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Showing the flag in Asia-Pacific

By Jason Youmans
DNews

After a week of goodwill exercises with four warships from the Japanese Maritime Self-Defense Force (JMSDF), HMCS REGINA came to anchor off Tokyo, Japan, August 13, 2004.

The visit to the Asia-Pacific region is part of the Western Pacific Deployment (WestPloy 2004), part of Canada's ongoing commitment to building strong relations with countries in the region.

"MARPAF [Maritime Forces Pacific] sees itself as a strong component of our national Pacific strategic team," says RAdm Jean-Yves Forcier, Commander MARPAF. "We are not only Canada's Pacific vanguard in case of conflict resolution, I see us as guarding the gateway to Canada's Pacific destiny."

With visits scheduled for Japan, China and South Korea, REGINA's deployment revives an ongoing policy of diplomatic visits to Asia by the Canadian Navy,



HMCS REGINA's crew bids farewell to the Japanese Maritime Self-Defense Force. The Canadian warship sailed for four days to Japan with the Japanese ships after the end of the Rim of the Pacific Exercise 2004 in Hawaii.

which was temporarily abandoned in the wake of the terrorist attacks of September

11, 2001. "Our relation in general is still good, but for many coun-

tries, presence is important," says RAdm Forcier. "Relationship building in the Pacific is not something that is developed overnight. We have visited the same three countries in the past, and at each visit we have made progress in our relationships. As an example, the level of exercises conducted with the JMSDF ships is unparalleled. The degree of integration and the level of interaction repre-

sents a new high in Canada - Japan naval cooperation."

Cdr Dan Sing, Commanding Officer of REGINA, says the ship's company will be kept busy with formal and informal receptions and luncheons, sporting events with host ships, and visits to cultural attractions such as the Great Wall of China and the Demilitarized Zone between North and South Korea.

"One of the highlights of

being in the Navy is the opportunity to visit far-off lands. WestPloy will provide that opportunity to many sailors, new and experienced alike. I suspect the crew will take home many souvenirs, friendships and memories," he says.

A peacetime visit by one nation's Navy to another nation's port is an event that can carry significant political and economic weight says RAdm Forcier.

"Naval vessels have always been used as an instrument of diplomacy. If you go back a couple of centuries when not all countries had permanent diplomatic missions, warships were often the main instrument of presence, and thus a leading element of diplomacy. Ever since, warships have not only represented an instrument of power and potential force, they have been their country's emissaries—they are floating ambassadors," he says.

REGINA's visit to Tokyo will be in direct support of the Canadian Embassy's agenda, and this year marks the 75th anniversary of the establishment of formal diplomatic relations with Japan. RAdm Forcier and Commodore Roger Girouard, Commander Canadian Fleet Pacific, are both attending WestPloy. RAdm Forcier says their presence is needed where protocol and customs demand a high level of participation.

"Additionally, we have been slowly building a trust between our militaries at the senior level, and these visits allow us to pursue further staff talks and mutual cooperation. It also affords the respective ambassadors high-level military advice, and sometimes better access on both naval and military matters," says the Admiral. "And last but not least, both the Commodore and I strongly believe that our job is not office-bound, we want and do go see sailors at sea and in ports—that is the best way to get feedback and judge the efficiency and morale of our people."

Cdr Sing believes much can be learned through the interaction of sailors from different navies.

"On the diplomatic front, REGINA's visits in the region provide an opportunity for Canadian sailors to rub shoulders with sailors from other navies and impart, through social interaction, Canadian attitudes and values, and to help foster increased mutual understanding and respect," he says.



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On August 16, 2004, USNS COMFORT, an American Naval Hospital ship arrived in Halifax, NS.

United States Navy hospital ship visits MARLANT

By Virginia Beaton
Trident staff

The United States Navy Ship (USNS) COMFORT arrived in HMC Dockyard on Monday, August 16 as part of a cooperative medical exercise.

The US/Canada Combined Joint Medical Exercise 2004 (CJMEDEX 04) was arranged "to demonstrate the ship's capability and to exercise the ship's capability since the last time we deployed, which was to Operation Iraqi Freedom," said Captain Thomas Allingham, the doctor who commands the Medical Treatment Facility (MTF) aboard COMFORT.

The exercise began August 12, as COMFORT left Baltimore on Thursday to sail for Halifax. The ship carried 18 Canadian Forces (CF) members acting in various capacities, as well as 300 military medical and non-medical personnel from the National Naval Medical Centre in Bethesda, Maryland, 52 civil service mariners, and 10 contractors for technical support.

Since COMFORT's last deployment, which was to Iraq in 2003, said Capt Allingham, "We've had approximately 85 per cent turnover in the critical portion of the crew, which we call the essential personnel or critical core."

The trip to Halifax was an opportunity to exercise new personnel at

sea for their medical jobs and to train them for interoperability of departments, such as Casualty Receiving coordination with the X-ray department and the blood bank aboard ship. As well, it offered the chance "to interact with the NATO allies, the Canadians, to have some aboard and show them how the ship works and what it's capable of doing."

Should Canada request COMFORT's humanitarian assistance after a natural disaster or other event, "This ship is releasable by the National Command Authority, which essentially means at the highest level of our government. So it would have to be a government to government request," Capt Allingham noted.

While COMFORT's main mission is to support the military forces, "we can provide the same care in humanitarian circumstances and in fact a good number of our patients during Operation Iraqi Freedom were civilian women and children who came aboard from the battlefield."

During the sail from Baltimore, the CF members aboard, including a doctor, an oral surgeon, nurses and medical technicians, were incorporated into the ship's training.

Capt Allingham stated "They were paired up with a Navy member who was comparably trained with them, and shadowed that person through training... They attend-

ed most of the drill and experienced what it's like to be out here."

Captain Mountford, a CF doctor stationed at CFB Halifax, stated that the trip had been highly informative for her, especially with the training that concerned multiple trauma cases and emergencies. "We did a lot of trauma cases, simulated exercises of a trauma patient coming here on the flight deck, walking them through the steps on how it would be handled... I learned about the types of trauma you would see in a battle scene or in a war like Iraq."

It was invaluable to have preparation in dealing with helicopters carrying many casualties including burn victims, and how to triage them, according to Capt Mountford.

Major Damien Scott, Executive Officer of CF Health Services Centre Halifax, stated that there was a busy on-board schedule. During CJMEDEX 04, Scott participated from the initial planning stages and was the senior Canadian officer aboard. Learning about the hospital ship's standard operating procedures was vital, Scott emphasized, adding that he shadowed the executive officer on the ship.

"We were trying to understand their equipment, their training, and we wanted to get the most value from it. Most importantly, we wanted to make friends and learn how to work with our close allies."

Another component of CJMEDEX

was a disaster preparedness exercise on August 18 involving organizations including COMFORT, Health Canada, the Provincial Emergency Measures Organization, CFB Halifax, Capitol Health Services, Halifax Fire and Police Departments, and other emergency response agencies.

"We can do almost everything short of open heart."

The purpose of the tabletop exercise, titled Halifax Response, was to foster cooperation among participants and to raise awareness of the capability of COMFORT, should the Canadian government ever call upon it for help with patient services during a Halifax disaster.

COMFORT's medical staff can perform a wide spectrum of medical and surgical procedures, according to Capt Allingham. "We can do almost everything short of open heart. We don't have cardiac bypass capability so we can't really do cardiac surgery per se, but we can do complex neurosurgery, thoracic surgery, general surgery, complex orthopaedic cases, almost everything else."

COMFORT is one of two US Navy ships that are usually kept pier-side

but can be fully activated to sail in five days. Originally a super tanker, COMFORT was commissioned as a Navy hospital ship in 1987. On-board facilities include 12 operating rooms, 400 intermediate care beds, 500 minimal care beds, and a total patient capacity of 1,000. At full operating status, COMFORT carries 61 civil service mariners who crew the ship and 1,215 Navy medical personnel who operate the MTF. The ship has an intensive care unit of 80-100 beds and can handle up to 300 surgical patients daily.

In 2003 the ship deployed to the Persian Gulf in order to provide medical treatment during Operation Iraqi Freedom (OIF). From early March until May 2003, COMFORT's medical staff treated nearly 700 patients, including Iraqi civilians and enemy prisoners of war (EPW). They performed 590 surgical procedures and transfused over 600 units of blood.

During Operation Noble Eagle in September 2001, the ship also supplied logistics support and services to emergency relief personnel after the terrorist attacks of September 11. Less than 24 hours after the activation order, COMFORT sailed for New York and between September 15 and 30, the ship provided 17,000 meals for relief workers, accommodated 2,300 overnight guests and provided 561 guest sick call visits and 500 guest mental health consultations.



Publication schedule for 2003 and 2004

December 1
 December 15 – **Review of 2003**
 January 12
 January 26
 February 9
 February 23
 March 8 – **Spring Home & Garden care**
 March 22 – **Helicopter Special**
 April 5
 April 19 – **Battle of the Atlantic**
 May 3
 May 17 – **Posting Season; PSP Guide**
 May 31
 June 14 – **Family Days**
 June 28
 July 12
 July 26
 August 9 – **Back to School**
 August 23 – **PSP Guide**
 September 6 – **Air Show**
 September 20 – **Home Improvement**
 October 4
 October 18 – **Gym and Fitness**
 November 1 – **Remembrance**
 November 15
 November 29 – **Holiday Shopping**
 December 13 – **Review of 2004**

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S I L & N T

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Community calendar

Reunion and event notices must be submitted by mail, fax or internet, attention Virginia, (902) 427-4231 • reporter@tridentnews.ca and include the sender's name and phone number. Notice will not be published if the event is to happen more than one year from publication date. Submission may be edited.

Youth Orchestra Summer Workshop

The Nova Scotia Youth Orchestra is launching their 28th exciting season with a 10-day summer workshop at Atlantic School of Theology. Well-known Canadian pianist Peter Allen will be featured in two concerts entitled Power and Passions: Tuesday, August 31 at St. Andrew's United Church in Halifax, and Wednesday, September 1 in Denton Hall at Acadia University in Wolfville. Repertoire will include Prokofiev's fiery Piano Concerto #3, as well as Rutter Suite for Strings, Richard Strauss Wind Serenade, and more. Both concerts take place at 7:30 pm. Ticket prices are \$15 adults; \$12 seniors; and \$10 students at the door.

On Sunday, August 29, at 7 pm, the NSYO is also holding a special chamber music concert including works by Vivaldi, Albinoni, Mozart, and Ewald, at St. Andrew's United Church in support of the Metro Food Bank. Bring along a food item, and admission to the concert is FREE. This is a great opportunity to hear the talented members of the NSYO performing in small ensembles, coached by members of Symphony Nova Scotia.

For more information, you can call 423-5984.

MFRC Charity Golf Tournament

First Halifax MFRC Charity Golf Tournament (best ball format) is scheduled for Thursday, September 16th at Hartlen Point Forces Golf Club, tee off 7:30 a.m. Fee is \$50 per person, which includes 18 holes of golf, BBQ lunch and lots of draw prizes. Opportunity to win a new car from O'Regan's with a hole in one (specific hole to be designated.)

Call 427-7788 to register a team of four players. Fee must be paid prior to tournament date at the MFRC in Windsor Park, 7 a.m. to 10 p.m., seven days a week.

Cash or cheque payment accepted. Money raised from this tournament will go towards MFRC Emergency Services.

Sponsorship / donation opportunities available, call Sonya Bridge, MFRC PR & Development Coordinator 427-4892, bridge.sl@forces.gc.ca \$250 to sponsor a hole on the course, items gladly accepted for prize draws.

Terry Fox Run volunteers needed

How many of the people close to you have been touched by cancer? Terry Fox ran 42 kilometers each day for cancer research. How far will you go to help find a cure? People are needed for Nova Scotia's Terry Fox Runs. Get together a team of family, friends or coworkers, and help make the 2004 Terry Fox Run a huge success! Please contact the Terry Fox Foundation, 1-888-TFOXRUN (836-9786), or the Nova Scotia Office on Barrington Street in Halifax, at 902-423-8131.

Join us at the 24th Annual Terry Fox Run on Sunday, September 19!

Swim Registration

The PSP Community Recreation Aquatics Program will be holding its Red Cross Swim Lesson registration for the Fall session on the following dates and locations:

- Shearwater registration
 Location: Shearwater Fitness and Sports Centre
 Date: September 8, 2004 - classes will begin on September 18, 2004. 10 week program (nine lessons + a fun day)
 Time: 6:00 pm - 8:00 pm
- Stadplex registration
 Location: Halifax Military Community Center, Windsor Park
 Date: August 29, 2004 - classes will begin on September 18, 2004. 10 week program (nine lessons + a fun day)

Time: 11:00 am - 4:00 pm

The Fall aquatic brochures with the new class times will be available August 25, 2004 at all gym locations, the A Block Kiosk, the Community Recreation offices located at the Halifax Military Community Centre, and the PSP Manager's office located on the 3rd floor in S-90. Please see the brochure for program prices. We are able to accept debit, visa/mastercard, cash or cheque payable to "Base Fund" for payment.

For further information on our programs please call, Heather Arbour Aquatic Coordinator, 427-0550 loc 4642 or Denise Marshall, Program Supervisor 460-1011 loc 1777.

Navy Fitness Challenge New Date!!

The 6th Annual NAVY FITNESS CHALLENGE will take place at Falls Lake Recreational Facility on Friday, September 10, 2004.

This event is also a qualifying event for the Cock of the Fleet and the Shearwater Wing Cup.

Deadline to enter is September 3, 2004. For full details visit our website at www.pshalifax.ns.ca

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HMCS IROQUOIS 32 years young

July 23, 2004 marked the 32nd year of commissioned service for HMCS IROQUOIS. Officers and crew of HMCS IROQUOIS marked the occasion with celebration at IROQUOIS' dockyard shore office. She is currently undergoing refit at Halifax Shipyard and is expected to return to the fleet in 2005.

HMC Ships on Morse's tea and coffee cards

By Virginia Beaton
Trident staff

Recently, Leading Seaman (LS) Barry Stewart was browsing the flea market tables at Penhorn Mall in Dartmouth when he found some Morse's Tea collector cards that showed Canadian Navy ships from the 1940s and 1950s.

"The lady who had them said she'd had them around the house for years and she wanted to get rid of them."

Each card was preserved in a plastic case, similar to the way that kids save their Pokemon cards, said Stewart.

He bought the 13 cards she had, paying a dollar apiece. He also bought two stamps issued in honour of Navy ships. The \$1 stamp

shows HMCS ATHABASKAN (the first) and a 20 cent stamp shows a corvette.

Stewart noted that Morse's Tea Company distributed the cards for free in boxes of tea and coffee. There was a series of 50, each one showing a ship and on the reverse side, a brief description of the history and specs.

A bosun with HMCS SCOTIAN, Stewart has a keen interest in Navy history and the older generations of ships. "I started when I was down in Cornwallis, and I started doing research on Cornwallis." He now has a large binder full of information on the base.

Stewart's father, now retired from the Navy, gave him some programs he'd saved from the commissioning ceremonies for HMC Ships. Among them is a commemorative program in mint condition, outlining



the commissioning of BONAVENTURE in Belfast on January 17, 1957.

Stewart has found many Navy-related items and memorabilia at flea markets, junk stores, and he's even saved some from the trash.

Once he scooped up an original copy of the 1949 report on the postwar mutinies aboard CRESCENT, MAGNIFICENT and ATHABASKAN.

Another time, he found schematic diagrams of the Oberon-class submarines.

Stewart is curious to learn about the Morse's card collection, and perhaps contact other people who also have copies. "I hope to find more of these cards," he observes. "What catches my eye is what's of historical interest... I'm going to keep an eye out."

Dockyard kitties

By Virginia Beaton
Trident staff

During a recent band concert outside D201, Master Seaman (MS) Angus Tulloch, a MetOC staffer, learned that there was a large colony of cats making a home beneath the abandoned jetty just under the Macdonald Bridge.

While listening to the 36 Brigade Band, Tulloch noticed several people examining an overturned card-

board box. Inside the box, they found two very young grey and two orange kittens, but there was no sign of their mother.

"They were maybe a week old," Tulloch estimates. He went to get the live trap but by the time he returned, only the two grey kittens were left. Tulloch thinks that the mother cat could have removed the orange kittens to another place, or someone may have taken them home.

He believes that finding this litter

of small kittens is a reminder of the difficulties faced by stray and wild cats such as those in the dockyard. It's difficult to know how many cats are living under jettys, hunting or relying on food left outside by employees in various buildings. "The female cats in the dockyard may have several litters of kittens each year and the population keeps expanding," he notes.

Tulloch runs an organization called the Second Chance Animal Rescue Society (SCARS), together with his wife Annie and several friends. The not-for-profit organization was established in the fall of 2003 and takes in animals that have

been abused or neglected, or that other animal rescue groups cannot accept if they are overcrowded.

He says that the two grey kittens found outside D201 are now in the care of a friend in Bedford who specializes in taking care of newborn and premature kittens until they can feed themselves.

According to Tulloch, SCARS members would like to try to rescue some of the dockyard cats one at a time using a live trap, and take them to the Carnegie Animal Hospital to be tested for feline leukemia.

"If they're healthy, they'll then be spayed or neutered and released back to the dockyard... The

goal is to control the population," says Tulloch.

Since SCARS was established, the organizers have rescued cats, dogs and even a bird. "We take in the hard cases," says Tulloch. "We provide a safe home and environment."

In addition to the animals they accept for foster care, the Tullochs have a household that includes four dogs, four cats and two birds. In their house, the basement can be partitioned off "so we can look after animals that need quarantine."

For further information on the Second Chance Animal Rescue Society and its work, contact the board by email at scars@eastlink.ca





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**STRENGTHENING
THE FORCES**
ÉNERGISER LES FORCES

By Harold White
Health Promotion Manager

Break out the hats, sing Auld Lang Syne and blow the horns.

At Strengthening the Forces Health Promotion Services, we are always looking for a reason to celebrate, and gearing up for the Fall season seems like a good reason.

A time when many of us settle back into a regular routine, the month of September often feels like the beginning of a new year. Possibly connected to our school days memories, it is not uncommon to sign up for a new class, or start a new hobby in the fall.

With this in mind, there are many reasons why this time of year can be a very effective time for embarking on a new journey:

1. Motivation is often higher after a well-deserved period of rest and relaxation.
2. The cooler weather of the Fall season is conducive to both indoor and outdoor activities.

3. Many activities commence in September and there is a wide variety from which to choose. For example, Health Promotion Services has excellent programs starting in the Fall.

4. From a retail perspective, there are many end of summer sales on everything from sporting goods to craft supplies.

September often feels like the beginning of a new year.

5. With the children returning to school, many adults find there is some extra time for attending a class or engaging in a hobby.

6. With the exception of getting children prepared for school, the Fall often has less events happening. This provides a less distracting environment to start a new class or hobby.

Often starting new things in January is difficult because the lead-up holiday season

can leave us feeling exhausted and wanting to rest instead of tackling something new.

7. The Fall will also provide us the time to make our new choice an ingrained part of our lifestyle before the hustle and bustle of the holiday season impacts our lives.

So, use this "new year" as an effective time to kick-start a healthy lifestyle change. Learn a new skill or hobby or just make some time for healthy self-indulgence. With this in mind, check out some of the Fall programs being offered by your local Strengthening the Forces Health Promotion Services team:

Butt Out Smoking Cessation Program: Coordinated and offered in partnership with Formation Health Services, Butt Out is a smoking cessation program that provides education and support to participants in a group setting. This CF program requires participants to attend weekly meetings. Sessions include the following topics:

- smoking cessation medications;
- problem solving and coping

- strategies;
- relaxation and stress management;
- physical activity;
- minimizing weight gain;
- preparing for high-risk situations, and
- developing a blueprint for remaining smoke-free.

Weight Wellness Program: Designed and tested specifically for the CF, this weight management program requires that participants attend weekly group sessions. Program components include:

- physical activity;
- healthy eating;
- setting healthy goals for weight wellness;
- trouble-shooting;
- internal and external signals;
- motivation;
- the importance of support, and
- developing a blueprint for weight wellness.

Stress: Take Charge! Program: This program has been developed to empower CF members to evaluate their own stress, learn how to reduce and manage stress in their lives, as well as link their current understanding of stress to the different components of the stress reaction. Sessions include, among others, the following topics:

- understanding stress;

- assessing our stress level;
- the connection between stress and change;
- controllable vs/ uncontrollable stressors;
- stress in the military;
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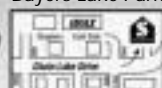
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New column explains nautical terms and origins



Chewing the Fat

by Lt(N) Brad White
CFNES

This all started when I came across a caption in a recent edition of this paper. It identified a young officer standing on an "arm" of a ship. You can imagine my dismay to find that ships had arms excepting those belonging to the sailors within her. Upon a finer examination of the picture I was sure that this was no arm at all but a yard, one of the spars hung from the mast to support a sail. And this got me thinking, where have all the nautical terms gone? I confess that I wrote a short and tactless email to the editor asking that the Trident please use nautical terms in the future in an effort to preserve our naval heritage. To her credit, she replied with a note that contained a not-so-hidden message: if you want to see it then write it. And this has led me to what you are about to read.

It is hard sometimes to find a beginning. I sat down and asked myself, with thousands of nautical terms to choose from, which one could I start with to really get this

column going? I surfed the net, read books, asked friends and came up with a number of doozies: pooped, scuttlebutt, ship-shape. But none seemed to have that flash and flare that was needed to start off this series with a bang. What about some of the stranger, less-used terms like wet the swab or booby hatch? And then it hit me. Out of all of the words that come from a world of three-deckers and first rates, where does the term nautical come?

We can feel "nautical" everywhere in Halifax. You can go to the Maritime Museum of the Atlantic and see the word 100 times. Nautical material oozes out the doors of tourist shops along the waterfront, with their Tall Ships emblazoned T-Shirts. You can even start to feel a little nautical after a night on the town. But what does it really mean and where did it come from?

Unlike other words, nautical is a word with a pretty open interpretation. The Concise Oxford Dictionary defines it as "of sailors or navigation, naval, maritime." Actually, the word itself is derived from the Greek *nautikos* which comes from *nautēs* meaning sailor. The Greeks gave us Olympics and a lot of other things, but why the sailing connection?



CPL BRUNO TURCOTTE
FORMATION IMAGING SERVICES, HALIFAX

SLt Jason Greidanus spent three weeks working aboard CUAUTEMOC. He's standing second from the right on the first yard from below.

The Greeks, it seems, have been sailing for quite a while. In fact, moving a vessel with a sail originated on the Mediterranean when there was extensive trade between and among Greek states and the Arab world. Over 2,000 years ago the first into-the-wind sailing rig—the

lateen rig—came from Arab waters and spread to throughout the eastern Mediterranean very quickly. Prior to this, sails would have been nothing more than big sheets, resembling square-rigged tall ships, that would catch the wind like a parachute and push the vessel along. The lateen

rig, which you still see on dhows in the Arabian Gulf, allows a ship to sail into the wind using the sail like the wing of an airplane.

The Greeks were also very competent warriors at sea. In 480 BCE (before common era) a combined Athenian and Spartan fleet of no more than 700 ships fended off attack from the Persian fleet of more than 1,200 ships near Salamis. (See Aeschylus' play *The Persians*)

Our own use of the Navy, to project power away from our shores to keep threats at distance, comes directly from Greek and other civilizations' use of boats to stop invaders. The backbone of the Greek fleet was the *Trireme*, so named for its three decks of oarsmen. Oars were used during battle but the *Trireme* also had sails that were used to move it from place to place. These sails were supported by—you guessed it: a mast with a yard.

With the Olympic fever catching all over the place it just seemed right that I should start this examination of nautical language with a recognition of the roots of sailing as reflected in the word nautical. Want information on other nautical words? Pass them on and I'll see what I can dig up.

Military goes high-tech to order Distinctive Environmental Uniforms

Rita Racicot
Communications Officer, MASOP

The Department of National Defence approved a project to deliver replacement garments for their Distinctive Environmental Uniforms (DEU) online to all Canadian Forces (CF) members. Current-

ly, more than 32,000 CF members are using Clothing Online to replace their DEU, also known as non-operational clothing. Members simply log on to Clothing Online through the Intranet or Internet on a 24/7 basis to order their DEU and have it shipped to their address of choice.

Beginning September 1, 2004, this online method will be the only option available to CF personnel to request a replacement for DEU.

Base and Wing supply personnel will manage the DEU Online initial issue process for recruits and, when required, provide guidance to members on how to access Clothing

Online to order replacement DEU. Bases and Wings will not stock or order replacement garments on behalf of CF members. A sample of each size of garment will be kept at the clothing warehouses to help members identify their correct size before ordering online.

Tailoring services, mounting of

badges and operational clothing will still be available at all clothing outlets.

The transition to an online method of ordering DEU is a joint effort between the department's Materiel Acquisition and Support Optimization Project and Director Soldier Systems Program Management.

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Navy volunteers paint school for fall term

By Virginia Beaton
Trident staff

Navy volunteers recently participated in some back-to-school readiness activities.

Personnel from the Canadian Forces Maritime Warfare Centre (CFMWC), the Fleet Diving Unit Atlantic (FDU(A)), Fifth Maritime Operations Group (MOG5), the Canadian Forces Naval Operations School (CFNOS) and HMC Ships WINDSOR, FREDERICTON, MONCTON and SUMMERSIDE donated their time this month to paint the interior of Churchill Academy.

As a new private school opening

in Dartmouth, Churchill Academy will be an educational institution for children with learning disabilities such as attention deficit disorder (ADD) and attention deficit and hyperactivity disorder (ADHD).

According to Lieutenant Commander (LCdr) Simon Gowan of CFMWC, the facility is located in the same building as the former Thomas Aquinas Centre. It needed to be cleaned up, furniture moved and the classrooms painted before the students started back to class.

Gowan and his wife Kim have a son in eighth grade who will be attending the school in September. He notes that since the school is

new, "There's a small student body and a small group of parents."

Since many of the families have two parents employed during the day, "They don't have time to get away." If they came to paint the school in the evenings, it would be a rush to complete the job in time for enrollments and opening in September.

Reasoning that Navy personnel are known for community spirit, Gowan put out the request for volunteers through MARLANT's electronic bulletin board, and also spoke to the commanders of units such as CFNOS, MOG5 and FDU(A).

"The response has been great,"

Gowan stated. "We had 15 volunteers each day and some of them came for three days."

The job involved painting 11 classrooms, stairwells and hallways for a total of approximately 120,000 square feet, Gowan estimates. "As far as the Navy goes, they always know how to paint."

Organizers from the school provided lunch for the volunteers each day.

Able Seaman (AB) Martin Talbot and Master Seaman (MS) Dan Sinnott, both Tactical Acoustic Sonar Operators (TASOPs) from FREDERICTON, say they are pleased to offer their assistance with the paint

project. "It's a good cause," Talbot commented.

Kim Gowan says that the parents and committee members are happy to see Navy personnel who willingly contribute their labour to the school cleanup effort.

"Some of these guys are single and don't have kids but they still came here because they want to help. It's amazing how selfless they have been... They came at 7:30 in the morning and worked all day."

Churchill Academy held an open house on August 11 for prospective students and their parents, and school organizers and staff plan to open the school on September 7.

New theatre lounge improves life in A Block

By Virginia Beaton
Trident staff

Residents of A Block can thank Petty Officers (POs) Francoeur and Banfield for the recent quality of life improvements to the building.

A newly renovated theatre lounge is now located in a room next to the booking cell in A Block. At the ribbon cutting ceremony that officially opened the new lounge, Lieutenant (N) David Colbourne of Formation

Administration stated that the idea for the renovation came about as a result of Commander Watson's recent tour of A Block. "He decided there was something more they could do for residents there."

Next to the booking cell, there was a room that was only sporadically used and the decision was made that it would be converted into a television lounge for viewing digital video discs (DVDs).

Over a two-week period, Fran-

coeur and Banfield spent several hours each day painting and moving the new furniture into the room. "The cleaning crew came in and cleaned the carpets," said Banfield.

It was hard work in the humid August heat, he noted. Francoeur added that since they wanted the refurbished room to be a surprise, "We had to work with the doors closed."

Since there was already a large screen television available, the

upgrades to the room include freshly painted walls, new chairs, end tables, a DVD player, surround sound system, a microwave, and a standup bar. Movie posters of Sylvester Stallone, Bruce Lee and Marilyn Monroe hang on the walls.

Lieutenant Commander (LCdr) Mary-Ellen Clark of Hospitality Services cut the ribbon to formally open the lounge to the invited guests, including Lt (N) Colbourne, CPO1 Ray Doucette, CPO1 Alan

Robb, CPO2 Simms, POs Banfield and Francoeur.

In his remarks, Colbourne thanked Francoeur and Banfield for their work, saying "They did a fantastic job. I hope the room will be used a lot by the residents here."

Anyone currently staying in A Block may use the theatre lounge to watch DVDs by requesting the room key from the staff of the booking cell, and promptly returning the key afterwards.

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JUNO: Canadians at D-Day, June 6, 1944

Between the Lines

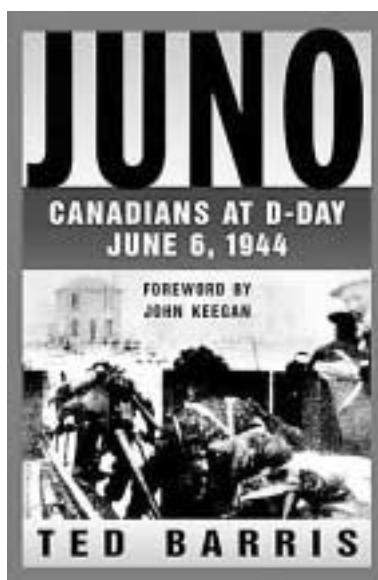
by Doug Thomas
LCdr (ret'd)

By Ted Barris, with a foreword by John Keegan. Published in 2004 by Thomas Allen Publishers, Toronto, Ontario. 311 pages, many black and white photos and diagrams, bibliography. \$34.95.

Juno: Canadians at D-Day is a very interesting and highly readable book, printed in the 60th anniversary year of one of the world's largest amphibious invasions. There were five landing areas, two British, two American and Juno Beach assigned to Canada. The book also explains how it came to be called Juno, rather than Jelly: an interesting bit of trivia that I hadn't heard before.

Sir John Keegan is recognized as one of the world's most significant military historians. In the foreword he recounts a meeting with President Clinton in 1994, prior to the 50th anniversary of D-Day. Clinton was about to depart for Europe to help celebrate the liberation of Europe, and he was seeking advice from historians as to what he should say—the other five historians were American. When it was Keegan's turn to speak, he said: "Don't forget the Canadians." He explained that "it had been an extraordinary achievement for a country of Canada's (then) modest population to provide a force large enough to assault so large a sector, to take it and advance inland, and that the achievement was a source of enormous national pride. The President nodded, ...and when in France paid generous tribute."

The achievement of our soldiers



was truly magnificent; however the support from RCN's contribution of 100 destroyers, corvettes, minesweepers and landing craft,

and the RCAF's bombers and fighters, helped to make it possible. Of the 15,000 Canadians who landed, 960 were killed or badly wounded, far less than the casualty rate anticipated by planners.

The author has written a number of books on the Second World War and Korea, and he describes the military, people and operations, in an engaging and authoritative manner. He discusses some of the factors and individuals leading up to the invasion: those who planned the operation, conducted reconnaissance and tracked the weather in the period leading up to D-Day. He tells the story of Juno Beach through the voices of the (then) young men who were there, having conducted many interviews with veterans, capturing their impressions of the preparations for and action during the day. I found the discussion of the crossing and landing by the amphibious forces and

embarked infantry and armour, the night time paratroop and glider drops, the discussion of the Duplex-Drive amphibious tanks, torpedo-boat operations, and the wealth of anecdotes recounted by Barris very interesting. He uses a good selection of photographs, diagrams and maps to illustrate the Canadian army's progress throughout the day.

Barris closes with a description of the Juno Beach Centre, which was opened on June 6, 2003, and the impressions of returning veterans of that day 60 years ago. Those returning frequently come with their families, so that they may better understand an operation that changed the world as well as the lives of those who took part.

I highly recommend this book for those who want to know more about the important Canadian contribution to one of the most important days in the 20th Century.

It's a good year for blueberries



Stoney's Kitchen

By CP02 Paul Stonier
N62 TSCPO 2583

It's that time of year again. The blueberries are coming. The wild ones are growing all over the place in the woods and fields and it looks like it's going to be a great year for blueberries. This simple and traditional dessert is a great way to capture the taste of one of Nova Scotia's most delicious berries.

Blueberry Grunt is very easy to make and sure to please everyone at the table. I'm not sure where the name Grunt comes from, but I have it narrowed it down to two possibilities. The first one comes from the sound you make when you wrestle wild blueberries into your picking bowl. I have it on great authority, from a fellow who lives in Oxford NS, that Nova Scotia Blueberries are the most wildest and toughest blueberries to wrangle. You might have your doubts, but I believe this fel-

low from Oxford, after all, isn't that the home of the giant blueberry? My second theory on why they call it blueberry grunt isn't as pretty. It's associated with the day after you've eaten too many blueberries. Let's just say, I have first hand experience and move on to a better topic.

No matter what type of blueberries you use, Blueberry Grunt will make everyone smile.

4 cups blueberries
1/2 cup sugar
2/3-cup water

2 cups flour
2 tsp baking powder
1/4 tsp salt
1/2 tsp allspice
1 T butter
1/2 to 2/3-cup milk

In a medium sauce heat the blueberries, water and sugar until they come to a boil. Simmer for just a minute. Sift the flour, baking powder, salt and allspice together. Cut in a tablespoon of butter and then add the milk until you have a soft batter. Drop the batter from a table-

spoon into the hot blueberries; making sure you spread the dropped batter evenly. Cover and cook on medium heat for 12-15 minutes. It is important not to lift the lid while this cooks. Letting the steam out hardens the dough and lets the flavour out.

Serve hot by itself or over ice cream. For variety, you could use raspberries or blackberries. You could even add some dried cranberries or other dried fruit to this recipe. But make sure you add a little more water if you're using dried fruit.

Once you know how to grunt the skies the limit. Remember that the wild blueberries of Nova Scotia are tasty, but all caution should be exercised when picking them.

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OP ATHENA: My life in Kabul

Submitted by Cpl Glen Sheppard
CFNIS Atlantic Region

My adventure began in May 2003 when I was called into the office of Major Dennis Bates, and he with Master Warrant Officer Mike Henwood, asked if I was still interested in a tour to Afghanistan. This deployment would be in support of the International Security Assistance Force (ISAF) in Kabul. I considered the inquiry both a privilege and an honour, as I had not yet completed my internship program with the Canadian Forces National Investigation Service (CFNIS) as a new criminal investigator, and I had been trying to get a tour since my days as a patrolman in CFB Downsview.

Accompanied by Lt Gary Byrne, I was sent to undergo pre-deployment training with 2 Military Police Platoon in Petawawa. While there, we were on hand for the transfer of command from Captain Rod Manderson to Captain Nathan Flight, and then we participated in fast-paced training before returning to Halifax. I met PO2 Jennifer Soloway, the third member of our team and our forensic identification technician in Ottawa, just four days before our July 2003 departure date.

Arriving in the Middle East, I

hadn't realized how much of a temperature extreme I was going to experience until the aircraft door opened and the doorway was shrouded in fog. Not outside the plane, but inside where the air-conditioned climate of the cabin met the sweltering heat. Four years in Tokyo could not prepare me for this. However, this would be nothing compared to the flight into Kabul. Reading about combat flights is one thing, having to strap on a helmet and fragmentation jacket to make a landing is something else. On final approach, our aircraft released countermeasures, which is a disconcerting moment if you have never experienced it before.

Once on the ground, we were transported to Camp Julien for our orientation and safety briefings. After spending three days in aircraft, travelling over several time zones and the sweltering heat made it a Herculean effort to remain awake. Finally, we were transported to the Canadian Extension at Camp Warehouse, the headquarters of the Kabul Multinational Brigade (KMNb).

Members of the MP Platoon were sent out to patrol the streets of Kabul with other members of the Multinational Military Police Company, comprising MPs from Croatia, Romania, Germany and Denmark.



Singer Tom Cochrane (left), and comedian Rick Mercer (right) arrive at Camp Julien, Kabul, Afghanistan to tape a Christmas Special honouring Canadian troops serving overseas during the holidays.

The KMNb MP Coy Provost Marshal was Major Doug Boot. Our offices were located in the former Department of Transportation building, where we functioned as both the KMNb MP Coy Investigation Sec-

tion and the Task Force Kabul NIS Detachment. Our office included investigators from Canada, Croatia, Germany, and would be responsible for investigating everything from missing equipment to breaches of service regulations. A small MP detachment remained in Camp Julien, which comprised Sgt John Galway, MCpl Denis Charleton, Cpl Loreena Burns, Cpl Marc Lamy and Cpl Tara Willis.

The Croatian investigators on hand for the majority of our portion of the tour were 1st Lt Damir Princip, Sergeant First Class (SFC) Krno Glavas, and SFC Seljko Mejasis. The new group of German investigators were OFw Markus Hornfischer, OFw Sascha Cammerer and OFw Daniel Bohner. For the curious among you, OFw is the abbreviation for Oberfeldwebel, or SFC. OFw Ramone Oswald later replaced the Germans.

While in theatre, there were a few promotions for members of the brigade group, including WO Bob Crowe who was promoted to MWO. We were also fortunate to move out from underneath canvas modular

tents into our new weather havens, which afforded us better protection from the elements.

On September 11, 2003, unknown person(s) fired two rockets over the walls of Camp Warehouse, hitting some empty sea containers. The only injury sustained was one civilian who received minor injuries from shrapnel. The KMNb Investigation Section was called out and pieced together what had happened as best they could, assisted by members of the Explosive Ordnance Disposal team.

On October 2, 2003, a mine strike incident claimed the lives of two Canadian soldiers, Sgt Robert Short and Cpl Robbie Berenfenger. The CFNIS was tasked to investigate. After spending a day processing the scene, we attended the memorial service the following afternoon. It was more than I could take; even though I did not know either of these men personally, I broke down and cried. I am not ashamed to admit it. Although I've been an MP for over thirteen years, this affected me more than anything I've experienced before. This



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was not a time for machismo. It was a time to realize life is short and to admit that we all are human.

In the weeks that followed, we sorted through mounds of evidence and conducted many interviews, assisted by Sgt Terry Eisenmenger and Cpl Gino DiNardo, our comrades in the Middle East. It was an exhausting period but the team functioned at their best and their efforts did not go unnoticed.

In November, most of the contingent was in full rotation on leave for some well-deserved rest and relaxation. Near the end of the month, the Canadian contingent was treated to a variety show hosted by Dave Broadfoot, and included singer-dancer Jana Jana, Adam Gregory, Shawn Verreault from the band Wide Mouth Mason, and the comedy improvisation group Rock-Paper-Scissors. It was a welcome change of pace from the rigours of day-to-day work in Kabul. After the show, all the performers signed autographs and posed for pictures.

In December, Tiger Williams, Cassie Campbell and Kirk MacLean visited the two Canadian camps. The three athletes signed autographs and posed for pictures with various members. They also held an auction for various items that they had brought with them, along with a draw for a signed hockey jersey. A group of multinational service members participating in a fun run to help a local orphanage were videotaped for a segment of TSN. Additionally, Rick Mercer, Tom



A casket with the remains of Corporal Jamie Brendan Murphy, 26, a Canadian soldier killed during a suicide attack in Kabul, Afghanistan on January 27, 2004, is repatriated back to Canada by members of The Royal Canadian Regiment (RCR) during a ceremony at CFB Trenton.

Cochrane, and Damhnait Doyle visited Camp Julien to perform a variety show for a CBC special.

Christmas in Kabul was an altogether unique experience. Every service member received a box of goodies from Personnel Support Programs, as well as individual stockings filled with treats that had been hand-made by generous civilians back home in Canada. New Year's came and went without many incidents. With our time in Afghanistan

growing short, it seemed as though the worst would be over as people began rotating back to Canada. Sadly, it was not to be.

On January 27th, 2004, after leaving Camp Julien on a routine patrol, a Canadian Iltis vehicle was attacked by a suicide bomber, injuring three soldiers and killing one, Cpl Jamie Murphy. This was followed the next day by another suicide attack on a British patrol near Camp Souter resulting in the death of one British

soldier and injuring four others. When Thursday rolled around, all of the coalition forces were waiting for the other shoe to drop while maintaining a high level of alert. Thankfully, it never materialized.

On February 6, 2004, I left Afghanistan after serving almost seven months, having been replaced by Lt(N) Lucie Tremblay, Sgt Eric Bouffard and Cpl Mario Rochon. During my voyage home, I received my fair share of odd looks as I passed through

Toronto's airport. One airline attendant smiled and welcomed me home. As I exited the aircraft in Halifax, I removed my Velcro Canadian flag from my uniform and presented it to the flight crew of the Air Canada jet. At the Halifax Airport, an airport volunteer escorted me from the plane to the baggage claim, where other volunteers shook my hand and said their thanks, and I was welcomed by two members from my office, Master Seaman (MS) Bill Madore and MS Pat MacDonald, and my wife, Joanne, who was waiting with a tall, hot cup of Tim Horton's coffee.

I'm not quite sure how to describe how my tour changed me, but it did give me a better appreciation for life here in Canada. The sights and sounds of impoverished Kabul as well as the always-visible scars of war upon the land will stay with me forever. I made lasting friendships with fellow service members from all across Canada and abroad. There are times when my thoughts wander to the fun times I had with friends as we made the best of what we had. There are also times when I think back to those who didn't make it back to see their families.

I believe we did what we could to ensure a safe Kabul for the native Afghan people as well as those providing a stable environment for the establishment of a rightful and just government for Afghanistan. I am proud of my participation in Op ATHENA and I look forward to one day serving my country once again in an international capacity.



Un Twin Otter CC-138 du 440e Escadron de transport et de sauvetage en route vers sa base d'attache à Yellowknife (Territoires du Nord-Ouest).
A CC-138 Twin Otter operated by 440 Transport and Rescue Squadron heads home to Yellowknife, Northwest Territories.

SGT DENNIS MAH, DGPA/J5PA COMBAT CAMERA

Les FC exécutent un exercice dans le Nord canadien CF conducts northern exercise NARWHAL

Défense nationale -
Forces canadiennes

L'exercice Narwhal, exercice interarmées des Forces canadiennes (FC) auquel participent environ 600 membres de la Marine, de l'Armée de terre et de la Force aérienne, se déroulera du 13 au 30 août dans la région de la péninsule Cumberland, sur l'île de Baffin, au Nunavut, dans le contexte de la stratégie nationale d'entraînement

des Forces canadiennes.

L'exercice est conçu pour mettre à l'épreuve le commandant et le personnel du Secteur du Nord des Forces canadiennes (SNFC) qui dirigeront un quartier général de niveau opérationnel dans le cadre d'une opération nationale. Pendant l'exercice, le QG SNFC, situé à Yellowknife (T.N.-O.), planifiera et mènera des opérations de contingence et de protection du territoire dans un environnement nordique éloigné.

« L'entraînement dans le Nord canadien présente aux Forces canadiennes des défis qu'elles ne rencontreraient peut-être pas dans d'autres régions du pays », déclare le Vice-amiral Greg Maddison, Sous-chef d'état-major de la Défense. « Cet exercice sera un véritable test de la capacité de commandement, de contrôle et de communication des FC dans le cadre d'opérations nationales nordiques. »

Les militaires de la compagnie G

du 2e Bataillon, The Royal Canadian Regiment, stationné à la base des Forces canadiennes (BFC) Gagetown au N.-B., effectueront des manœuvres en terrain accidenté près de Pangnirtung, alors que la Marine et la Force aérienne, les Rangers canadiens, un véhicule aérien téléguidé (VAT) et un satellite leur fourniront du soutien. Le Navire canadien de Sa Majesté (NCSM) Montréal travaillera dans les fjords de Pangnirtung et de

Kingnait et dans la région de la baie Cumberland. Les opérations aériennes feront appel à des hélicoptères CH-146 Griffon du 427e Escadron tactique d'hélicoptères de la BFC Petawawa, en Ontario, et à des aéronefs du 440e Escadron de Yellowknife, qui appuieront l'insertion de militaires chargés d'effectuer des patrouilles. Le Navire de la Garde côtière canadienne (NGCC) Henry Larsen participera également à l'exercice.

DND-CF

Exercise NARWHAL, a Canadian Forces (CF) joint exercise, involving about 600 CF personnel from Navy, Army and Air Force elements, will take place August 13-30 in the Cumberland Peninsula area of Baffin Island, Nunavut, as part of the Canadian Forces national strategy for training.

The exercise is designed to challenge the Commander Canadian Forces Northern Area (CFNA) and his staff as an operational-level headquarters in a domestic operation. Throughout the exercise, CFNA HQ, located in Yellowknife, N.W.T., will plan and conduct contingency and sovereignty operations in a remote northern environment.

"Training in Canada's North presents the Canadian Forces with challenges it would not face in other areas of the nation," said Vice-Admiral Greg Maddison, Deputy Chief of the Defence Staff. "This exercise will be a test of the our military's command, control and communications ability during northern domestic operations."

Soldiers from G Company, 2nd

Battalion, The Royal Canadian Regiment, from Canadian Forces Base (CFB) Gagetown, N.B., will manoeuvre over rugged terrain near Pangnirtung, with Naval and Air Forces, Canadian Rangers, an uninhabited aerial vehicle (UAV) with a satellite providing support. Her Majesty's Canadian Ship (HMCS) MONTREAL will operate in the Pangnirtung and

Kingnait Fiords and the Cumberland Sound area. Air operations will include CH-146 Griffons from 427 Tactical Helicopter Squadron, CFB Petawawa, Ont., and aircraft from 440 Squadron, Yellowknife, which will support the placement of troops for patrolling. The Canadian Coast Guard Ship Henry Larsen will also participate in the exercise.

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The CH-148 Cyclone: A new era for CF members who operate maritime helicopters

By Gloria Kelly
DNews

The Canadian Forces (CF) is getting new maritime helicopters to replace its venerable Sea King fleet. Sikorsky International has been awarded the \$5 billion contract to supply the CF with 28 H-92 helicopters and a 20-year life-cycle maintenance program. The contract for the aircraft, to be known as the CH-148 Cyclone, is expected to be signed this fall with the first aircraft delivered in 2008.

In announcing the contract for the new helicopters, Defence Minister Bill Graham speaking at CFB Shearwater in Nova Scotia where the training facility for the new aircraft is expected to be located said, "The Government of Canada firmly believes that the Sikorsky H-92 helicopter represents the right helicopter for the CF at the best price for Canadians. The H-92 from Sikorsky provides a world-class multi-role helicopter that will serve our defence needs for years to come."

"The selection of the Sikorsky helicopter heralds an exciting new era for the men and women who operate our maritime helicopters," said Chief of the Defence Staff, General Ray Henault. "The addition of a cutting-edge maritime helicopter will greatly enhance the ability of the Navy and Air Force to conduct domestic maritime security operations and support international missions."

Sikorsky International is being awarded two separate, but interrelated contracts. The first will cover the acquisition of 28 fully integrated, certified and qualified helicopters with their mission systems installed and modifications to the 12 Halifax Class frigates to accommodate the new machines. The second contract will be for a 20-year in-service support contact that includes a training facility with a simulation and training suite. The aircraft themselves have a price tag of \$1.8 billion while the contract to provide support is valued at \$3.2 billion.

Delivery of the first helicopter is to be within 48 months of official signing

of the contract, expected this fall. That means the first new helicopter should arrive in the fall of 2008 with the remaining units delivered one a month for 27 months. The contract has a series of bonuses built in for early delivery but also features penalties for late delivery, making it in the interest of the supplier to deliver as soon as possible.

Minister Graham acknowledged this announcement has been a long time in coming but said the entire acquisition process has focused on determining compliance to a robust set of requirements and specifications and then selecting the compliant submission that had the best price. He paid tribute to the men and women who have flown and maintained the Sea Kings throughout their lifespan, some older than their crews and maintainers.

"Canadians are getting a robust Maritime helicopter defined by the military, for the military," said Minister Graham. "This new maritime helicopter will provide 21st century surveillance, logistics and warfighting capabilities for the CF."

In addition to providing the CF with a much-needed new maritime helicopter, the project will provide significant economic and industrial benefits throughout the country with commercial opportunities for Canadian firms.

The helicopters will be based in Halifax and Esquimalt in support of the fleet with its 12 Halifax Class Patrol Frigates, three 280 Iroquois Class Destroyers, four Victorian Class submarines and two auxiliary oiler replenishment ships.

Until the new helicopters come into service the Sea Kings will continue to perform the wide range of roles required of them both domestically and on deployed operations. Brought into service in the 1960s, the Sea Kings, which still provide yeoman service to the CF, are quickly approaching the end of the practical lifespan.

Once in place, the new helicopter will compliment the sophisticated high-tech frigates and enhance the CF's ability to meet its maritime commitments in a changing world environment.



Sikorsky's H-92 helicopter will be known as the CH-148 Cyclone.

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The H-92 Cyclone

Canada's New Maritime Helicopter



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The new CH-148 will begin replacing the current Sea Kings by 2008.

Air Force anxious for new helicopters

Gloria Kelly
DNews

The Air Force is very much looking forward to the new CH-148 Cyclones but make no mistake, the current Sea Kings will get the job done until they come into service, about four years down the road, says Major General (MGen) Richard Bastien, deputy chief of the air staff.

"The Sea Kings are very safe and well maintained by some of the best

maintainers in the world," MGen Bastien told a briefing in Ottawa in support of the announcement of the selection of the Sikorsky H-92 as the helicopter to replace the Sea Kings. "Over the next four years their good work will allow us to make sure our maritime mission is carried out."

MGen Bastien acknowledged the changing world environment and taskings undertaken by the Canadian military has presented challenges for the Sea Kings but that they have

met those challenges and will continue to do so. "The Sea King has provided excellent service and still does. But, like any machine, like an old car, there comes a time when it has to be retired."

While the Sea Kings were designed primarily to support blue water operations, the new aircraft are designed to meet the realities of today's operational commitments. They will be multi-functional aircraft that will be equal to a variety of assignments from providing

close support at sea to ship's boarding parties to peace support operations or humanitarian relief support

The new aircraft are designed to meet the realities of today's operational commitments.

at home and abroad.

"This is a very versatile helicopter," said MGen Bastien. "We are looking forward to its arrival."

While the aircraft are in production training facilities and simulators will be built so that when the aircraft is delivered flight crews and maintainers will be operationally ready. It is expected the main training facility will be built at CFB Shearwater in Nova Scotia where many of the aircraft will be based.

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THE NEW MARITIME HELICOPTERS: FLIGHT PATH

Gloria Kelly
DNews

The road to the new Maritime Helicopters has been a long and arduous process. Here is a time capsule of highlights leading to the July 23 announcement of Sikorsky's H-92 helicopters to be known in the Canadian Forces as the CH-148 Cyclone.

1970s - DND began looking at replacement for the Sea Kings when the Halifax Class patrol frigate was in development.

Mid 1980s - The Air Force determined its requirements for a Maritime Helicopter and industry was invited to participate in the definition or pre-procurement phase of the project.

1987 - The Defence White Paper

becomes the first public document to discuss the project in detail.

1987 - EHI Canada, the Canadian arm of European Helicopter Industries (EH Industries), a British-Italian company, won the definition contract for the New Shipborne Helicopter (NSA) project.

1990 - The NSA project was merged with the New Search and rescue Helicopter (NSH) project to cut costs.

1992 - Government of Canada signed a contract with EH Industries and Paramax Systems of Montreal to deliver 50 EH 101 helicopters of which 15 would be adapted for search and rescue and 35 were to be integrated with the navy's warships.

1993 - Prime Minister Jean Chretien's government came to power and fulfilling an election promise can-

celled the program.

Mid 1990s - Government of Canada approved the Canadian Search and Rescue Helicopter (CSH) project under which a \$778 million contract was awarded to EH Industries to build 15 Cormorant search and rescue helicopters. They are now in service.

1995 - The original specifications for the complex maritime helicopter were deemed to be obsolete. A fresh start was determined to be the best course of action.

1999 - The Air Force produced a statement of operational requirements (SOR) for a new Maritime helicopter that received departmental approval.

2000 - A report tabled by the Auditor General of Canada acknowledged the rigorous analysis behind the new SOR.

2000 - Government announced that DND would proceed with the maritime helicopter procurement.

2001 - Procurement strategy announced: The airframe and mission system would be contracted separately with each contract including long term maintenance services. All-up cost of the project estimated at \$2.9 billion.

2002 - In an effort to expedite the procurement of the new helicopter the government announced that the helicopter would be acquired by means of a single contract for the airframe and mission systems.

December 2002 - Letter of Interest issued to industry produced three replies: Agusta Westland (formerly EH Industries) offering Cormorant helicopters with a Boeing mission system;

Sikorsky, offering the H-92 helicopter with a mission system from General Dynamics Canada and Lockheed Martin Canada, offering the Eurocopter NH 90 basic helicopter with a Lockheed Martin mission system.

March 2003 - The Maritime Helicopter Project Management Office began pre-qualification screening of the three bidding consortiums.

December 2003 - Government of Canada announces the results of the pre-qualification and issues the RFP. Deadline for submissions is May 14, 2004. Only Augusta Westland and Sikorsky were deemed to be compliant.

July 2004 - Contract for the new maritime helicopters and 20 year maintenance support announced. Winning \$5 billion bidder is Sikorsky International.

The Maritime Helicopter Project generates work for xwave

By Virginia Beaton
Trident staff

The announcement in July that the team headed by Sikorsky Aircraft Corporation had the winning bid for the Maritime Helicopter Project (MHP) was good news to xwave.

As one of the companies involved in the successful bid for the project, xwave will be involved in the design, building and maintenance of the new helicopter support systems over the next 20 years.

"This is a very important win for the development of our company," stated Steve Marsden, an account executive with the Halifax office of xwave.

As a company, xwave has 25 years of extensive experience in the defence and aerospace industry and has previously taken part in several advanced research and development

programs with Defence Research and Development Canada (DRDC).

For the helicopter project, xwave belongs to a team that comprises Sikorsky Aircraft Corporation as the prime contractor, and General Dynamics Canada (GDC) and L3 Communications as subcontractors.

The role xwave plays will be to provide GDC and L3 with the Integrated Information Environment (IIE), the Mission Preparation and Analysis System IIE (MPAS IIE), elements of the Operational Mission Simulator (OMS), the Procedures Trainer, and the Electronic Warfare Operational Support Centre (EWOSC).

Ron Schneider is director of defence and aerospace business development with xwave's Ottawa office. Schneider estimates "In Ottawa in the early stages, between 20 and 25 people will be working

on it during development."

According to him, staff in Ottawa will be working on elements of the OMS, a high fidelity tactical mission training device in which crews are trained in a realistic environment. For this, xwave supplies the world environment, sensor and communications simulations and the entity and visual data base components.

With the Procedures Trainer, high fidelity sensor simulations train tactical mission crews in equipment operation, tactics and procedures. As well, Schneider says, xwave will work on the EWOSC, which supports the helicopter's self-defence systems and provides operational libraries and tests for operational performance of those libraries and systems.

As the project proceeds, more work will occur in Halifax in a joint setting with GDC and xwave. According to Marsden, "We are

working on the IIE." It will provide a common interface for accessing the helicopter's technical documentation, maintenance records, training material and mission planning infor-

"We have committed to provide 100 per cent Canadian content."

mation. The MPAS IIE, a component within the IIE, can gather, process and deliver data to plan operational missions as well as do post-mission analysis and archiving of data.

A team of about 45 people in the Halifax office will be involved in the first four years of the project, "during the 16-year support phase they expect it will be approximately half

that many, according to Marsden.

There is a strong commitment by xwave to Canadian and regional industry in fulfilling the job, according to Marsden. "We have committed to provide 100 per cent Canadian content up to our full contract value," he states. "We're using a number of established Canadian software suppliers."

As well, "A large part of the work will be executed in Halifax, very close to the operational base" of the new helicopters.

Previously, xwave has provided operational, training and air traffic management systems including those used for command and control, electronic warfare and flight data processing to the CF as well as to NAV Canada.

It is anticipated that xwave will begin its work on the project in early November of 2004.

Officer's Mess Calendar

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The Maritime helicopter project: Where it's been and where it's going

DNews

There is no question that the Canadian Forces (CF) needs a new maritime helicopter suitable for the operational demands of the 21st century. The CH-124 Sea King has been in service since the 1960s and, despite the many upgrades and meticulous maintenance it has received throughout its service life, today it is obsolete and increasingly expensive to maintain. To meet current and future defence requirements, Canada clearly needs a maritime helicopter capable not only of the myriad operations possible in today's global environment, but also of integrating smoothly into the Navy's fleet of modern, highly interoperable patrol frigates.

A helicopter extends the offensive reach and defensive perimeter of a warship to about 175 km (more than 100 nautical miles) on the surface of the sea, and adds hundreds of metres of altitude as well. It also contributes:

- A significantly enhanced ability to detect and destroy submarines;
- An enhanced ability to observe and identify marine traffic, and to provide close security for boarding parties;
- A faster, longer-range, and more versatile search-and-rescue or surveillance capability; and the vital ability to transport anything, from people to parts, quickly and safely.

The Maritime Helicopter Project. A Letter of Interest issued to industry in December 2002 produced replies from three companies: AgustaWestland (formerly EH Industries), offering the Cormorant helicopter with a Boeing mission system; Sikorsky, offering the H-92 helicopter

with a mission system from General Dynamics Canada; and Lockheed Martin Canada, offering the Eurocopter NH 90 basic helicopter with a Lockheed Martin mission system.

In March 2003, the Maritime Helicopter Project Management Office began pre-qualification screening of the three bidding consortiums. This is a new process that allows potential bidders to determine whether their proposed equipment complies with the technical specifications demanded for the Maritime Helicopter Project: it ensures that suppliers are fully aware of the requirements, and gives them an opportunity to correct deficiencies before the formal Request for Proposals (RFP) is issued.

On December 17, 2003, the Government announced the results of the pre-qualification process and the issue of the RFP. AgustaWestland and Sikorsky were deemed compliant and thus eligible to submit bids in response to the RFP. The deadline for submissions was May 14, 2003, followed by the formal evaluation of the two bids.

Having received the submissions, the Project Team evaluated a number of important elements such as price, the responses to the Statements of Work (SOW) for both the MH acquisition and long term In-Service Support, delivery, contract terms and conditions, and Industrial and Regional Benefits (IRBs). The Project Team also evaluated specific plans such as the Project Management Plan, the System Engineering Management Plan and the In-Service Support Management Plan.

The evaluation was based on proposals meeting mandatory requirements and achiev-

ing minimum passing marks on the rated requirements established in the evaluation plan. The selection process identified the bidder who submitted a technically compliant bid, at the lowest price with acceptable delivery, terms and conditions and industrial regional benefits.

After a thorough examination of every aspect of the submissions, the bid by Sikorsky, presenting the lowest cost for the airframe, mission systems, associated logistics and 20-year in-service support, was declared the winner.

Benefits for all Canadians. As part of its winning bid, Sikorsky has committed to undertaking more than \$4.5 billion in industrial activity across Canada. The direct benefit of this activity for Canadians will continue long after the delivery of the last helicopter, with work on the helicopter project continuing over the next 20 years. Sikorsky has committed to partner with 170 firms, both large and small, and from our Aboriginal business community, with most regions of the country being home to significant portions of the project activity.

Sikorsky's commitment includes more than \$1 billion in Atlantic Canada - an unequivocal acknowledgment of the expertise of individuals and firms in the aerospace industry across the Atlantic region. Sikorsky's bid also involves major activity in the West, totalling more than \$390 million and involving innovative companies across the region - from Vancouver to the established industry in Manitoba. As well, Canada's traditional aerospace centres in Ontario and Quebec will host significant portions of the project, including more than

\$2 billion in Ontario and \$955 million in Quebec.

The procurement strategy encouraged bidders to include and involve Aboriginal businesses in their proposals. Sikorsky's bid is very reflective of the Government of Canada's restated commitment to developing business

A helicopter extends the offensive reach and defensive perimeter of a warship.

and training opportunities for our Aboriginal people. Work on the Maritime Helicopter Project is a great example of action in this regard, with Sikorsky committing to partner with Aboriginal businesses on upward of \$37 million of activity.

Equally significant is Sikorsky's commitment to involve Canadian small business in work on the helicopters. Indeed, its winning bid includes fully \$685 million in industrial activity to be undertaken in our small businesses. This is indicative of the innovative skills and processes that exist in not only our larger enterprises, but in the small

businesses that are at the heart of Canada's economy.

Canadian efforts on this project will involve innovative companies and talented individuals from British Columbia to Newfoundland and Labrador. These industrial partnerships will mean that Canadians will participate in innovative work on a variety of initiatives, including advanced mission systems, electronics, software development, and sophisticated components that are integral to the helicopter's design and function. Canadians will also work on components of the helicopter's airframe and engine.

Importantly, Sikorsky's work on the Maritime Helicopter Project represents a lasting opportunity for Canada. Firms and individuals across the country will participate in the long-term support of these helicopters. Canadians will be fully involved in areas such as the maintenance and repair of the helicopters and their mission systems, and the provision of simulation and training services. Equally important are the relationships that Canadian companies will establish within the international aerospace and defence industry. In the coming years, Sikorsky will continue to work with Industry Canada to develop these opportunities for Canadian industry, and to follow through on its commitment to delivering industrial

and regional benefits to Canada. Canadian involvement in this project will position our industry to access future opportunities, and for participation in other significant projects like the MHP in the years ahead.

The Future. Sikorsky will be awarded two separate, but interrelated contracts. The first contract will be for the delivery of 28 fully integrated maritime helicopters, a simulation and training suite, integrated logistic support and ship modifications. The second contract will be for the 20-year in-service support of the helicopters. The contract should be finalized and signed this fall.



Delivery of the first helicopter is required to be no later than 48 months from contract award with the remaining helicopters to be delivered at a rate of one per month. Built into the procurement contract is a series of bonuses for early delivery and penalties for late delivery that make it very much in the company's best interest to deliver the helicopters as quickly as possible.


The Maritime Helicopter Project has faced its share of challenges, but the Government of Canada and the Department of National Defence are confident that it will result in an unrivalled helicopter at the forefront of modern technology.

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Spirituality exists in all humans



Padre's Corner

By Bruce Murray
Padre

The last time I sat down to write this column, it was springtime, and we were wondering if the warm weather would ever get here. Well, the summer has come and it is almost gone. It all happened in what was like the twinkling of an eye. At least it seems like the twinkling of an eye, but that could also be an age thing. Yes, the lazy hazy days of summer are quickly drawing to an end. It is time to start thinking about getting back to the regular routine. It can seem to be filled with endless activities and chores. There are times with so much running around to do, that one wonders why one even has to exercise. Life can become so hectic

that it feels like it becomes a workout in itself. Yet, this all has become the norm for Canadian society. I wonder when was the last time you took the time and included your spirituality in that workout?

Oops! There is that dreaded word spirituality and I have probably already lost two-thirds of the readers who happened to start reading this article by accident. But it is a legitimate question and one that I think is worth pondering. You see, I am not speaking about religion here, (although spirituality can be found in all religions), rather I am talking about that special quality that exists within each one of us, without exception. I would go as far as to say that everyone of you is a spiritual person whether you want to admit it or not, or like it or not. In fact, even the self-proclaimed atheist is engaged in a form of spirituality. It is one of the few things upon all the major reli-

gions of the world can agree. We are all created spiritual beings. It is the thing that sets us apart from the rest of creation. It is the thing that is deeply engrained within us, yet exists externally on a higher plane at the same time. It centres us and provides answers even in the toughest of times. We don't often think about our spirituality but it is there all the same.

So what is spirituality? Most attempts at a definition are often lost in religious overtones and the context then will vary depending upon which religion is attempting to provide the definition. But if we say spirituality is found within all people, then it has to be something more basic, something each of us possesses. I think to answer the question, one must begin by asking, what is it that sets humanity apart from the rest of creation? Is it our ability to feel? No. Animals have feelings and emotions. They feel loss, sorrow, pain, joy and even

anger. Animals also think to a certain extent depending upon the species. But for the most part, animals are driven by instinct. You don't have to teach a baby cobra to be a cobra, it already knows. But what sets humans apart from animals is our ability to think outside the box, in other words, to think on another plane. All humans ask the following questions: Where did we come from? What is the meaning of life? Why am I here and what is my purpose? What is the ultimate good? What is truth? What is ultimate love? What is love? What is ultimate love? As you can see the list can go on at length. All world religions attempt to answer these questions. If you take the frills away, down to its most basic root level, it is the very fact that we can ask the questions that is at the core of what we call spirituality. All of us ask the questions. All of us are spiritual.

How important is it? It is utmost

in importance. It is the answers you find to the questions that are important. For it is those answers that centre and ground you in this all too often chaotic world we live in. As an Anglican Padre, my answers are found in the Christian understanding of God and my Lord Jesus Christ. Your answers may be different but nonetheless important in your growth and health as a human being. And if they are so important to our well-being and define who we are as persons, then I reiterate, why would we not give our spirituality a workout as well? When was the last time you asked yourself "Just what is it that I believe and why do I believe it? What is it that centers me in the storms of life?"

On a hot, muggy, late summer evening, it is just something I thought was worth pondering. For soon we all will face the busy days of Fall, which are just around the corner.

Padre says thank you

By 2 LT. Andrew Bourque
RESO Chaplain

One of the many wonderful programs the Chaplains' Branch offers is its RESO program. This program allows people who are studying theology to enter the Reserves and experience life as a Chaplain during the summer months. This summer I was posted to Halifax, and my experience has been both challenging and interesting.

Since becoming a temporary member of the Canadian Forces' (CF) largest chaplain team, I have been exposed to much of what happens at MARLANT. Everything from assisting families at the Military Family Resource Centre (MFRC) to visiting people aboard ship, has given me a first-hand understanding of how vibrant and hard working the members of this base truly are.

I think being a Chaplain is

one of the most rewarding jobs in the CF. One of the purposes of a Chaplain is to help the members of the CF and their families. In that sense, being a chaplain is a real calling. You are called to serve those who serve. While here, the opportunity to come to the assistance of someone presented itself again and again. From the joys of baptisms to the stresses and strains of upcoming deployments, the Chaplain is put in the privi-

leged position to walk with those he or she serves. Chaplains hold sacred the trust that you put in them. While here in Halifax that opportunity arose many times, and I cannot express the honour and joy I felt when I was asked to come to someone's aid.

Being assigned here was also my first time on the East Coast for an extended period. As someone from Southern Ontario, it's nice to know that the world does not revolve around Toronto, and that the Maritimes are one of the most beautiful parts of the country, in part because of the scenery, but mainly because of the

amazing people who live here. From the first moment I came on base I felt welcomed.

The vocation of a Chaplain, apart from helping people, is also a spiritual vocation. Sometimes people who haven't had direct contact with Chaplains wonder what we do. Counselling and providing the spiritual needs of CF personnel is part of the job, but another part of our calling is to be a friendly face or helping hand in a system that, let's face it, can be at times challenging. Chaplains call it a ministry of presence. So if you see a Chaplain dropping by just to shoot the breeze, it's to check and see how you are doing. It doesn't necessarily mean there is anything wrong, it's to let you know that there are people here who truly care for you.

Again, I would like to

thank everyone for the feeling of welcome while I was here. In fact, my experience here was so great that I have decided to apply as a Regular Force Chaplain. Maybe, God willing, I will be back here again. Finally, if you haven't made contact with the Chaplains here on base, please do. They are great people who have many interesting programs for you and your family. Finally, as I head back to Toronto, and since it seems that life in the military is filled with hellos and good-byes I would like to leave you with an old Gaelic blessing...

May the roads rise to meet you. May the wind always be at your back. May the sun shine warm upon your face, the rain fall soft upon your fields, and, until we meet again, may God hold you in the palm of His hand.

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For information - 427-8660

Shearwater Chapel, Shearwater

1000 hrs - R.C. Mass - Lt(USN) Terrence Mulkerin
1115 hrs - Protestant Divine Worship
- Lt(N) John Finlayson

For information - 460-1011, ext. 1441

+ + + + +

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Shearwater - Mon to Thurs

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1	2	3	4	5	6	7	8	9	10	11	
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59				60				61			

- ACROSS**
- 1 Billy club
 - 5 Promos
 - 8 _____ Colonists
 - 12 Sheltered
 - 13 Grandma, to some
 - 14 Opera feature
 - 15 Back side
 - 16 Friend in Falaise
 - 17 Saskatchewan flower
 - 18 Exhibitionist
 - 20 Sell door to door
 - 22 Tac partner
 - 23 Poet's ever
 - 24 Saskatchewan battle site
 - 28 Roughrider color
 - 32 Saskatchewan neighbor, abbr.
 - 33 Bark
 - 35 PM's office
 - 36 Saskatchewan license plate word
 - 39 Saskatchewan resource
 - 42 By way of
 - 44 Anger
 - 45 Saskatchewan's team
 - 48 Small centipede
 - 52 Arabian Gulf
 - 53 Distress sig.
 - 55 Wine, slang
 - 56 Joke
 - 57 Arthur, for short
 - 58 Organic compound
 - 59 Not guaranteed
 - 60 Wife
 - 61 Transmit
- DOWN**
- 1 Freshwater fish
 - 2 Margarine
 - 3 Oceans
 - 4 Until now
 - 5 Chaos
 - 6 Gardiner or Alameda
 - 7 Sharpshoot
 - 8 Less hairy
 - 9 Dry
 - 10 Rivulet
 - 11 Singer and dancer, Martha
 - 19 Unemployment insurance org.
 - 21 Work unit
 - 24 Public conveyance
 - 25 Request
 - 26 Thailand native
 - 27 Water, in Gravelbourg
 - 29 Centre preceder
 - 30 Aussie ostrich?
 - 31 _____ de plume
 - 34 Clerics
 - 37 Happenings
 - 38 Title of respect
 - 40 Macaws
 - 41 Nervous system parts
 - 43 State in India
 - 45 Hindu ruler
 - 46 March feature
 - 47 _____ Arnaz
 - 49 Grape product
 - 50 Privy to
 - 51 Saskatchewan flag color
 - 54 Parry Sound phenomenon

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O	L	D	S	C	P	R	A	S	I	S

Should carbs be making the cut?

THE **F** FILES

By Noel Redmond
Shearwater Fitness Instructor

Since the inception of the Atkins diet, it has become widely accepted that a decreased carbohydrate (CHO) intake offset by an increased fat and protein intake is best for optimal weight loss. This premise is backed up by many reports of successful weight loss involving those with daily weight loss struggles.

Low carbohydrate diets have become so popular many businesses including grocery stores have accepted the diet theme and stocked their products in an effort to tap into this market demand. My question is, "Are these diets that good or is it the marketing that is good?" My initial research was startling. I plugged in one popular diet name and I got about 1,460,000 items. Wow! This by itself should alert anyone as to how widely accepted and idolized the low-carb diet has become. After reading some related articles, it goes without saying that no one is really questioning the integrity of this type of diet. It is assumed they work. It

takes no further research to realize why large businesses have taken on product lines to reflect this. Additional searches found that there is very little negative publicity related to low-carb diets. For these reasons, I cannot fault the marketing departments and therefore assign them an A+. The reason I give such high grades here is that the marketing departments have basically achieved genericization of their product. In other words, because the reports we hear on these diet are consistently good, the brands are becoming household names, making it risk free for businesses to adopt. Furthermore, the information on diets, such as Atkins, are presented to us in such a flawless way that there is no valid reason for anyone not to accept it. Marketing genius? Oh yeah!

The question still remains - Are the diets that good? Well, let's just say that it's not time to throw away Canada's Food Guide just yet. First of all, there is plenty of evidence to suggest that high protein-high fat-low CHO diets can lead to heart problems, accelerated osteoporosis, high cholesterol, kidney abnormalities and various other health problems. 'Another inherent flaw that exists with any diet is the discretion

that people use when following it. Unless people are sizing and weighing their food stuffs and counting each calorie, they would not know what portion of CHO, fat and protein they are consuming. Moreover, the most likely reason that people are losing weight on a low carb diet is due to a mathematical certainty. If you expend more calories than you consume, you will simply lose weight. All diet plans, work well in the first two weeks (induction) where CHO is largely restricted.

From a generalized view, the public eats a lot of CHO. So if you take 2/3s of these calories away, something has to give. The consequences of a CHO restricted diet is that it will prevent the body from functioning optimally at raised intensity levels. This is where the battle begins because you need to work at raised intensity levels to burn significant amounts of calories, including fat. On the same note, in order to improve your muscle density and muscle tone, CHOs have to be used as the predominant fuel. Furthermore, increased muscular density and tone are the necessary tools and mechanisms required to burn calories and permanently increase your metabolic rate. In a nutshell, if you cut off your

CHO consumption too much, you not only jeopardize your health, you block your body's potential to have an increased metabolism. This increased metabolism is exactly what your body needs to burn major calories and keep the pounds from coming back.

"Are low-carb diets that good?"

For those of you who are interested in eating healthy and working out to look and feel your best, I would recommend incorporating the following into your schedule. On the nutrition side, I recommend the following: Carbohydrate consumption should include plenty of different fruits and vegetables from a wide spectrum of colours. Carbohydrate from grains should be whole, not processed, to ensure maximum fibre and nutrient intake. Starchy CHOs should be limited except when related to higher intensity activities. When consuming protein, try to choose lean meats and consume more poultry and fish than you do red meat. When considering types of fat when choosing products remember that Omega 3, 6

and 9 fats are your best followed by mono, poly and be sure to limit all saturated and trans-fat products. As a rule of thumb, solid fats at room temperature are inferior to liquid fat at room temperature. Choose higher fibre foods as much as possible to enhance gastrointestinal health and reduce blood cholesterol levels. Drinking six to eight cups of water each day also promotes hydration and enhances total body function. One final tip is to snack between meal times on combinations of CHOs and proteins to help sustain and stabilize blood glucose levels for maximum productivity through the workday. Now, just remember to do some weight training and aerobic activity for the metabolism factor and say goodbye to the diet approach.

To all those low-carbohydrate diet fans out there, come see me at the gym.

For comments or any additional information, please contact the Shearwater Fitness Staff:

Noel Redmond,
Fitness Instructor, ext. 1077
Tracy MacLean,
Fitness Instructor, ext. 1074
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HMCS IROQUOIS crewmember to umpire at national fastpitch tournament

By Virginia Beaton
Trident staff

When the players assembled to compete for the 2004 Senior Women's Canadian Fastpitch Championship in Charlotte-town, Petty Officer First Class (PO1) Bud Sullivan of HMCS IROQUOIS was among the umpires calling the shots.

From August 8 to 15, Sullivan was one of three Nova Scotia umpires participating in the annual

tournament. Ten teams from across the country competed for the title as Canadian leaders in female fastpitch softball. Alberta, Manitoba, Quebec and New Brunswick each sent one team while Prince Edward Island sent two teams and Ontario, four teams.

These groups included the best female fastpitch softball players in the country. Many were on their provincial Canada Games teams and some of the players are members of Canada's Olympic team,

now in Athens.

"I've been an umpire for 20 years," said Sullivan. "I really enjoy it."

Sullivan has been an umpire at national games before, having attended midget girls' and boys' tournaments. He notes "I was set to go to the Junior Men's event in 2003 but we went to the Gulf."

The tournament days were long, with each umpire working at two games each day, according to Sullivan. "Then we have an umpires'

meeting each night to talk about events during the day."

In addition to the chance to officiate games involving players with a high level of ability, attending tournaments allows Sullivan to observe and learn from his colleagues. "I watch the other umpires and see what they do."

There are five levels of umpires and Sullivan, with two decades of experience, is near the top, as a level four. "My goal is to get to level five and be at international games."

At home during the softball season from May to early October, Sullivan's evenings are full. "This week I'm out at games on Sunday, Tuesday, Wednesday, Thursday and Friday."

Though he plans to retire from the Navy this year after 27 years as a Naval Combat Information Operator (NCI OP) and move to Corner Brook, Newfoundland and Labrador, Sullivan says he will be keeping up his activities as a softball umpire.

Shearwater Yacht Club and the Canadian Forces Sailing Association celebrate Canada Day in style

By Maj Bob Schwartz
Shearwater Yacht Club

There is a long-standing Naval tradition in which the Admiral accounts for all sea-worthy vessels in his local area should he need to call upon them in an emergency. The last time vessels were actually called up was during the Second

World War and the Normandy landing. Over time this practice has become a sailpast on July 1, which honours this tradition while celebrating the birth of our nation.

The sailpast consisted of sailboats and power boats not only from Shearwater Yacht Club, but the Dartmouth Yacht Club as well. In total, 29 vessels participated.

There was much excitement in the minutes leading up to the sailpast as boats jockeyed for position while at the same time trying to avoid ferry traffic. This organized confusion came together flawlessly as Vice Commodore Fred Rehse led the procession past HMCS ATHABASKAN and Vice-Admiral Davidson at precisely 10 a.m. Taking the salute

along with the Admiral was Bob Michael, the Commodore of the Shearwater Yacht Club.

Upon the conclusion of the sailpast, it was a leisurely sail back to the club for hotdogs and birthday cake. The prize for best-dressed boat went to George Carson and his Windspirit. Their brilliant uniforms and numerous flags were impossible to

miss. Bravo Zulu to the boat crew.

If you are interested in learning more about the Shearwater Yacht Club, call 469-8590, e-mail syclub@psp.ns.ca, or visit our web site at www.pspmembers.com/syclub/. Better yet, drop by any Wednesday night or weekend and see for yourself the benefits of this club.



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MARLANT marches 'The Gladiolus Road'

By Master Bombardier
Jeremy Blackburn
LFAAHQ

For the past eight years MARLANT has sent a trained marching team of 11 sailors, with 22 pounds on their backs, to the great marches of Veirdagges in Nijmegen, Holland. This particular march attracts 43,000 civilians and 7,000 military marchers, who march the grueling 160 km to 200 km, four-day march. Canada was able to send 183 Canadian Forces marchers from all branches to fill 16 teams, one of which was the MARLANT team. Capt Debra Carter (Dental Unit) was the team captain and the 2 I/C was CPO Chapman of HMCS HALIFAX. Interestingly, LCdr Ric Powell (Cadets HQ) and Cpl Kevin Ferrior (Base Supply) also attended as independent marchers from Halifax.

Once the MARLANT team was trained and ready to go, the excitement began to surface as the airbus lifted off from Halifax for Lille, France for the first leg of the trip and a tour of Vimy Ridge.



Master Bombardier Blackburn LFAAHQ marching with CF team from 2e R22er Quebec, Lt Oliver Sylvain's Team 'first day'.

After the Vimy tour and commemorative ceremony at the First World War battle field, the team departed to the Dutch Army Base Camp,

Camp Heumensoord.

Since 1962, Camp Heumensoord has been a temporary living meeting place for militaries from all over the world

that participate in the four-day Nijmegen marches. The camp is a little village, built entirely each year, from scratch, complete with sanitary equipment, electricity grid, network of roads, a professional kitchen, field hospital and Internet service. Since 1989, a civil engineering company constructs a tent village for the encamping 8,000 militaries. One of the tents was large enough to house the Canadian Contingent of 184 marcher and 20 support staff.

Once settled into the inter-

national camp, the preparation was on for the march. The first day of marching 40 kms, many different teams entered the camp singing or staggering. Although there were many levels of fatigue, morale was high. When asked how it went, the answer was usually "good." Rush hour in the blister tent was around 5 p.m., but the marchers patiently waited their turn. Apart from puncturing blisters and taping feet, the masseurs and physiotherapist all worked very hard.

The first day of marching was traditionally the busiest day with respect to blisters; however, the all day heavy rain complicated the second day of marching, because despite preventive taping, when it rains feet get wet and the tape moves. That caused even bigger blisters and for some, an interesting four days of marching.

The best day of marching was the last day. People who completed the four-day marches were cheered on by a mass of people, as they marched the last kilometers over the Via Gladiola (The Gladiolus Road) This road has this name only during the Four-Day Marches. The road is named after the flowers that are traditionally handed out to the marchers. Literally thousands of the flowers are sold during this one-week in July.

But where do the flowers come from? Gladiolus is the diminutive form of the Latin word gladius, which means sword. The Dutch have a saying "Death or the gladioli" a saying one uses when facing death. The saying dates back from the time when the gladiators fought for their life in the Roman amphitheatre. The audience threw gladioli to the survivors of a fight to symbolize their victory. People who successfully complete the Four-Day Marches, are survivors as well.

The Canadian contingent did well. Of the 184 marchers, 179 completed the march and all deserve the gladioli.

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2004 CF Sports Award winners officially announced

By Virginia Beaton
Trident staff

The winners of the Canadian Forces (CF) Sports Awards were decided during a meeting at the Canadian Forces Personnel Support Agency Headquarters (CFPSA HQ) in Ottawa on June 28.

Names of the 2004 inductees for the Hall of Fame and the Honour Roll and the 2003 Environmental Sports Winners for all categories were officially announced.

Nominations for the categories come in from the environments, according to Kelly Lupton, Acting National Sports Manager, Personnel Support Programs (PSP) Division, Canadian Forces Personnel Support Agency (CFPSA).

"There are so many athletes who are deserving," Lupton observed, noting that many of the nominees also competed successfully in civilian events. "I think it's a pretty competitive year."

The new Hall of Fame inductees approved by the committee are Captain (Capt) Ken Benoit, multi-sports, of CFB Borden; Lieutenant-Commander (LCdr) Joyce Burghardt, running, CFB Borden; and Brigadier-General (BGen) Isidore Popowych, CISM Builder, Ottawa.

The Honour Roll inductees are Capt Clifford Andre, badminton, CFSU (O); Master Warrant Officer (MWO) (ret'd) Bev Burrows, officiating, CFB Kingston; BGen Peter Holt, Nijmegen March, CFSU (O); LCdr Michael Melnychuck, squash, CFB Borden; WO Elizabeth Anne Rowe, multi-sports, CFB Trenton.

The Environmental Sports Awards go to athletes, coaches and officials at the environmental level.

Major Bruce Barteaux of CFB Hal-



▲ Capt Tammy Hiscock of 12 Wing Shearwater, going the distance in another road race.

ifax was chosen as one of the winners of the Male Athlete of the Year award. Maj Barteaux is a runner.

Capt Tammy Hiscock, also a runner, of 12 Wing Shearwater, was chosen as one of the Female Athletes of the Year. Leading Seaman (LS) Hayley John of CFB Esquimalt was also selected as one of the Female Athletes of the Year. LS John is a swimmer.

Lt(N) Tony Zezza of CFB Esquimalt was chosen as one of the Male Coaches of the Year. Lt(N) Zezza is a swimming coach.

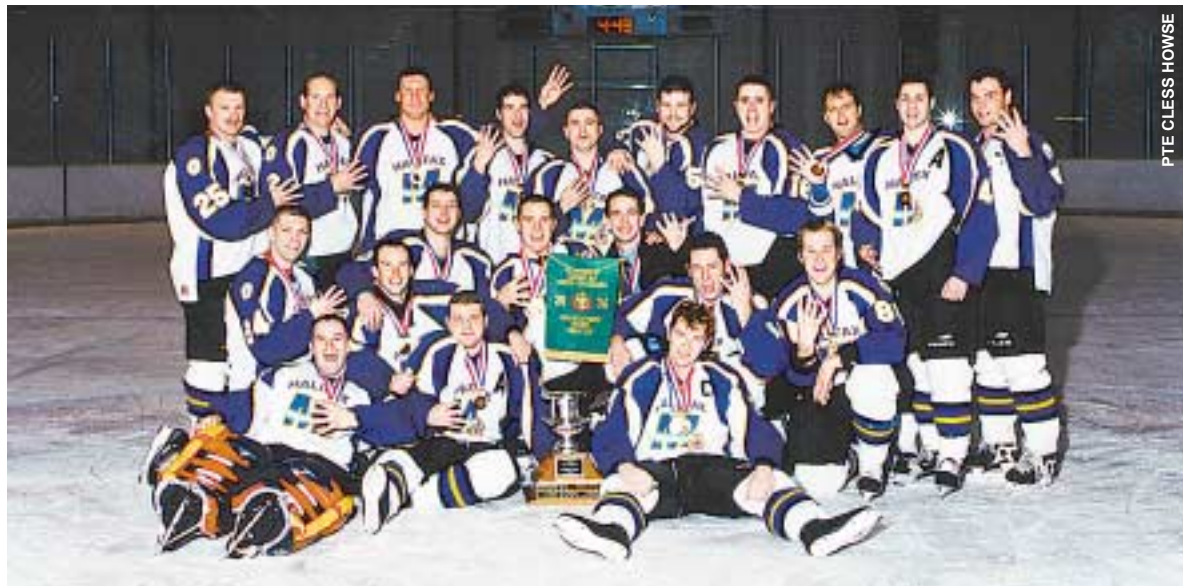
Kevin Miller of CFB Halifax was selected as one of the civilian coaches of the year for his work in basketball. Petty Officer First Class (PO1) Bill Davidson of CFB Halifax was selected as one of the officials of the

year for his work in ball hockey and broomball. The Mariners, the CFB Halifax hockey team, were selected as one of the teams of the year.

Several of the award recipients have received these awards before, said Lupton. "For example, Major Bruce Barteaux. He's a big name in running, he runs crazy distances like 110 kilometres. LS Hayley John was also an award winner last year."

The overall CF winners were also decided at the June 28 meeting but the names of these winners will not be announced until the formal award ceremony in October. Lupton says that the theme of this year's ceremony is Unsung Heroes, The Heart of CF Sports. "It's a way to acknowledge some of the people who contribute at the grassroots level—a chance to thank them."

The CF Sports Awards ceremony will take place on October 16, 2004 at the Ottawa Congress Centre.



▲ 2004 Hockey Nationals closing ceremonies: Gold medal team Halifax.

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