

YEAR IN REVIEW 2005



Year-end messages and holiday greetings

By **VAdm Bruce MacLean**
Chief of Maritime Staff

Once again, the holiday season is fast approaching.

As we busy ourselves with holiday preparations, we often find ourselves reflecting on the past twelve months as well as looking forward to the new year in wondering what challenges and opportunities it will hold for us.

In this holiday season, we in Maritime Command again celebrate bringing messages of peace and hope to troubled places and people.

Our routine overseas deployments saw

HMCS Winnipeg in the Arabian Gulf on OP ALTAIR and *Montréal* and *Halifax* in European/Mediterranean waters as our contribution to the standing NATO group. Further, *Athabaskan*, *Toronto* and *Ville de Québec* in company with *CCGS Sir William Alexander* as well as Composite Dive Teams and Composite Engineering Teams made clear Canada's solidarity with our friend and neighbour and helped put a face on hope for the victims of Hurricane Katrina.

And, of course, in home waters and while alongside, we have been honing our skills, enforcing Canadian sovereignty in conjunction with other government departments, participating—and through MARLANT serv-



VAdm Bruce MacLean.

ing as the role model for the envisioned regional Joint Task Forces—in the transformation of the Canadian Forces (CF), and contributing to the communities in which we live. Of course, we will remain as relevant and engaged in the coming year as CF transformation is realized and through our continuing international engagement which will see, amongst other things, Canadian Command of the standing NATO group from *Athabaskan* and later *Iroquois*.

We have much to celebrate in this holiday season and my hope is that each of you enjoys the season to the greatest extent possible. I send the very best of the season to each of you and my very best wishes for the New Year.

Voeux de Noël et de bonne année

Par **Vam Bruce MacLean**
Chef d'état-major de
la Force maritime

Comme à tous les ans, la période des fêtes arrive à grands pas et se trouve déjà à notre porte. Plongés dans les préparatifs des vacances de Noël, nous nous surprenons à penser à l'année qui s'achève et à celle qui commencera en nous demandant quelles faveurs elle nous apportera et quels défis elle

placera sur notre chemin.

Au Commandement maritime, nous sommes contents d'avoir envoyé des messages de paix et d'espoir à des pays en conflit et à des peuples en difficulté. Parmi les déploiements outre-mer qui ont eu lieu cette année, nous comptons les missions du *NCSM Winnipeg* dans le golfe Persique dans le cadre de l'opération ALTAIR ainsi que les *Montréal* et *Halifax* qui ont navigué dans les eaux européennes et la mer

Méditerranée au sein de la flotte permanente de l'OTAN. Par ailleurs, je pense à l'évidente solidarité dont notre pays a fait preuve envers nos voisins et amis américains en déployant les *Athabaskan*, *Toronto* et *Ville de Québec*, en la compagnie du *NGCC Sir William Alexander* et d'équipes mixtes de plongeurs et d'ingénieurs, à la rescousse des victimes de l'ouragan Katrina. En outre, tant dans nos eaux territoriales qu'à quai, nous avons perfectionné

nos compétences, nous avons fait respecter notre souveraineté avec la collaboration d'autres ministères fédéraux, nous avons participé à la transformation des Forces canadienne (FC) — les FMAR(A) servant d'exemple régional de regroupement en Force opérationnelle interarmées, et enfin, nous avons donné notre part aux communautés dans lesquelles nous vivons. Évidemment, nous entendons rester résolu à tous les niveaux nécessaires au cours de la

prochaine année tant dans le projet de transformation des Forces que dans nos engagements internationaux où nous verrons entre autres choses le Canada assurer le commandement de la Flotte permanente de l'OTAN à partir du *Athabaskan* et ensuite du *Iroquois*. Nous avons toutes les raisons de célébrer en cette période des fêtes et je souhaite que chacun d'entre vous en profite pleinement. Je vous souhaite un beau temps des fêtes et une bonne et heureuse année.

HOLIDAY GREETINGS

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Holiday greetings from Rear Admiral McNeil

By **RAdm Dan McNeil**
Commander
Joint Task Force Atlantic

As 2005 draws to a close I look back at three particular events last January that mark how far we have moved. There was much focus and attention then over the deployment of Canadian Forces (CF) into Asia to help Tsunami victims; *HMCS Chicoutimi* quietly arrived in Halifax on board Eide Transporter, on a frigid winter morning; and, as Commander MARLANT, I bid adieu to *Montréal* as she departed for operations with the renamed Standing NATO Reaction Force Maritime Group 1 (SNMG1). There was general uncertainty in the public's mind over the year to come, and specifically about the CF's ability to respond quickly to major events, including a low-point in submarine operations, set against a backdrop of continuing commitments.

Moving forward, we have seen incredible progress. In February, the appointment of our new Chief of the Defence Staff (CDS), General Rick Hillier, with a strong, clear vision for a relevant, responsive, and effective CF, introduced the most significant shakeup of the CF command structure in two to three generations. CF Transformation is for real; it is supported by a new Defence Policy Statement and is backed up by \$13 billion in new federal funding. A prototype joint regional command, Joint Task Force Atlantic (JTFA) was stood up in Halifax under my command, on July 2. When Hurricane Katrina devastated the gulf coast of the United States (US) later that summer, our US allies marveled at the speed and purpose of Canada's integrated OP UNISON response that moved into theatre *Athabaskan*, *Ville de Québec*, *Toronto*, Canadian Coast Guard Ship *Sir William Alexander*, Sea King Detachments, a joint diving team and



RAdm Dan McNeil.

a composite construction group. Joint operations also took place in the north with OPERATION HUDSON SENTINEL's deployment of *Shawinigan* and *Glance Bay* to the Hudson Bay, operating in conjunction with Canadian Rangers, 14 Wing Aurora patrol aircraft and 440 Squadron Twin Otters.

The transformation journey is only beginning, and continues with next year's standup of CANADA Com-

mand and increased planning and exercising of our joint capability.

Chicoutimi's Board of Inquiry concluded and set in motion the lifting of the operational pause. *Chicoutimi's* repair work and Canadianization got underway and *Windsor* returned to sea. The year closed with *Chicoutimi's* crew being honoured with the CF Unit Commendation, which recognizes their courage and determination in saving the submarine. Our submariners have demonstrated what Canadian sailors are made of.

In the face of adversity they responded professionally and tenaciously persevered. Canadians will soon be able to fully appreciate the superb capability that this silent service brings to Canada.

And of course, there was everything else. *Halifax* took over *Montréal's* role in SNMG1, and Commodore Denis Rouleau and his staff, with *Athabaskan*, are hard at work

preparing to assume Command of SNMG1 next month.

Joint and inter-agency work continued apace with successful exercises such as READY HAMMER in Gagetown and *St. John's* and 14 Wing's superb work with the RCMP and Canadian Coast Guard in interdicting drug operations off the Newfoundland coast.

Most importantly, and very appropriately, we honoured the passing of Sergeant Smokey Smith and Rear Admiral "Debby" Piers during this very special Year of the Veteran.

You, the men and women of Joint Task Force Atlantic, have displayed great leadership and set the standard for the rest of the Canadian Forces to follow as the CF transforms.

I thank you for your service and dedication throughout this momentous year.

Kathy and I wish you and your families a richly deserved peaceful and joyous holiday season.

Le Cam McNeil vous souhaite Joyeuses Fêtes!

Par **RAdm Dan McNeil**
Commandant Force opérationnelle
interarmées de l'Atlantique

En cette fin d'année, je me remémore trois incidents survenus en janvier dernier qui ont donné le ton à notre cheminement au cours de 2005. Il y a eu tout d'abord le déploiement des Forces canadiennes (FC) en Asie pour venir en aide aux victimes du tsunami au début de l'année. Cette opération a suscité beaucoup d'intérêt et d'attention. Deuxièmement, par un matin glacial, le NCSM *Chicoutimi* est arrivé sans grandes pompes à Halifax à bord du *Eide Transporter*. Enfin, en tant que commandant des FMAR(A), je suis allé faire mes adieux à l'équipage du *Montréal* en partance pour des opérations au sein du nouvellement rebaptisé 1er Groupe de la Force navale permanente de réaction de l'OTAN (SNMG1). Il régnait une incertitude générale au sein de la population canadienne quant à l'année à venir, plus précisément quant à la capacité de FC d'intervenir rapidement lors d'incidents d'envergure,

d'autant plus que la situation des sous-marins canadiens était précaire et que les engagements des FC n'en demeuraient pas moins nombreux.

Nous avons connu par la suite des progrès remarquables. En février, le nouveau chef d'état-major de la Défense a été nommé. Le Général Rick Hillier, qui a une vision claire et solide des FC afin de les rendre pertinentes, adaptées et efficaces, a apporté les plus importants changements à la structure de commandement des FC depuis deux ou trois générations. La Transformation des FC est bien réelle, et est appuyée par le nouvel Énoncé de la politique de défense et l'apport de 13 milliards de dollars du gouvernement fédéral. Un prototype de commandement régional interarmées, la Force opérationnelle interarmées de l'Atlantique (FOI Atlantique), a été établi à Halifax le 2 juillet sous mon commandement. Lorsque l'ouragan Katrina a dévasté la côte américaine du golfe du Mexique l'été dernier, nos alliés, les États-Unis, ont été impressionnés par la rapidité et la grande utilité de l'intervention de l'opération UNI-

SON dans le cadre de laquelle ont été déployés sur les lieux du sinistre les NCSM *Athabaskan*, *Ville de Québec* et *Toronto*, le NGCC *Sir William Alexander*, des détachements d'hélicoptères Sea King, une équipe de plongée interarmées et une troupe mixte de construction. Des opérations interarmées ont aussi été menées dans le Nord dans le cadre du déploiement intitulé l'opération HUDSON SENTINEL. *Shawinigan* et *Glance Bay* ont été déployés dans la baie d'Hudson en collaboration avec les Rangers canadiens. Ils étaient accompagnés d'un patrouilleur Aurora de la 14e Escadre et d'un aéronef Twin Otter du 440e Escadron de transport. La Transformation ne fait que commencer et se poursuivra l'an prochain avec l'établissement du commandement Canada de même que la planification accrue et le renforcement de notre capacité interarmées.

Les membres de la commission d'enquête sur la tragédie survenue à bord du *Chicoutimi* ont proposé et mis en branle la levée de la pause opérationnelle. Les travaux de

réparation et de canadianisation du *Chicoutimi* ont été entrepris, et le *Windsor* a repris la mer. À la fin de l'année, les membres de l'équipage du *Chicoutimi* se sont vu décerner la Mention élogieuse à l'intention des unités des FC en reconnaissance de leur courage et de leur détermination afin de sauver le sous-marin. Nos sous-marins ont démontré avec éloquence l'étoffe des marins canadiens.

Dans l'adversité, les sous-marins ont fait preuve de professionnalisme et ont persévéré avec ténacité.

Les Canadiens seront à même de constater sous peu l'excellente capacité de ce service silencieux et sa contribution au pays.

Et il y a eu tout le reste. Le *Halifax* a remplacé le *Montréal* au SNMG1 et le commodore Denis Rouleau et son état-major de même que le commandement et l'équipage du *Athabaskan* travaillent avec ardeur afin d'assumer le commandement du SNMG1 le mois prochain. Par ailleurs, les travaux interarmées et interagences se sont poursuivis tel

que prévu, et notamment les exercices réussis comme l'exercice READY HAMMER à Gagetown. De plus, *St. John's* et la 14e Escadre ont fait un excellent travail aux côtés de la GRC et de la Garde côtière canadienne afin de déjouer des opérations de trafic de drogues au large de Terre-Neuve.

Et qui plus est, en cette Année de l'ancien combattant, nous avons rendu hommage comme il se devait au Sergent Smokey Smith et au Contre-amiral « Debby » Piers qui se sont éteints.

Vous, les hommes et les femmes de la Force opérationnelle interarmées de l'Atlantique, avez fait preuve d'un leadership remarquable et avez placé la barre pour les autres éléments des Forces canadiennes dans la continuation de la Transformation.

Je vous remercie de votre service et de votre dévouement au cours de la dernière année.

Nous vous souhaitons, Kathy et moi, de belles Fêtes bien méritées parmi vos familles. Que chacun de vous connaisse la paix et la joie.

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Year-end messages and holiday greetings

By **Capt(N) E.M. St-Jean**
Base Commander

As the festive season approaches, it is time for all of us to reflect on the year gone by and the many contributions made by CFB Halifax personnel to Joint Task Force Atlantic and Maritime Forces Atlantic. Since assuming command of CFB Halifax in June, I have been most impressed with the outstanding dedication, skill and exceptional professionalism displayed by military and civilian members of the defence team each and every day.

Thanks to the strength of this great team, CFB Halifax continues to ensure success in operations by delivering and sustaining the capability of units at sea, on land and in

the air.

We can all be proud of our accomplishments this past year. The exceptional response to the devastation in the United States from Hurricane Katrina (OP UNISON), the timely support that we continue to provide to Joint Task Force (Atlantic), and the opening of Juno Tower facility are but a few that are worthy of note. We should also take great pride in the many different ways that CFB Halifax personnel and their family members contribute to building a better regional community. The leadership we provide in the security and emergency response domains, the willingness to invest personal time and effort in support of local activities and causes, and the many selfless acts of kindness and generosi-



Capt(N) E.M. St-Jean.

ty, are all greatly appreciated by the regional community.

I am encouraged by the many heartfelt expressions of thanks that are received from very grateful civic leaders, businesses and citizens.

In fact, the recently approved Economic Strategy for the Halifax Regional Municipality recognizes the importance of this longstanding relationship and seeks to promote opportunities to sustain and build upon it as a matter of priority.

As the pace of transformation activities within Joint Task Force Atlantic gains momentum, I remain all the more confident that CFB Halifax will be able to respond to any challenge and continue to sustain the pace of operations, given the strength of our team, the strong

bond with the regional community, and the support provided by families and friends.

As we go about festive activities with our loved ones and as the Year of the Veteran comes to a close, I would ask that you take a moment to reflect on the sacrifices made by those who have served in conflict and peacekeeping in the past.

Remember too the many service members currently serving on missions around the world, who will spend Christmas away from their families.

I would personally like to thank all members of CFB Halifax for your outstanding work over the past year and wish you and your family warmest thoughts and best wishes for a wonderful Christmas and a very happy New Year.

Voeux de Noël et de bonne année

Par **Capt(N) E.M. St-Jean**
Commandant de la base

L'arrivée prochaine du temps des fêtes constitue une belle occasion pour méditer sur l'année qui

s'achève et sur tout ce que le personnel de la BFC Halifax a accompli pour la Force opérationnelle interarmées de l'Atlantique et les Forces maritimes de l'Atlantique. Depuis ma prise du commandement

de la BFC Halifax en juin, je peux vous affirmer que chaque jour, j'ai été impressionné par le dévouement, les habiletés et le remarquable professionnalisme de nos militaires et du personnel civil de

l'équipe de la défense. Je remercie de tout cœur cette grande équipe qui assure le succès des opérations grâce à son soutien des unités en mer, à terre et dans les airs.

Nous avons toutes les raisons d'être fiers de ce que nous avons accompli cette année. Notre intervention à la suite des ravages causés par l'ouragan Katrina (OP UNISON), le soutien fourni à la Force opérationnelle interarmées de l'Atlantique et l'inauguration du nouveau mess de la Tour Juno sont entre autres dignes de mention. Nous devrions être fiers aussi des contributions variées du personnel de la BFC Halifax et de leur famille en vue de bâtir une société meilleure. Nos initiatives en cas d'urgence, nos efforts à soutenir des causes et des activités régionales et les nombreux gestes généreux dont nous faisons preuve sont grandement appréciés par la collectivité régionale. Je suis toujours ému par les remerciements sincères que nous recevons à

divers propos de nos leaders municipaux, de la population d'affaire et de nos concitoyens. En fait, la toute nouvelle stratégie économique de la municipalité régionale de Halifax comprend l'importance que revêt cette relation à long terme et fait d'une priorité des occasions de promouvoir son renforcement.

**Nous avons
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cette année.**

Plus les activités de transformation au sein de la Force opérationnelle interarmées de l'Atlantique prennent leur lancée et plus je me sens confiant que la BFC Halifax sera en mesure de relever tous les défis qui se présenteront, de

maintenir le rythme des opérations, et ce, grâce à notre formidable équipe, aux liens étroits qui nous unissent à la collectivité et au soutien de nos familles et amis.

En cette fin de l'année de l'Ancien combattant, alors que nous sommes sur le point de célébrer et de festoyer avec nos familles et parmi ceux qui nous sont chers, j'aimerais que vous preniez le temps de penser aux sacrifices de tous ceux et celles qui par le passé ont servi en temps de guerre ou dans le cadre de missions de maintien de la paix. Souvenez-vous aussi de tous les militaires présentement en service à l'étranger et qui passeront Noël loin de leur famille.

Enfin, j'aimerais remercier chaleureusement tout le personnel de la BFC Halifax pour le travail extraordinaire qu'il a accompli cette année. J'aimerais aussi vous souhaiter ainsi qu'à votre famille un beau temps des fêtes, un très joyeux Noël et une bonne et heureuse année.



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HMCS Montreal departs for NATO assignment

By Virginia Beaton
Trident staff

HMCS *Montréal* deployed to join the Standing NATO Reaction Force Maritime Group 1 (SNMG1) on Thursday, January 13, 2005.

This is the first voyage for SNMG1, which has replaced what was formerly known as the Standing Naval Force Atlantic (STANAVFORLANT). It is a permanent peacetime multinational naval squadron comprising destroyers, cruisers and frigates from the navies of several NATO countries. SNMG1 operates, trains and exercises as a group and provides day to day verification of NATO maritime procedures, tactics and effectiveness.

It was a quiet departure, with the families coming aboard to say farewell before Rear Admiral (RADm) Dan McNeil, Commander Maritime Forces Atlantic, addressed the assembled ship's company.

Because of inclement weather, only a stalwart few people stood on



HMCS Montreal preparing for departure on Thursday, January 13, 2005.

the jetty waving Canadian flags as *Montréal* left the Dockyard. Donna Kamermans and her two sons Ben and Matthew were among them, taking the opportunity to send a message to husband and father Lieutenant(N) Pat Kamermans.

Matthew, age eight, and Ben, age six, were holding a homemade banner that read bon voyage. "Hold it up so your father can see it," Donna Kamermans told her sons.

The ship sails first to Denhelder, Holland to join other ships in the

force before beginning operations. The deployment with SNMG1 will be more oriented to mission-based tasks than were previous STANAVFORLANT deployments, which were exercise-based.

Montréal will participate in exercises and activities that range from maritime interdiction and boarding scenarios to communications and interoperability.

In August 2004, *Montréal* deployed to Canada's Arctic region for five weeks for Exercise NAR-WHAL. It was the first time in more than 10 years that a major Canadian Naval combatant had been in the Arctic above 60 degrees north. More than 600 Canadian Navy, Land Force and Air Force personnel, together with Canadian Rangers, participated in the joint exercise.

Montréal deployed to SMMGI with a ship's company of approximately 225 people, including an air detachment for the embarked Sea King helicopter.

The deployment is expected to last for six months.



Halifax and Greenwood opening ceremony.

Mariners heading to nationals

By Tracey MacLean
Sports Coordinator

The Mariners will be heading to CFB Borden to compete for the national basketball title February 26 to March 3, 2005. The men captured the regional title earlier this month at CFB Halifax.



January 13, 2005.

What happened in January?

January 5, 2005: Department of National Defence awards a contract valued at approximately \$2.7 million to Eide Marine of Norway for the sealift of HMCS *Chicoutimi* to Halifax from Faslane, Scotland.

January 13, 2005: *Chicoutimi* departs Falsane, Scotland at 8:30 a.m. onboard the *M/V Eide Transporter*. It is expect-

ed that the journey will take 12 to 14 days depending on weather conditions.

January 10, 2005: The CFB Halifax men's volleyball team will be heading to CFB Borden to compete for the national volleyball title this spring. This is the result of the men capturing the regional title in December at CFB Halifax.

Atlantic Defence Women's Advisory Organization is launched

By Virginia Beaton
Trident Staff

The launch of the Atlantic Defence Women's Advisory Organization (DWAQ) took place January 14, 2005 at the Halifax Military Community Centre (HMCC).

The primary goal of the DWAQ is to help the DND/CF to establish a workforce of qualified members and employees that reflects the diversity of Canadian society.

DWAQ will contribute advice to the leadership, concerning issues of particular relevance to women. Other functions may include advice on policies with regard to recruitment, training and retention, as well as input into employment equity initiatives and identification of systematic barriers.



The Honourable Myra A. Freeman, Lieutenant-Governor of Nova Scotia, made introductory remarks.

Canada deploys DART to Sri Lanka

By Gloria Kelly
The Maple Leaf

Canada has deployed its Disaster Assistance Response Team (DART) to the vicinity of Ampara, Sri Lanka to aid in relief efforts following the December 26, 2005 Tsunami that struck many regions of Southeast Asia.

Ampara is a district of approximately 600,000 people located on the east coast of Sri Lanka. The region was one of the worst affected of all districts by the tsunami and suffered an estimated 10,000 deaths. An estimated total of 105,560 peo-

ple have been forced to seek temporary shelters.

The DART team provides speedy responses to requests for humanitarian assistance and disaster relief. The military team is capable of quick deployment into a crisis area, bridging the gap until members of the international community arrive to provide long-term help.

The DART deployment began Thursday, January 6, and up to four-chartered Antonov flights were expected to lift 225 tons of equipment to get the whole set up in Sri Lanka. Approximately 200 Canadian Forces members are being deployed.



Members of the 5RGC of Valcartier distribute water to the population in Turkey when the 1999 earthquake devastated the area.

Search called off for *Montreal* sailor missing in Baltic Sea

By Virginia Beaton
Trident staff

After exhaustive efforts, the search was called off for a Canadian sailor from *HMCS Montréal*.

Leading Seaman (LS) Robert Leblanc was missing and feared to be lost overboard as the ship sailed in the Baltic Sea off Poland.

During a press conference in Halifax on Wednesday, February 9, Captain(N) Dave Gardam, Acting Fleet Commander Maritime Forces Atlantic, stated that at the time of the event, *Montréal* was at sea as part of the Standing NATO Reaction Force Maritime Group 1 (SNMG1). "It was approximately 30 miles north of Gdynia, Poland," stated Capt(N) Gardam.

Montréal and its Sea King helicopter began a search, aided by the Danish frigate *Niels Juel*, the American frigate *USS McInerney* and the Dutch frigate *HNMS Witte de With*. The Maritime Rescue Coordination Centre in Gdynia oversaw the search and tasked the Polish frigate *ORP General Kazimierz Pulaski*, the anti-submarine warfare ship *ORP Kaszub* and other vessels. As the search progressed a German Maritime patrol aircraft joined the effort for eight hours. There were

favourable weather conditions for the search, with minimum winds and a calm sea.

Capt(N) Gardam stated "Regrettably, this search has not allowed us to find LS Leblanc and the Search and Rescue authorities in Poland have called off the search. This was done after serious consideration of the survivability chances of someone being in the water for close to 20 hours. However, ships that will be navigating in the general area have been notified of the incident and will remain alert."

LS Leblanc, a steward, was last seen in the port breezeway at approximately 11:30 pm on the evening of Tuesday, February 8. The forward door in the breezeway was closed and the after door had the smaller door open. The larger door was closed, with the rope and blackout curtains closed across it and a sign that read 'Do not proceed on the upper deck', according to Capt(N) Gardam.

There were some small sections of very thin ice caused by spray on the upper decks. Because of the cold, the winds and darkness, the upper decks were put out of bounds, with signs posted and announcements made on the broadcast system. "It is every sailor's job to know that they are not



HNMS Witte de With and HMCS Montreal.

permitted on the upper decks when those signs have been posted and when we have made that announcement," stated Capt(N) Gardam.

There was a new moon but the night was clear, stated Capt(N) Gardam. "Light airs, winds about 10 to 15 knots. The sea surface temperature was one degree. The air temperature was three degrees." There was some spray ice on the upper decks "but the actual sea state was about one metre, so, relatively calm. The ship was doing between 20 and 22 knots, doing some engineering trials."

When he was not at work around midnight, some of LS Leblanc's peers began a casual search but when they could not locate him, other members of his trade were called to help. At 1:10 a.m., the ship used the general alarm and conducted a Verification Muster when his Petty Officer First Class informed the bridge that LS Leblanc had not been found. Verification Muster identified him as missing and the ship reversed course and did a full bomb search.

According to Capt(N) Gardam, the ship brought its helicopter up to alert 15 to launch, "and then launched the

helicopter and went back down its course and started its search with the NATO ships following behind 400 yard spacing, essentially a line abreast of ships following behind *Montréal* to sweep the water she had been through."

Capt(N) Gardam estimated that between the time LS Leblanc was last seen and the time the search began, the ship had travelled approximately 30 miles.

LS Robert Leblanc was 24 years old and had joined the Canadian Navy in 2000 and had served in Rotations Zero and Three of the Canada's naval commitments to the international war on terrorism. Before he was posted to *Montréal*, LS Leblanc had previously served in *Iroquois*.

Montréal had deployed from Halifax to join the SNMG1 on Thursday, January 13, 2005. *Montréal* was to participate in exercises and activities ranging from maritime interdiction and boarding scenarios to communications and interoperability.

The ship had briefly stopped in Copenhagen but had been at sea for three days. According to Capt(N) Gardam, "The professional team that will investigate this will meet the ship in Gdynia and from there it will be thoroughly investigated."



Slr Rossignol, left, and PO Matthews wear their jerseys for the upcoming World Pond Hockey Championships.

Two Navy members to play in team at World Pond Hockey Championships

By Virginia Beaton
Trident Staff

Halifax Hurricanes Sub-Lieutenant (SLt) Mark Rossignol and Petty Officer (PO) Paul Matthews are playing in the fourth World Pond Hockey Championships in

Plaster Rock, NB February 18 to 20, 2005.

Games are 30 minutes in length with two 15-minute halves. All games are taking place at the 24 rinks set up on Roulston Lake. Attendance is predicted to be over 6,000 for the three-day event.

HMCS *Chicoutimi* arrives home safely

By Virginia Beaton
Trident staff

Sun, sea smoke and cold temperatures greeted *HMCS Chicoutimi* as the submarine arrived safely home in Halifax at approximately 8 a.m. on Tuesday, February 1.

The Norwegian sealift vessel *Eide Transporter* carried *Chicoutimi* across the Atlantic after departing from Faslane, Scotland on January 13. In preparation for harsh weather and rough seas, *Chicoutimi* was welded to the deck of *Eide Transporter*, a semi-submersible self-propelled transport vessel. *Chicoutimi's* commanding officer, Cdr Luc Pelletier, and several members of the crew made the transatlantic crossing with the submarine.

During the submarine's maiden voyage to Canada in October 2004, *Chicoutimi* was off the coast of Ireland when fire broke out and caused extensive damage. One officer, Lieutenant(N) Chris Saunders died and several other crewmembers were hospitalized.

Eide Transporter took *Chicoutimi* into Bedford Basin, where the unload-



HMCS *Chicoutimi* enters Halifax harbour.

ing process was expected to take two to three days. The submarine would then be towed to the submarine camber in HMC Dockyard.

Chicoutimi is the fourth and final

member of Canada's Victoria class submarines.

Repairs to *Chicoutimi* will take place in Canada and are estimated to require up to a year to complete.

What happened in February?

February 8, 2005: Lieutenant-Colonel (LCol) Mike Voith, commander of Task Force Colombo and the Commanding Officer of the Canadians Forces Disaster Response Team, describes DART's deployment in Sri Lanka as having a significant impact on the area. LCol Voith said via teleconference Canadians should be proud of DART's accomplishments during their 40 day deployment.

February 10, 2005: Approximately 700 soldiers, mainly from CFB Petawawa, Ontario began their six-month tour of Kabul, Afghanistan. This contingent comprises an armoured surveillance squadron, an infantry element, a composite engineer squadron, and national command and support elements.



February 8, 2005.

Graham confident about impact of Budget 2005 on CF

By Virginia Beaton
Trident staff

The 2005 federal budget presented to the House of Commons on Wednesday, February 23 should make current and future Canadian Forces (CF) members feel optimistic, according to the Minister of National Defence (MND), the Honourable Bill Graham.

MND Graham was in Halifax for a day-long visit on Friday, February 25, during which he met with senior MARLANT staff and visited several entities, including the Maritime Operations Centre (MOC), the Joint Rescue Coordination Centre (JRCC), and HMCS St. John's.

Wearing a red fleece vest that bore the ship's name, MND Graham met reporters for a brief press conference in the hangar aboard St. John's.

Having just met with a group of serving CF members, MND Graham commented "There's a real sense of excitement in the Forces. We've turned the corner and we've laid the foundation for both building the Forces, and transforming the Forces to meet Canada's needs, and to some extent, as much as we can, the global need for more stability around the world."

Questions centred on the budget's allotment for the DND/CF, as well as Prime Minister Paul Martin's recent announcement that Canada would not sign on to the American missile



Minister of National Defence Bill Graham, visits MARLANT and has a informative briefing session on how the Navy conducts its business on the East coast.

defence program.

In response to a query about designs for the proposed new replenishment ships, MND Graham stated "The procurement process is something that I really want to focus on now that we've got through the budget, and once we get the defence review out. We take too long in our procurement. I recognize that and I'm going to work with the Minister of Public Works and we're going to try to get this procurement. It's not just vessels, it's aircraft, it's everything, and if we're going to be effective in the world, we're going to have to get our equipment to our Forces more rapidly than we have in the past."

He noted that the amount of money allotted to increasing the Regu-

lar Forces by 5,000 and the Reserve Forces by 3,000 would be largely focused on the Army, but there will be Navy and Air Force personnel as well. "Both the Air Force and the Navy tend to be capital-intensive parts of the services and they will be getting more than their share of the investments."

MND Graham stated that the Chief of Maritime Staff had informed him that "The Navy took its period of retrenchment and retraining about a year ago and it's ready to go again. It's the Army that is now just finishing that year and so the Navy, from that perspective, is looking pretty good. What we now have to look for, for the Navy, is what kind of new equipment we have to get, particularly in terms of the supply ship,

which is extraordinarily important. A lot of this will come out in the defence review."

The Navy will continue to play a key role in Canadian defence policy, Graham stressed. "It plays an important role, both in terms of maritime approaches to Canada and to North America, and in terms of how we're going to get our troops and deal with trouble spots around the world. The Navy is capital for that, as it demonstrated recently in the Gulf when it was there in support of our activities in that place."

In North America, MND Graham stated, "We see an increased surveillance role. For example, particularly for the Navy. It is clear that the approaches to our coasts are very important... As we have to deal with global warming and other issues in the Arctic, there is a role for the Navy there that is important too."

The Navy will also continue to maintain its international role, he stated. "That's what the purpose of the supply ship is about, which is having a platform from which Army and Air Force can operate their activities, off a Navy platform. It's all part of an integrated process."

Concerning the refusal to participate in the American missile defence system, MND Graham reiterated the Prime Minister's position, stating "Canada is going to be in charge of its own sovereign decisions about activating its own military for the defence of Canada. And globally,

what he's saying is if the Americans intend to operate a system which is going to interfere with Canadian sovereignty, they're going to have to consult us about it."

MND Graham stated that the previous day, he had spoken to the United States' Deputy Secretary of Defence, Paul Wolfowitz. "He said, 'We believe that North Korea is a threat to us and we want to defend ourselves against them.'" Canada acknowledges the differences of opinion, MND Graham stated, adding "That's the decision they have made and we respect it. Do we see that threat in exactly the same light? No. But that's not our decision. It's their decision, it's their missile system, it's their money and they have a right to spend what they want to spend in the way they want to spend it."

The 2005 budget's defence spending, together with the upcoming defence review, will enable what MND Graham called "a more active Canadian response to global problems and to our own defence of North America. We are taking back our sovereignty for ourselves because we are going to be more active in ensuring our own security here in North America and we're going to be more capable of contributing to American security, particularly in maritime matters, in working with them, in collaborating with the United States in the maritime field."

VAdm MacLean visits Halifax for town hall meeting

By Virginia Beaton
Trident staff

Vice-Admiral (VAdm) Bruce MacLean, Chief of Maritime Staff (CMS), visited HMCS Scotian on Wednesday, March 2 for a town hall meeting with Navy personnel.

Following his introduction by RAdm Dan McNeil, MARLANT Commander, VAdm MacLean said it was an opportune time for such a meeting, following the 2005 federal budget and in anticipation of the impending defence policy statement.

The CMS began his far-ranging presentation by addressing the topic of "where the Navy is, and where the Navy is going." To put recent events in a larger historical context, VAdm MacLean observed that with the Canadian Navy during the 1990s, "We went through our first real postwar transformation, with the introduction of the Canadian Patrol Frigate (CPF) and the modernization of the 280 class of destroyers." As well, he noted, there was at that time, a strong focus on anti-submarine warfare.

With Canada's involvement with the coalition forces during the Gulf War in 1991, VAdm MacLean stated "We started a fundamental change... We started changing from a blue water Navy to a brown water littoral Navy, but we still retained that blue water capability."

During the 1990s, he added, coop-

eration with the United States Navy became more commonplace "to make sure we were as interoperable with them as we possibly could be." The Canadian Forces Maritime Warfare Centre also enjoyed an increased prominence and importance during that time, VAdm MacLean stated.

Summarizing the current situation, VAdm MacLean said, "We have excellent, competent, quality ships and submarines. We are led by outstanding, intellectually capable leaders all the way from the flag level all the way down to the Leading Seaman level. Canadian training is excellent."

Among the Navy's future challenges will be the introduction of the three new joint support ships, "which I think of as the AOR-plus," he stated.

VAdm MacLean reminded his listeners of the arrival of the Auxiliary Oiler Replenishment (AOR) ships in the 1960s, when the functions of a carrier, an oiler and a supply ship were pulled into what he described as "one-stop shopping for being at sea... We have to have that same capability today."

With the passage of time since the AOR ships were built, followed later by the frigates, ship construction costs have altered, according to VAdm MacLean.

When the CPFs were built, "About 50 cents of the dollar went to the combat systems, about 50 cents on



Chief of the Maritime Staff Vice-Admiral Bruce MacLean speaks with Commander Luc Pelletier, Captain of HMCS Chicoutimi, on the jetty in Faslane, Scotland last fall.

the dollar went to the steel." Today, he estimated the costs are "probably about 70 cents for the integration of combat systems and about 30 cents of the dollar for steel." He stated that since steel is relatively cheap, "building in extra capability" during the design and construction of the ships could be possible.

VAdm MacLean acknowledged that there have been suggestions that Canada should consider acquiring ships with an amphibious light capability.

"Perhaps. We're going to look at that. That may be a separate program... What we need first and foremost is an AOR and an AOR-plus capability."

Over the past few decades, many nations have found that their navies have become more expensive to maintain and consequently have fewer ships than before, VAdm MacLean stated "The US Navy in

1980 had some 600 ships. Today it's 295." The Royal Navy formerly had 50 frigates and destroyers, while "today it's 25."

Concerning Canada's Victoria class submarines, VAdm MacLean stated "We're going through a very, very tough time with submarines at the moment." He noted that public

debates about the Canadian Navy's need for submarines have occurred before, and date back to the time of the Oberon submarines, and he concluded, "This is not new."

Because of their strategic and deterrent capabilities, "Submarines are absolutely key to the Navy," VAdm MacLean emphasized.

They are important for the future of Maritime security of Canada and to the capability of the Canadian Forces with Canada as a theatre of operations, he added.

After his comments on the tasks carried out by the Maritime Coastal Defence Vessels (MCDVs) on both coasts, VAdm MacLean noted that in the post-9/11 era, there have been two spikes.

One is in domestic operations, and the increased requirement for more information about shipping.

What happened in March?

March 1, 2005: Veterans Affairs Canada honours three Maritimers for their service to veterans. The Minister of Veterans' Affairs, the Honourable Albania Guarnieri, presented Minister of Veterans Affairs Commendations to George Aucoin, Joseph Bishara, and Aurele Ferlatte.

March 9, 2005: The Halifax Mooseheads declared victory both on and off the ice as the Quebec Major Junior

Hockey League club held a Department of National Defence appreciation night. MARLANT PSP looks forward to continuing this new partnership.

March 21, 2005: MARLANT marked the United Nations Day for the Elimination of Racial Discrimination. MARLANT's Defence Visible Minorities Advisory Group (DVMAG) has about 65 members who represent all of MARLANT.

Life at sea during the Battle of the Atlantic

By Virginia Beaton
Trident staff

When George Borgal joined the Naval Reserve in 1937, he didn't earn much money.

"I was a boy bugler. Fifty cents a day," recalls Borgal.

However, with the outbreak of the Second World War in 1939, Borgal moved from being a boy bugler to being a sailor who would see combat at sea in several Royal Canadian Navy fighting ships.

Now retired and in his eighties, Borgal can look back on a wartime career that included sailing in the Atlantic convoys, the Murmansk convoys and finally, participating in D-Day. During that time he survived collisions and fires at sea, a wartime air raid in England, and an attack by an enemy submarine.

There was no hint of the adventures that lay ahead when Borgal, then in his teens, became a Naval Reservist. Instead, some of his earliest lessons concerned the budgeting of his pay. Together with the other young sailors in training, Borgal made a pet of a local Newfoundland dog. "We [each] had a card for the canteen. We used to go and buy ice cream for the dog." When it came to his first payday, Borgal didn't have enough money to pay his canteen bill, "so they put me up on a charge."

He still remembers the captain giving him advice about money. "Ten percent of my salary goes to my pension, 10 per cent was to this, and so on. And I remembered my grandfather saying to me, 'Ten per cent of what you earn should go to your church.' And I'm standing there figuring out 10 per cent of 50 cents." Borgal arranged to pay the canteen bill from his next pay, "but I couldn't buy any more ice cream for the dog."

He wasn't permitted to play his bugle in the mess, so he would go to the dhoby house on jetty five. Any

time someone came in to do laundry, Borgal was sent outside to practice, where sailors on the nearby ships would heckle him. Despite the difficulties, Borgal eventually received his badge as a bugler.

When war was declared in September 1939, Borgal reported for duty on Labour Day. After many requests to be posted to a ship, he went to *HMCS Bras d'Or*, which was then serving as an auxiliary minesweeper. Each day, the ship would sail out of Halifax at 4am and return in the evening "unless we were doing patrol outside."

Aboard *Bras d'Or*, Borgal recalls "I was always on the helm going in the harbour. When we got into a minesweeping area, I'd get relief and go down and help them do the sweeps."

Bras d'Or had wooden decks and Borgal recalls that someone had the idea that the crew should holystone the decks. "Instead of a holystone, they used a concrete block. The captain and I went down to Mahone Bay and brought back bags of sand from the beach for putting on the deck. And of course the water would wash in through the scuppers and over the deck."

Borgal would roll up his oilskin and kneel on it but scrubbing was a messy job. "I was doing this one day and I guess I was muttering to myself and the captain said 'Borgal, what's wrong with you?' And I said 'Sir, I was thinking how stupid this is. I feel like throwing this thing overboard.' And he said 'Why don't you?' And I did."

Just then, Borgal heard someone singing Roll Out the Barrel, and realized the coxswain, who loved to sing that song, was on his way. When the coxswain arrived, "He said 'Where's the stone?' And I said 'I threw it overboard.' And he said, 'Well, now I've got you. You go to detention.' And I said, 'The captain told me to.' And he



The Royal Canadian Mint and Veterans Affairs Canada Unveiling a 2004 Sterling Silver collector coin commemorating the 60th anniversary of D-Day held at historic Pier 21 in Halifax, Nova Scotia. John Lipton and George Borgal Sr. pose with unveiled coin.

said, 'Oh, lying to me. That's more.' As the coxswain headed to the bridge to find the captain and presumably, arrange punishment for the young sailor, Borgal went to the messdeck and told his friends he'd thrown the cement block over the side.

"And boy, were they ever happy. No more pushing it around." One sailor cut a cross out of a piece of cardboard marked Victoria Cross on it "and they pinned it on my chest." They were interrupted by another chorus of Roll Out the Barrel but by the time the chief arrived, Borgal had discarded the makeshift cross and had gone to his bunk. Nothing further was heard of the incident.

Borgal recalls a day when the cook didn't make it aboard. When dinner-time arrived, the captain told Borgal to cook a meal for the crew. Borgal took some beef from the icebox out on the deck and several sailors helped by peeling potatoes and carrots. Borgal cooked, served the food and cleaned up the galley. He took the wheel again upon their return "and when we docked, the cook was on the jetty. The guys started yelling at him 'Keep on going', and that I was a better cook than he was." Unfortunately, Borgal had used four days' worth of the meat ration on that one meal, since many of the men had enjoyed the food so much, they went back for seconds.

In May 1940, Borgal and his friends were all made part of the Regular Force. He remembers the captain of *Bras d'Or* telling him "If you want to make the Navy your career, get off this piece of junk and go on one of the destroyers." With that, I left and went to *Saguenay*."

Saguenay was assigned convoy duties and on December 1, 1940, she was with convoy HG-47 about 400 miles west of Ireland. At 3:55 in the morning, Able Seaman Borgal, the port lookout, spotted a submarine. The submarine fired torpedoes and one struck the destroyer, making *Saguenay* the first Canadian ship be damaged by enemy fire during the Second World War.

Borgal recalls, "I was waiting for my relief. He was late. He was always late and this other lookout was going down and I told him, 'you tell that so-and-so to get up here.' When he went in through the flats,

that's when the torpedo hit and the flash burnt his face and hands."

Saguenay was in flames but even so, the crew returned fire on the submarine, which they later found was the Italian submarine *Argo*. Meanwhile, Borgal noticed something wrapped in a white tablecloth near the gun. "So I opened it up and it was three longneck bottles of liquor, a flat 50 of cigarettes and some matches."

With several friends, Borgal managed to open the bottle "and we passed this bottle around." Each man had only a sip before the petty officer showed up, and Borgal recalls telling him "I just found this. Maybe you better look after it, PO."

Five officers and 85 crewmembers transferred to *HMS Highlander*, with a skeleton crew left aboard. Twenty-one men were killed or missing and 18 more were injured. *Saguenay* finally arrived in Barrow-in-Furness on December 5 to spend the rest of the winter in dry dock for repairs.

Her crewmembers were sent on to Devonport. Borgal recalls "They offloaded us and put sentries on us and we were taken like prisoners and put on a train."

At one stop, the sailors selected one man and gave him money. He climbed through one of the windows and in his sock feet, went to a nearby pub to see if he could buy beer to take back to the train. However, the train started to leave the station before the sailor returned and Borgal remembers, "Here he is with all the beer and he was trying to run, and it was dropping. So we left him there and went on into Devonport."

The next day the straggler arrived at the base gate in Devonport, shod in borrowed boots. A soldier had loaned him a pair of boots that were too small, so the Canadian sailor had to cut the toes out of the boots to make them wearable.

In Devonport, Borgal and the other sailors were kept busy with many tasks but received time for recreation. On one occasion, Borgal got a taste of what the Blitz was like. "I went into Plymouth to see a Northwest Mounted Police movie in the theatre. While we were in there, a bombing raid was on. We stayed there and they said 'Anyone leaving?' and all of a sudden there was dust coming down and you

could hardly see the screen, so they chucked us out."

Out on the street, buildings were in flames after the attack and a young woman asked Borgal if he could escort her home. Two soldiers warned Borgal that there was a bomb coming in. "They flattened themselves out on the ground and I had just bought a new Burberry so I protected them. I fell on top of them. When I got up, the girl was gone."

Seeing a sign for an air raid shelter, Borgal went in but when firefighters entered to ask for help from servicemen, Borgal and a soldier went back outside. They fought the fire but the building looked ready to collapse. "I said 'Holy smoke, if I stand here maybe it will drop all around me.' And the army guy said 'Come on sailor, let's get outta here.'" They rushed out of the way and the wall fell but missed them.

Shortly after that, Borgal went back to sea with *Saguenay*. He remembers that the watches changed. "When *Saguenay* was repaired we went on three watches." It was easier and more efficient, he believes.

Despite the lack of privacy, the tension and the constant fear of attacks from U-boats, the ship's company were proud to sail in *Saguenay*, Borgal remembers. He recalls thoughtful gestures from his mess-mates, such as bringing him a cup of kye, the hot chocolate drink, while he or other sailors stood the watch. "The supply people used to bring it around to the gun crews and lookouts." A popular snack after the watch was an onion sandwich and a cup of hot coffee. "The thing was, if you ate onion sandwiches you wouldn't get a cold," Borgal explains, laughing at the memory.

Entertainment aboard ship was improvised, consisting of skits and informal singalongs accompanied by guitar or accordion. "We used to put on plays. Someone would get up and dance and another would act the fool." Occasionally the officers participated, according to Borgal.

"One officer in particular used to come from the Wardroom and join in with us. We all got together in the seamen's mess, and the stokers' mess and the supply people. This used to go on till pipe down, lights out."

Borgal says that singing was a popular pastime when the ship was in port or at anchor "but not if you were at sea... We had guys in the messdeck who could sing. Cappy Shaw from Pictou, he was very good with the guitar."

Shaw made up his own songs, Borgal recalls. "Like the *Saguenay* song, and different ones like that. We belonged to a group called the Barber Pole group. We used to have a song, Beneath the Barber Pole."

The sailors always welcomed mail from home but there were strict rules about outgoing mail because military authorities were concerned that someone would accidentally divulge sensitive information. "The letters were taken to the censor officer. When they were finished they were sealed and mailed."



On October 21, 1940, *Saguenay* sighted two small vessels under makeshift sail. She picked up 32 survivors who had been in two Norwegian merchant ships. They had been torpedoed two days earlier. *Saguenay* took them to England. George Borgal is at the top right.

A letter that contained confidential material was returned to the sender, with a warning. "There was nothing you could say that could imply where your ship was, what you were doing. You didn't mention [the] ship or what you were doing. All you wrote was about you."

Packages arrived, often containing surprises and treats. "You'd get cigarettes and that sort of thing. Cigarettes were a little dicey because when they got to the mailbox, a lot of them never went any further. Those guys used to take them and sell them ashore." Organizations dedicated to the welfare of military members often sent parcels containing items such as mitts and socks, which were happily accepted.

Saguenay was present for significant event in wartime history. In July 1941, *Saguenay* was ordered to Newfoundland as part of an escort for *HMS Prince of Wales*, which was carrying Prime Minister Winston Churchill to meet President Franklin Roosevelt to sign the Atlantic Charter.

Saguenay endured a near-catastrophe during the next winter, when the worst hurricane of the war struck in January 1942. At the time the ship was between Iceland and St. John's. *Saguenay* battled the storm for a week, enduring 75-foot waves, 135-knot winds, and 60-degree rolls.

Gear including life rafts and fittings was swept off the decks and lost, and the forward 40 feet of the bow buckled severely. Two men were sent to steer manually and remained there for 17 hours. Conditions on board were miserable, Borgal recalled.

"We did not have food or water for two days. We had salt in our fresh water... The wardroom and the captain's quarters had about two feet of water in them. So as the storm went down a bit, we sent men back there to bail it out."

A Norwegian whaling ship stood by during the storm. Later when they were ashore, the Norwegian captain told several *Saguenay* sailors that

at times, the Norwegians believed that the Canadian ship had finally sunk. "And then all of a sudden both ships would come up on a crest together."

Saguenay arrived in St. John's on January 14 and damage repairs required three months but on April 7, the ship went back to patrol duty with the Newfoundland Escort Force.

Saguenay sustained more damage in an incident in November 1942 off Cape Race. While following up a contact with a submarine, *Saguenay* cut across the path of an eastbound convoy. The merchant ship *Azra* rammed *Saguenay* on her starboard stern quarter, blowing off the stern. *Saguenay's* depth charges fell overboard, exploded and blew out the bottom of *Azra*, which sank. Borgal remembers that *Saguenay* had no propulsion, but still managed to rescue *Azra's* survivors. Badly damaged by this encounter, *Saguenay* was eventually towed to *HMCS Cornwallis* in Digby, Nova Scotia.

Borgal was next posted to the frigate *Cape Breton* for convoy runs to Murmansk, and later participated in D-Day operations off Juno Beach. His later naval career included service in *Micmac* and then *Huron*, in which he served during the Korean War. George Borgal retired as a Chief Petty Officer in 1964.

In the early 1980s, his son, also named George and also a member of the Canadian Navy, was Executive Officer of the second *Saguenay*. During the 50th anniversary of the Atlantic Charter signing in 1991, he was the Executive Officer of *Margaree*, and invited his father to sail with him to attend the celebrations in Newfoundland. The younger Borgal, now also retired from the Navy, recalls, "My father met some other veterans from the American ships and it was a great time with a lot of memories."

Both father and son plan to attend the reunion scheduled during the Battle of the Atlantic Weekend.

New co-located facility officially opens



VAdm (Ret'd) Ralph Hennessy and artist Tom Forrestall pose in front of the Battle of Atlantic Memorial Mural for photos with members of Maritime Forces Atlantic and representatives from the companies whose generous support made the mural possible. (Left hand side/front to back) Capt(N) J.R. MacIsaac, Base Commander; Ken Doucette, Corporate Services Director MARLANT; VAdm Bruce MacLean, Chief of Maritime Staff; VAdm (ret'd) Ralph Hennessy; Robert Carol, Victoria Class Support Manager, BAE Systems; Andrew Deacon, Manager Canadian Submarine Group, L3 Communications; Ron Fisher, President, Raytheon; John Cody, Atlantic Canada Rep, General Dynamics Canada. (Right hand side/front to back) RAdm Dan McNeil, Commander MARLANT, Micheal Pulchny, Director Sales, Raytheon Canada; Tom Forrestall, artist; Ian MacIsaac, Corporate Sponsorship Manager, MARLANT; Curtis Northrup, President, Arthritis and Injury Care Centre, Debbie Rankine, Executive Assistant, Arthritis and Injury Care Centre.

By Virginia Beaton
Trident Staff

The new Wardroom and the Chiefs' and Petty Officers', Warrant Officers' and Sergeants' Mess and Juno Tower had its official opening ceremony on April 28, 2005.

Commander (Cdr) Mark Watson, Formation Administration Officer (FADO), was the master of ceremonies for the event, which was held in the Chiefs' and Petty Officers'

dining room.

Captain(N) Roger MacIsaac, Base Commander CFB Halifax, opened the event by thanking the large audience for taking the time to come to such a wonderful event.

Lt Gov Myra Freeman cut the ribbon to formally open the complex. After guided tours of the building, guests were invited to the ballroom in the Wardroom for a reception.

In the evening, the first social events were held in the newly inaugurated

complex, as both the Wardroom and the Chiefs' and POs' Mess hosted Mess Dinners to commemorate the 65th anniversary of the Battle of the Atlantic.

Noted artist Tom Forrestall painted a mural to depict the August 1942 encounter with U-210, during which *Assiniboine* rammed and sank the German submarine.

VAdm (ret'd) Ralph Hennessy, who was first lieutenant in *Assiniboine* at the time, unveiled the mural.

12 Wing has groundbreaking ceremony for helicopter project

By Virginia Beaton
Trident Staff

The sod has been turned for the new \$45 million dollar Maritime Helicopter Training Centre for the CF, to be built at 12 Wing Shearwater.

At the 12 Wing Shearwater Officers' Mess on April 21, the stakeholders met to mark the milestone event.

"Over the next two years you will see this land grow into a modern, three-storey facility that will house Canada's finest and contribute to the defence of Canada's sovereignty as well as search and rescue missions," said Sylvain Bédard, president of L-3 MAS.

Bédard reminded his listeners that in November 2004, Sikorsky International Operations, Inc. was awarded the Maritime Helicopter program (MHP) contracts to provide 28 Sikorsky H-92 maritime helicopters, designated the CH-148 Cyclone by the Canadian Forces, as well as to provide 20 years of in-service support for the new helicopters.

Sikorsky joined with L-3 MAS and General Dynamics to form the Maritime Helicopter Team, which will develop, certify and field the fleet.

According to Bédard, among the



Brad Peterson, the Sikorsky Project Manager, John Volcko from PCL, Col Allan Blair, Wing Commander of 12 Wing Shearwater, Geoff Regan, MFO, and RAdm McLean are turning the sod to officially get the project under way.

amenities the facility will house are two flight simulators, one complete mission simulator, three maintenance simulators, a cafeteria, an amphitheatre, administrative offices, offices for trainers, classrooms with interactive learning systems, and briefing rooms.

L-3 MAS awarded the construction contract to PCL Constructors Canada Inc. and Bédard concluded, "We are pleased that this latest contract will contribute to the creation of 160 jobs in the region."

Sikorsky was awarded two separate

contracts; the first one, worth \$1.8 billion, is for the fleet of 28 fully integrated, certified and qualified helicopters with their mission systems installed.

The second contract, for \$3.2 billion, is for the 20-year-in-service support for the helicopters, with the new facility at 12 Wing as part of this contract.

Work on the new training centre is expected to begin in May 2005, moving towards an anticipated completion date in October 2007, with the facility to be fully functional in April 2008.

What happened in April?

April 2, 2005: Two judokas from the CFB Halifax Judo club competed in the Atlantic championships in Port Hawkesbury. Lt(N) Hasan Alvi from FMF Cape Scott was awarded a silver medal in the finals. Matthew Barnes, an electrician from FMF Cape Scott was the only blue belt in a division of black belts and fought with purpose and determination.

April 2, 2005: The Angus L. MacDonald Bridge celebrated its 50th anniversary with several hundred people gathered at the Dartmouth Plaza. Canada Post formally introduced the new postage stamp, which features the MacDonald Bridge.

April 26, 2005: A ceremony to welcome the newest bus to the Walter Callow fleet took place in Grand Parade Square in Halifax. The Callow Wheelchair Bus Service is a not-for-profit organization that has provided services to veterans and the disabled in the Halifax Regional Municipality since 1948.

HMCC site of child care deal signed by Prime Minister Martin and Premier Hamm

By Virginia Beaton
Trident staff

The Halifax Military Community Centre (HMCC) was the location chosen for Prime Minister Paul Martin, Ken Dryden, Federal Minister for Social Development, Premier John Hamm, Premier of Nova Scotia, and David Morse, Provincial Minister of Community Services, to sign the Agreement in Principle on Early Learning and Child Care.

Several dozen preschoolers from the daycare centre at the Halifax Military Family Resource Centre (HMFRC) and several other local daycares played in front of the podium as the politicians and stakeholders spoke about the deal between the Government of Canada and the Government of Nova Scotia. The announcement followed the February 2005 federal budget, in which there was a commitment to invest \$5 billion dollars over five years to expand high quality developmental early learning and child care in collaboration with provinces and territories.

"This is a very important day. It's an important day for children, it's an important day for parents, it's an important day for Nova Scotia, and it's an important day for Canada, and I'm very excited about what's going on," stated Prime Minister Martin.

"The fact that we are doing this at a Navy base, at a military base, I think is also very important, as has been pointed out to a number of us."

The Prime Minister noted that serving members of the Canadian Forces (CF) are often posted to dif-

ferent regions of the country on short notice and require child care arrangements. "When you live in one part of the country and you are transferred to another part, you don't have the extended family that can help you. So in fact, child care, early learning is very important on a base such as this."

Good early learning experiences prepare children to enter school, stated Prime Minister Martin. "Creating a national system of child care and early learning is a cornerstone of our commitment to Canadians."

The agreement they were about to sign set out the four principles established by the two levels of government, according to Prime Minister Martin. Those principles are quality, universal inclusiveness, accessibility, and development. He added that the prospective program was due in part to the efforts of child care workers, "who for a long time worked in the shadows, underpaid and overworked." The Prime Minister requested and received a round of applause for those workers. He concluded his remarks by emphasizing, "The first five years of a child's life are crucial. This is when it is determined whether they will be a success in later life. I can't think of a better place to be, than at this Naval base, to make this announcement here in Nova Scotia."

In his remarks, Premier John Hamm thanked the staff at HMFRC "for giving us the opportunity to see some of the very best of our child care professionals at work. Earlier this morning I had the opportunity to tour the centre and meet some of the



Prime Minister Paul Martin speaks before the signing of the new child care agreement at the Halifax Military Community Centre.

staff and children. It was obvious how dedicated these child care educators are toward children's futures. A dedication I know is shared by their counterparts, province-wide."

Premier Hamm recalled that earlier that morning, "The Prime Minister said, and I totally agree with him, that 20 years from now this initiative may be one of the ones that people look back to as being significant in our time."

Premier Hamm stated "Due to this agreement, we will see child care spending in our province increase by approximately \$137 million dollars over the next five years. This year alone, an additional \$20.4 million dollars will be added to our child care investment already in place."

Ken Dryden, Minister for Social Development, stated that the new initiative came after many years of hard work behind the scenes, "Then came last February's federal budget. Now we are here today. The key had been

to give early learning and child care a push. Five billion dollars over five years. But crucially, with a goal. With the right, ambitious goal; to create a national system of early learning and child care. To set it in motion, to give it a chance."

David Morse, Minister of Community Services, thanked the Prime Minister for putting the initiative into place. "You, sir, showed a lot of political courage in putting that in your campaign platform. Five billion dollars is an enormous commitment."

He added "One area I want to address is that no family, because of their income, is denied good quality early learning and child care. And that is my commitment."

At a press conference held after signing the agreement in principle, Prime Minister Martin responded to questions about the timing of the announcements. The Government of Canada recently signed similar Early Learning and Child Care Agree-

ments in Principle with the governments of Manitoba, Saskatchewan, Ontario, and Newfoundland and Labrador. Prime Minister Martin denied that there was an accelerated pace to these agreements. "What we are doing is essentially following a scenario that was set out at the time of the election campaign. I said at the time of the election campaign that these were my commitments and that I intended to keep my promises. The first promise that I kept was the health meeting in September."

The agreements on child care came after the budget, the Prime Minister pointed out "We said it would be followed up by the budget where the money would be provided because you couldn't sign an agreement in principle unless the provinces knew the money would be there."

Over the next five years, Nova Scotia will build on the current system through financial support from the federal government. The objective is an integrated system of early learning and child care so that families and children may benefit from high quality and more developmental programs.

The province will continue to consult with representatives of the child care sector to discuss improvements to subsidy rates, operational grants, revised criteria for eligibility for families for subsidized spaces, and improved retention and training supports for early childhood educators and child care providers.

By December 2005, the province will develop and release an action plan on early learning and child care.



May 2, 2005.

What happened in May?

May 2, 2005: Rick Hansen visited MARLANT as part of his promotion of the third annual Rick Hansen Wheels in Motion Sunday, which takes place on June 12. Held in the Searoom of the Wardroom, Hansen spoke at an information session for the Defence Advisory Group Persons with Disabilities.

May 18, 2005: Four Halifax-based warships, *HMCS Athabasca*, *St. John's*, *Halifax*, and *Ville de Quebec* recently departed HMC Dockyard to participate in Canadian Fleet Operations (CFO) from May 18 until June 8. CFO will test various aspects of Naval activities indulging seamanship and navigational training, weapons firing, international interoperability and communications.

Multiple events mark the 60th anniversary of ending of the Battle of the Atlantic

By Virginia Beaton
Trident staff

On Sunday, May 1, *HMCS Scotian* was the scene of the annual Battle of the Atlantic commemorative service. This year marks the 60th anniversary of the conclusion of that battle, the longest campaign of the Second World War. Approximately 500 people were present at *Scotian*, including serving and retired Navy and Air Force personnel, government representatives, cadets, and the general public.

With wreath layings, scriptural readings, and the tolling of the bell as the names of lost ships were called, the mood was a blend of solemn remembrance and thankfulness.

At the same time, the Canadian Merchant Navy Veterans' Association held its annual service inside the Maritime Museum of the

Atlantic, instead of outside at the nearby Canadian and Norwegian war monuments.

Later that morning, Canada Post introduced a new postage stamp created by Derek Sarty to commemorate the Battle of the Atlantic.

In his remarks paying tribute to the veterans, Rear Admiral (RAdm) Dan McNeil, commander Maritime Forces Atlantic, stated "It is people like the Merchant Navy that have given today's Navy the opportunity to serve Canadians."

Sackville also held a memorial ceremony for trustees on May 1. Because of inclement weather, the corvette did not sail out for the usual ceremony of remembrance and committal of ashes at sea, but held a service alongside, with the committal of ashes to take place at a later date.

"We are here to give our heartfelt thanks for those veterans who

are still here in our midst," CNMT Padre Charles Black told the congregation as they gathered below decks. "To them we say, thank you."

Following that ceremony, Captain(N) Victor Nikitin of the Russian Navy presented medals to eight Canadian veterans of the Murmansk convoys. "Thank you very much for all the veterans who helped our country fight the Nazis," stated Capt(N) Nikitin.

He recalled that his parents remembered the lengthy siege of Leningrad, and like all Russians who experienced those terrible hardships and deprivation, they were grateful to the convoys bringing food and other necessities from Canada and the United States. "For them, it was the gift of life." Among those present for the ceremony was Captain(N) Dave Gardam, Acting Fleet Commander

Maritime Forces Atlantic.

Other Battle of the Atlantic events during the week included the unveiling of a new mural in the Wardroom on Thursday, April 28. Tom Forrestall painted a large mural depicting the sea battle in August 1942, during which *Assiniboine* rammed and sank U-210. VAdm (ret'd) Ralph Hennessy, First Lieutenant in *Assiniboine* at the time of the battle, unveiled the mural.

On Saturday, April 30, *Sackville*, the last remaining Second World War corvette, held the annual Battle of the Atlantic Dinner for trustees and guests of the Canadian Naval Memorial Trust (CNMT).

Speakers at the dinner included RAdm Dan McNeil, Dr. Dan Middlemiss, an associate professor at Dalhousie University, and Captain Earle Wagner of the Canadian Merchant Navy Veterans' Association.

New base commander for CFB Halifax

By Virginia Beaton
Trident staff

Captain(N) Marc St-Jean, CD, is the new commander of CFB Halifax.

During a change of command ceremony held at the Drill Shed at Stadacona on Friday, June 24, Capt(N) St-Jean assumed command from Capt(N) Roger MacIsaac, CD, who has been promoted Commodore and posted to Ottawa as Director General of Reserves and Cadets.

Capt(N) St-Jean stated that in assuming command, he was taking over a post "with unique opportunities and significant responsibilities with an outstanding organization that consistently sets a high standard."

Capt(N) St-Jean has previously served in this region in postings from 1985-89 and again from 1994-97, first as Senior Staff Officer Finance in Maritime Command Headquarters from 1994 to 1996 and then as Ship's Supply Officer in *HMCS Iroquois*.

"Suffice it to say I am very much looking forward to this return to what has been my homeport for all my Navy career, and to supporting the fleet, the lodger units and the air and land formations in my new role as Base Commander."

As the process of transformation continues, Capt(N) St-Jean stated his confidence in the military and civilian staff of CFB Halifax, describing the base as well-positioned to carry out the mission of the Canadian Forces.

Dignitaries present at the ceremony



Capt(N) E. Marc St-Jean.

ny included Rear Admiral (RAdm) Dan McNeil, Commander Maritime Forces Atlantic, Brigadier General (BGen) Romses, Commander Land Force Atlantic Area, and Commodore Tyrone Pile, Commander Canadian Fleet Atlantic. Commander (Cdr) J.A.G. Desjardins was master of ceremonies for the occasion.

In his closing address as outgoing

base commander, Commodore MacIsaac reflected on the events since he became base commander in April 2003, saying "Much water has passed under the keel."

He enumerated some of the changes and achievements that have taken place. Among his first duties as base commander was to close the chapel at Shannon Park.

Of the now-closed Shannon Park, he noted "We haven't sold it yet but we will be, soon." As well, there is a new CANEX store and the expansion of St. Brendan's Chapel is underway.

Commodore MacIsaac referred to Hurricane Juan in late September 2003 as significant incident in the life of the entire community. The base played an important role in the response to that disaster, he stated. "There were some 14,000 meals. There were cooks everywhere, there were people everywhere and they were all looked after."

He cited other events that presented challenges, such as White Juan in February 2004, President Bush's visit to Halifax in the fall of 2004 and in particular, the crisis onboard *Chicoutimi* in October 2004. "But the most visible reminder of the past years has been the organizational infrastructure changes that are taking place on the base and in the Formation."

Capt(N) MacIsaac extended his thanks to many people who were in the forefront of facilitating these changes, including LCol Lovett of Construction Engineering, Cdr Darlington of Base Operations, Ed Miller of Formation Safety and Environment, Cdr Steele, Formation Logistics Officer, Cdr Watson, Formation Administration Officer, CPO1 Ray Doucette, Base Chief, and Merv Sherwood and Sandy Morash of the Base Commander's Office.

On a personal note, Capt(N) MacIsaac noted that since he had been in Halifax on imposed restric-

tion, he particularly appreciated his friends and family who provided help as required.

Finally, he told his listeners "I can assure all of you that Capt(N) St-Jean will lead you in meeting the challenges that lie ahead."

RAdm McNeil addressed the audience, stating that recently he, BGen Romses and Commodore MacIsaac had spent two days on a retreat with General Rick Hillier, Chief of the Defence Staff, looking at the future of the Canadian Forces in the Atlantic area. Referring to the upcoming establishment of the Joint Task Force Atlantic (JTFA), RAdm McNeil stated "We are going to be a more unified and integrated Canadian Forces, working better together."

RAdm McNeil emphasized that CFB Halifax "will become even more crucial in the integration and support to all the Canadian Forces here in Nova Scotia and Atlantic Canada." He concluded by thanking Commodore MacIsaac for his service.

Capt(N) Marc St-Jean enrolled in the Canadian Forces (CF) in 1979 and received a bachelor of business administration from le Collège Militaire de Saint-Jean in 1983 and a master of business administration from McGill University. In October 2004, he completed professional certification as a Certified Management Accountant.

Before assuming his new posting at CFB Halifax, Capt(N) St-Jean was Maritime Staff Comptroller and Corporate Services Officer in Ottawa.

June 23, 2005.



Fire onboard *HMCS Toronto*; crewmembers hospitalized briefly

By Virginia Beaton
Trident Staff

A fire occurred in the forward auxiliary machinery room (AMR) of *HMCS Toronto* June 6, 2005. The ship was alongside in HMC Dockyard when the fire occurred at approximately 7pm, according to Lieutenant Commander (LCdr) Jeffery Zwick, Toronto's Executive Officer (XO).

At a press conference on June 7, LCdr Zwick said, "At the time of the fire, one of the Toronto's forward diesel generators which supplies electrical power to the ship at sea, was undergoing a trial and maintenance period and was being run at full power."

Ship's personnel were monitoring the trial and detected excessive smoke, said LCdr Zwick. They investigated, alerted the ship and went to emergency stations.

As a precaution, five of the ship's duty watch personnel who were exposed to smoke were taken to the Queen Elizabeth II Health Sciences



Toronto flies her Battle Ensign during OP ALTAIR, 2004.

Centre for medical assessment. After testing, "all these personnel were then released this morning," said LCdr Zwick. "At that time they came back onboard *Toronto*."

All 16 personnel who were onboard were sent to the base hospital for further medical assessment. All were medically assessed and cleared.

With the exception of Petty Officer First Class (PO1) Anthony Crossley, who attended the press conference, the 15 other members of the ship were at home with their families.

Early investigation indicated that the materials that caught fire were filters for the ship's fresh water system. They were stored on a steel

catwalk, one deck above the generator.

Initial assessment of the damage suggested that it could be repaired in time for *Toronto* to continue with a scheduled sailing for July.

At the time of the fire, the ship had been scheduled short maintenance work period for five weeks, according to LCdr Zwick.

What happened in June?

June 23, 2005: *HMCS St. John's* participated in a drug bust off Newfoundland and Labrador that resulted in the seizure of more than six tonnes of hashish. *St. John's* was part of an operation that also included an Aurora from 14 Wing Greenwood, the Canadian Coast Guard and the Canadian Border Services Agency. Police described it as the third largest marine drug bust in the province since 1970.

June 30, 2005: The Nova Scotia International Tattoo celebrated the Year of the Veteran by saluting and giving a standing ovation to nine veterans who were standing attention at the preview show. This year's Tattoo marks the 150th anniversary of the official founding of Canada's militia, and also the 60th anniversary of the conclusion of the Second World War.

Recognition of CF personnel in House of Commons

By MCpl Don O'Leary

Twelve Canadian Forces (CF) members were honoured recently by being selected to represent the CF during Canadian Forces Day activities on Parliament Hill. Canadian Forces Day is an opportunity for Canadians to salute the men and women of the CF. Further to a private member's motion that was unanimously adopted in May 2002, the Government of Canada proclaimed that each year, Canadian Forces Day would be celebrated on the first Sunday in June.

After reviewing the files of several highly deserving candidates, the selection board chose three participants from each environmental command and three participants from the Reserve Force. The group included MCpl O'Leary, 406 Sqn 12 Wing Shearwater; LS MacDonald, CFSU Ottawa; Capt Parker, 408 Sqn 1 Wing Edmonton (Air Reserve); Cpl Byne, 2 EW Sqn CFB Kinston; Cpl Selig, Trinity CFB Halifax; MS Vallée, HMCS Carleton (Naval Reserve); Cpl Escobar, 741 Comm Sqn CFB Esquimalt (Army Reserve); MS Mackintosh, CFCSS Ottawa; Capt Selhi, 436 Sqn 8 Wing Trenton; Lt(N) Kabesh, CFH SVCS Ottawa; Lt Earl, 3 RCR CFB Petawawa and MCpl LeClerc, 12 RBC CFB Valcartier.

The organisers of the two-day event arranged a program of activities that began with a Chief of Defence Staff (CDS)-hosted luncheon on Canadian Forces Day, Sunday, June 5. The CFCWO, CWO Gilbert, and the NDHQ CWO, CWO



Twelve Canadian Forces members stand on Parliament Hill on Canadian Forces Day.

Losier also attended. The luncheon provided participants with an opportunity to discuss a wide variety of issues directly with the CDS. Discussion ranged from military transformation, recruitment, and current operations, to family and friends. General Hillier again exhibited his relaxed and approachable Atlantic Canadian charm and the occasion was thoroughly enjoyed.

Following the luncheon, the participants visited the new Canadian War Museum. There they were given a guided tour that provided a fascinating introduction to the museum's extensive collections. From exhibits of war art to artifacts of the art of war, the delegates enjoyed viewing the many displays depicting the contributions of military culture to our nation's development. Presentations of Second World War aircraft nose cone art were viewed along with more controversial art inspired by operations in Somalia. A very moving display honouring First World War Army Private Lawrence Rodgers left some with tears in their eyes. A more sinister reminder of war's evil was Adolf Hitler's black convertible Mercedes limousine.

It was fitting that, as part of CF Day celebrations, serving CF members visited the national museum that honours the thousands who have served Canada with such great distinction.

On Monday morning the delegates were hosted at National Defence Headquarters (NDHQ) by their respective environmental commands. As some discovered, NDHQ is a place where it is possible to

receive constructive criticism of one's state of dress from very senior personnel, whether on parade or in an elevator.

Lorraine Links, from the Directorate of External Communications and Public Relations, organized the group's afternoon program on Parliament Hill. Upon arriving at Centre Block, the group was cordially received by the Parliamentary Secretary to the Minister of National Defence, the Hon. Dr. Keith Martin. Another special guided tour, this time of Parliament, followed, and participants were treated to an insider's view of the art and architecture of the centre of Canadian democracy. With their vaulted ceilings and marble floors, the Senate chamber and Hall of Honour left the visitors with a keen sense of the stateliness and grandeur of our most important public buildings.

Following the tour, the CF members were escorted to the House of Commons Speaker's Gallery where they were to be formally recognized during the day's proceedings. During statements by members, with General Hillier again joining the members, the Hon. Dr. Martin said aloud, "Mr. Speaker, yesterday was Canadian Forces Day and today is the anniversary of D-Day. Today we have the distinct opportunity to recognize and thank the men and women in uniform and their families for the tremendous sacrifices they make on our behalf." After recognizing each of the twelve CF members by name, Dr. Martin closed by saying "These members

and the soldiers, sailors and air personnel they represent are our finest ambassadors. They serve our country with great dignity and courage. On behalf of all Canadians, I give my profound thanks and gratitude to all of them for the service they give to our great nation with courage and dignity."

The CF members rose and spontaneous applause erupted in the House. This individual recognition ensured that the CF members' experience would be permanently recorded in the Hansard of our 38th Parliament, 1st Session. After Question Period, the group was again recognized by the Speaker of the House of Commons, the Hon. Peter Milliken, who drew to the attention of the House the CF members' presence in the Speaker's Gallery.

After the proceedings, the group was greeted by the Minister of National Defence (MND), Bill Graham, who reiterated his appreciation for the commitment and sacrifices that CF members make every day. The Hon. Dr. Martin then guided the group on a tour of Parliament, including the Memorial Chamber and the Peace Tower. It was evident that both the MND and the Parliamentary Secretary had a heartfelt and sincere appreciation for Canadian Forces members' contributions.

The Canadian Forces Day visit to Ottawa provided the twelve CF members with a clearer understanding of the interaction between the CF and the government, and of the vital role of the CF in protecting Canada's sovereignty and political institutions.

Eagle Staff a first in Canadian Forces

By Virginia Beaton
Trident staff

A ceremonial Eagle Staff carried by MS Chris Innes led the Grand Entry into a Pow Wow held at HMCS Scotian in MARLANT.

The Atlantic Defence Aboriginal Advisory Group (ADAAG) organized the June 1 event, titled Celebrate the Pow Wow Experience. It attracted a large crowd of CF members and DND employees and in honour of the Year of the Veteran, the special guests were Aboriginal veterans from Indian Brook, Millbrook and Camp Hill Veterans Memorial Hospital.

"A Pow Wow is a gathering of people to renew old friendships and to make new friends," stated ADAAG chair CPO2 Debbie Eisan as she greeted the guests. "It's a very spiritual time, and a fun time."

The MARLANT event was a way to introduce non-Aboriginal people to the activities that comprise a Pow Wow gathering, she noted, adding

"We've essentially created a new type of Pow Wow, and that is our shared Pow Wow."

Among those attending the event were RAdm Dan McNeil, Commander Maritime Forces Atlantic, BGen Ray Romses, Commander Land Force Atlantic Area, and LCol Wayne Krause, representing 12 Wing Shearwater.

Mary Lou Parker, Chief of the Metis Nation of Nova Scotia, and representatives of the Mi'kmaq Nation, Aboriginal elders and spiritual leaders were also present.

"This is a celebration of pride, a celebration of honour and it's a celebration of respect," stated RAdm McNeil. Observing that the country has a lengthy heritage of Aboriginal people in military service, he emphasized, "The First Nations have supported Canada and they have served Canada, and we support them by being here today."

Guest host Bert Milberg explained the meaning of the Eagle Staff by comparing its



MCpl Amos Winters and Beverly Dyson carry the Eagle Staff.

role to that of the Canadian Flag. "In times of battle, it was the Eagle Staff that led the warriors into battle." Now in peacetime ceremonies, Milberg stated, "The values that we honour are the strength of the people, the value of the warrior, and the respect of one another."

Describing the design of the

Eagle Staff, MS Innes, an Ojibwé, stated that while he was the person who began the process of creating the staff, several races and cultures, including Francophone and Mi'kmaq from Nova Scotia and Newfoundland, had cooperated to bring it to reality. "This Eagle Staff represents all peoples of our nation,

which is Canada."

MS Innes carved the staff from ash and noted that while it has design elements of a traditional bow, "This bow is much larger than the bows of our grandfathers," since it represents a purpose much larger than each person's individuality.

The Eagle Staff has been augmented with features that were ceremonially added during the Pow Wow. MCpl Amos Winters, an Inuit from Labrador, contributed a narwhal tusk and Anselm Benoit, a Mi'kmaq from Newfoundland, gave a carved eagle head to be added to the top of the staff. Grand Chief Mary Lou Parker then draped the staff with a Metis sash.

Along the staff's bowstring are the Canadian and American ensigns, the CF ensign, provincial and territorial flags, and feathers from eagles, representing First Nations honour, and feathers from barred owls and snowy owls, representing Inuit wisdom.

Finally, stated MS Innes,

"The carving of the hand midway down the bow represents the presence of Aboriginal veterans who have come before us, and left their hand as a reminder of their hard labours, achievements and history."

Mi'kmaq Elder Doug Knockwood and Formation Chaplain LCdr Robert Humble took it in turn to bless the Eagle Staff.

According to MS Innes, the MARLANT Eagle Staff is probably the first one in the DND/CF. As well, he thinks that the Pow Wow, held at Scotian, may be another first. "HMCS Scotian may have some bragging rights now, as the first of Her Majesty's Canadian Ships in Canada to host a Pow Wow."

Other displays during the Pow Wow included traditional dance, singing, and drumming by the Eastern Eagles drum group.

Aboriginal crafts were on display for sale and the Pow Wow concluded with a sampling of traditional foods.

RAdm McNeil becomes Commander Joint Task Force Atlantic

By Virginia Beaton
Trident staff

In a ceremony on Saturday, July 2 at CFB Halifax, Rear Admiral (RAdm) Dan McNeil became the Commander Joint Task Force Atlantic (JTFA).

"This first step that we are going to take, is the commencement of what is a radical transformation of the Canadian Forces, with an effect on structure, and effect that will be on equipment and on organization and certainly on chain of command," stated General Ray Hillier, the Chief of the Defence Staff.

JTFA is the first of six regional commands to be created across Canada. They will be responsible for conducting domestic operations under CANADA COMMAND, the new integrated national operational command headquarters.

The July 2 assumption of command event took place in the ballroom of the Wardroom, with guests that included Brigadier General Ray Romses, outgoing commander Land Force Atlantic Area; LCol Alan Blair, commander 12 Wing Shearwater; RAdm Tyrone Pile, outgoing commander Canadian Fleet Atlantic (CCFL); and Commodore Dean McFadden, incoming CCFL.

In his remarks, Gen Hillier emphasized that the entire CF would be affected by the standup of the JTF commands, "all with a view to being able to meet our number one responsibility of protecting Canadians at home, wherever they live and work."



The NS International Tattoo tri-service guard stands before RAdm McNeil during the July 2 ceremony.

Describing the new command as symbolizing a "Canada first attitude", Gen Hillier stated "As we change the command and control, we also put much more emphasis on our ability to survey maritime approaches and other parts of our country, in our ability to have units raised in response, and in our ability to enable those units to perform when they go to the assistance of Canadians."

Acknowledging that these new developments have caused some insecurity, Gen Hillier reminded his listeners "The threat has changed.

For the first time, I believe, in our

history, the chances of mandate events that impact on Canadians in a tremendously negative way, are very possible in the future in our country."

In an instance where the CF's response to such an event is required, Gen Hillier stated "We will get one chance when something terrible goes awry in our country. We will get one chance to ensure that the credibility that your work has built among Canadians, for the Canadian Forces, will continue to be built. We are going to be ready and what we are doing here today, designating one commander with

one command team to focus solely on operations in the Maritime provinces to protect and secure Canadians, is a part of doing that."

As the first of the six commands that will be established across the country, JTF Atlantic will serve as the center where lessons will be learned, according to Gen Hillier.

"We need to push this as far as we possibly can... We have the patriotism to accomplish whatever we desire to do."

In finding the way ahead, Gen Hillier stressed his commitment to the concept of CANADA COM-

MAND. "I pledge to you that your commander, RAdm McNeil, has my complete support to drive this to the ultimate extent that we possibly can."

RAdm McNeil stated that he looked forward to the challenges of his new command.

"Under the Chief's strong vision and leadership, our Canadian Forces are about to undergo one of the most significant transformations in two to three generations."

With the collective experience gained by the Navy, Army and Air Force over the last 10 years, RAdm McNeil stated "It is time to build on this wealth of operational experience that we have faced, to integrate and unify our capacity and capability into a more effective and relevant Canadian Forces that is responsive to Job One, Canadians at home."

Reiterating Gen Hillier's point that the Atlantic provinces formed a natural staging area for enacting the new mandate of CANADA COMMAND, RAdm McNeil stated "I have every confidence that Team Atlantic will lead the way in crafting and realizing a new Canadian Forces of the future... We are, one and all, thrilled, indeed seized by this challenge and opportunity. We will make it work, sir, and the results will be impressive."

VAdm J.Y. Forcier is the Commander CANADA COMMAND, which will comprise six regional headquarters; Atlantic, Northern, Pacific, Prairie, Central, and East.

July 22, 2005.



What happened in July?

July 7, 2005: The East Coast fleet has a new commanding officer. Commodore (Cmdre) Dean McFadden assumed command of the Canadian Fleet Atlantic (CFL) in an outdoor ceremony July 7. Cmdre McFadden is replacing outgoing CCFL Rear Admiral (RAdm) Tyrone Pile.

July 9, 2005: Brigadier-General Rick Parsons assumed command of Land Force Atlantic Area (LFAA) in a change of command ceremony that embodied the best of army ceremony and traditions at Royal Artillery Park. BGen Parsons takes over from BGen Ray Romses, who assumes the appointment of Commander, Canadian Defence Liaison Staff (London), United Kingdom.

July 11, 2005: After six months away from home port while deployed with the Standing NATO Reaction Force Maritime Group 1 (SNMG1), *HMCs Montréal* returned to HMC Dockyard. *Montréal* deployed January 13, 2005 and visited 16 different countries and made 21 port visits.

July 22, 2005: For the first time, a member of the Canadian Navy has been named Regimental Sergeant Major (RSM) of Task Force Golan. Chief Petty Officer First Class (CP01) Joe Arseneau, formerly Fleet Chief Petty Officer of Canadian Fleet Atlantic; became Golan Heights' RSM during a Change of Command ceremony July 22.

Barriers to be put up around HMC Ships



By Virginia Beaton
Trident Staff

Within months, the Canadian Navy will be erecting protective barriers around HMC ships in the Dockyard. The project for the new barriers is nationally driven, with a budget to be shared between

the East and West coast.

The boom will be set out to define the Dockyard areas where Navy ships are customarily berthed. The barrier will provide protection against small vessels coming into the controlled access zones.

Lieutenant Commander (LCdr) Scott Tofflemire, Queen's Harbour

Master, said that project has been under consideration for some time, as early as 2002, just after the Government of Canada put an Order in Council that DND is allowed to establish controlled access zones.

LCdr Tofflemire expects the new barriers will be purchased and installed by March 31, 2006.

New commander ready for change

By Virginia Beaton
Trident staff

423 Maritime Helicopter Squadron has a new commanding officer.

Lieutenant Colonel (LCol) Jeff Boucher assumed command from LCol Bruce Ploughman during a change of command ceremony at 12 Wing Shearwater on Thursday, July 21.

In his incoming address to the squadron, LCol Boucher stated "It will be my honour to serve as CO of the 423 squadron, with its long history and tradition dating back to the Second World War, and we will continue into the future."

Reflecting on upcoming changes related to the Maritime Helicopter Project, LCol Boucher reminded those in attendance, "the introduction of the Cyclone helicopter [is] not for a few years, but a lot of the work that has to be done in order to get that here, is starting now."

Some of those changes may involve relocation and disruptions to the squadron's schedule but LCol Boucher stated "We will have to stay operationally focused while we are doing that, and find a way to get from here to there."

He requested all squadron members to be open and timely in their communications. "COs and chains of command are here for a reason. Everybody really needs to use that. If you have a problem, if you see a difficulty, use the chain of command. If that does not work, then by all means skip the chain of command. Do not hold back things from the CO, I will not hold anything back from the Wing Commander. If we have a problem or a difficulty, it's



LCol Bruce Ploughman, Col Allan Blair, and LCol Jeffery Boucher after signing the Change of Command Certificates.

best to deal with that immediately."

During his farewell address, LCol Ploughman joked, "well, I've been fired again." He thanked the members of 423 Squadron who stood on parade, saying, "I am extremely proud of your accomplishments, for which I cannot accept any of the credit. Make no mistake, you are the heart and soul of this wing. You have borne the brunt of the changes that transformation represents and you have risen to the challenge admirably. By constantly striving to do your best, you have ensured the future of MH, regardless of the obstacles that have been, and will be, thrown in your path."

LCol Ploughman urged the squadron to continue to strive, advising them "you must constantly ask yourselves, 'How do we make tomorrow better than today?'"

He also welcomed LCol Boucher and his family back to 12 Wing, and concluded by thanking his administrative staff for their hard work.

Col Blair stated that while he was happy to welcome LCol Boucher upon his return to 12 Wing, he also regretted LCol Ploughman's departure. "Bruce, you've done wonders with 423 and indeed all across the Wing over the past three years." Calling LCol Ploughman "my go-to guy for any difficult issue that I

had," Col Blair emphasized his reliability and stated, "for that, I thank you."

Dignitaries present at the change of command included Brigadier General Hincke, Brigadier General David Martin, Col Alan Blair, Commander 12 Wing, Captain(N) Marc St-Jean, Base Commander CFB Halifax, Member of Parliament Peter Stoffer, and Member of the Legislative Assembly Kevin Deveau.

LCol Bruce Ploughman graduated Memorial University of Newfoundland in 1986 and joined the CF as a Direct Entry Officer in 1988. After completing pilot

training, he was posted to HS 423 Squadron in 1991 and served as a Sea King pilot, Squadron Standards pilot and Detachment Commander for HMC Ships *Toronto* and *Charlottetown*.

After his promotion to Major, he served as pilot training flight commander and standards flight commander with 406 Squadron. In June 2000 Major Ploughman was posted to the Chief of the Air Staff in Ottawa as Requirements Officer in the Directorate of Aerospace Requirements Maritime Air/Aviation. In 2002 he was promoted LCol and posted to 12 Wing as Operations Officer.

LCol Jeff Boucher joined the CF as a Direct Entry Officer in 1979, just after graduating Loyalist College in Belleville, Ontario with a Diploma of Technology in Civil Engineering. In 1980 he was posted to HS 443 Squadron at Shearwater and served in *Saguenay*, *Huron*, *Protecteur* and *Nipigon*, later serving as Navigation Instructor and Navigation Training Officer at 406 Squadron. In 1991 he was promoted Major and became responsible for the training and personnel issues in the project management office for the new shipborne aircraft during the contract signing process for the EH 1001. In 1995 Major Boucher returned to 423 MH Squadron and served in *Halifax* as Detachment Commander, and later as Maritime Operations Group One Air Officer for a year. After his next promotion, LCol Boucher spent from 2001-2005 with NORAD first in Colorado Springs, and then as a Missile Officer in the Cheyenne Mountain Operations Command Centre.

New technology to help Navy detect mines

Defence Research and Development Canada (DRDC) has signed a collaborative agreement with the Canadian Navy to begin integrating its Remote Minehunting System (RMS), into Navy operations. During the implementation plan the Navy will gain practical experience in the tactical operation and technical support of the system. The agreement will also add a remote minehunting capability to navy operations until the formal acquisition of two systems in 2010. Vice Admiral Bruce MacLean, Chief of Maritime Staff, signed the implementation plan in Ottawa on Thursday, July 7, 2005.

"Canada has developed a world-leading capability in remote minehunting. This agreement means that this capability will be available to the Navy on an interim basis now, and will also facilitate

the introduction of a full capability in 2010," said Dr. Ross Graham, Director General, DRDC Atlantic.

The RMS was developed under the Remote Minehunting System (RMS) Technology Demonstration Project, sponsored by DRDC from 2000-2003. An integrated project team of government and industry personnel developed the semi-submersible system, which can detect and classify sea bottom mines in water depths of 200 m at survey speeds of up to five metres/second (10 knots). The remotely-controlled system is compact and portable. It operates at a radius of up to eight km from any ship capable of transporting its 20-foot remote command and control system.

Under the agreement, the Navy will provide funding to offset DRDC's incremental costs for providing the RMS twenty days a year. DRDC will

contribute scientific and technical training and support to assure the successful operation of the system. The RMS has completed international operations in France, Canada and the United States and is being marketed worldwide.

DRDC is an agency of the Canadian Department of National Defence responding to the scientific and technological needs of the Canadian Forces. Its mission is to ensure that the CF remains scientifically and operationally relevant. The agency is made up of six research centres located across Canada with a corporate office in Ottawa. DRDC has an annual budget of \$300 million and employs 1,500 people. With a broad scientific program, DRDC actively collaborates with industry, international allies, academia, other government departments and the national security community.



The semi-submersible, remote minehunting, vehicle called DORADO and its towfish before launching.

Canada mourns loss of its last Victoria Cross recipient

By Capt Don Neish &
Capt Dan Thomas
Maple Leaf

The last survivor of Canada's 16 Second World War Victoria Cross recipients, Sergeant (Retired) Ernest Alvia "Smokey" Smith, VC, aged 91, died peacefully at home in Vancouver on August 3, 2005, surrounded by his family and friends, following a long and fulfilling life.

The Victoria Cross For Valour, instituted by Queen Victoria in 1857, is awarded for conspicuous bravery, or some daring or pre-eminent act of valour or self-sacrifice or extreme devotion to duty in the presence of the enemy. Since its inception, only 95 Canadians have received this most prestigious honour.

The only Canadian Private soldier to win the Victoria Cross during the Second World War, Smokey single-handedly defeated a German armoured counter-attack on the vulnerable Savio River bridgehead, during the Italian campaign, on the night of October 21 to 22, 1944. During his defence of the position, Smokey saved the life of his wounded comrade, Jimmy Tennant. His dogged determination, devotion to duty, and superb gallantry inspired his comrades in the Seaforth Highlanders of Canada to hold firm against further enemy attacks. Smokey later received his Victoria Cross from the hand of King George VI.

After the war, Smokey gave his support and energy to various organizations and causes—championing the affairs of veterans and the Canadian Forces, and inspiring students and young people in the values of citizenship and service. Smokey traveled on many pilgrimages with



Ernest Alvia "Smokey" Smith.

Veterans' Affairs Canada to Europe and into the Far East to honour the service and sacrifices of Canadian military personnel in the great conflicts of the 20th century. Smokey often remarked that the real heroes were the ones in the cemeteries, who never had the chance to come home.

Smokey regularly attended functions for Victoria Cross recipients and the Seaforth Highlanders of Canada.

He belonged to numerous veterans' organizations, including the Royal Canadian Legion, and rarely turned down invitations to speak on their behalf. In recognition of his community service, Smokey was invested as a Member of the Order of Canada in 1995, and the Order of British Columbia in 2002.

To enable as many Canadians as possible to pay their last respects to Smokey, his remains lay in state on Parliament Hill in Ottawa on Tuesday, August 9, and at the Seaforth Armoury in Vancouver on Friday, August 12.

Corporal (Cpl) Stephen Klaver was a member of that guard. He says "it's a great honour" just to be taking

part in the funeral procession. Cpl Klaver says Smokey Smith wasn't just the recipient of a Victoria Cross, "he was a real person... someone I met and spoke with many times."

Cpl Klaver says he also spoke with Smokey's friends, and they all looked up to Smokey, not just because he won the V.C., but because he was "a great man."

Cpl Klaver adds he always found Smokey to be very accommodating. He says he never saw Smokey turn anyone down for any kind of conversation, photo, interview, "or anything."

Cpl Klaver describes Smokey as "a funny, jovial man who always had lots of good stories." He says he nev-

er had a conversation with Smokey where he didn't laugh.

Corporal Stephen Fabiszewski was also a member of the Seaforth guard. Like Cpl Klaver, he too was "very honoured" to have taken part. Cpl Fabiszewski says he didn't know Smokey all that well, but he feels Smokey was "a great Canadian."

He says he was always impressed by how humble Smokey was about winning the Victoria Cross.

In lieu of flowers, the family asks those who wish to commemorate Smokey to consider making a donation to the Smokey Smith Memorial Fund, C/O Treasurer, Seaforth Foundation, 1650 Burrard Street, Vancouver, B.C. V6G 3G4, or to The Roy-

al Canadian Legion Foundation, of which he was the Honorary Patron, 3026 Arbutus Street, Vancouver, B.C. V6J 4P7.

Messages of condolence may be sent to the Smith family, C/O 39 Canadian Brigade Group Headquarters, 4050 West 4th Avenue, Vancouver, B.C. V6R 1P6, or electronically to the Royal Canadian Legion Pacific Command at, to Veterans' Affairs Canada at www.vac-acc.gc.ca/general/sub.cfm?source=feature/smokysmith/smoky_msg-brd, or Kearney Funeral Services.

The funeral took place on Saturday August 13.

It was Canada's largest military funeral in 50 years.



Three retired Canadian Forces members give Sgt. Smokey Smith, VC, one final salute in the foyer of the House of Commons.



August 22, 2005.

What happened in Aug?

August 5, 2005: A Change of Command ceremony was held at the Canadian Forces Maritime Warfare Centre (CFMWC) to mark the occasion of Captain(N) Calvin Mofford's assumption of command from Captain(N) L. David Sweeny.

August 22, 2005: HMCS Halifax left the Dockyard for a four-month deployment. The ship will sail to Zeebrugge, Belgium to join the Standing NATO Response Force Maritime Group One (SNMG1). Halifax sailed with a crew of 230, including a Sea King Detachment from 12 Wing Shearwater.

HMCS Chicoutimi repairs proceed

D News

Phase two of the repairs to HMCS Chicoutimi have begun with the award of an \$11.76 million contract to Irving Shipbuilding Incorporated of Saint John, New Brunswick, at its Halifax Shipyard facility. This phase involves detailed materiel surveys and assessments, as well as the development of the engineering and job specifications needed to begin phase three, the repair and other concurrent work. Phase two is expected to be completed by the end of 2005.

"The Victoria Class submarines are a key capability for the Navy," said Defence Minister Bill Graham. "This ongoing work continues to offer a significant opportunity for Canadian companies to gain invaluable experience working on a modern weapons system and will facilitate further transition to Canadian in-service support of the submarines."

"The repair of HMCS Chicoutimi is progressing in conjunction with Canadianization and previously scheduled maintenance," said Vice-



Two crew members from HMCS Chicoutimi hold the line as they prepare to slip the jetty at Her Majesty's Naval Base (HMNB) Clyde in Faslane, Scotland last fall.

Admiral Bruce MacLean, Commander of Canada's Navy. "We are looking forward to getting HMCS Chicoutimi back to sea where she is needed."

The repair of Chicoutimi is being conducted in three phases. For the recently completed phase one, the planning phase, Irving Shipbuild-

ing Inc. was contracted to prepare and dock the submarine, and to develop a plan for phase two, the survey and assessment phase.

The Department of National Defence has worked closely with the contractor to develop well-defined plans for phase two of the repair process. The plans, which

include quality management, material control, survey and assessment, and engineering processes, will assist in defining the scope of work required for phase three and ensure the most efficient execution of the repair work. During phase two, the contractor will remove damaged equipment and equipment being replaced under Canadianization and other engineering changes. Phase two will include some of the repair work that has already been defined, as well as maintenance and preservation of the submarine and its systems.

Phase three, the final execution phase, involves the repair work, implementation of Canadianization and other engineering changes and testing and trials. The completion date for this phase is dependent on the results of the survey and assessment phase, but is anticipated to be completed within two years.

Victoria Class submarines are vitally important to the security and defence of Canada, providing deterrence, surveillance and interdiction in our maritime approaches.

Ships depart for OP UNISON

By Virginia Beaton
Trident Staff

Three Navy ships and one Canadian Coast Guard Ship (CCGS) steamed out of Halifax on September 6, bearing more than 1,000 Canadian Forces (CF) Personnel.

Her Majesty's Canadian Ships *Athabaskan*, *Ville de Quebec*, and *Toronto*, together with the CCGS *Sir William Alexander*, were sailing for the Gulf of Mexico.

As part of OPERATION UNISON 2005, they will join the massive relief efforts following Hurricane Katrina, which caused massive flooding and loss of life in Louisiana and Mississippi in late August.

During a press conference held on *Athabaskan's* flight deck just before the departure, General Rick Hillier, Chief of Defense Staff stated, "We are proud of these men and women in uniform and I am delighted with the



Athabaskan departs to assist with OPERATION UNISON.

support we have gotten from the Department of Transport, the Canadian Coast Guard, but I am also delighted with the support we have gotten here in Nova Scotia."

Prime Minister Paul Martin addressed the assembled ship's company, noting that he had toured all four ships earlier in the day.

"When you see the spirit of the

young men and women onboard these vessels, their dedication to duty, you being to understand the tremendous feelings that exist within our Forces and within the Coast

Guard," said Martin.

Commodore Dean McFadden, commander of Canadian Fleet Atlantic, is commander of the Naval Task Force Group.

Upon arrival in the Gulf region, the Canadian group was scheduled to work with the 2nd Fleet of the United States Navy.

The Navy ships embarked three Sea Kings and air detachments, and *Sir William Alexander* also carried an embarked helicopter.

Other components of the CF contribution to the post-Katrina efforts included a team of Navy divers from the Fleet Diving Units both Atlantic and Pacific, as well as Army Combat Engineer divers from 4 Engineer Support Regiment in CFB Galetown.

Divers, liaison and administrative staff were deployed and will be working with the 2nd Amphibious Group of the 2nd Fleet.

September 17, 2005.



What happened in Sept?

September 8, 2005: The Canadian Forces Naval Engineering School (CFNES) has a new commanding officer. Commander (Cdr) Robert Hovey assumed command from Cdr Donald Flemming.

September 17, 2005: Major Bruce Barteaux, a Halifax resident born in Annapolis Royal, Nova Scotia, was looking for a way to celebrate the 25th anniversary of the Terry Fox run even while on military assignment with the Task Force Afghanistan. Maj. Barteaux planned to run 105 km and ran the full distance in 11 hours and 28 minutes finishing on Sunday morning. Several soldiers were waiting to congratulate him at the finish line.

September 29, 2005: HMCS *Athabaskan* was the last of three Navy ships participating in OPERATION UNISON to return home from Gulfport, Mississippi.

Ships return from OP UNISON



Clearance diver LS Dave Cheeseman (right) gets safety and information debrief from the diving supervisor at the end of a dive. LS Cheeseman worked on an overturned shrimp boat, and the information he returned was important to raising the wreck out of this vital shipping passage.

By Virginia Beaton
Trident Staff

HMCS ships *Toronto* and *Ville De Quebec* returned to homeport on September 27, 2005.

Together with *Athabaskan* and the Canadian Coast Guard Ship (CCGS) *Sir William Alexander*, they deployed as the Canadian Task Force to undertake OPERATION UNISON, Joint Task Force (Atlantic)'s first mission to provide disaster relief to the areas of Louisiana and Mississippi that were ravaged by hurricane Katrina.

The Canadian ships carried several million dollars' worth of humanitarian aid supplies, intended for the thousands of people left destitute by the hurricane.

Commodore Dean McFadden, commander of the task group and commander of Canadian Fleet Atlantic, said there were no supplies brought back on either the destroyer or the two frigates.

All the humanitarian aid and disaster relief supplies were offloaded in approximately four hours in Pensacola, Florida.

The only materials that were unused were some tentage materials onboard *Sir William Alexander* and some tanks of gasoline.

After delivering the supplies to Pensacola, the group proceeded to an anchorage of Biloxi in Gulfport, Mississippi and linked up with a U.S. amphibious ship USS *Bataan*.

Canadian soldiers helped to clean up a United States military retire-

ment home that had been hard hit by the hurricane, said commanding officer of *Toronto* Commander (Cdr) Stuart Moors.

"It was about three square miles of property. The retirement home had been evacuated in time. The two bottom floors of that apartment building, and it was a 15-story apartment building, had been totally destroyed."

Other CF members worked at FEMA distribution centres, helping to offload the goods that were arriving. They also assisted at Red Cross centres and at schools.

Though the deployment had originally been predicted to last from several weeks to several months, Cdr Moors stated, "once we got ashore and started working and saw the

civilian horsepower of the United States come rolling in, it became clearer that the manpower force of our ships wouldn't be required as long as we had originally thought."

By the time the Canadian Navy ships had left, he stated, civilian companies had begun to move in. "Those companies had the equipment, the heavy engineering expertise that our manpower didn't have. So our immediate assistance was right, was timely and was much appreciated, but you could sense after five or six days it was time for us to pull out." A Canadian Forces contingent still remains in the region. A composite construction and engineering group and *Sir William Alexander* are still at work in the Gulf Coast area.

CFNIS to investigate remains found in the Baltic Sea



HMCS Montréal departed CFB Halifax January 13 to join the Standing NATO Reaction Force Maritime Group 1 for a six month deployment.

By Virginia Beaton
Trident staff

The fate of a missing Canadian sailor may have been resolved. In the evening of Tuesday, October 11, 2005, the remains of a person wearing military uniform were found in the Baltic Sea off the coast of Poland.

The remains have been tentatively identified as those of Leading Seaman (LS) Robert Ivan Leblanc. On Tuesday, February 8, 2005, LS Leblanc went missing and was feared to be lost overboard as HMCS

Montréal sailed in the Baltic Sea off Poland.

As of Thursday, October 13, identification was tentative and needed to be confirmed through further identification and autopsy by the Office of the Chief Medical Examiner of Ontario.

Investigators with the Canadian Forces National Investigation Service (CFNIS) were travelling to Gdansk, Poland to investigate and return the remains to Canada.

Colonel Donald Dixon, head of the CFNIS, stated "This matter is a high priority for the Canadian Forces

National Investigation Service. The investigation is ongoing and no conclusions have yet been reached."

CFNIS is an independent military police unit with the mandate to investigate serious and sensitive matters in relation to National Defence property, Department of National Defence employees, and CF personnel serving in Canada and around the world.

LS Leblanc, a steward, was last seen in the port breezeway of Montréal at approximately 11:30 p.m. February 8. At 1:10 a.m. on February 9 when LS Leblanc did not show

up for his watch, the ship was brought to verification stations.

At the time of the event, Montréal was part of the Standing NATO Reaction Force Maritime Group 1 (SNMG1) and was approximately 30 miles north of Gdynia, Poland.

Montréal and its Sea King helicopter began a search, aided by the Danish corvette Niels Juel, USS McInerney and Dutch destroyer HNS Witte de With. The Maritime Rescue Coordination Centre in Gdynia oversaw the search and tasked the Polish frigate ORP general Kazimierz Pulaski, the anti-submarine warfare ship ORP Kaszub, two Coast Guard vessels and a Coast Guard helicopter. The search was eventually called off.

A Board of Inquiry into the loss at sea of LS Leblanc was convened on February 21, 2005 and submitted its report in Halifax on May 2, 2005.

LS Robert Leblanc was 24 years old and had joined the Canadian Navy in 2000. He had served in Rotations Zero and Three of Canada's naval commitments to the international war on terrorism. Before he was posted to Montréal, LS Leblanc had previously served in Iroquois.



What happened in Oct?

October 4, 2005: A Site Emergency Without Emergency Responders (SEWER) exercise was held at the Canadian Forces Ammunition Depot (CFAD) in Bedford, NS. Participants included representatives from the Canadian Forces and the Department of National Defence (DND), Halifax Regional Municipality (HRM) Police, HRM Fire and Emergency Services, the Royal Canadian Mounted Police, the Halifax-Dartmouth Bridge Commission, the Emergency Measures organization and the Nova Scotia Public Service Communications office. In the scenario, a truck carrying a torpedo was in an accident and a fire broke out. Participants gathered around a map of the area and responded to frequent radio messages with updates on the emergency.

October 23, 2005: The 36th anniversary of the disastrous explosion and fire in HMCS Kootenay was marked with a solemn ceremony at the Damage Control Division. Former members of the ship were welcomed by Commander (Cdr) Robert Hovey, commanding officer of the Canadian Forces Naval Engineering School. Nine soldiers died as a result of the tragedy.

Coast Guard Ship returns, ending OP UNISON

By Virginia Beaton
Trident Staff

The Canadian Coast Guard Ship (CCGS) Sir William Alexander returned to homeport, October 24, 2005.

The return marked the conclusion of OPERATION UNISON, the humanitarian relief mission to the Gulf of Mexico.

"I don't think I have ever been prouder of Coast Guard employees and the work that we do as an organizations," stated Larry Wilson, Assistant Commissioner, Canadian Coast Guard Maritimes Region.

Leonard Hill, United States Consul General in Halifax, extended thanks from his government to Canada.

"It put my country in the very unexpected position of being a recipient of foreign aid, for the first time in many years," stated Hill, recalling the devastation that Hurricane Katrina caused.

Hill emphasized the American government's appreciation of all the help that the Canadian Forces and the Canadian Coast Guard had offered.

"The crew of Sir William Alexander, the crew from the Navy ships, the divers, the other Canadian military personnel and civilians who were there touched a lot of lives in a very positive way and really made a big difference and a big contribution," said Hill.



Canadian Coast Guard ship Sir William Alexander returned to Halifax October 24 from OP UNISON. The crew was in the United States Gulf region to assist with cleanup from Hurricane Katrina. Her Majesty's Canadian Ships Ville de Québec, Toronto and Athabaskan returned home earlier this month.

New DND/CF Ombudsman visits JTFA

By Virginia Beaton
Trident staff

Yves Côté, the new Ombudsman for the Department of National Defence and Canadian Forces (DND/CF), visited Maritime Forces Atlantic from Monday, October 31 to Thursday, November 3, 2005.

During his trip, Côté met with Rear Admiral Dan McNeil Commander Joint Task Force Atlantic and Maritime Forces Atlantic, and also met with other commanding officers. Côté toured many MARLANT entities, ranging from ships to shore establishments.

Among those were HMC Ships *Ville de Québec*, *Corner Brook* and *Kingston*, FMF Cape Scott, Canadian Forces Naval Operations School, the Fleet Diving Unit (Atlantic), and many others.

On Wednesday, November 2, Côté toured the Canadian Forces Naval Engineering School (CFNES), including the Damage Control Division, S37, several of the shops and classrooms, and the Pullen Building. CFNES commanding officer Commander (Cdr) Robert Hovey explained the tasks undertaken at CFNES, ranging from operational training at Damage Control, to career training at S37.

With the evolution of Navy ships, he noted, "They are getting much more complex in the technology."

A tour of the facility followed the briefing.

In each classroom, Cdr Hovey

introduced Côté, who then spoke to the students.

To a group of Naval Weapons Technicians, Côté talked about his job as DND/CF Ombudsman.

"I report only to the Minister of National Defence," he stressed.

Côté informed them that callers to the Ombudsman's office are assured confidentiality in their complaints or queries.

However, they are required to exhaust all the usual procedures or channels of inquiry before going to the Ombudsman.

"We are the office of last resort," he stated.

In addition to acting on individual cases, the Ombudsman and his staff also produce studies on subjects such as post traumatic stress disorder.

Following his tour of CFNES, Côté took time to speak to Trident.

Since his appointment as Ombudsman in July 2005 and officially taking office on August 2, Côté noted that in September he took the first of several planned trips across the country to learn more about military establishments, and to meet personnel.

He has already been to Wainwright, Edmonton and Cold Lake in Alberta, and in October, he visited CFB Valcartier and St-Jean. In the near future, Côté stated, he hopes to visit an operational theatre such as Afghanistan.

The visits serve two purposes, Côté observed. "I was in the military from 1977 to 1981 so in many



Yves Côté spoke to students at CFNES.

respects I lost my connection with the military, so it's a way for me to get to understand more, and be more informed about the challenges our people are facing with all the transformations that are going on and the operational tempo that is going up." It was important for him to meet members of the junior ranks, Côté stressed.

"The Ombudsman is there to serve those who are powerless. You have to be able to connect with them, to understand them and to instill confidence in them that we can help them, in the right circumstances, and that they should contact us."

The visits to bases and wings allowed him to reiterate the message that the Ombudsman's office is completely separate from DND/CF. "We are outside the chain of command, we are independent." The

office can also be a source of information and advice for the families of CF members, according to Côté.

"Our people are very experienced, especially the intake officers that you reach by telephone."

Callers to the office may be referred to other mechanisms to deal with the problem, the exception to that being what Côté described as "compelling circumstances," which could have to do with urgent and difficult issues, often related to family or childcare.

"Another thing to keep in mind is that we are objective and impartial. When we have a case brought to our attention, we investigate and find our own facts."

Côté's first report was due to be released on November 8, 2005. It concerned a CF member who retired in 1961, applied for a reduced annuity, and was told he

would only receive a return of contributions.

"This guy has never given up, for more than 40 years. He kept coming back." When Bill Graham became Minister of National Defence, Graham gave the file to the Ombudsman's office and the report was released.

In early 2006, the Ombudsman's office will release a report on recruiting. "We had close to 400 complaints that were filed with us over the last couple of years and they were coming from all kinds of directions." Accordingly, the office decided to study the situation and the resulting report, with findings and recommendations, will soon come out.

The DND/CF Ombudsman's office has approximately 50 positions. There are regional investigators, mostly concentrated in western Canada, "but now we are looking at whether we have the right balance."

For Valcartier and for the CF bases and wings in the Atlantic provinces, the office is examining "whether we should have a more real regional presence to offer better services to the people we are here to serve. Sometime in the new year, we will be making a decision about that."

For further information on the office of the DND/CF Ombudsman, visit www.ombudsman.forces.gc.ca. To make a query, telephone 1-888-8BUDMAN (1-888-828-3626).



What happened in Nov?

November 14-25, 2005: The Submarine Training Division at CFB Halifax hosted an international course in submarine medicine. Commander (Cdr) Dr. David Wilcox, the Formation Surgeon, organized the course that will be, according to him, the first submarine medicine course in Canada and at present the only English speaking diesel submarine course in NATO.

November 25, 2005: Chief of Defence Staff Rick Hillier presented the Canadian Forces Unit Commendation for the exceptional effort of the *Chicoutimi* crew to save the submarine during a fire onboard on October 5, 2004. The Unit Commendation has three elements: a framed, gold embossed scroll, a golden medallion, and a commemorative flag.

Veterans board train for Ottawa

By Sgt Rick Fancy
Army News

As the band played the national anthem, soldiers boarded the train, not headed to war this time but to Ottawa for Remembrance Day ceremonies on November 9. Veterans from as far away as British Columbia joined together for a train ride from Halifax N.S. to our nation's capital.

"This event is for our veterans, who will be embarking from this train station in Halifax to our nation's capital in Ottawa for the Remembrance Day ceremonies," explained Sylvie Bachand, one of the VIA Rail organizers. "They are very special people and deserve a special day."

This event was organized by the VIA Rail employees from Halifax to thank veterans for what they have done for Canada. For Gussie Gallant from St Nicholas, Prince Edward Island (PEI) it was like stepping back in time. "I came here to meet some of my old friends I have not seen in a while and sing some of the songs we listened to at the time." Gussie served through Sicily, Italy and Holland with the West Nova Scotia Regiment from 1942 to 46 where he was wounded and captured but escaped within an hour. "When we would get



The people of Halifax thank the veterans boarding the train to Ottawa for the November 11 ceremonies.

ready for battle, we all would look around wondering who would not be there at the end of the day."

"Coming here today and seeing the crowds of people saying thank you, it really means a lot to us" said retired Sergeant (Sgt) Norm Kirby from Vancouver, British Columbia. He was a former soldier from the North Shore New Brunswick Regiment (NSNBR) who saw action from D-Day to the end of the war. "There

is no way of describing, lying in a ditch watching a tiger tank rolling toward you until they are 30 to 40 feet away and then you engage it and hope you can take it out".

In addition to attending the ceremonies the veterans and their families also visited the National War Museum.

"It is important to recognize the service they did for Canada and make them feel that everybody today

appreciates the service they gave to their country during the war", said Lieutenant-Colonel (LCol) John Woodgate of Land Force Atlantic Area (LFAA). A tri-service guard, various dignitaries, the Stadacona Band and even a barbershop quartet were there to see the Veterans off.

As Thalda Gallant from PEI stated, "This will be a great experience for us all, our emotions are just below the surface."

Funeral for RAdm Desmond Piers

By Virginia Beaton
Trident staff

The ensign flown in *HMCS Algonquin* during the D-Day invasion on June 6, 1944 was on display in St. Stephen's Anglican Church in Chester, Nova Scotia during the funeral for the late Rear Admiral (RAdm) Desmond (Debby) Piers, held on Friday, November 18.

It was a reminder of one of the major achievements of RAdm Piers' naval service; his fearless command of *Algonquin* as that Canadian destroyer provided covering fire for the Allied troops going ashore on the Normandy beaches. This action earned him L'Ordre National de la Légion d'Honneur, France's highest award for bravery in military action and service, awarded during a ceremony held in Halifax in June 2004, marking the 60th anniversary of D-Day.

Of that honour, "He accepted it, not for himself, but on behalf of all the veterans who were there," stated RAdm Dan McNeil, Commander of Joint Task Force Atlantic and Maritime Forces Atlantic.

In the crowded church, with other mourners accommodated at two more nearby churches, the congregation included serving and retired Canadian Forces members together with RAdm Piers' family, friends, and neighbours in Chester as they paid tribute to one of the country's outstanding naval

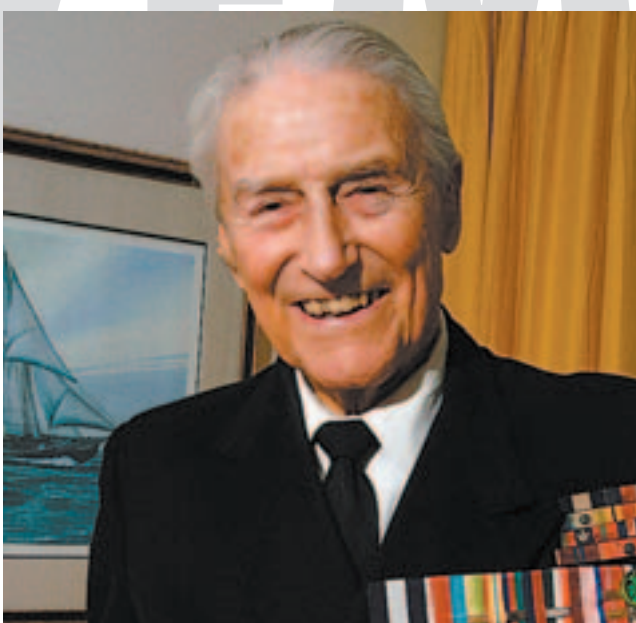
veterans. RAdm Piers died on November 1, 2005, at the age of 92.

RAdm McNeil described RAdm Piers' strong commitment to the Canadian Navy, which he fulfilled during his long and distinguished career.

"Desmond Piers loved the Navy," stated RAdm McNeil, adding that the commitment was evident in every aspect of his life, including his marriage. When the then Lieutenant Piers married Janet MacNeill in September 1941, it was onboard *Restigouche*, where he was then the Commanding Officer. "*Restigouche* sailors fabricated a kneeling bench, a cross and candlesticks. Janet married him L'Ordre National de la Légion d'Honneur, France's highest award for bravery in military action and service, awarded during a ceremony held in Halifax in June 2004, marking the 60th anniversary of D-Day.

RAdm McNeil referred to RAdm Piers' service during the Battle of the Atlantic, stating "Desmond Piers was at sea, in action at the forefront, from start to finish." After the war concluded, he served for another 22 years in positions ranging from Executive Officer of the aircraft carrier *Magnificent*, to Director of Naval Plans and Operations, Commanding Officer of the cruiser *Quebec*, Commander of the First Canadian Escort Squadron, and Chairman, Canadian Joint Staff in Washington.

"He served Canada and shaped the Navy of today, the North Atlantic Alliance, and our relationship with Washington," stated RAdm McNeil.



RAdm Desmond Piers received L'Ordre National de la Légion d'Honneur on June 6, 2004 for his contributions to the success of D-Day in 1944.

In conclusion, he emphasized that pride and valour of current CF members comes from the awareness of the achievements of their predecessors.

"The Canadian Navy will be forever grateful and thankful for one of its great heroes, RAdm Desmond (Debby) Piers."

John Sutherland, a close friend of the Piers family, reflected on RAdm Piers' professional and personal life.

"It could not have been easy for either Janet or Debby during those perilous days of World War II, especially on those occasions when Janet, accompanied by her daughter Anne, would stand at Black

Rock near Point Pleasant Park in Halifax... to gain one last fleeting look at Debby sailing yet again on another convoy. Debby spent a total of 63 months at sea during the war."

Speeches from family members created a picture of the late admiral as a devoted family man, sports aficionado, and community supporter.

Piers Baker, godson and grandson of the late admiral, shared personal memories of his grandfather, including one from a landmark birthday party.

"Playing his harmonica and stamping his feet on his 90th birthday, is a vivid snapshot I have of Granddad. His happiness and energy that night

that night were selfless, and it made me think of how great he was at giving joy to others. The thought of him in wartime as commander of a battleship, singing and playing guitar to boost the morale of his troops, is so extraordinary that it reminds me of a scene out of a movie."

Baker referred to his grandfather's legendary charm and interest in other people, especially his aptitude for remembering names, observing, "He remembered people's names because he was genuinely interested in everyone he met."

Fitness was a lifelong interest for his grandfather, Baker added.

"He continued to do headstands on the front lawn of the Quarterdeck, into his 70s."

Justin Baker, a great-grandson of RAdm Piers, recalled his great-grandparents' contentment together in their retirement, and his great-grandfather's fondness for magic tricks played on the great-grandchildren. "Pulling a coin out of our ears was one of his favourites."

But the fondest memories were of shared family dinners, according to Justin Baker. "After the meal was over, Granddad would get us started by playing the spoons, or striking a note on the rim of his glass. Eventually... Granddad and the rest of us would be singing and dancing around the living room with tambourines, maracas, and all

manner of things."

In his remarks, Father Jim McCorrison spoke of RAdm Piers' contributions to the community. "He mentored others to do all and be all they might be, in a world that God so loved."

Among the honorary pallbearers were two of RAdm Piers' Second World War naval colleagues, VAdm (Ret'd) Ralph Hennessey and RAdm (Ret'd) Robert Timbrell. Dignitaries included the Honourable Myra Freeman, Lieutenant Governor of Nova Scotia, and the Honourable Lawrence Freeman, VAdm Ron Buck, Vice Chief of the Defence Staff, and VAdm Bruce MacLean, Chief of the Maritime Staff.

Following the ceremony, the congregation was invited to Chester Harbour, where *Toronto* awaited.

RAdm Piers' ashes were transported by Rigid Hulled Inflatable Boat to the frigate, which fired a 13-gun salute in his honour. Members of the Piers family and guests watched from the lawn of the Quarterdeck. As *Toronto* departed, they toasted RAdm Piers and gave three cheers for him and as the ship sailed past the Chester Golf Club, the cannon fired a shot in tribute to the late admiral's fondness for golf.

At a later date, RAdm Piers' ashes will be interred in the Naval Columbarium at St. Paul's Anglican Church in Halifax.

Wishing You a Joyous Holiday Season



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Professional Development Opportunities

Certificate Programs and Seminars, Winter, 2006

Information and Communication Technology Dates Duration

Software Project Management	Jan. 16 – Mar. 20	12 evenings
Introduction to Object-Oriented Programming with Java	Jan. 17 – Apr. 4	12 evenings
Introduction to UML & Object-Oriented Design	Jan. 17 – Apr. 4	12 evenings
UNIX Fundamentals	Jan. 18 – Apr. 5	12 evenings
C++ for C Programmers	Jan. 19 – Apr. 6	12 evenings
Requirements Analysis and Specification	Jan. 19 – Apr. 6	12 evenings
Introduction to PHP Programming	Jan. 23 – Mar. 27	8 evenings
Introduction to Sensors, Transducers & LabVIEW	Jan. 23 – Apr. 10	12 evenings
Introduction to Local Area Networks	Jan. 25 – Mar. 29	10 evenings
Introduction to Data Communications	Feb. 1-3	3 days
User Interface Design	Feb. 20-22	3 days
Introduction to .NET	Feb. 27 – Mar. 1	3 days
Website Design and Administration	Mar. 1-3	3 days
Data Modeling for Database Design	Mar. 27-30	4 days
Voice over IP: Installation Planning	Mar. 27	1 day
Voice over IP: Design, Installation and Support	Mar. 28-30	3 days
WiMAX Installation and Planning	Apr. 10-12	3 days

ISO22000:2005 Food Safety Management System (FSMS)

ISO2200:2005 FSMS Level 1	Jan. 16-18	3 days
ISO2200:2005 FSMS Level 2	Feb. 13-15	3 days
ISO2200:2005 FSMS Level 3	Mar. 1-3	3 days

Total Quality Management

ISO 9000 for Health Care Organization	Feb. 16-17	2 days
Process Mapping	Mar. 9-10	2 days
ISO 9001:2000 Internal Auditor	Mar. 20-22	3 days

Environmental Management

Environmental Chemistry for Non Chemists	Jan. 25-27	3 days
Risk & Loss Control Management	Feb. 9-10 & 22-24	5 days
Internal Auditing of the E.M.S. 14001:2004 & ISO19011	Mar. 22-24	3 days

Occupational Health & Safety Management

Organizational Behaviour for OH&S Managers	Jan. 18-20 & Feb.16-17	5 days
Occupational Health & Safety Law and Regulations	Mar. 1-3 & 23-24	5 days

Ergonomic Program Management

Ergonomics in the Workplace	TBA	4 days
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Water & Wastewater Treatment Operations

Water Source Protection & Treatment Fundamentals	TBA	4 days
Wastewater Fundamentals	TBA	3 days

Seminars

Modern Concrete	Feb. 20-21	4 days
Industrial Ventilation Design	Mar. 9-10	2 days
Structural Design for Non-Structural Engineers	Mar. 27-28	4 days

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