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Allied divers build readiness

Lieutenant Commander Sebastian Harper of Fleet Diving Unit (Atlantic), Canadian Task Force Commander, exchanges gifts with Spanish Lieutenant Junior Grade Carlos Alegre during a media day onboard the Romanian diving support vessel Nava Majestății Sale Grigore Antipa. The event was held in conjunction with the Eurasian Partnership Mine Countermeasures Diving Exercise near Constanța, Romania on June 18.

CPL MARK WANZEL





CANSOFCOM members seen in action during the 2025 Arctic season.

CANSOFCOM

Special Operations Coxswain: Become Canada's maritime edge

By DND

For Canadian Armed Forces (CAF) members seeking a demanding and rewarding challenge, the Special Operations Coxswain (SOC) specialist role offers a unique opportunity to enable maritime special operations. If you are prepared to meet high standards, operate in demanding environments, and contribute directly to Canada's security, this is your chance to serve at the maritime edge of special operations.

SOCs are the primary specialists that operate in the maritime environment for Canadian Special Operations Forces Command (CANSOFCOM). They

are directly responsible for conducting maritime tasks in close support of CANSOFCOM operations, both domestic and abroad. SOC operators as part of Joint Task Force 2 (JTF 2), Canada's high-readiness and precise special operations forces (SOF) unit. Trusted to safeguard national interests and combat terrorism at home and abroad, JTF 2 relies on SOC operators to deliver a vital maritime edge in fast-paced, mission-critical roles.

Who can apply

Applicants must be serving Regular Force (Reg F) CAF members who meet

the following prerequisites:

- Canadian citizen
- Possess minimum Level II (Secret) security clearance
- Meet CAF medical standards
- Be occupationally functional in current trade (any)

Reserve Force CAF members must successfully complete a Component Transfer to the Reg F within their occupation before starting a SOC application.

Selection process

Selection for SOC is a competitive and rigorous process, starting with your submission of a Notice of Intent through CANSOFCOM recruiting. Applicants are invited to proceed to the next phase if they are found to be suitable for selection.

Canadian Special Operations Forces Command's Special Operations Boat Coxswains conduct maneuvering training near Resolute Bay, in August 2024.

Physical readiness is essential for SOC selection. Candidates must meet the [CANSOFCOM Physical Fitness Screening Evaluation](#) (PDF, 3,2MB) standards prior to selection and again during assessment. These standards test strength, endurance, and operational fitness; selection evaluates existing readiness, it does not build it.

Professionalism is equally critical. Applicants must practice strict operational security (OPSEC) throughout the

process. They are expected to embody discipline, adaptability, and a commitment to high performance.

Applicants who are successful on selection will attend the Special Operations Coxswain Course (SOCC), where they are trained to meet the high operational standards required of JTF 2.

Training and career path

All successful candidates begin as boat crewmembers, developing core skills in operating and maintaining high-speed craft. Through structured training and mentorship, crewmembers are expected to master:

- Advanced navigation and manoeuvring
- Tactical mission planning
- Maritime insertion/extraction techniques

After gaining this critical experience, SOC operators will go on to execute precision navigation and boat handling to support maritime counterterrorism and interdiction operations, a role requiring technical competence, strong judgment, and the ability to perform under pressure.

For more information or to begin the application process, contact: CANSOFCOMRecruiting.RecruitmentCOMFOS-CAN@forces.gc.ca

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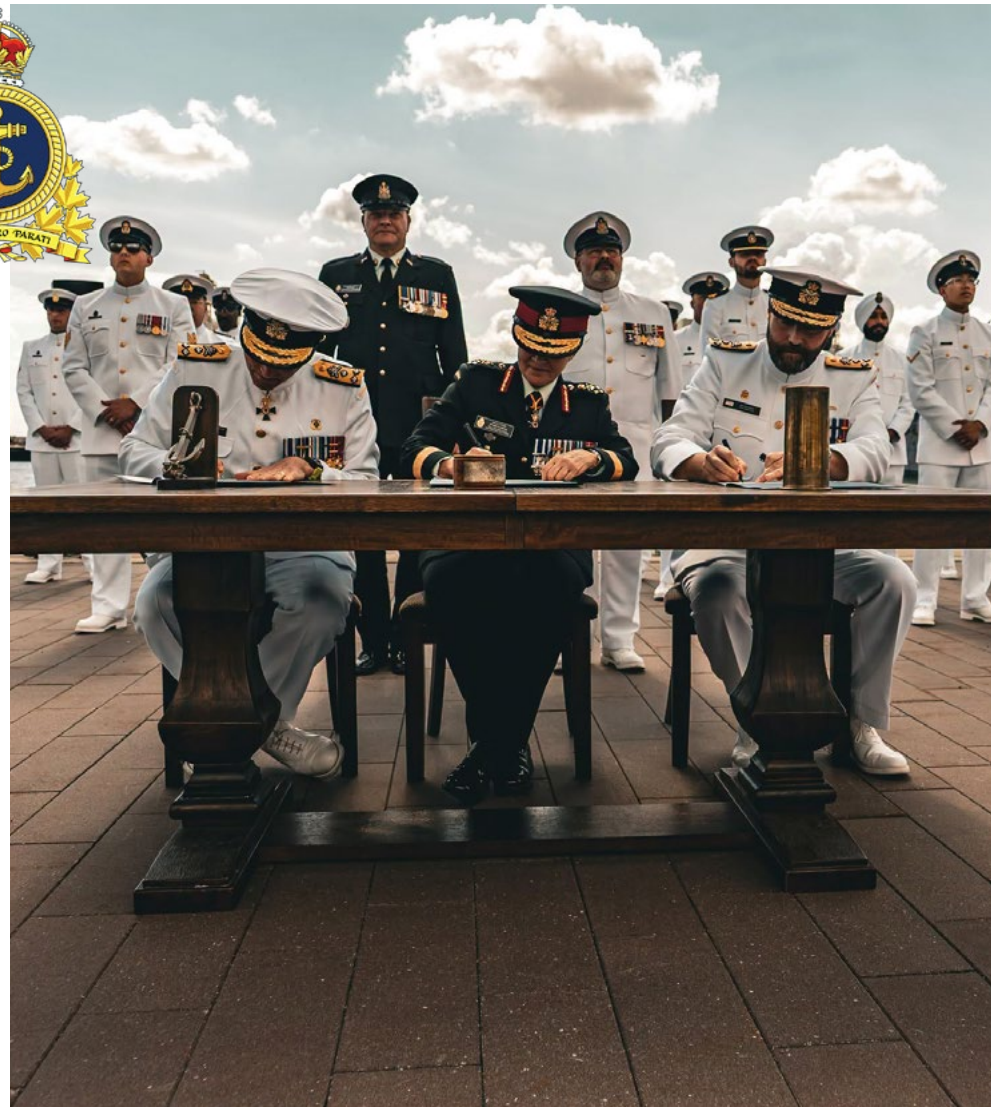
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VAdm Dan Charlebois speaking at the change of command ceremony in Hamilton, ON, on June 16, 2026.



From left, outgoing Commander RCN VAdm Angus Topshee, Chief of the Defence Staff Gen Jennie Carignan, and incoming Commander RCN VAdm Dan Charlebois.

RCN

RCN

Vice-Admiral Charlebois' flag hoist signal

It is with a sense of great pride and humility that I assume command of our Navy as its 39th commander. It is a responsibility that I do not take lightly. I recognize that this appointment carries with it an obligation to earn and maintain your trust each and every day. I will lead with integrity and fairness as we navigate the challenges ahead together. We must continue to foster a culture rooted in respect, inclusion and professionalism, where every member of our team (military, civilian, full-time and part-time) feels valued and empowered to contribute to our collective success.

In the summer of 2022, our Navy was emerging from the COVID-19 pandemic and in a seemingly insurmountable personnel crisis. After four years of the bold and decisive leadership of Vice-Admiral Topshee, the tide has been turned as the RCN, in close collaboration with CMP, has innovated and modernized the way in which we attract and recruit into the Navy. Coupled with much needed modifications to our occupation structures and training system, for the first time in several decades there is cause for optimism on the people front. This situation remains precarious, but there

are several positive indicators that demonstrate we are trending in the right direction and for that we owe Vice-Admiral Topshee a debt of gratitude as he fought incredibly hard for our Navy.

For this reason, my top priority will remain people as we continue to modernize and expand how we attract, recruit and train our personnel from street to fleet. Increasing our trained effective strength in order to properly crew our shore establishments and ships with trained officers and sailors while at the same time supporting the active delivery of the future fleet is the only path to building and sustaining a ready, resilient and relevant Navy.

Never before in my career have I felt Canada needs our Navy more. Three oceans and vast coastlines, a more accessible Arctic garnering attention from both friend and foe, and an increasingly complex and contested maritime domain all demonstrate the need for a modern and flexible naval force with the right balance of crewed and uncrewed capabilities and in the right quantities. In the Canadian context, to safeguard our nation and our interests, mass matters, which is why I will continue

to prioritize and advocate for a robust and balanced fleet mix of the right platforms as we have done with River class destroyer and the Canadian patrol submarine. If we build the Navy and the associated infrastructure and sustainment that we need to defend our country and continent, we build the Navy Canada needs to defend its interests anywhere in the world.

As we continue to actively deliver and introduce new ships and capability to our Navy, we must remain ready to fight with what we have today. Future combatants and submarines do not magically appear at the outset of conflict, which is why we must continue to invest in the Halifax-class to ensure it not only remains safe and seaworthy, but also a credible blue water ASW platform ready to fight tonight. Every time our ships proceed to sea, whether for force generation or force employment, the current state of the world demands that we be ready at all times to defend ourselves and our country. This is not an easy mindset to adopt, but it is one we must embrace. It also demands that we remain students of our profession - continually learning, studying our tradecraft, and evolving how we fight so that we are always prepared for the next challenge, not the last one.

To the officers, sailors and civilians that form our Navy team, I commit to leading with your needs in mind, bal-

anced with the needs of our institution and our nation. I commit to advocating for Navy requirements and to telling your stories. Physical fitness and resilience are foundational to our effectiveness as a fighting force. As someone who has always found balance and strength through sport, I will continue to emphasize the importance of maintaining the physical and mental readiness required of our profession. I expect each of us to take ownership of this readiness - because our ability to fight and win at sea depends on it.

I also recognize that none of what we do is possible without the families and loved ones who support us - often at great personal sacrifice - and they will remain central to how we think about readiness and sustainability.

After 34 years in the Navy I remain in awe of the level of commitment and dedication you all have to your Navy and your country, and the incredible things you do each and every day. The world is a tough place at the moment, but our future as a Navy is extremely bright, and leading you is both my honour and privilege.

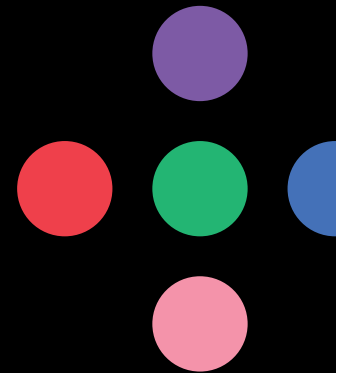
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Vice-Admiral Dan Charlebois,

*39th Commander of the
Royal Canadian Navy*



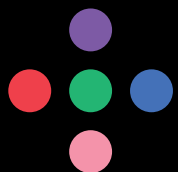
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RCN members at Seaway Fabrication's Lunenburg Foundry in early May.

NEIL CLARKSON

Students from Naval Fleet School (Atlantic) worked on casting aluminum and brass parts during two days of hands-on training.

NEIL CLARKSON

Foundry training helps keeps rare RCN machinist trade alive

By Nathan Stone,
Trident Staff

Inside the historic Lunenburg Foundry, aspiring Royal Canadian Navy (RCN) Machinist Specialists spent two days casting machine parts from molten metal. With its bright flashes of molten metal and tangible results, the trip gave students a hands-on stake in preserving a rare skill that the Navy can't afford to lose.

Machinist Specialists maintain, repair and fabricate mechanical parts for RCN ships while at sea.

During their trip to Lunenburg from May 5-6, a dozen students from Naval Fleet School (Atlantic) (NFS(A)) cast five aluminum parts and two red brass components at the foundry, transforming raw metal into the rough beginnings of a new drill press and a gear pump.

"This is the highlight of this course for them," says Petty Officer Second Class (PO2) Desmond Pye, one of a small number of RCN Machinist Specialist instructors. "They were absolutely blown away by how interesting it was."

That interest is something he tries to promote in his students, as the RCN has

a shortage of machinists. PO2 Pye counts just 14 Machinist Specialists within Maritime Forces Atlantic. That's the total pool to draw from for instructor positions, deployments, and any task that requires their unique expertise.

Machinist Specialists are vital aboard RCN ships. When a piece of equipment breaks at sea and no replacements are on hand, the fallback is the ship's company and whatever skills they bring.

PO2 Pye has experienced this firsthand. In the fall of 2023, aboard His Majesty's Canadian Ship Montréal off the coast of Florida, one of the ship's two desalination plants failed due to a broken rod. Without the ability to make fresh water, the crew would need to postpone the mission and spend a week in port waiting for a replacement part.

"The chief engineer at the time knew about my machining ability," PO2 Pye recalls. "He spoke up and said, 'I have a machinist that can make this part.'"

Others covered his watch so he could work through the night. By morning, the new rod was made and installed.

It's his hope that students develop that same hands-on confidence early, starting with the training course. The parts students cast in Lunenburg are the foundation of two fully operational machines: a drill press and a gear pump. Once the rough castings cool, students bring them back to the machine shop at NFS(A) where they'll bore, thread, and mill them into working equipment.

"The gear pump that the guys manufacture here is capable of pumping a 45-gallon bucket of water down in about 30 seconds," says PO2 Pye. "They're not just making a stud and a nut. They're making an operational product."

The course typically graduates three to six qualified machinists from a class of twelve. The trade demands patience, precision, and a strong attention to detail, and students must be willing to invest significant time developing those skills. The most successful candidates are often those who discover a genuine interest in machining and embrace the challenge of mastering the craft.

PO2 Pye said he'd like to see students

get more hands-on time with lathes and mills, similar to the three-and-a-half months he spent training compared to the four weeks students get today. That extra time, he believes, is what helps students develop the skills and passion required for a career unlike any other in the RCN. As he sees it, a Machinist Specialist can be the ship's last line of defense against operational failure.

"I've had captains and everybody down in the machine shop watching me on the machines at different parts of my career," says PO2 Pye.

"Warships are meant to move, fight, float. Engineers take care of two or three of those aspects. Having a Machinist Specialist on the ship extends your capabilities of keeping the ship at sea for longer, with the maximum amount of machinery that you need."

Currently, PO2 Pye and his colleagues rotate through instructor positions, teaching courses and hoping to spark interest in one of the RCN's most unique trades.



Le nouveau premier maître de la base, le PM 1 Esquivel, prononce son premier discours.
LE CPL BRIAN LEVESQUE



La Musique Stadacona joue pendant que le PM 1 Beazley cède ses fonctions.
LE CPL BRIAN LEVESQUE

La BFC Halifax accueille le PM 1 Esquivel

Par l'équipe du Trident

Le 3 juin, une foule s'est rassemblée au dernier étage de la Tour Juno alors que le premier maître de 1re classe (PM 1) Troy Beazley cédait son poste de premier maître de la BFC Halifax au PM 1 Carlos Esquivel.

Le mandat du PM 1 Beazley à titre de premier maître de la base a été marqué par des moments de célébration et des événements marquants à la BFC Halifax, alors que la Marine royale canadienne (MRC) entre dans une nouvelle ère. Il y a aussi eu des défis, des tragédies au sein de l'équipe navale, des incendies et des inondations dans la région, ainsi que d'autres épreuves.

Malgré tout, le PM 1 Beazley affirme que son succès dans ce rôle a été rendu possible grâce au soutien qu'il a reçu

du personnel du bureau du premier maître de la base et de l'ensemble de la BFC Halifax.

« J'ai réalisé très tôt que tout ce que j'avais à faire, c'était de donner à cette formidable équipe le soutien et la marge de manœuvre dont elle avait besoin pour faire ce qu'elle fait », a déclaré le PM 1 Beazley. « Ils font toujours ce qu'ils ont à faire.

« Alors que nous nous dirigeons vers de nouvelles plateformes et de nouvelles capacités qui nous permettront d'aller de l'avant et de nous moderniser, nous devrions considérer cette période comme passionnante », a-t-il ajouté, soulignant que le personnel de la BFC Halifax travaillera en coulisse pour aider à mettre en œuvre ces changements à venir.

Le capitaine de vaisseau Annick Fortin, commandant de la base d'Halifax, a parlé de son temps et de sa relation professionnelle avec le PM 1 Beazley.

« Lorsque je suis arrivée à la BFC Halifax en 2024, le PM 1 Beazley occupait son poste depuis à peine deux ans », a-t-elle déclaré. « Dès le début, son professionnalisme, sa présence constante et son engagement profond envers les gens ont façonné non seulement ma propre approche en tant que chef, mais aussi le ton de l'ensemble de notre équipe de direction. »

« Il donnait l'exemple, montrant la voie par ses actions. Il écoutait attentivement avant de faire part de ses réflexions, donnant ainsi aux autres le sentiment d'être vraiment entendus. Il apportait calme et clarté dans les moments difficiles. »

Le PM 1 Esquivel a émigré du Nicaragua au Canada en 1988 et est devenu opérateur de détecteurs électroniques navals (NESOP) après avoir rejoint la MRC. Depuis, le PM 1 Esquivel a navigué sur plusieurs navires et a été nommé maître d'équipage du NCSM Halifax en

2021. En 2023, il a terminé sa formation en français et a participé au programme d'engagement réparateur à l'appui des initiatives de changement culturel dans les Forces armées canadiennes (FAC).

« Je vous remercie sincèrement de la confiance que vous m'avez accordée », a déclaré le PM 1 Esquivel. « En tant que premier maître de la base, je me réjouis de travailler avec les unités des deux côtés du port et de renforcer les relations qui permettent à la base de demeurer étroitement liée à l'ensemble de l'Équipe de la Défense ainsi qu'aux collectivités qui nous entourent. »

L'événement a été animé par le premier maître adjoint de la base, le PM 2 Cheyenne Delaronde, et la cérémonie de purification a été dirigée par le PM 2 (retraité) Debbie Eisan. Les collègues ont également offert des cadeaux d'adieu au PM 1 Beazley à l'occasion de la fin de sa nomination.

Le PM 1 Beazley a été nommé premier maître de la base en 2022. Son mandat s'est conclu par des adieux chaleureux accompagnés par la Musique Stadacona.

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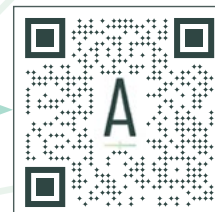
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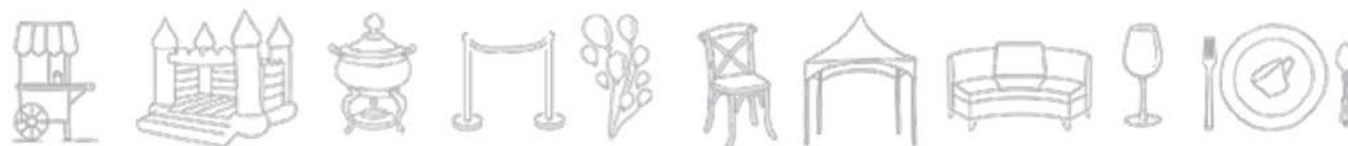




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S1 Matthew Ray was presented with the Canadian Fleet Atlantic Sailor of the Quarter award on June 9 by Cmdre Jacob French (right) and Fleet Chief CPO1 Patrick Mackey.

CPL ANTONIO GARCIA ALVAREZ



S1 Ray was among the Royal Canadian Navy members who integrated with the Chilean Navy (Armada de Chile) during an Operation REGULAR/CARE scientific mission in Antarctica, assisting with small boat operations, bridge watch routines, and more.

RCN

S1 Ray's leadership on and off ship earns Sailor of the Quarter award

By Trident Staff

Sailor 1st Class Matthew Ray has been recognized as Canadian Fleet Atlantic's latest Sailor of the Quarter, earning the honour for his leadership, professionalism, and contributions to operations at home and abroad.

The award was presented during a ceremony aboard His Majesty's Canadian Ship (HMCS) *Harry DeWolf* on June 9, shortly after the Arctic and Offshore Patrol Vessel returned to Halifax following a 10-month refit period at Davie Shipyard in Lévis, Que.

A member of *Harry DeWolf*'s Deck Department, S1 Ray was selected for his sustained contributions to operations, training, and shipboard readiness. According to the nomination package submitted for the Sailor of the Quarter award, he consistently performed above his rank throughout the quarter, regu-

larly assuming supervisory responsibilities in the absence of senior personnel while managing junior sailors, coordinating support across departments, and helping ensure the successful completion of countless tasks.

Other highlights included S1 Ray's significant contributions during Operation REGULUS, where he was integrated with the Chilean Navy during a deployment to Antarctica. While supporting scientific operations in the region, he balanced bridge watchkeeping duties with hands-on assistance to research teams, helping improve the efficiency of boat operations and scientific data collection while maintaining safety standards in a challenging environment.

Back in Canada, S1 Ray has also continued to distinguish himself as a Boat Coxswain, supporting a variety of

high-profile and operationally important tasks. His expertise was relied upon during waterborne security operations, including a major base Nuclear Emergency Response exercise, as well as Harbour tours involving the Chief of the Defence Staff and other distinguished guests.

Beyond his operational responsibilities, S1 Ray has been playing a key role in developing the next generation of sailors. He provided instruction and mentorship in seamanship, emergency procedures, deck routines, and quarter-master duties, helping multiple junior sailors achieve qualifications that increased the ship's overall watchkeeping capability.

He also served as HMCS *Harry DeWolf*'s lead coordinator for the 2025-26 National Defence Workplace Charitable

Campaign and volunteered his time to organize and lead physical training sessions that promoted fitness, morale, and team cohesion among the ship's company.

HMCS *Harry DeWolf*'s Commanding Officer, Commander Collin Forsberg, described S1 Ray as an asset both to this ship and to the Royal Canadian Navy overall.

"S1 Ray's operational contributions have been outstanding both domestically and internationally," he wrote.

"(He) exemplifies the very best qualities of Royal Canadian Navy personnel. Their professionalism, leadership, and unwavering dedication make them HMCS *Harry DeWolf*'s nominee for Sailor of the Quarter."

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A rendering of the future HMCS Fraser. The ceremonial coin laid on the ship's keel.

IRVING SHIPBUILDING

RCN

Keel laying marks construction start for future HMCS Fraser

By Trident Staff

Shipbuilders, government ministers and Royal Canadian Navy (RCN) members gathered at Irving's Halifax Shipyard on July 12 for a keel-laying ceremony marking the official start of construction on the future His Majesty's Canadian Ship (HMCS) *Fraser* — the first of the RCN's new River-class destroyers, expected to enter service in the early 2030s.

The River-class will provide the RCN's main surface combat power, replacing the capabilities of the retired Iroquois-class destroyers and the aging Halifax-class frigates.

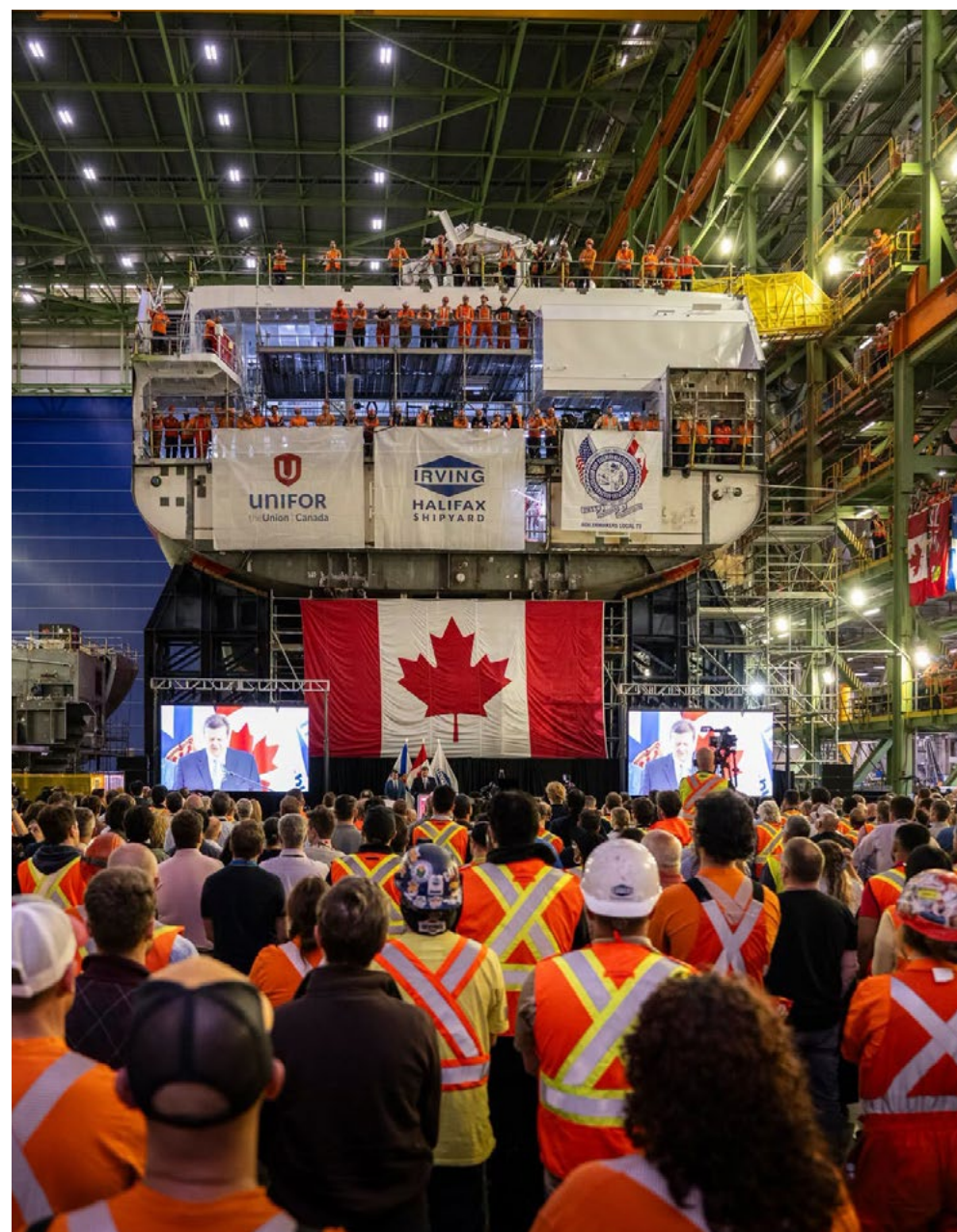
"This is a great day for the Royal Canadian Navy," said then Commander RCN Vice-Admiral Angus Topshee. "It marks a major milestone in the production of the destroyers the Royal Canadian Navy urgently needs to protect Canadian waters and Canadian interests in an increasingly unpredictable and threatening world."

The milestone follows the successful completion of a test module in June 2024, which cleared the way for full-rate construction to begin in April 2025.

Keel laying is a centuries-old naval tradition marking the formal start of a ship's construction. It involves lowering a prefabricated hull module into place and welding a commemorative coin into the ship's foundation for good luck. The future HMCS *Fraser*'s keel was marked with a \$15 silver Wild Rivers Exploration coin, its design inspired by Simon Fraser's historic voyage through Hell's Gate rapids on B.C.'s Fraser River.

"Reaching the concrete start of construction on the first River-class destroyers is an encouraging step forward in strengthening our national resiliency and revitalizing our domestic shipbuilding industry," added Minister of National Defence David McGuinty in a press release issued following the keel laying.

The River-class will bring state-of-the-art radar and enhanced combat management systems to the fleet, allowing it to track and defend against both submarine and aerial threats from a single ship. The design is based on the British Type-26 destroyer hull currently being built for multiple allied Navies, though adapted with specific systems to meet



Approximately 500 shipbuilders joined government, industry and RCN leaders to mark the keel-laying milestone on July 12.

IRVING SHIPBUILDING

RCN needs.

"The future HMCS *Fraser* is a nod to the historical importance of British Columbia's Fraser River and to the people, ingenuity, resilience and determination that helped build modern-day Canada," said Minister of Immigration, Refugees and Citizenship Lena Metlege Diab. "The River-class destroyers will help protect Canadians against diverse threats in an unpredictable marine environment."

Under the National Shipbuilding Strategy, Irving Shipbuilding has already delivered six Arctic and Offshore Patrol Ships to the RCN and two to the Canadian Coast Guard — milestones also recognized at Friday's ceremony.

"Our 3,000 shipbuilders are proud to be building ships that will serve Canada for decades to come," said Irving President Dirk Lesko. "We're producing the next-generation fleet for the Royal Canadian Navy while delivering on every one of our commitments to sustain the legacy ships."

VAdm Topshee also added a kudos to Irving Shipbuilding for their role in the construction of the future RCN fleet.

"This shipyard has built the ships the Navy and Coast Guard need to patrol our waters, all the way through the Arctic, and now they're building the destroyers we need to make sure no one will ever come into our waters without our permission."

The future HMCS *Fraser* will be the third RCN ship to carry the name. The first served during the Second World War, stationed initially on the West Coast before moving to Halifax, and was lost in a 1940 collision with the Royal Navy ship HMS *Calcutta*. The second, a St. Laurent-class destroyer, was commissioned in 1957. In November 1980, HMCS *Fraser* rescued twelve British fishermen from the vessel *St. Irene* off the coast of the Netherlands. In 1993–94, the ship helped enforce United Nations sanctions off Haiti before being decommissioned later that year.

"We have always been a destroyer navy — a navy that has small ships capable of doing big things anywhere that Canada needs them to go," VAdm Topshee added.



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Guests stop to have a look at the big world map during DND Family Days 2026 at HMC Dockyard in Halifax.

RYAN MELANSON

Sunshine and smiles as DND Family Days returns to HMC Dockyard

By PSP Halifax

DND Family Days brought two busy days of activity to His Majesty's Canadian Dockyard in Halifax on June 12 and 13, welcoming military families, friends and members of the public behind the gates for one of the base's most popular annual events.

With sunshine setting the tone on Thursday and weather continuing to cooperate through Friday, guests were able to enjoy a full slate of attractions across the Family Days site. Rides, games, snacks, ship tours and interactive displays kept families moving through, while unique experiences such as the Harbour Hopper and RHIB rides were also available. As always, the weekend also featured a range of prizes and giveaways, including free travel oppor-

tunities through WestJet for a number of lucky winners.

Rear-Admiral Josée Kurtz, Commander Maritime Forces Atlantic and Joint Task Force Atlantic, attended Family Days for the third consecutive year and said the event, a tradition for nearly 30 years, continues to hold deep meaning for Canadian Armed Forces (CAF) members and the wider Defence Team in the region.

"It's very meaningful to be able to open the gates to our families, to our loved ones, our spouses, and most importantly the kids," she said. "We want them to see what we do for a living, and what we do when we go away from home, either for short periods at sea or for longer deployments."

She added that the event is also about recognizing the broader support network behind CAF members.

"It's one of the little things we can do for our families, to give them a little bit of fun and enjoyment, but also a visual appreciation of how they contribute to the bigger picture."

For many families in attendance, the event offered a chance to step into that bigger picture together. Master Corporal Bayley Osborne and Corporal Ryan Osborne attended with their children and said the experience helps bridge the gap between home life and military work.

"It's really good for the kids to come out and see how many other families there are in the military that go through the same things that they're going

through," MCpl Osborne said.

She added that the opportunity to explore the workplace environment is especially meaningful for younger family members.

"It lets the kids get a tour of where we actually work and what that looks like. It's a nice tradition too, as school's coming to an end, for them to get the day off and come with us."

DND Family Days is organized by Personnel Support Programs (PSP) Halifax and made possible by the support of a wide range of partners and sponsors. Thanks goes out to presenting sponsor Sobeys, Platinum Plus sponsor Irving Shipbuilding, and all others who contributed to another great weekend at HMC Dockyard.



SPORTS & FITNESS



Atlantic Region triathlon camp offers opportunity to learn and compete

By Trident Staff

Local Canadian Armed Forces members are being invited to build their skills and confidence in the sport of triathlon through a training camp set to take place at 14 Wing Greenwood this August.

The Atlantic Region Triathlon Training Camp will take place from August 24 to 28 and is aimed at beginners and developing triathletes looking to improve their abilities in a supportive environment. Organizers say the camp will focus on skill development, training techniques, and mentorship, helping participants gain experience in all aspects of the endurance sport.

Athletes will have the opportunity to

learn from experienced CAF competitors, including highly competitive athletes who have represented the military at the Conseil International du Sport Militaire (CISM) level.

The camp is open to CAF members from bases and wings throughout Atlantic Canada; those living in Halifax are encouraged to make the trip and connect with others who share an interest in the sport while developing their fitness and endurance.

Those who complete the five-day camp can put their newly developed skills to the test the following day by taking part in the second annual 14 Wing RCAF Triathlon on Aug. 29.

The Greenwood-based event welcomes both military and civilian participants and offers a unique race experience with Royal Canadian Air Force (RCAF) surroundings. Competitors will swim, cycle, and run entirely within an operational RCAF wing, with portions of the route passing alongside runways and airfield facilities.

Several race options are available, including a sprint triathlon featuring a 750-metre swim, 20-kilometre bike ride, and five-kilometre run. Newcomers can choose the shorter Try-a-Tri format, while relay teams, a para open division, and the Command Team Challenge provide additional ways to participate.

The event is part of the Triathlon Nova Scotia race series and includes chip timing, on-course aid stations, finisher medals, and an awards ceremony.

CAF members interested in attending the Atlantic Region Triathlon Training Camp should contact their local base sports coordinator or register with 14 Wing Greenwood Sports Coordinator Anthony Jacques no later than 4 p.m. on Aug. 14. He can be reached at anthony.jacques2@forces.gc.ca.

Registration for the 14 Wing RCAF Triathlon is available online, and organizers hope camp participants and experienced athletes alike come out in full force for the race weekend.



Participants took part in the last 14 Wing RCAF Triathlon in August of 2025.