la fin du mois d'avril, le contre-amiral Topshee (maintenant le vice-amiral Topshee, commandant de la MRC) a signé un ordre d'assignation des tâches exigeant l'évolution continue du GPIM et le remaniement de sa structure. Cet ordre vise à apporter les changements nécessaires pour mieux réaliser la mission du GPIM en tant que principal commandement de la MRC pour l'éducation et l'instruction des marins.

« L'approche utilisée dans le remaniement du GPIM est mesurée et méthodique, tout en mettant l'accent sur la conception et la prestation de l'instruction navale dans le cadre des initiatives de reconstitution de la MRC », a déclaré le capitaine de vaisseau Coates. « Concrètement, il s'agit

d'utiliser les ressources humaines et budgétaires existantes de manière plus efficace et à meilleur escient compte tenu des réalités opérationnelles prévues pour l'immédiat et pour les années à venir, sans perturbation majeure. »

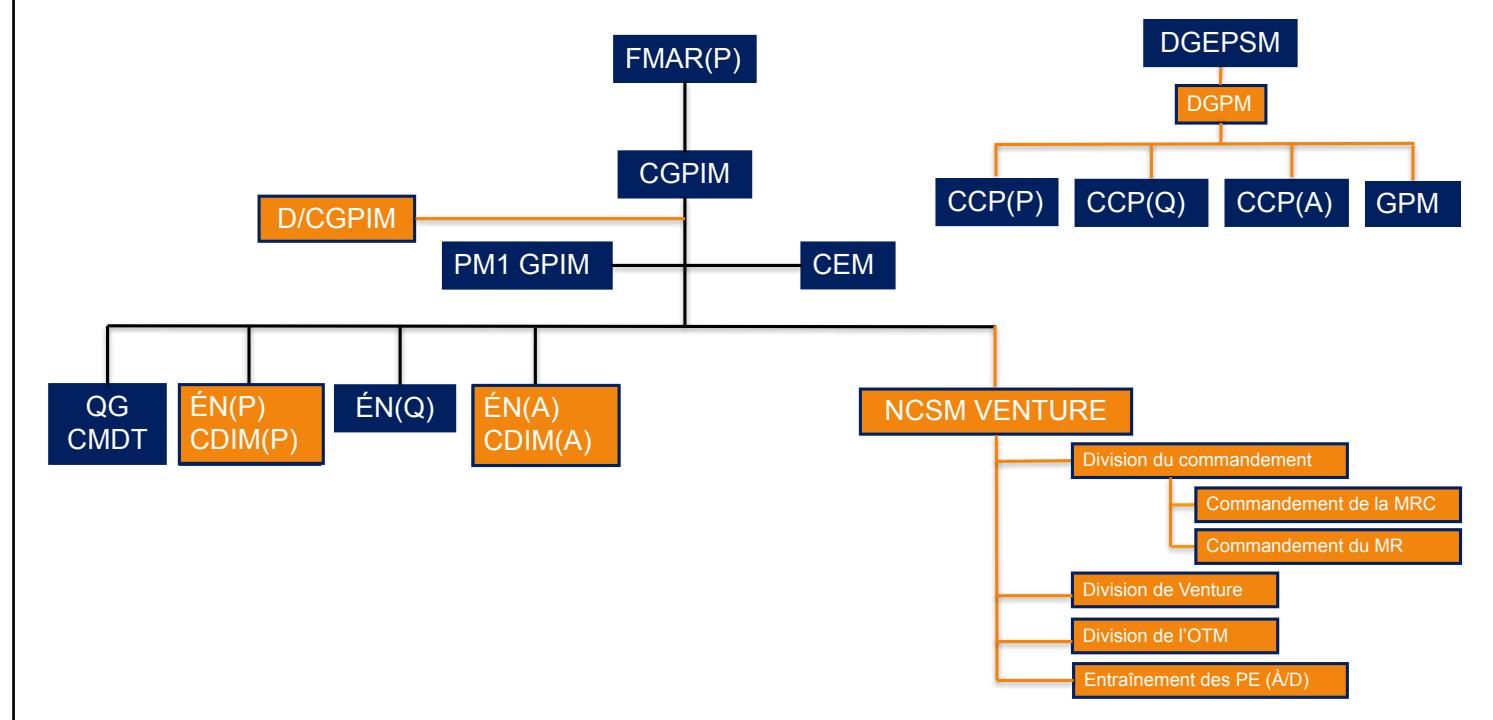
Une partie du remaniement consiste à créer le NCSM *Venture* et à regrouper le CDIM(P) et l'EN (P).

Lors de la même cérémonie, vendredi, le CDIM(P) a officiellement cessé ses activités.

Les leçons retenues du regroupement du CDIM(P) et de l'EN (P) seront analysées avant d'entreprendre les changements envisagés pour le Centre de développement de l'instruction de la Marine (Atlantique) [CDIM(A)] et l'École navale (Atlantique) [EN (A)] l'été prochain. L'EN (P), l'EN (A) et l'École navale (Québec) [EN (Q)], ainsi que le NCSM *Venture*, demeurent sous le commandement du GPIM.

Le commandement du GPIM.  
La responsabilité des fonctions de gestion du personnel opérationnel, qui sont actuellement sous le commandement du GPIM (à savoir les trois centres de coordination du personnel – Pacifique, Atlantique et Québec – et la gestion du personnel de la Marine), sera transférée sous l'autorité du Directeur général – État de préparation stratégique de la Marine (DGEPSM). Cet ajustement des rapports hiérarchiques reflète mieux la façon dont les activités sont réellement menées et aide à simplifier le système de gestion du personnel opérationnel dans son ensemble. Des discussions ont actuellement lieu pour préciser les échéances, mais le transfert des responsabilités des centres de coordination du personnel au DGEPSM devrait se terminer cet été, sans perturbation majeure dans le fonctionnement quotidien des centres de coordination du personnel.

# Structure Organisationnelle





# SPORTS & FITNESS



## Gagetown takes soccer trophy after nail-biting final

By Ryan Melanson,  
Trident Staff

Canadian Armed Forces soccer is back after a two year hiatus, and if the fierce competition at the recent Men's Regional Championship is any indicator, our athletes were more than ready to get back on the field.

Teams from CFB Halifax, 14 Wing Greenwood and 5 CDSB Gagetown converged on the Burnside All Weather Sports Field in Dartmouth from August 2-4 for the event. After a round-robin format for the opening days, Gagetown defeated Greenwood 5-1 in a semi final match on the morning of August 4, setting up the final against the Halifax Mariners later that afternoon.

The championship game, played in

scorching mid-afternoon heat, stayed tied 0-0 through 90 minutes of regulation time and an additional 30 minutes of extra time before moving into a penalty shootout that saw Gagetown take the victory. Though scoreless, the match was anything but boring, with plenty of physical action, scoring chances on both sides, and emotions running high on both benches.

Sgt Ryan Pittman, Gagetown's team captain, said he was extremely proud of his players, who had a difficult tournament schedule and played a grueling 390 minutes of highly competitive soccer over two days.

"We've got 17 guys here who absolutely put their heart and soul on the

line this week. Things are busy and we all worked hard just to be here. We knew what we had to do to win, but it was very tough."

The win means Gagetown has earned the right to represent the Atlantic Region at the CAF National Soccer Championship, set for September 26 - October 1 in Kingston, Ontario. Sgt Pittman is no stranger to the national tournament, and said he's looking forward to poaching some of Halifax's best to bolster the Atlantic team in Kingston.

"Halifax put up a real fight for us, these were both great teams and we came out on top," he said.



## Double gold for Halifax as slo-pitch returns

Congratulations to the CFB Halifax Mariners men's and women's slo-pitch teams, who each secured gold medals at the recent CAF Atlantic Regional Slo-pitch Championship, held in Gagetown from July 18-22. This means the teams are set to travel to Edmonton for the National Championship tournament, taking place, for the first time since 2019, from September 19-23.

SUBMITTED

## Gagetown remporte le trophée du football après une finale très serrée

Par Ryan Melanson,  
L'équipe Trident

Le soccer des Forces armées canadiennes est de retour après une pause de deux ans, et si la compétition féroce du récent Championnat régional masculin est un indicateur, nos athlètes étaient plus que prêts à retourner sur le terrain.

Des équipes de la BFC Halifax, de la 14e Escadre Greenwood et de la BS 5 Div CA Gagetown ont convergé vers le Burnside All Weather Sports Field à Dartmouth du 2 au 4 août pour l'événement. Après un tournoi à la ronde les premiers jours, Gagetown a battu Greenwood 5 à 1 dans un match de demi-finale le matin du 4 août, préparant la finale contre les Mariners de Halifax plus tard dans l'après-midi.

Le match de championnat, disputé sous une chaleur accablante en milieu d'après-midi, est resté à égalité 0-0 après 90 minutes de temps réglementaire et 30 minutes supplémentaires de prolongation, avant de se terminer par une séance de tirs au but. Bien que sans but, le match était tout sauf ennuyeux, avec beaucoup d'action physique, des chances de marquer des deux côtés, et des émotions fortes sur les deux bancs.

Le sergent Ryan Pittman, capitaine

de l'équipe de Gagetown, a déclaré qu'il était extrêmement fier de ses joueurs, qui avaient un calendrier de tournoi difficile et ont joué 390 minutes de soccer hautement compétitif sur deux jours.

« Nous avons 17 gars ici qui ont absolument mis leur cœur et leur âme sur la ligne cette semaine. Le travail a été chargé et nous avons tous travaillé dur juste pour être ici. Nous savions ce que nous devions faire pour gagner, mais c'était très difficile. »

Grâce à cette victoire, Gagetown a gagné le droit de représenter la région de l'Atlantique au championnat national de soccer de la CAF, qui aura lieu du 26 septembre au 1er octobre à Kingston, en Ontario.

Le Sgt Pittman est un vétéran du tournoi national et a déclaré qu'il avait hâte de débaucher certains des meilleurs joueurs de Halifax pour renforcer l'équipe de l'Atlantique à Kingston.

« Halifax s'est vraiment battu contre nous, ils avaient une grande équipe et nous sommes sortis vainqueurs », a-t-il déclaré.



*The Gagetown Warriors took the gold medal and championship trophy at the CAF Men's Regional Soccer Championship, which took place in Dartmouth from August 2-4.*

*Les Gagetown Warriors ont remporté la médaille d'or et le trophée de championnat lors du championnat régional de soccer masculin de la CAF, qui s'est déroulé à Dartmouth du 2 au 4 août.*

RYAN MELANSON, TRIDENT STAFF/L'EQUIPE TRIDENT



# Navy “joggler” gets national attention with latest record attempt

By Peter Mallet,  
The Lookout

A fleet-footed juggler of the Naval Reserve has struck again, this time as a potential new world record holder.

Lieutenant (Navy) Michael-Lucien Bergeron ran a 10-kilometre race while juggling in 34 minutes 47 seconds at the Canada Games Place track and field facility in Charlottetown, Prince Edward Island, on July 10. The time will officially be a world record if confirmed by Guinness World Records in four to eight weeks.

“It feels pretty good to potentially be the fastest in the world at juggling over 10 kilometres,” said Lt(N) Bergeron.

Lt(N) Bergeron is already a confirmed Guinness World Records holder for Fastest Half Marathon, which he set in Toronto in 2018.

Lt(N) Bergeron is a full-time Naval Warfare Officer at HMCS Queen Charlotte in Charlottetown. The athletic feat is known in the track and

field world as ‘joggling’, and involves running while keeping three standard juggling balls suspended in midair.

He was convinced he had already beaten the standing 10-km record for juggling in 2018 with a time of 35 minutes 36 seconds. However, he did not qualify because of the number of witnesses and the track he ran on. This time, he ran on a regulation track and made sure he had video, pictures, witness reports, and an official report from a certified timer to seal the deal.

His world record attempt garnered both local and national media attention, and included a segment on CBC’s The National news broadcast on July 12.

“I have received a lot of feedback and congratulations, and have spent the last three days answering questions from various media outlets across the country in both English and French,” he said. “I never thought

it would blow up this big.”

Lt(N) Bergeron first began running when he was 13, and learned how to juggle when he was in high school. He says he did not combine the two activities until a university friend dared him. He then set a goal to juggle in a real race, which he achieved in 2014, running the 5K course at the Navy 10K event in Halifax. He finished in fourth place with a time of 19 minutes 47 seconds and has not looked back since.



*Lt (N) Michael-Lucien Bergeron, left, juggles while attempting to set a Guinness World Record in Joggling at a distance of 10 kilometres at Canada Games Place in Charlottetown, P.E.I. on July 10.*

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