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TRIDENT

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JOINT FORCES

VILLE DE QUÉBEC participates in NATO operations

HMCS (NCSM) VILLE DE QUÉBEC (VDQ) prepares for a RAS (Replenishment at Sea) with FGS Spessart (Germany) A1442 Tanker. RAS occurred just after departing Bermuda on September 14, 2004. Commander (Cdr) Bryan A. Moseley, Commanding Officer of VDQ discusses approach strategies with the 2nd Officer of the watch, SubLieutenant (SLt) Nicholas Gauthier. VILLE DE QUÉBEC is currently part of the NATO Reaction Force (Maritime).

MCPL JOHN MASON, FORMATION IMAGING SERVICES, HALIFAX

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stay tuned for news on our opening date & grand opening event!

CANEX Windsor Park

HMCS FREDERICTON celebrates 10th anniversary of commissioning

By Virginia Beaton
Trident staff

On Friday, September 17, HMCS FREDERICTON celebrated the 10th anniversary of her commissioning.

Addressing the ship's company and guests assembled on the flight deck, Sub-Lieutenant (SLt) Norman Hodgson stated "Today we are marking the tenth anniversary of our fine ship."

He noted that Mrs. Jean Irving, the ship's patron, was in attendance just as she was at the commissioning in Saint John in 1994 and observed "She's been a very strong sponsor and very gracious to the ship's company."

In his remarks, Hodgson noted that this was the second Canadian Navy ship to be named FREDERICTON. The first was a Flower Class corvette that served from 1942-45. "It was considered the luckiest ship afloat because it was never fired upon." He stated that the unofficial symbol of the earlier FREDERICTON was a Bengal tiger preparing to leap.

The patrol frigate bears the name with honour, Hodgson emphasized. "We are proud to represent the city of Fredericton and the province of New Brunswick on the seas around the world."

After a blessing and prayers, Cox'n Chief Petty Officer First Class (CPO1) MacDonald announced several presentations and promotions. SLt Abderrahmani was pro-



Mrs Jean Irving was on-board for HMCS Fredericton's 10th anniversary celebration.

moted to Lt(N) and also received his Maritime Engineering certificate of Competency.

SLt Roddick was promoted to Lt(N) and Ordinary Seaman (OS) Henley was promoted to Able Seaman (AB), also receiving the certifi-

cate for the Naval Environmental Training program (NETP).

Master Seaman (MS) Williams received the Canada Decoration First Clasp, and OS Burton received the NETP certificate.

MacDonald also commented that

the ship had several recent sports accomplishments, including winning Cock of the Fleet in softball.

The Fleet men's softball team captured gold at the national championships held at CFB Borden from September 12 to 14 and sever-

al FREDERICTON crewmembers were on the team, including MS Osbourne, MS Coggins and PO2 Sheppard. Sheppard was selected for the all-star team.

As well, Private Will Sarty competed and won the Canadian national championship in armwrestling for the second time and has been invited to attend the world championships in South Africa in November.

The ship's company then presented Mrs. Irving with a framed picture of the ship.

Mrs. Irving thanked them and after extending her congratulations and best wishes to the ship, she cut the cake, which was decorated with a depiction of FREDERICTON. The ship's company acknowledged her with three cheers.

FREDERICTON's commanding officer Commander (Cdr) John Newton was unable to attend the ceremony and Executive Officer Lieutenant Commander (LCdr) Rick Tait presided in his stead. The ceremony was followed by a lunch.

Other celebrations to commemorate FREDERICTON's commissioning anniversary include a long-distance bike ride. On September 27, a group comprising seven members of the ship's company was scheduled to leave Halifax to bike to Fredericton, New Brunswick.

The bike ride is a fundraiser for a transition house in Fredericton, according to Lt(N) Borrowman. "It's a distance of 450 kilometres and we hope to do it in five days."

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HMCS WINDSOR getting ready to surface between HMC Ships ST. JOHN'S and ATHABASKAN. WINDSOR is showing her search periscope, snort induction and radar communication masts.

HMCS WINDSOR joins other Navy ships during day sail

By Virginia Beaton
Trident staff

HMCS WINDSOR made a surprise guest appearance as two other ships of the fleet, HMC Ships ST. JOHN'S and ATHABASKAN, were on a day sail on Wednesday, September 22.

As the guests aboard the ships watched, WINDSOR exhibited some of the capacities of Canada's new Victoria-class submarines. WINDSOR gradually surfaced, sailed between the two ships, fired several grenades with trails of coloured smoke, dived and surfaced again, displaying the speed and stealth that the submarines will bring to the Navy.

As he observed WINDSOR in the so-called 'shop window' exercise, Lieutenant (Lt) (N) Jean Gendron, underwater officer for ATHABASKAN, stated that it was an opportunity for the ships' companies, as well as the guests, to visually sight and track the submarine at a distance of only 500 yards.

"This allows everybody on board to have a good look at all her masts—attack periscope, her search periscope, her snort induction mast, radar mast and con mast."

There had been earlier hints that the day sail would be a special one, as ATHABASKAN's commanding officer, Captain (N) Donaldson, welcomed the guests aboard.

"Welcome to the best day of the best year of your life," Capt (N) Donaldson told the crowd, which included a large contingent of

staff and students from the Canadian Forces (CF) Staff College in Toronto.

Other guests aboard the two ships included Rear-Admiral (RAdm) Dan McNeil, commander of Maritime Forces Atlantic (MARLANT), members of the Royal United Services Institute, and representatives from MARLANT and Emera.

It was a busy day for the guests, who observed ST. JOHN'S and ATHABASKAN in displays of speed

and maneuverability as well as a gun exercise, a flypast by a Sea King helicopter from 12 Wing Shearwater, a presentation by the Naval Boarding Party, tours of the ships, a replenishment at sea (RAS) demonstration, and an explanation of the Close-In Weapon System (CIWS).

On the flight deck, members of ATHABASKAN's Naval Boarding team led by their outgoing officer Lt (N) Alex Barlow, explained how

the team proceeds in potentially hostile and dangerous situations.

The team enacted a hypothetical scenario in which they overcame resistance from belligerent opponents. "The purpose is to neutralize and immobilize the resistor," Barlow explained, as the boarding party members demonstrated the correct use of martial arts techniques including Tae Kwon Do, jiu jitsu and karate in close combat.

Captain James Atwood, a pilot

with 423 Squadron at 12 Wing Shearwater, narrated the Sea King display and gave an overview of the helicopter's capabilities in areas such as anti-submarine warfare. "The Sea King is also a very effective search and rescue (SAR) platform and has performed a number of rescues over the years, both from shore and from ships," Atwood noted.

The information and demonstrations of the capacities of the Halifax Class patrol frigate, the Tribal class destroyer, the Victoria class submarine and the maritime helicopter were of particular interest to the visitors from the Staff College, according to Lieutenant Colonel (LCol) Andy Sheidl, a staff member at the college.

"Approximately 126 staff and students are here from the staff college today," Sheidl stated, adding that there were students from the military forces of 15 countries, including Brazil, Germany, United States, the United Kingdom, Australia, United Arab Emirates and Singapore.

"We're here for two days, mostly to see the Navy and to get a brief from [Brigadier] General Romses of Land Force Atlantic Area (LFAA)."

He described the opportunity for CF members to view WINDSOR in action as "An excellent show... For everybody on board here, less one or two Navy guys, it's the first time we've seen a submarine so that was excellent. The Navy puts on a great show and it's a highlight of our trip every year, getting out on a couple of the ships and seeing the aircraft."



WINDSOR demonstrating different naval procedures to Military College students and other guests.



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 – **Small Business Week**
 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.

Base men's volleyball team tryouts/practices

Volleyball practices will commence today, October 4 and take place every Monday and Wednesday from 4 to 6 p.m. at the Stadacona Gymnasium. All interested skilled/semi-skilled military personnel belonging to Halifax are invited to come out and bang the ball around and eventually a team will be selected to participate in the Regional Championships in February 2005.

We are also involved in the highly competitive City League beginning in October, which takes place on Wednesday evenings (date to be confirmed).

Any questions can be directed to PO1 Lloyd Kivimaki at ext 0150 or just send an email if you have any questions.

MARLANT fall LTP seminar

Canadian Forces Maritime Warfare Centre, October 6, 2004.

CF Members and their spouses are invited to attend a Long Term Planning Seminar to be held in the Lower Theatre of the Canadian Forces Maritime Warfare Centre (Stadacona) Bldg S32.

The LTP Seminar is designed to assist service members in the long-term planning of their careers. Although a comprehensive Second Career Assistance Network Seminar is offered for retiring and releasing members on a yearly basis, the LTP is a good introduction to topics that are influenced by the factor of time.

Due to the emphasis on long-term planning, junior members stand to benefit the most. It is, therefore, primarily directed at members with ten or less years of service.

Presentations will cover:

Career Development and Planning
 Education Reimbursement
 - Continuing Education
 Financial Planning

- Wills and Estates
- Veterans Affairs
- Medical Pensions
- Pension Reform
- New Terms of Services

To register please send an email to +FPSO@Halifax or PSHalifax@forces.gc.ca and include your surname and initials, rank, service number, and contact information.

If you do not have e-mail access you can call 427-0550-8151 and leave a message with the required information.

Dress is Appropriate Civilian Attire.

Blood Donor Clinics

Halifax Military
 Community Centre
 Friday, October 8th, 2004
 9:30 a.m. to noon

Fleet Club

Tuesday, October 12th, 2004
 noon to 3 p.m.

For information or to schedule your appointment, please phone Canadian Blood Services @ 1 888 2DONATE (1 888 236-6283).

Volunteers requested

Addiction Prevention and Treatment Services are looking for volunteers for youth and adult programs.

A variety of positions are available to suit different time schedules and skills.

For further information, please contact Gordon Spurrell, Coordinator of Volunteer Services, Addiction Prevention and Treatment Services, at 424-5623 or email at gordon.spurrell@cdha.nshealth.ca

Intersection hockey

Gentlemen's hockey will be starting soon at the Shannon Arena, teams are already picked so if you want to be included on the draft list—there will be a list held here at the Stadacona Sports cell, if you wish to add your name, rank and position contact us

at 8418/6552 no later than today, October 4.

(Draft meeting for those teams needing players will be October 6, 2004 at 10 a.m.)

MARLANT fall education fair

Military Community Centre, Bldg WP106. Wednesday, November 17, 2004, 10 a.m. to 3 p.m.

All military and civilian employees and their families are welcome.

Ever thought about finishing that high school diploma? Considering a college course? Want to know more about upgrading your education? Wondering whether you can afford more education? Then why not come out to the Education Fair. We have invited numerous institutions to set up booths with information concerning various programs, such as:

- Reimbursement of courses
- CFPAF Loans
- High School & GED (English & French)
- Royal Military College of Canada
- Canadian Forces University Program (University of Manitoba)
- Plan universitaire des Forces canadiennes (Tele-Universite)
- Numerous colleges and universities (English & French)

You will have the opportunity to speak with representatives from each of the institutions concerning your specific circumstances. For more information, please contact the FPSO office at 8151.

La foire des études centre communautaire militaire

Le 17 novembre 10h00 à 15h00.

Tous les militaires et les employés civils ainsi que leur famille sont les bienvenus.

Avez-vous déjà considéré la possibilité de finir vos études secondaires? Vous songez à suivre un cours collégial? Vous aimeriez en savoir davantage sur le perfectionnement des études? Vous n'êtes pas certain que les études soient abordables? Venez à la Foire des études. Vous pourrez obtenir des renseignements sur divers programmes, notamment :

- Le remboursement des frais de cours.
- Les prêts de la CAPFC.
- L'école secondaire et le test de connaissances générales (anglais et français).
- Le Collège militaire royal du Canada.
- Le Programme de formation universitaire des Forces canadiennes (Université du Manitoba).
- Le Plan universitaire des Forces canadiennes (Télé Université).
- De nombreux collèges et universités (anglais et français).

Vous aurez l'occasion de discuter de votre situation avec des représentants de chaque établissement. Pour obtenir plus d'information, veuillez téléphoner au bureau de la sélection du personnel, au poste 8151.

Dartmouth Handcrafters Guild Christmas craft festival 2004

The Craftshow is being held on October 22 (noon to 9:30p.m.), 23 (9:30a.m. to 6p.m.) & 24 (10a.m. to 4p.m.). Admission for Adults is \$3.50, Seniors \$1.50 and Children under 12 free.

Should you have any questions please feel free to contact at my home, 434-8277.

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The eleven members of HMCS CHARLOTTETOWN's Kilometres for Kids team

HMCS CHARLOTTETOWN crewmembers run across PEI for charity

By Virginia Beaton
Trident staff

Eleven members of HMCS CHARLOTTETOWN's ship's company recently ran across Prince Edward Island in the Kilometers for Kids event to raise money for charity.

The relay run, which took place from September 9th to 13th, was a fundraiser for the Children's Wish Foundation, according to Able Seaman (AB) Mike Murphy, one of the runners.

"We started in West Point, Prince Edward Island and we finished at the St. Andrew's Lighthouse on the east side of the province. About 190 kilometers," estimates Murphy.

Plans for the race began in June, when CHARLOTTETOWN sailed to Europe to participate in the 60th anniversary of the D-Day landing in Normandy. After several

meetings for the crewmembers who were interested in participating in the run, Petty Officer Second Class (PO2) Craig Macfadgen was named as organizer.

The runners approached other CHARLOTTETOWN crewmembers first to sign the pledge sheets, according to Murphy. "The ship's company supported us a lot."

On Thursday, September 9, the run began in West Point with Lieutenant (N) Dobbin putting his foot in the water before they ceremonially embarked on the cross-province run. The CHARLOTTETOWN runners alternated turns riding in the chaser van and running, with each person running usually five kilometers at a time. "The first day we ran 70 to 80 kilometers," says Murphy.

Corporate generosity supplied the runners with many of their meals while they were on

the road. Breakfast each day was courtesy of McDonald's, and Sobeys provided barbecues of hot dogs and hamburgers for their daily lunches. The Children's Wish Foundation supplied the group with a banner that they could display to publicize the run.

At the conclusion of the run, CHARLOTTETOWN's running team met a representative of the Children's Wish Foundation at a Sobeys store in Stratford, PEI and handed over a check for \$5,312.

It was gratifying to know that the money they raised was going to such a worthwhile cause, says Murphy. According to him, the foundation had a binder with photos of some of the children receiving their wishes. He remembers "There was one young fellow who went to meet the cast of Harry Potter. That really made me understand what we were doing."

Waste Reduction Week is October 18 to 22

By Michelle Johnson
Formation Environment

It's time to start recycling your water bottles and composting your apple cores, because Waste Reduction Week (WRW) is steaming ahead full force. Formation Environment and Formation Logistics are planning the event, which will run from October 18 to 22, 2004.

Plenty of activities are planned, including the famous Waste Reduction Challenge, which determines the unit that reduces the most waste. In previous years, the Waste Reduction Challenge was only among Stadacona, Dockyard and Shearwater. This year, The Waste Reduction Trophy is anybody's game. All units within MARLANT are eligible to win the Waste Reduction Trophy and the right to boast

the title of Champion.

Other events will include the travelling display as well as a clothing, toy and book drive. We've all heard of spring cleaning, but now it's time for fall cleaning. Please bring the clothes, toys and books you don't need or want anymore to one of our locations and donate them to families in need.

Sometimes it is easy to forget about what items should be composted or recycled. Rick Newman, the Solid Waste Manager for MARLANT will be conducting presentations to ships and personnel about reducing waste. These presentations will educate you about how waste should be sorted and the impact our lifestyle has on the environment.

Please stay tuned for dates and times of planned events. If



Deborah Arnold deposits trash in the appropriate bins to help promote Waste Reduction Week.

you have any ideas or if you would like to plan a Waste Management information session for your unit, please contact Michelle Johnson at 427-0550 ext. 8571 or e-mail at johnson.mv1@forces.gc.ca.

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Opinions de réservistes aux études

Un sondage du CLFC demande si votre école appuie votre carrière dans la Réserve

par le Ltv Ian D.D. Livermore
Officier des relations
externes du CLFC

Lorsque les commandants des FC lancent un appel aux réservistes pour grossir les rangs de leurs formations lors d'opérations outre-mer et nationales, les personnes ayant le plus de chance d'être disponibles sont des étudiants civils.

Jeunes, pleins d'énergie et ayant de 2 à 4 mois de congé chaque été, les réservistes aux études représentent le plus grand groupe de professionnels civils de la Réserve, soit 40 % de l'effectif.

Bien que les étudiants aient peu de problèmes à avoir du temps libre pour participer aux opérations et à l'entraînement durant leurs vacances d'été, les choses se compliquent lorsque ces activités empiètent sur l'année scolaire.

Un sondage qui sera effectué cet automne par le Conseil de liaison des Forces canadiennes (CLFC) aura pour but

la collecte d'information afin d'aider à rendre les réservistes-étudiants disponibles tout au long de l'année scolaire. Les circonstances des récentes opérations nationales ont démontré l'importance de cette disponibilité.

Par exemple, lors de l'Op Peregrine (été 2003), on a estimé que la moitié des 850 réservistes qui ont combattu les incendies de forêts en C.-B. étaient des étudiants. Lorsque le besoin des services de ces réservistes s'est prolongé jusqu'au début de septembre, les commandants d'unité ont dû se hâter pour contacter les écoles et obtenir une permission de leur part afin que leurs troupes puissent commencer le semestre d'automne plus tard, et ce, sans pénalité.

Heureusement pour les commandants de l'Op Peregrine, les conseils scolaires et les établissements post-secondaires de l'Ouest canadien (d'où venait la majorité des réservistes) étaient très coopératifs. Les établissements d'enseignement ne le sont pas toujours, surtout lorsque le motif de déploiement des réservistes est moins connu du public (contrairement aux incendies de forêt).

Ce sondage s'intègre à l'initiative de sensibilisation du monde de l'éducation du CLFC, lancée en février dernier. Elle a pour but de générer en tout temps une coopération des écoles aussi bonne que celle obtenue lors



Creuse le sol afin d'empêcher les flammes de se propager.
Digging down to stop the flames from spreading.

de l'Op Peregrine, lorsque des réservistes aux études demandent un congé de leurs études.

La première étape cruciale pour atteindre cet objectif est de déterminer le niveau exact de coopération accordé par les écoles aux réservistes aux études jusqu'à maintenant. Que ce soit le report d'un examen ayant lieu immédiatement après une fin de semaine où un exercice d'entraînement s'est tenu, ou la demande qu'une place au sein d'un programme demeure libre un semestre afin de participer à une période d'affectation de l'ONU pour le maintien de la paix, le CLFC désire

connaître la réaction des responsables de l'établissement scolaire.

Le CLFC collectera les données à l'aide d'un sondage en ligne sur son site Web (www.clfc.forces.gc.ca). La participation à ce sondage est pleinement volontaire et entièrement anonyme.

Le sondage sera disponible dès le 1er octobre 2004 et le demeurera jusqu'au 30 avril 2005.

Les données recueillies par le CLFC serviront à la planification et à l'établissement des priorités relativement aux activités de sensibilisation du monde de l'éducation, que ce

soit pour les écoles à contacter ou les enjeux sur lesquels se pencher.

Afin d'élaborer le plan de sensibilisation le plus efficace possible, le CLFC a besoin de tous les renseignements sur les questions d'appui scolaire que les réservistes aux études peuvent donner. C'est pour cette raison que les réservistes qui sont aussi aux études sont fortement encouragés à répondre au sondage. Vous pouvez y accéder facilement en ligne à l'adresse www.clfc.forces.gc.ca, et il faut environ 20 minutes pour y répondre. Pour de plus amples renseignements sur le sondage ou l'initiative de sensibilisation du monde de l'éducation, veuillez contacter l'administrateur de projet, Ltv Ian D.D. Livermore à l'adresse Livermore.id@forces.gc.ca ou au numéro sans frais 1 800 567-9908.

Selon le document Niveau d'instruction et de sensibilisation de la première réserve dans le cadre du programme d'enrichissement du personnel, Rapport de recherche commanditée 2003-9, daté du 2 juin 2003 et publié par la Direction - Recherche et évaluation en ressources humaines: La moitié des réservistes aux études fréquente l'université, 30 % un autre établissement post-secondaire (collège, école technique ou cégep) et le reste étudie dans une école secondaire.

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Student-reservists' opinion sought

CFLC survey asks: "Does your school support your Reserve Force career?"

By Lt(N) Ian D. D. Livermore
CFLC Outreach Officer

When CF commanders call upon reservists to augment their formations during overseas and domestic operations, the personnel most likely available are students in their civilian lives.

Young, energetic, and having two to four months off every summer, student-reservists represent the single largest civilian occupational base of the Reserve Force at 40 per cent.

While students generally have few problems getting time-off to participate in operations and training during their summer school break, things get dicey when these activities intrude into the school year.

A survey to be conducted this fall by the Canadian Forces Liaison Council (CFLC), seeks information to help extend student-reservists' ready availability to any time in the school year.

Circumstances in recent domestic operations have underscored how important that availability is.

For example, during OP PEREGRINE in the summer of 2003, an estimated half of the 850 reservists who fought forest fires in B.C. were

students. When the need for these reservists' services extended into early September, unit commanders had to hurriedly contact schools to get permission for their troops to start the fall semester late and without penalty.

Fortunately for OP PEREGRINE commanders, school boards and post-secondary institutions in Western Canada (where most of the reservists came from) were highly cooperative. Educational institutions aren't always this supportive, especially when the need for reservists to deploy has a lower public profile than the forest fires did.

The survey is part of an Education Outreach Initiative the CFLC launched last February, which aims to make school cooperation like that shown during OP PEREGRINE the norm whenever student-reservists ask for time off from their studies.

The critical first step in achieving this goal is to determine the precise level of cooperation student-reservists have received from their schools up to now. Whether student-reservists have asked to postpone exams scheduled immediately after weekend training exercises, or requested their placement in a



MCPL ERIC JACQUES CANADIAN FORCES GARRISON EDMONTON IMAGING

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can provide. Accordingly, all reservists who are students are strongly encouraged to take the survey. It is easy to find on-line at www.cflc.forces.gc.ca and will take about 20 minutes to complete.

For more information about the survey, or the Education Outreach Initiative in general, please contact the project manager, Lt(N) Ian D.D. Livermore at Livermore.id@forces.gc.ca or by phone toll free at 1-800-567-9908.

According to the Primary Reserve Academic Status and Awareness of Personal Enhancement Program, Sponsor Research Report, 2003-09 dated June 2, 2003 published by the Director Human Resources Research and Evaluation: Within the student-reservist population half attend university, 30 per cent are enrolled in another form of post-secondary institution (college, tech school or CEGEP), with the remainder being in high school.

program be held open while they took a semester off to participate in a UN peacekeeping tour, the CFLC wants to know how school officials responded.

The CFLC will collect this information using an on-line survey at its website www.cflc.forces.gc.ca. Participation in the survey is strictly voluntary and completely anonymous.

The survey will go live October

1, 2004 and remain active until April 30, 2005.

The CFLC will use the survey data to plan and prioritize its education outreach activities both in terms of the schools to contact and the issues to focus on.

To develop the most effective outreach plan possible, the CFLC needs as much information about school-support issues that student-reservists

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HMCS LABRADOR is remembered for historic voyage

By Virginia Beaton
Trident staff

It was 50 years ago that a Canadian Navy ship, the icebreaker HMCS LABRADOR, became the first ship to circumnavigate the North American continent in a single season.

The accomplishment was epic at the time, receiving extensive coverage in Canadian newspapers and magazines. No Navy ship had ever sailed that far north, and there had been doubts as to whether a large vessel could successfully navigate the passage.

Doug Scott, an ex-Navy member who sailed in LABRADOR for that memorable tour, has maintained several scrapbooks of photos and clippings detailing the events. Now retired and living in Dartmouth, Nova Scotia, Scott says that the ship's hull number was 50, and according to him, "LABRADOR is sometimes referred to as the forgotten 50."

LABRADOR's 1954 northern expedition had its genesis in the reassessment of national and international security that took place just after the Second World War. There were political and strategic concerns about Canada's need to exercise sovereignty over her northernmost regions and in 1948 it was decided that the Navy would commission an icebreaker to be built and sent as a patrol vessel to the Arctic.

Built by Marine Industries Ltd. in Sorel, Quebec, LABRADOR was the Navy's first diesel-electric vessel. Two hundred sixty-nine feet long and displacing 6,490 tonnes fully loaded, she carried a crew of 224. LABRADOR was designated as an arctic patrol research vessel and launched in December 1951.



HMCS LABRADOR, sailing through an ice field in the Northwest Passage in 1954.

PHOTOS: DND ARCHIVES

The departure for the Arctic happened quickly, Scott remembers. LABRADOR was commissioned on July 8, 1954 and left Halifax to sail north two weeks later on July 23.

Doug Scott was then 19, an Able Seaman serving as a cook aboard ship. He had been in the Navy for only two years and had spent little time at sea and he recalled "I went aboard the ship one day before she sailed."

Other crewmembers, like Scott, were short on experience but Scott recalled that there were also sailors aboard who were Second World War veterans.

The commanding officer was Captain (N) Owen Robertson, nicknamed Long Robbie for his imposing height, which was estimated to

be six feet seven inches. Robertson had a distinguished sailing career, having served in the merchant navy and the Royal Canadian Naval Reserve and acted as commander of HMC Dockyard and as King's Harbour Master in Halifax during the Second World War.

When the ship departed, the crew was supplemented by a group of military and civilian scientists whose tasks were to conduct hydrographic and meteorological surveys during the voyage.

LABRADOR crossed the Arctic Circle on July 28 and arrived in Resolute on July 28. A scientific party disembarked to spend several weeks charting Resolute Bay while the icebreaker returned to Lancaster Sound and sailed north to

Ellesmere Island.

In Craig Harbour, they embarked Inuit RCMP Special Constable Ariak, his wife, four children and 17 Husky dogs. The family was moving even farther north to the RCMP post at Alexandra Fiord.

When LABRADOR reached Alexandra Fiord on August 8, it was an auspicious occasion. No Canadian Navy ship had ever sailed that far north.

It was in Alexandra Fiord that Scott remembers Robertson announcing an unusual competition. The ship carried 73 tonnes of coal, which had to be off-loaded, and Robertson ordered that the last two boatloads would be delivered in a race between the officers, and the chiefs and petty officers. As the ranks watched from the decks,

cheering for their favourites, the chiefs and petty officers won the race.

This is one of Doug Scott's many happy memories of serving in LABRADOR, and especially of that trip. He remembers that the ship had an in-house weekly newspaper called Bergy Bits, created by their chaplain, Padre Patrick Jackson. Scott, a gifted artist, frequently drew cartoons for it. Scott says that Jackson was a favourite with the crew, who noticed the padre's fondness for food and quickly dubbed him The Eatin' Deacon.

Scott recalls the sailors' excitement when they first spotted icebergs, saying "You couldn't find an empty spot on deck." In his photo album are many black and white snapshots of polar bears, whales, seals and walruses.

As night cook, Scott was up through the night with kitchen duties such as baking bread. The aroma of the freshly baked loaves wafted out the portholes and Scott recalls "The polar bears must have liked that smell because they came closer to the ship."

The ship returned to Resolute and sailed on to Barrow Strait. On Beechey Island the crew went ashore to see the gravesites where some crewmembers of the Franklin expedition were buried. These explorers died in the winter of 1845-46 as Sir John Franklin undertook his ill-fated search for the Northwest Passage.

The weather grew ever colder, the ice crusted heavily on LABRADOR's deck and Scott points to a photo showing a sailor swinging a mallet to break up thick chunks of ice.

As the icebreaker smashed its way through the ice fields, there was tremendous noise that sometimes made it difficult to sleep at

Officer's Mess
Calendar

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night. "You could hear the crashing and banging," Scott recalls.

The original plan had been for LABRADOR to sail to the Arctic and then return to Halifax. But Robertson had quietly hatched a plan to extend the trip. Late one Friday night he sent a message to Navy Headquarters in Ottawa, knowing that there would be few people about to reply before Monday morning. The message was that LABRADOR had completed the primary mission and would return to Halifax by way of Esquimalt. In other words, Robertson hoped to circumnavigate the continent.

As the ship continued to sail

west, Robertson received the official reply telling them to proceed.

LABRADOR met the United States Navy icebreaker Burton Island on August 25, and the celebrated with a mess dinner held aboard the Canadian ship.

On September 20 the ship arrived at Point Barrow, crossed the Arctic Circle the next day and arrived in Esquimalt on September 27. The passage through the ice had caused some heavy wear and tear on the ship's exterior, says Scott, adding "She was pretty scarred up."

Later LABRADOR met the RCMP patrol boat St. Roch and they sailed together into Vancouver harbour, as



An RCMP officer oversees the sailors as they off-load a year's supply of coal.



Sailors used mallets to break up and remove the ice on deck.

St. Roch was to be preserved in the Maritime Museum there.

The icebreaker continued south to San Francisco, then down the coast to cross through the Panama Canal, finally arriving back in Halifax in triumph on November 23. LABRADOR had sailed around the entire North American continent in 122 days.

By the end of 1954, according to statistics published that year's final issue of Bergy Bits, LABRADOR

had spent 55 days north of the Arctic Circle and steamed a total of 29083 kilometres during the year.

In the same issue, Capt Robertson wrote an end of year message in which he congratulated the crew for their achievements. "The fact that we had a new type of ship with gear many of us had not seen before; that we operated in an area about which little was known; on work which does not normally fall to the lot of the Navy—did not bother us unduly."

LABRADOR would make more trips north, participating in survey work, placing navigational beacons and delivering supplies during the construction of the Distant Early Warning (DEW) radar defense system.

But the ship was not to enjoy a long career with the Navy. LABRADOR was paid off in 1957 and eventually became part of the Canadian Coast Guard fleet, where she served until 1987.

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National Defence completes cleanup project at Saglek, Labrador

DNews

A cultural ceremony was held August 16 to celebrate the completion of the polychlorinated biphenyls (PCB) contaminated soils clean up project at the North Warning System Long Range Radar site in Saglek, Labrador. In recognition of the cooperation and good working partnerships that were forged during this project, members of the local community, representatives from the Labrador Inuit Association and personnel of the Department of National Defence (DND) were present at a ceremony where native elders honoured the site.

"The Department of National Defence recognizes the importance of protecting the Labrador environment, and we are very pleased with the successful completion of the project," said National Defence Minister Bill Graham. "Undertakings of this nature contribute to sustainable development and are beneficial to present and future generations. Work has been completed on the cleanup of contaminated soils at Saglek, and the project has now been successfully concluded, one year ahead of schedule."

The contaminated soil was exca-



Clean-up site in Saglek, Labrador.

ated and stored in a staging area. In 2003, the soil was transported by ship down the coast of Labrador to Grande Anse, Quebec. From there, the soil was transported to a facility in St. Ambroise, Quebec where a high-temperature incineration treatment process was used to destroy the PCB in the soil. The remediation contractor, Bennett Environmental Incorporated, hired local employees during the project with only the core personnel coming from outside of the area.

The Department of National Defence recognized the opportunity to involve Labrador residents to ensure that they shared in the eco-

nomie benefits from the project. As part of the federal government's Procurement Strategy for Aboriginal Businesses, the contract was awarded to Torngait Services Incorporated of Happy Valley-Goose Bay to provide a temporary camp and camp services for the staff working on the site. In a remote setting such as Saglek, the provision of these services was crucial to the health and well-being of personnel and the success of the overall project. This project created approximately 250 direct and indirect jobs over its life span.

In the late 1970's the property was transferred to the province of Newfoundland. The North Warning System site was constructed in the 1980's on the site of the former Polevault Line communications station operated by the United States Air Force. Thereafter, DND acquired the property to fulfill its obligations to the North American Aerospace Defence Command (NORAD) by providing atmospheric surveillance data for Northern Canada and Alaska. Over its life span, the Polevault station had operated using practices and materials acceptable to the practices of the times, including the use of PCB.

HMCS IROQUOIS helps Saint George's YouthNet

By Heather McCorrison and Duncan Neish
YouthNet

On September 13, four crew members of HMCS IROQUOIS arrived to paint the lunch room used by YouthNet to serve lunch to 25 elementary students of the North End area.

There are many volunteer opportunities at YouthNet.

The room at Saint George's Round Church Hall where the lunchtime program is held was overdue for a fresh coat of paint. The efforts of Brett Keeping, Pat Gagnon, Mike Fraser and John Login produced a newly painted room for the children to enjoy. The men arrived early, with paint brushes in hand. The bubblegum pink walls and sky blue colour on the floor were in dire need of being updated. With a little assistance from other volunteers, the room was painted in two mornings. As a result, the room is more welcoming to both staff and children.

Saint George's YouthNet is a

community service organization that provides several programs to children in the north end Halifax community. These programs include the Lunch Program, a Community Music Program, Latin Club, Cubs, Tutoring, a CAP Site and wilderness camping, to name a few. The program has been in existence since 1999. It has a staff of four full or part time. However, without the help of many volunteers, the program would not be able to provide the services and programs it does for the youth in the neighbourhood. There are many volunteer opportunities at YouthNet that may appear to be small in effort but provide a big improvement for those who benefit from them. The newly painted room is such an example.

Once again, the hard work of the HMCS IROQUOIS sailors is greatly appreciated by Saint George's YouthNet. The room is a large space used for a multitude of programs and resources. With a fresh coat of paint, it provides a clean and inviting reception for all of those who are associated with this community service organization. Thank you to Lieutenant Commander Lambert, Chief Petty Officer Forester, and to all who made this possible.

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Cleaning up Afghanistan—one round at a time

By Lieutenant Claire Bramma
Task Force Kabul-Support Troop EOD
DNews

On August 30, 2004, the Support Troop Explosive Ordnance Disposal (EOD) team from the Task Force Kabul (TFK) Engineer Squadron rid the Afghani people of several dangerous reminders of the decades of war they have endured.

Afghanistan is a country trying to clean up the litter of war, and the thousands of mines and other types of munitions left over from so much fighting make that a daunting task. The TFK EOD team helped move the yardstick another step forward, destroying a sizeable quantity of munitions at the Central Disposal Site (CDS) range, east of Kabul. The bulk of the munitions destroyed consisted of Russian rockets, rocket boosters, and a variety of projectiles. The centre-piece of the demolition range was a Russian 122mm High Explosive rocket approximately three meters long.

The main aim of the range day was to dispose of munitions and other unexploded ordnance seized during raids of weapon caches and munitions sites. It also served as an excellent opportunity for the team to apply skills acquired during

demolition training back in Canada. The opportunity to have real Russian rockets to study and then destroy doesn't happen every day and, at the same time, a danger to the people of Afghanistan was permanently removed.

Accompanying Support Troop were members of 2 Troop, who were able to apply their Conventional Munitions Disposal (CMD) skills on the range. This form of training, developed over the past few years, teaches all Combat Engineers how to dispose of conventional ordnance like unfired bullets. There is no doubt that the Combat Engineers of Task Force Kabul will be gainfully employed throughout Roto 2, cleaning up Afghanistan—one round at a time.

TFK comprises all Canadian Forces units and sub-units committed to Op ATHENA. Canada is assisting the International Security Assistance Force in the maintenance of a safe and secure environment in Kabul and the surrounding area to support the internationally recognized Afghan Transitional Administration. One part of maintaining a secure environment is the disposal and destruction of mines and explosives. As part of TFK, 11 Field Squadron is doing its part to ensure this commitment is fulfilled.



Corporal Leslie MacLean (left) and Corporal Troy Gibson (right) from Task Force Kabul Engineer Squadron, placing C4 basic charges on OG-9 boosters, at the Central Disposal Site (CDS) range in Kabul, Afghanistan.

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La ville de Brest en France nomme un rondpoint en l'honneur du NCSM ATHABASKAN

By Lt(N) Miguel Gowigati
Combat Officer HMCS
ATHABASKAN

Le 18 septembre 2004, le LtV Miguel Gowigati et le Matc Jocelyn Naud, du HMCS ATHABASKAN, ont participé à l'inauguration d'un rond point nommé HMCSATHABASKAN à Brest, France. Cette inauguration a eu lieu dans le cadre du 60ième anniversaire de la libération de la ville et constitue un hommage aux 128 membres d'équipage qui ont donné leur vie au large des côtes de Bretagne lors de la Seconde Guerre Mondiale.

Le premier ATHABASKAN fût coulé par un torpilleur allemand la nuit du 29 avril 1944, alors qu'il patrouillait au large des côtes bretonnes en compagnie du HMCS HAIDA. Cette bataille tragique a causé la mort de 128 des 261 marins

de l'ATHABASKAN. Au fil des jours, les corps des infortunés arrivèrent vers la côte. On dénombre actuellement 91 sépultures de marins de l'ATHABASKAN dans une dizaine de cimetières de Bretagne. Certains survivants ont été repêchés par l'HAIDA avant que ce dernier soit rappelé vers l'Angleterre, tandis que la plupart ont été transportés dans des prisons allemandes où ils demeurèrent jusqu'à la fin de la guerre.

En décembre 2002, après 10 années de recherches, Monsieur Jacques Ouchakoff, président de L'Association bretonne de recherches archéologiques et historiques en activités maritimes, et son équipe retrouvent l'épave de l'ATHABASKAN à 5 miles nautiques au large de l'Île Vierge. Depuis, il a fait diverses démarches auprès des autorités de Brest pour qu'un



De g. à d. : Irène Valle, membre de la résistance française, Jacques Ouchakoff, Claudine Perron, conseillère régionale, Genevieve Champeau-Brehier, consul d'Allemagne à Brest, le Lieutenant de vaisseau Martin Fluet, membre de l'Athabaskan détaché sur la frégate française Montcalm à Toulon, le Lieutenant de vaisseau Miguel Gowigati, le Matelot-chef Jocelyn Naud, le Capitaine de frégate Claude Gauthier, le Commandant Gêronde, et Alain Masson, premier adjoint au maire de Brest.

From left to right: Irène Valle, a member of the French resistance; Jacques Ouchakoff; Claudine Perron, regional councillor; Genevieve Champeau-Brehier, German consul in Brest; Lieutenant(N) Martin Fluet, a member of ATHABASKAN attached to the French frigate Montcalm, in Toulon; Lieutenant(N) Miguel Gowigati; Master Seaman Jocelyn Naud; Commander Claude Gauthier; Commander Geronde; Alain Masson, chief deputy mayor of Brest.

hommage particulier soit rendu à ces marins canadiens venus mourir si loin de leur pays au nom de liberté.

Cet hommage a eu lieu le 18 septembre dernier et a débuté par une cérémonie au cimetière de Kerfautras à Brest, où repose le matelot

Charles-Louis Pothier de Yarmouth, N-É. Le matelot Pothier est le seul marin de l'ATHABASKAN enterré à Brest. Plusieurs gerbes ont été déposées sur la tombe et un hommage particulier a été rendu par M. Ouchakoff. La délégation de

l'ATHABASKAN a ensuite participé à la commémoration du 60ième anniversaire de la libération à l'hôtel de ville de Brest, suivi en après-midi, de l'inauguration officielle du rond point « HMCSATHABASKAN ». Ce rond point, situé à l'entrée Est de la ville, fera en sorte que la mémoire de ces marins reste à jamais dans la vie quotidienne des habitants de Brest.

Les jours qui suivent, la délégation de l'ATHABASKAN a eu l'occasion de vis-

iter le site à partir duquel les recherches de l'épave ont été lancées ainsi que deux autres cimetières où reposent des « ATHABASKANS ». Il faut noter que la plupart ne sont pas dans des cimetières militaires. Ils reposent parmi les anciens de la communauté. Les gens continuent à entretenir les sépulcres et honorer la mémoire de nos marins, un gage de la reconnaissance envers le sacrifice de ces derniers pour leur communauté.

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Roundabout in Brest France named for HMCS ATHABASKAN

By Lt(N) Miguel Gowigati
Combat Officer
HMCS ATHABASKAN

On September 18, 2004, Lieutenant (N) Miguel Gowigati and Master Seaman Jocelyn Naud, from HMCS ATHABASKAN, attended the naming ceremony of HMCS ATHABASKAN Roundabout in Brest, France. The ceremony coincided with the 60th anniversary of the liberation of Brest by Allied forces as a tribute to the 128 Officers and men of ATHABASKAN who gave their lives off the coast of Brittany during the Second World War.

During the evening of April 29, 1944, ATHABASKAN and HAIDA were ordered to hunt down two German Destroyers that were sighted off the Brittany coast. During the night engagement, a German destroyer fired a torpedo and sank the ATHABASKAN. At great risk to her, HAIDA remained in the area until first light to rescue as many of the survivors as possible. Eighty-five ATHABASKANS were rescued by German units and were interned as POWs until the end of the war. The battle cost 128 lives of the 261 sailors onboard ATHABASKAN. Many of the bodies washed ashore near Brest. There are today 91 ATHABASKAN sailors buried in about ten cemeteries across Brittany.

The shipwreck was only discov-



Commander Claude Gauthier, Commander Geronde and Mr. Alain Masson, first deputy mayor of Brest, pay their respects at the grave of Seaman Charles-Louis Pothier in Kerfautras cemetery, in Brest. Seaman Pothier was one of the 128 seamen lost on April 28, 1944 when HMCS ATHABASKAN was torpedoed by the Germans north of Ile Vierge, in Brittany.

Le Capitaine de frégate Claude Gauthier, le Commandant Geronde et M. Alain Masson, premier adjoint au maire de Brest, présentent leurs respects devant la tombe du matelot Charles-Louis Pothier au cimetière de Kerfautras à Brest. Le matelot Pothier est l'un des 128 marins tués le 28 avril 1944, lorsque le NCSM ATHABASKAN a été torpillé par les Allemands. Au nord de l'Île Vierge en Bretagne.

ered in December 2002, after ten years of research, five nautical miles off Ile Vierge, North of Brest. The leader of this work was Jacques

Ouchakoff, president of the Brittany Maritime Archaeological and Historical Research Association. Since then, Ouchakoff has led the

work with local authorities to pay a special tribute to those Canadian sailors who gave their lives, so far from home, in the name of freedom.

The September tribute started with a ceremony at the Kerftraus cemetery in Brest, where rests Able Seaman Charles-Louis Pothier of Yarmouth, N.S. Wreaths were placed by several veteran organizations as well as a Canadian delegation including members of ATHABASKAN ship's company. Ouchakoff also read an homage to Able Seaman Pothier and all Canadian sailors who gave their lives for the liberation of Europe. The ATHABASKAN delegation later attended the 60th anniversary of the liberation of Brest ceremony at the City Hall. This was followed by the official christening of the HMCS ATHABASKAN Roundabout. The roundabout is located on one of the major access routes to the city, so the people of Brest will forever remember those ATHABASKANS who made the ultimate sacrifice for peace.

During the following days, the ATHABASKAN delegation had the opportunity to visit the site where the diving operations were launched during the search for the wreck of the ATHABASKAN. They also visited two other cemeteries where ATHABASKANS were buried. It is noteworthy to mention that they were all buried in local cemeteries, rather than military graveyards. These graves continue to be maintained and honoured by the community, a testimony to the gratitude they feel for the sacrifices made 60 years ago.

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With the onset of cooler weather and also due to the ongoing operational and maintenance costs, the Falls Lake Recreation Facility will again operate at a reduced capacity for the winter season.

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Bookings: From October 12, 2004 to June 17, 2005, "all bookings" will be made through the MARLANT Information Kiosk located at A Block, Bldg S21, CFB Halifax (Stadacona). The bookings may be made in person at the kiosk, or by telephone at Toll Free 1-877-325-LAKE (5253). Staff will commence taking bookings for the Summer Season, effective 1 January 2005.

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One team-one mission: the TSE at Camp Mirage

By Capt Darren Steele
Task Force Kabul
Dnews

First Operation APOLLO, then Operation ATHENA. Thousands of soldiers, sailors and airmen and millions of pounds of freight. Thousands of flights, and more than a million miles flown by the Herc alone. A critical link with home, but out of sight and out of mind. Welcome to the Theatre Support Element (TSE) of Operation ATHENA.

The TSE has been the one constant in the past three years of operations by the Canadian Forces in Afghanistan. Yet except for the people who have passed through on their way to and from the dusty environs of Kabul and Kandahar, few people appreciate the efforts of the team of dedicated men and women who spend their tours in Camp Mirage (CM), the Canadian sustainment base in southwest Asia, and home of the TSE.

"One Team—One Mission" is both the motto and the approach of the 200 or so Canadian Forces personnel who work in CM and, directly or indirectly, make it possible for the rest of the team, the nearly 700 troops based in Camp Julien (CJ), to do their job in support of the International Security Assistance Force. Like the team in CJ, the TSE is comprised of personnel from across the country, with the majori-



A Canadian Forces CC-130 Hercules from the Tactical Airlift Unit (TAU), based in Camp Mirage, the Canadian Forces sustainment base located in southwest Asia, taxis into the ramp at the Kabul International Airport.

CPL JOHN BRADLEY, TFK PHOTOGRAPHER

ty of support personnel from western Canada and the operations crew from Trenton.

"It is both inspiring and rewarding to lead a group of such dedicated individuals," said Colonel Steff Kummel, Commanding Officer of the TSE. "I know the restrictions that make it difficult to recognize their efforts are sometimes a source

of frustration, but they are professionals and don't let it interfere with the support they give their colleagues in Kabul."

Despite the smaller size of the Canadian contingent in Afghanistan, the work tempo at CM remains very constant. Three CC-130 Herc flights each week transport personnel and supplies in and out of theatre, and

with the HLTA flights underway, the numbers add up pretty quickly. As well, the CC-150 Airbus arrives weekly with supplies and mail for both CM and CJ. By the end of Roto 2, and since the beginning of Op ATHENA, the team at CM will see the troops from CJ pass through four times, so even with a smaller contingent, that's the equivalent of nearly

20,000 personnel, not counting the SIVs, TAVs, and SAVs and civilian personnel. It is safe to say that CM is a busy place.

According to Chief Warrant Officer Stephane Guy, TSE CWO, "The people here know that their mission is essential to the success of the efforts underway in Afghanistan. The comments and compliments we get from the troops as they transit through, especially on their way home on leave or at tour's end, mean a lot to the people here and it lets them know they are appreciated."

The most common observation made by the soldiers at TSE concerning the troops coming through on their way home is how stressed they are the day they arrive from Afghanistan after several weeks in theatre.

"By the end of the second day here, you can see that the tension has just flown out of them," was the consensus among the CM personnel. "They don't even see it themselves, but to us it is like night and day." And they are proud of the part they are playing in Op ATHENA.

"The men and women of the TSE are a key part of the Op ATHENA team. The support they give the troops who pass through CM is exceptional," said Colonel Jim Ellis, Commander of Op ATHENA. "Well done one and all, and on behalf of the men and women in Kabul, thank you."

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Two things you need for a kitchen renovation



Stoney's Kitchen

By CP02 Paul Stonier
N62 TSCPO 2583

There are two things you need for a kitchen renovation. Money and patience. As I write this, I'm waiting for the cabinet guys to come and install the countertops in our new kitchen. We are at day 16 without a kitchen and are now moving into day four without a stove. The whole process started almost a year ago when we decided it was time to give our 102-year-old house a new kitchen. I was not in any rush to start spending a lot of money so we took our time and looked at a lot of different kitchen stuff before venturing into a design centre.

Once we decided what we wanted, we started looking at different kitchen stores and had a few designs done. Our old house presents a few design challenges because there are four doors and two windows in the kitchen. The windows go quite low to the floor and we did not want to change them. We also wanted an island to sit at as well as a dishwasher. Our other two dishwashers were staring to get old and cranky (17 and 14 years) and they needed a lot of encouragement just to get the

dishes done. Once we had three or four designs, we picked the best features from each and then began to shop for kitchens within our budget. Finding a designer who was willing to work with us and still come in within our budget was hard. We finally found the right person and price right in Stewiacke.

By May of this year we had a plan that we liked. Of course they couldn't install anything until September. That wasn't too bad because we still had to line up electricians and plumbers. In June we finalized the design of the kitchen and put down a payment. Our designer had several suggestions on cabinet heights and other features. In some cases she had us reconsider some design elements we thought would be nice, but through her experience she was able to show why they would not fit in our home. I'm glad that we listened to her. As I look at our half finished kitchen I can see that it's going to look really nice and fit the style of our home perfectly. We set a date for the kitchen installation and I planned to take the week before off to do demolition and to get all the other prep work done. We lined up an electrician and a plumber and decided to get the basement re-plumbed while we were at it. Next, in August another payment to the kitchen place so they could order the doors. Two

weeks before the kitchen was supposed to be installed I called the plumber to make sure he was still coming on the specified day. He was delayed a week. Fortunately I had not started demolition and was able to delay my leave by a week. We called the kitchen place and told them of the delay. Lucky for them. They were behind receiving the doors and wouldn't have been ready anyway. Finally the big day arrived and we started tearing out the old kitchen. Of course that means shutting off the water and moving the fridge out into the hallway. My week of demolition and preparation went well. We got the old stuff out, the new sub-floor down and the crack filling and painting well underway. The kitchen installer came to mark where the new plumbing and electrical had to be installed while my wife and I were hanging wallpaper on the ceiling.

Hanging wallpaper on the ceiling is a good test on any marriage. It takes good communication and plenty of patience to stretch four foot long pieces of wet pasty paper on the ceiling and smooth it out and have it all match without losing your temper with each other. The kitchen installer didn't stay too long to chat with us. I guess he didn't want to be a witness. Of course that was when we were trying to hang our first piece of wall-

paper. A six footer. Far too long. I really looked like a home handy man, standing on a ladder, eight feet in the air wearing a wet piece of wallpaper on my head trying to emphatically tell my wife what to hold up with the roller while I tried to press the rest of the paper onto the ceiling. Luckily I realized I was losing my temper before she lost hers and

"Patience is a virtue, patience is a virtue" I repeat my new mantra.

pushed me off the ladder. I kept telling myself "Patience is a virtue." We stopped for a minute, and re-adjusted our approach. Up went the paper, albeit not as smoothly as the four foot sections did. As the installer was leaving he told us to call on Monday and tell him if we were ready for the installation Tuesday. Surprisingly things went well for the rest of the week. Both the plumber and the electrician showed up on time and did a great job. I rushed around and filled all the new holes in the plaster from moving electrical outlets so the kitchen could be installed on time. We called Monday

morning and told them it was a go. Tuesday morning while I was at work I got the call from home. The kitchen wasn't coming until Friday, maybe. I'm glad I wasn't the guy who had to call the wife and tell her that she was going to be without water and a kitchen for another four or five days. I'm sure that was one of the toughest phone calls he had to make. Our old stove went to the curb on Thursday night to get picked up in the regular clean up of big items. The kitchen arrived on Friday and was mostly installed. I put the new floor down on Saturday and the wife went to collect the new dishwasher so the plumber could install it. Now we have the dishwasher, but it's not installed, nor is our new sink. The plumber didn't come. As well, my wife found out that our stove is on back order and the guy didn't know when it was going to come in. Fortunately he promised us a loaner if it was going to be too long.

So on day 16, here I patiently sit, waiting for the installers to come and finish putting the countertops in. They're only an hour late. Our stove is late, we're running out of paper plates and I'm really getting tired of eating my cereal from a plastic cup. "Patience is a virtue, patience is a virtue" I repeat my new mantra.

If patience were money I could pay for my new kitchen.



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The simplicity of Thanksgiving



Padre's Corner

By Lt(N) Wendy Kean
Fleet Chaplain

Who among you has been away from home on an important occasion—a child's birthday, a wedding anniversary, a friend's wedding? The day passes slowly, doesn't it? You wish with all your heart you

were home. As the hours pass, you calculate what is going on, and if you are far from home, you adjust for the time difference, saying "Right about now, they must be cutting the cake; or opening the presents; or telling the stories or doing the little rituals that are part of the celebration."

I think in the Canadian Forces we have more opportunities than our civilian neighbours and friends to experience thanksgiving. Perhaps because we are away from home

more often, we are given more chances to appreciate what we have. When we miss our youngest child's birthday three years in a row because of the sailing schedule, we are less likely to take a birthday celebration at home for granted.

Thanksgiving is a simple thing. At its most basic level, thanksgiving is remembering and according to an old French saying, "Gratitude is the heart's memory." We remember those things that are important to us,

and we are grateful to have been given them. We are grateful, even if we are far from home, that we have a child who has added another year to his or her life. We are grateful we have a family to miss, and a family who misses us. We are grateful for friends who are finding happiness, even if we can't be there to share it with them.

To be grateful is to have a heartfelt sense that all we have is a gift. To celebrate a thanksgiving is to remember

all that has been given to us, and to know in our hearts that we could not have received it all by ourselves. Christians call receiving an undeserved gift "grace".

This weekend, as we enjoy our turkey dinners with all the trimmings, let's not just be thankful for what we are about to eat, but take a moment to remember all that has been given to us. And in gratitude, ponder the ways we can give others a reason to give thanks.

Take back your time! Spread the health!

STRENGTHENING THE FORCES ÉNERGISER LES FORCES

By Harold White
Health Promotion Manager

R.D. Laing once said, "We live in a moment of history where change is so speeded up that we begin to see the present only when it is already disappearing."

In a recent Health Canada survey of 32,000 Canadians, Atlantic Canadians work the most hours per week, at an average of 44.5. In addition, these same groups work the most unpaid overtime hours. A national poll taken last year indicated that 38 per cent of all Canadian employees work during holidays and fail to use all allotted vacation time. More specifically, 71 per cent of Canadians forfeited 14 vacation days per year. Forty per cent of Atlantic Canadians reported not

using all of their vacation time.

Today, many workers identify work/life balance as a major issue. When we forego time with family and friends, other aspects of our lives eventually begin to suffer. Reflecting the need to protect against hectic schedules and an unhealthy balance of more work and less unstructured leisure time, it is not surprising that the Girl Scouts in the U.S. now have a "Stress-Less" and "From Stress to Success" merit badges for junior and senior level Girl Scouts respectively.

Workers today are experiencing more burnout, absenteeism, depression and for the first time in history, mental health issues have exceeded musculoskeletal injuries as the top category of illness among workers. We are paying a significant price for working so hard. Lack of time threatens our health, as well as our marriages, families and relationships. As well, it affects the amount of time that we have to care for our-

selves, our children, our elders and our pets. As a result, our communities are weakened.

On a personal level, we also have less time for ourselves to recover from the pace of daily life, grow spiritually, exercise, see a movie, read or volunteer. This, coupled with unhealthy eating and physical activity behaviours, can significantly affect our health in a negative way.

This year, October 24th has been designated as Take Back Your Time Day. Before this day arrives, think of some way that you are going to spend time investing in yourself or with family and friends. From a both a physical and a mental health perspective, it is very important to take such time on a regular basis. Always remember, self-care is not selfish.

For more information about this article, please contact your local Strengthening the Forces Health Promotion Services office at 427-0550 (ext. 7802).

STRENGTHENING THE FORCES ÉNERGISER LES FORCES

By Melanie Bower
Health Promotion Manager

We've all heard the phrase spread the wealth. Well, this is your chance to spread the health. By answering the following questions, you have the opportunity to share with the military community, things that you do to create and maintain a healthy lifestyle.

Responses, along with your name and unit, will be published on our Strengthening the Forces Health Promotion Services website and in future editions of the Trident.

1. How do you relax and take some breathing space during the day?
2. What healthy eating tips do you have for people on the go?

3. How do you fit physical activity into your daily life?
4. What keeps you motivated to live a healthy lifestyle?
5. What two things are you are most grateful for in your life?
6. If you could adopt one healthy lifestyle behaviour, what would it be?
7. What prevents you from meeting your healthy lifestyle goals?

For the health of it, please submit your responses to your local Strengthening the Forces Health Promotion Services office as follows:

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If you require additional information, please contact Melanie Bower, Health Promotion Manager, at 427-0550 (ext. 7804).

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For information – 427-8660

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Chewing the Fat
By Lt(N) Brad White
HMCS Scotian

I've had a couple of requests since beginning this examination of nautical words and I will begin with the first one. Fortunately or not depending on one's view, the word brow was suggested as one I should explain. After several hours of digging, I came up with little more than two or three meanings for the word and no sort of explanation as to the origins of the word, but I'll take a stab at it anyway.

As most readers already know, the brow is the thing you walk across to get onto or off the ship. But is that so? When I asked several so-called salty dogs about this word some of them said it was not, in fact, the thing you walk across but the area on the ship where people are greeted when they walk on board. By the odd nature of our transitional language, some folks have also come to know the brow as the area on a HALIFAX Class ship where you stand for your duty; that little patch of flight deck on the port side. (I know there are old sailors turning in their graves as I write this.)

Nevertheless, there seemed to be agreement that the structure you walk across is either the brow itself or a piece of it. I'll choose to define it under the generally accepted usage, among different people, dictionaries



CPL CHARLES BARBER, CFB ESQUIMAULT, IMAGING SERVICES

and websites I accessed, as the thing you walk across to get onboard the ship. We also have accommodation ladders, Mediterranean ladders, scabble nets, and helicopters but indeed the simplest way of getting on the ship is the brow. In some navies this removable bridge is called a gangway or gangplank but, according to our tradition, this thing is a brow and nothing else. Incidentally, gangway is a word we hear frequently in military and civilian circles that simply means get out of the way.

But back to the word brow. Some other readers, like those unfortunate souls dressed in green and light blue, might be asking themselves why something that also refers to the low part of your forehead (some lower than others) should also mean the platform we use to

board and depart a ship. Well, since I could not find a true etymological explanation of the naval meaning of brow I will offer two of my own rather lowbrow explanations for the word.

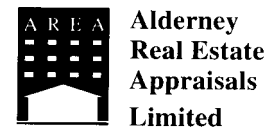
First, (and this is much more akin to the kind of thing you might hear in this wonderfully tradition-bound institution we love), the thing you walk across to board a ship is called a brow because that's what we call it in the Canadian Navy. Period.

Second, although not used in common speech anymore, a brow can refer to any projection of land from the top of a cliff or the top of a hill. The top of Blomidon, near Wolfville, Nova Scotia, has many projections of this nature. One can imagine that this meaning for brow and the one that refers to the area of the forehead just above the

eyes, which is also a slight projection, have the same root. The brow we use to board ships is also a projection of sorts and it makes perfect sense to call this thing a brow.

I personally think the second explanation holds more weight if one were to judge the two based on reason alone but I can't help relishing the first one for its pure simplicity. You be the judge.

Next issue: Nelson's Blood and splicing the main brace.



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Italy invades Greece

This Month in History

By Petty Officer 1st Class
Pat Devenish

OCTOBER
1st 1943

Naples falls to the Allies as Canadian troops fighting up the West Coast of the Italian peninsula are reunited with the rest of the First Canadian Infantry Division near Campobasso in central Italy.

4th 1944



KENNETH MACLEAN

HMCS CHEBOGUE

HMCS CHEBOGUE sits out the rest of the war in a Wales shipyard after losing her stern and suffering extensive damage during a mid-Atlantic encounter with U-1227. Seven of her crew were lost.

5th 1939

The Polish garrison in Warsaw surrenders signaling the collapse of Poland to the Germans.

5th 1941

The Canadian merchantman *Mondoc* sinks mysteriously in the Caribbean, off Trinidad's East Coast, after striking a submerged object. No lives are lost.

6th 1944

As the 2nd Canadian Division prepares to clear the Scheldt estuary through Belgium and Holland, the 3rd Canadian Division with remnants of the 4th Armoured Division commence an attack on a block of land to the south between the Scheldt estuary and the Leopold

Canal, which forms Belgium northern border with Holland. Although two bridgeheads are established by 7th Brigade's Canadian Scottish and the Regina Rifles, it is not until the 14th that the entire 3rd Division is secured in the Breskens pocket.

8th 1944

Lt. General Guy Simonds, commander of the 2nd Canadian Corps delegates the 2nd Canadian Division to close the eastern end of South Beveland Island on the north side of the Scheldt Estuary leading into Antwerp, Belgium. Though 5th Brigade is at the neck of the peninsula, German reinforcements cause an abrupt halt to the advance. Because of unrelenting rains and sodden woodlands, the Essex Scottish Regiment and the Regiment de Maisonneuve crawl and stumble through trip wires and mines as artillery and armour are unable to assist. By Friday, October 13, not a single yard has been gained as men and machine repeatedly crumble into the bog.

8th 1944

The minesweeper HMCS *MULGRAVE* strikes a mine near Le Havre off the Brittany coast. Though spared the loss of any crew, *MULGRAVE* will not fight again.

9th 1940

The first group of 30,000 men between the ages of 20 and 24 are recruited under the Liberal Government's highly controversial National Resources Mobilization Act. Little more than a 30-day drill and sports camp, it is hoped to shake the cobwebs of "twenty years of pacifist debauchery." By February of 1941, the training period would be extended to four months. The promise of being a Home Defense Force, however, would mean that Canada now has two Armies; one of volunteers willing to serve anywhere, and one of conscripts limited to the home front.

9th 1942

U-69 operating well inside Canadi-

an waters in the St. Lawrence River sinks the Canadian merchantman *Carolus*. HMC Ships *ARROWHEAD* and *HEPATICA* rescue 19 of the 30-person crew.

10th 1944

Although the Belgian port of Antwerp is overrun a month earlier by the British 11th Armoured Division, the task of clearing the estuary of the River Scheldt, which connects Antwerp to the shipping lanes of the Atlantic falls to the 2nd Canadian Division under Lt. Gen Guy Simonds. Unfortunately, the evening before, the rains begin, in what the Dutch called, "...land God had no hand in," land reclaimed from the sea by a series of dikes and dams. The thrust is up the north side of the Scheldt as the south is held by the 3rd Infantry and 5th Armoured Divisions, but going is very slow in ground sodden by continuous rain and full of trip wires and cunningly concealed mines and booby traps. The island-peninsula is well defended by the 64th and 70th Divisions of the German 15th Army; troops who have been entrenched for many years and recently bolstered by retreating troops from Arnhem. It would be six days of fierce fighting before a group of the Royal Hamilton Light Infantry become the first to advance and establish a foothold. It is at this point that a decision is made to free up the remainder of the 1st Canadian Army for the drive to clear the estuary. With its flank now protected by components of Montgomery's 21st Army Group, both Canadian Corps turn their backs on the European mainland. The 1st Canadian Corps led by the 4th Armoured Division heads north to take the islands surrounding the estuary, while the 2nd Division strikes westward clearing the approaches and by the end of October, all areas except the western island of Walcheren are in the hands of the 2nd Division. The cost is steep with the 1st Canadian Army suffering 13,000 casualties, half of them Canadian.

11th 1942

The Newfoundland merchantman *Waterton* is torpedoed and sunk in the Cabot Strait by U-106.

12th 1940

The French merchant vessel *Saint-Malo* requisitioned by the Government of Canada is attacked and sunk by U-101 south of Iceland while on convoy duty. Of a crew of 44, only 16 survive.

13th 1944

In an attack on a German pocket of resistance in the dike lands on the western approaches to the Scheldt estuary, the 2nd Division's Black Watch (Royal Highland Regiment) of Canada loses 183 men. Dubbed Black Friday in the Regiment's war diary, this is the same unit suffering over 300 casualties in a single day during the Normandy fighting three months prior. By day's end, all four company commanders are wounded and all companies are at half strength. Says the war diary: "No words can pay sufficiently high tribute to those who went out in the dark searching the flooded fields to ensure that all possible wounded had been taken out."

14th 1942

In the darkness of the early morning hours, the passenger steamship *Caribou* enroute from North Sydney, Nova Scotia to Port aux Basques, Newfoundland is torpedoed by U-69 in the Cabot Strait. *Caribou's* escort, the minesweeper HMCS *GRANDMERE* immediately commences depth charge attacks and attempts to ram but the U-boat escapes. Of the original 237 crew and passengers aboard, only 104 survive. "...(if) there were any Canadians who did not realize that we were up against a ruthless and remorseless enemy, there can be no such Canadians now," said Angus L. MacDonald, Minister of National Defence (Navy) following news of *Caribou's* loss.

14th 1943

Campobasso in central Italy falls without a fight though the days leading up would see random deadly skir-

mishes between German patrols and Canadian advance scouting units. Rolling in to the town square is the Royal Canadian Regiment, followed by the 48th Highlander and Hastings and Prince Edward Regiments. As a propaganda ploy, the 29th Panzer Grenadier Division would announce it left Campobasso after a hard battle possibly to save face at having to evacuate the city that had once served as headquarters of Albert Kesselring, the German Commander-in-chief in Italy. For the duration of the Italian campaign, Campobasso would be dubbed Maple Leaf City with amenities such as canteens, clubs, theatres, cinemas, reading rooms and mobile baths. Best remember by the soldiers as an R and R center it portrayed to the local Italian populace a favourable though not necessarily accurate portrayal of life in Canada.

14th 1944



HMCS MAGOG

Off Pointe-des-Monts, Quebec, HMCS *MAGOG* loses approximately 50 feet of her stern to an acoustic torpedo from U-1223. With a loss of two of her crew, *MAGOG* is towed to the nearest port where she remains for the duration of the war.

15th 1941

Over 100 lives are lost when the large Canadian merchantman *Vancouver Island* is torpedoed and sunk by U-558 in the North Atlantic.

16th 1944

New Brunswick's North Shore Regiment makes its first substantial advance through the mud and misery of the approaches to the Scheldt estuary. Trapped and surrounded in an orchard, many men are cut down but

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the ground is held as German counter attacks are repelled and gradually yard by yard, the mud flats are overrun. Attacks on German positions are maintained around the clock and the fanaticism of the German troops begins to diminish.

16th 1944

HMC Ships ANNAN and LOCH ACHANALT destroy U-1006 off the Faroe Islands in the North Atlantic.

16th 1944

The Royal Hamilton Light Infantry at last establishes ground near Woensdrecht on the isthmus to South Beveland Island on the North Sea side of the Scheldt estuary leading into Antwerp. The Canadians are finally out of the mud, the bogs and the water. Allied Commander General Dwight D. Eisenhower realizes the importance of clearing the estuary and orders General Montgomery's 21st Armoured Group to abandon the drive on the Ruhr Valley for the time being and move north to secure the 2nd Canadian Corps right flank. Though the Canadians can now turn their back on continental Europe, it will be another two weeks of intense fighting, in absolutely abhorrent conditions, before the island is secured.

16th 1940

Bound from Parrsboro, Nova Scotia to Aberdeen, Scotland and sailing with convoy SC-7, the Canadian merchantman Trevisa is torpedoed and sunk south of Iceland by U-124 losing 7 of a 21 member crew.

19th 1939
HMS KEMPENFELT is renamed HMCS ASSINIBOINE at Davenport Shipyard in England arriving in Halifax in late November.

19th 1940

In an ice storm in the Gulf of St. Lawrence in one of those mysteries of war, HMCS BRAS D'OR and her crew of 40 is never seen nor heard from again. It is assumed she iced up topside and capsized.

21st 1943

HMCS CHEDABUCTO and the cable ship Lord Kelvin collide in the evening fog off Rimouski, Quebec. CHEDABUCTO, a minesweeper is lost along with one of her crew.

21st 1944



Private Ernest Smith

As the bulk of the 1st Canadian Army slogs through the mud of Holland, the 1st Canadian Division continues its battles north through Italy.

It is on this night that Private Ernest Alvia "Smoky" Smith of Vancouver's Seaforth Highlanders wins the Victoria Cross. He leads an advance across the swollen banks of the Savio River to establish a bridgehead for tanks and artillery to come across. As German tanks and infantry attack, Smith knocks out a tank and single handedly takes on ten Germans killing four and driving the remainder back to their cover. As other attacks follow, he holds his ground evacuating any wounded as lulls present themselves. Largely through his gallantry, the bridgehead holds for the night to be secured in the morning. Private Smith is one of 16 Canadians to receive the Victoria Cross.

22nd 1940

Still relatively early in the war, Canada's still small Navy suffers another 142 souls lost as HMCS MARGAREE (former HMS DIANA) sinks after colliding with the freighter Port Fairy in rough seas 400 miles west of Ireland. Many of the ship's company are survivors of HMCS FRASER's sinking in June.

23rd 1942

The Canadian merchantman Canatco runs aground in a storm off the southern Labrador coast. The corvette HMCS ARROWHEAD is able to rescue the entire crew.

23rd 1942

The British 8th Army launches an attack across a front at El Alamein

against Field Marshall Erwin Rommel's Afrika Korps. The situation for the Germans becomes extremely tense and a convoy with the tanker Proserpina is diverted to Tobruk to make a much needed fuel delivery to the Germans. The British are alerted to this and a formation of eight RAF torpedo carrying Beauforts, five Beaufighters and five Bisley light bombers are sent to intercept. Two of the Beaufort pilots, Pilot Officers Ralph Manning from Vancouver and Hal Davidson from Winnipeg both score key hits on the tanker leaving it a smoldering wreck. The loss of Proserpina is a devastating blow to the Germans leaving Rommel's Afrika Korps with no fuel to counter-attack and by November 4th, the Germans are in full retreat.

24th 1943

An advanced party from 1 Canadian Corps Headquarters and Fifth Canadian Armoured Division depart for Italy to make administrative preparations for the Headquarters' and Armoured Division's move to the Mediterranean Theatre sailing from Scotland on the 27th of the month.

25th 1944

The first of two destroyers being built to Canadian specifications (the other being HMCS SAGUENAY), HMCS SKEENA, in the thick of things from the commencement of hostilities in 1939, grounds at Videy Island off Iceland's southern coast in a gale. As the destroyer is abandoned, 15 sailors perish.

27th 1941

The converted passenger liner Awatea secretly sails from Vancouver, British Columbia with 1,975 men of Quebec's Royal Rifles of Canada and the Winnipeg Grenadiers for Hong Kong to reinforce the British garrison.

28th 1940

Italy invades Greece in the hopes of bolstering Mussolini's prestige but until the Germans intervene in April 1941, little ground is gained. Although no Canadian units are involved in the fight, many Canadians in British units are involved including several pilots in RAF 112 Fighter Squadron flying antiquated but sturdy Gloster Gladiator Mk. II biplanes.

29th 1942

A former Italian merchantman captured earlier in June of 1940 by HMCS BRAS D'OR and reintroduced into Canadian merchant service as Bic Island is sunk in the North Atlantic by U-624. All of her Canadian crew is lost, but most heartbreaking of all is the fact that survivors of two sunken merchantman are lost as well.

30th 1942

A Douglas Digby of RCAF No. 10 Bomber Reconnaissance Squadron flying out of Gander, Newfoundland and returning from a convoy patrol off the coast depth charges and sinks U-520.



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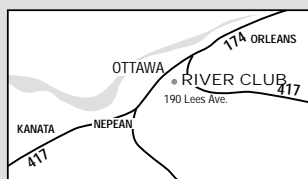
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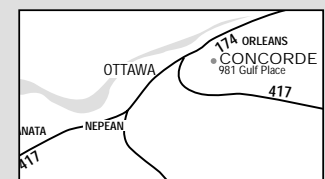


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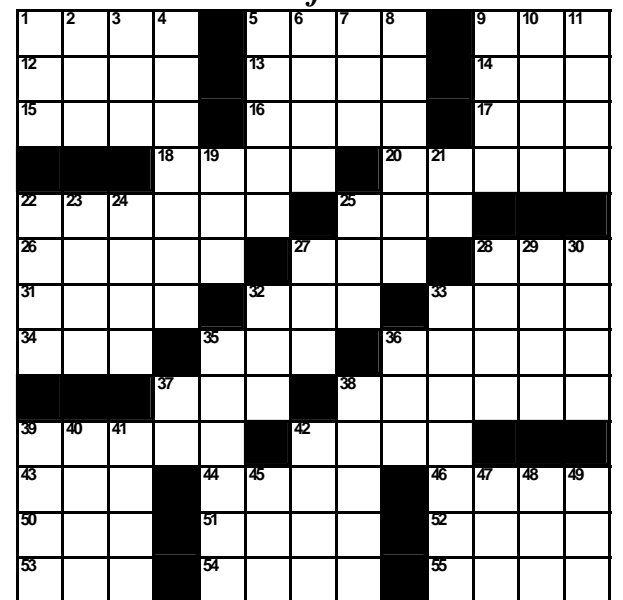
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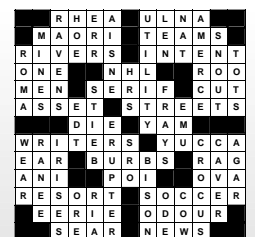
To win this prize, complete the following crossword puzzle and fax it to us at 427-4238, labeled: attention Trident, Bldg, S93 "Contest". All entries must be received no later than Tuesday, Oct 12, 2004. Trident will draw a winner, who will be contacted by phone and announced in the following issue.

Name.....
Phone.....

A Passel of Premiers



- ACROSS**
- 1 Sailing vessel
 - 5 Gripe
 - 9 Prov. of 22 Across, abbr.
 - 12 Sensors?
 - 13 Crucifix inscription
 - 14 Scottish river
 - 15 Invitation to scratch
 - 16 Christmas
 - 17 Metal source
 - 18 Imperial weight measure
 - 20 Premier of 50 Across
 - 22 Premier of 9 Across
 - 25 Cousin, for short
 - 26 Ordinary
 - 27 Prov. of 8 Down
 - 28 Humbug
 - 31 _____ Astor
 - 32 Gratuity
 - 33 Uncommon
 - 34 Imitate
 - 35 Office necessity
 - 36 Premier of 46 Across
 - 37 Bigwig, for short
 - 38 Bedouin transports
 - 39 Premier of 44 Across
 - 42 Arm bone
 - 43 Consume
 - 44 Domain of 39 Across, abbr.
 - 46 Domain of 36 Across, abbr.
 - 50 Prov. of 20 Across
 - 51 Lascivious look
 - 52 Popular cookie
 - 53 Small integer
 - 54 Prov. of 33 Down
 - 55 Vin, in Victoria
- DOWN**
- 1 Prov. of 5 Down
 - 2 Tell on
 - 3 Tolkien monster
 - 4 Place to butt out?
 - 5 Premier of 1 Down
 - 6 Tummy settling salt
 - 7 Before (poetic)
 - 8 Premier of 27 Across
 - 9 Aroma
 - 10 Filippo _____, Saint
 - 11 Adolescent
 - 19 Hydrocarbon
 - 21 Wizard's domain
 - 22 A kind of hoop
 - 23 Soonest, for short
 - 24 Uncouth
 - 25 Limit
 - 27 Shuffle
 - 28 Movie title
 - 29 Plant part
 - 30 Egg providers
 - 32 Draw upon
 - 33 Premier of 54 Across
 - 35 Some exams
 - 36 Soak up sun
 - 37 Roman 6
 - 38 Premier of British Columbia, once
 - 39 Vegas action
 - 40 A kind of tennis
 - 41 Cigar or flannel follower
 - 42 Plains Indians
 - 45 Greensward
 - 47 Day of the week, abbr.
 - 48 Cohen, to some
 - 49 Ms Deer



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Canadian Forces CISM Running Team will compete in Barbados

By Tracey MacLean
A/Sports Coordinator

The Canadian Forces (CF) CISM Running Team will compete in a selection race and attend a training camp November 29 to December 6, 2004 in Barbados in conjunction with the Barbados Defence Force.

Although the team complement is small, with a maximum of 17 members, the CF has a desire to select only the very best. Runners selected from this camp may be expected continue training and to race during December 2004 and January and February 2005.

Releasing members for this selection process must be done with the supervisor's full understanding of the total commitment required and that many participants may be required to compete with the CF CISM Cross Country Running Team in late February and early March 2005. This competition will be overseas and will require the athletes to be away from primary duties for about six days. While there are a number of known, experienced runners who attend the CISM World Championships, this camp will also develop new raw talent.



Keeping in mind only the very best athletes will be selected, runners meeting the basic qualifying standard of under 20 minutes for 5 km for women and under 17 minutes for 5 km for men will be considered. The above standards will only be accepted from certified road races, approved cross country courses and certified track meets. Reservists and Cadets are permitted

to take part. Information on athletes deemed qualified for this level of running must be received no later than October 31, and must include full particulars of the members, including their unit and supervisor's information. Phone, fax or email information should be included as well as the name of qualifying race and a web site if available.



CPL BRUNO TURCOTTE

2004 CF National Running Championships

By Tracey MacLean
A/Sports Coordinator

The qualifying times for all age categories have not changed for 2004 for the events listed below.

The 2004 CF National Running Championships are set for the Marathon and Half Marathon Runners, on October 17 in Toronto.

If interested in participating in the Toronto Race and meet qualifying times please contact the Staff Sports Office at loc 8418/6552.

QUALIFYING TIMES

Women			
Distance	Open	Masters	Senior
Marathon	3:30	3:50	4:10
Half Marathon	1:45	1:55	2:05
Men			
Distance	Open	Masters	Senior
Marathon	3:15	3:30	3:40
Half Marathon	1:35	1:40	1:45



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By Scott Costen
ASPF

Certains compléments nutritionnels peuvent aider les athlètes à améliorer leur performance. Pourtant, rien ne peut remplacer un travail soutenu et une saine alimentation.

Quoique la culture militaire nous pousse à développer notre corps pour qu'il soit toujours plus puissant, plus fort, plus rapide, aucune solution miracle n'existe pour être en bonne forme physique.

« Les gens cherchent constamment à se dépasser », déclare le Capt Chris Moyle, entraîneur passionné de poids et haltères et adepte enthousiaste des arts martiaux. « Ils souhaitent améliorer leur performance aussi rapidement que possible, mais rien ne peut remplacer un entraînement rigoureux et une bonne alimentation. »

En Amérique du Nord, l'industrie des compléments alimentaires représente un chiffre d'affaire de 23 milliards \$. Le Maj Darrell Menard, athlète militaire de longue date et médecin principal en médecine sportive au sein des FC, soutient que les campagnes publicitaires accrocheuses et les affirmations ronflantes portant sur les bienfaits potentiels de certains produits séduisent les consommateurs.

Plus de 40 p. 100 des militaires des FC prennent des compléments alimentaires. Les vitamines, les boissons protéinées, le calcium, le ginseng, l'ail et la créatine sont parmi les plus populaires. La créatine, qui pourrait apporter des bienfaits, est souvent utilisée abusivement, affirme le Maj Menard. « Deux grammes par jour suffisent, mais certains militaires en consomment jusqu'à quarante. Le calcium et les

vitamines s'avèrent utiles dans certains cas, mais ils ne constituent pas une panacée », ajoute-t-il.

L'éducation est le secret pour que les militaires arrivent à consommer intelligemment les produits bénéfiques et à éviter ceux qui sont inutiles, voire dangereux.

« Je pense qu'il existe très certainement un problème sur le plan de la sensibilisation », déclare le Capt Moyle. « Les gens doivent connaître les produits qu'ils prennent, ainsi que les dangers et les bienfaits qui leur sont associés. »

Roy Hillier, gestionnaire des activités sportives internationales de l'Agence de soutien du personnel des Forces canadiennes (ASPF) et ancien culturiste, partage le même avis sur l'éducation. Selon lui, nombre de personnes se nourrissent mal et, comme elles n'absorbent pas suffisamment de protéines, elles n'ar-

rivent pas à préserver leurs tissus organiques ni à favoriser leur croissance. Il ajoute, « dans le cas des gens qui n'ont pas l'occasion de prendre quotidiennement les portions alimentaires recommandées dans le Guide alimentaire canadien pour manger sainement, les suppléments tels que les vitamines, les minéraux et même les protéines, pris à faible dose, peuvent améliorer la santé et aider les athlètes à réaliser leur potentiel. »

Cependant, il prévient également que le corps réagit beaucoup mieux aux sources naturelles de vitamines, de minéraux et de protéines. De plus, il fait remarquer que beaucoup de personnes ressentent le besoin de se gaver de suppléments en raison des régimes à la mode auxquels elles s'astreignent.

Pour certains athlètes, la solution miracle exerce un trop grand attrait. L'usage de stéroïdes anabolisants

constitue le raccourci le mieux connu pour la musculation rapide, mais il est également le plus dangereux, tant sur le plan physique que professionnel.

« Les FC ne peuvent nier que des militaires consomment des stéroïdes, déclare le Maj Menard, mais elles ne leur cachent pas non plus qu'ils présentent un danger pour la santé et qu'ils sont illégaux. » La proportion de militaires qui prennent des stéroïdes anabolisants se chiffre à environ un demi de 1 %.

De son côté, le Capt Moyle déclare que rien ne pourra le convaincre d'avoir recours à des moyens de musculation illégaux. « Les stéroïdes posent trop de risques pour la santé. Il faut aussi penser aux nombreuses conséquences qu'ils peuvent avoir sur la carrière. Au bout du compte, ces produits pourraient vous tuer ou détruire votre carrière. »

Some nutritional supplements may help athletes improve their performance, but there is no substitute for hard work and a healthy diet.

While military culture promotes the pursuit of bigger, stronger and faster bodies, there are no shortcuts to physical fitness.

"People are always looking for an edge," says Capt Chris Moyle, an avid weight trainer and martial arts enthusiast. "They want to improve their performance as fast as possible, but nothing can take the place of hard work and eating right."

Dietary supplements constitute a \$23-billion dollar industry in North America. Maj Darell Menard, a

long time military athlete and Canadian Forces military physician, says customers are attracted by aggressive advertising campaigns and lofty claims about the potential benefits of using certain products.

More than 40 per cent of CF members use dietary supplements. Vitamins, protein drinks, calcium, ginseng, garlic and Creatine are among the most popular. Creatine, although potentially beneficial, is often misused, says Maj Menard. "Two grams a day is all you need, but we have some members using as much as 40 grams per day." Calcium and vitamins are helpful in some cases, but not universally, he adds.

Education is the key to ensuring CF members use beneficial products effectively and avoid those that are useless, or even dangerous.

"I think there is definitely an awareness issue," says Capt Moyle. "People need to know what they are taking and the potential risks and benefits associated with it."

Roy Hillier, International Sports Manager at the Canadian Forces Personnel Support Agency (CFPSA) and former body builder, agrees that education is essential. He says many people simply don't eat a healthy diet and subsequently lack a sufficient amount of protein to maintain body tissue and promote growth and adds "For those

people who do not have the opportunity, or due to circumstances, don't consume the recommended daily intakes of foods outlined in the Canada Food Guide to Healthy Eating, supplements such as vitamins, minerals and even protein, in lower doses, may promote health and assist athletes in reaching their potential."

However, he cautions that the body handles natural sources of vitamins, minerals and proteins far better than artificial ones. He also points to many fad diets as a reason that many feel they need to load up on supplements.

For some athletes, though, the lure of the quick fix is too enticing. The most notorious shortcut to building

muscle quickly, the use of anabolic steroid, is also the most dangerous, both physically and professionally.

"There is no denying steroids are being used in the CF," says Maj Menard, "but there is also no denying that they are unhealthy and illegal." The number of members using anabolic steroids is about one-half of 1 per cent, he says.

For his part, Capt Moyle says nothing could convince him to go down the illegal path to building muscle. "There are too many risks to your health using steroids. There are also a number of career implications. Bottom line, it could kill you or your career."

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Fleet Men's team wins gold at 2004 National Slo-Pitch

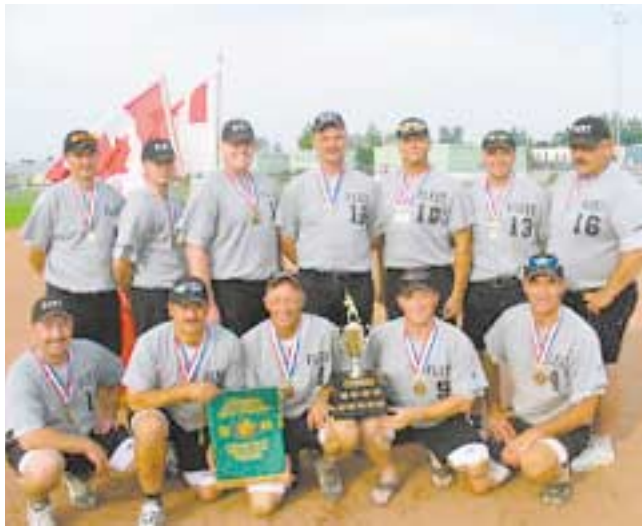
By Virginia Beaton
Trident staff

The Fleet Men's Slo-Pitch team were the winners at the Canadian Forces (CF) 2004 National Men's Slo-Pitch Championships, held at CFB Borden from September 12 to 14. It was the first time the Fleet men's softball team has ever won this championship.

At a tribute held at the Dockyard Gym on Thursday, September 23, friends and supporters gathered to celebrate their winning team.

Rear-Admiral (RAdm) Dan McNeil, Commander of Maritime Forces Atlantic, and Commodore Tyrone Pile, Commander of Canadian Fleet Atlantic, were present to congratulate and speak to each team member individually.

"My aim is to meet as many people as possible, as soon as possible," said RAdm McNeil as he addressed the group. "This is a great occasion and I'm pleased you won."



Fleet Men's Slo-Pitch team are national champions.

The team was presented with a green banner that officially commemorates their victory. They also received ball caps and T-shirts from corporate sponsors Oland.

As Atlantic regional representatives, the Fleet team faced some vigorous competition during the national tournament. But according to player and team captain

Leading Seaman (LS) Trevor Smith, "We had a good team going in. I thought we could win it."

In their final game, the Fleet team faced off against the Quebec regional team. It was a solid showing of cooperative team effort, according to Smith. They scored eight times in the second, with MS Scott Osborne in the playoff

round achieving seven hits in nine at bats, five homers, a triple and a double.

At the end, it was the Fleet team's time to triumph with a decisive 17-6 victory over Quebec. MS Dan Oake was named game MVP and Petty Officer Second Class (PO2) Barry Sheppard and Lieutenant (Lt) Chris MacDonald were named to the tournament's all-star team.

Smith stated that the team was pleased by all the recognition they received at the regional and national tournaments. "The women's team supported us in the finals," he noted.

Congratulations go out to the 2004 Fleet men's Slo-Pitch team; Leading Seaman (LS) Trevor Smith, LS Alex Oschypko, MS Mike Surrette, LS Jim Delaney, OS Wally Dominix, PO2 Barry Sheppard, MS Mike Coggins, MS. Scott Osborne, MS. Dan Oake, MS D. Keeping, Lt C. MacDonald and LS Andy Anderson.



CFNOS Softball team after the championship game

CFNOS captures softball championship

By Tracey MacLean
A/Sports Coordinator

The COTW Softball championship was played at the Windsor Park Ball Diamonds from September 7 to 13, 2004. The championship was a scatter draw with the top four teams advancing to the semi-finals. Teams competing for the championship included: Flog, FCE, CFNOS, CFNES, CFMWC, NRS/N6, LFAA, MARLANT, ADAC, CFH and Fadm.

The semi-finals brought

some of the closest and toughest battles of the year between LFAA, ADAC, CFNOS, CFMWC. At the end of CFNOS nad LFAA's final game's seventh innng, the teams were tied, but CFNOS but came back to win it in two extra innings, the final score for this game was 10-8. The finals would bring out the best and closest game of the tournament. It was a great tournament and lots of fun for all participants. Congratulations to CFNOS for a game well-played.

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