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LOOKOUT

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TRIDENT FURY 2020

MS Cole Wood, from the Mine Countermeasures Diving Team, checks equipment in the Containerized Diving System Workshop on board HMCS Whitehorse during Exercise Trident Fury 2020.

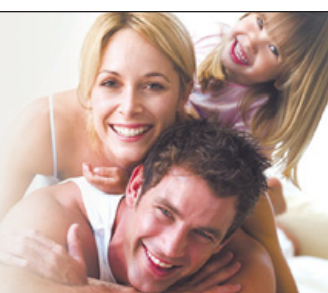
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Force Preservation and Generation IN A PANDEMIC

SLt K.B. McHale-Hall
MARPAAC Public Affairs

"People first, mission always."

Amidst a global pandemic, this core philosophy of the Canadian Armed Forces is as important now as it has ever been. The objective to preserve Force health while continuing Force generation lies at the forefront of the minds, and ultimately in the hands, of military leadership and medical professionals.

Several warships and hundreds of sailors are currently at sea off the coast of British Columbia participating in Exercise Trident Fury, all while the province has experienced a resurgence in COVID-19 cases and issued restrictions to certain activities. The capability to exercise the fleet under these conditions can be accredited to the efforts of many, including Fleet Surgeon Lieutenant-Commander Mitchell Drake.

LCdr Drake shares the same position former Medical Officer now Provincial Health Officer, Dr. Bonnie Henry once held during her time in the Forces. In light of the current pandemic, he now finds himself liaising with her and her staff regularly. Both east coasters with hometowns in PEI, and having attended

Dalhousie University in Halifax, N.S., for medical school, LCdr Drake jokingly remarks of the commonalities. "I don't have any shoes named after me yet, but there's still time."

His career began in the Naval Reserves serving as a Logistics Officer while studying to become a physician. Since completing his residency in Calgary, AB, he has served in a variety of roles, from deployments with the Canadian Army in Europe and the Royal Canadian Navy at sea in Asterix, to more clinical settings as Base Surgeon and now Fleet Surgeon.

In March, about a week before the Base introduced COVID-19 protocols, he started his current position; his responsibilities are extensive.

"My main role is advising Command Staff in the Fleet, lately on the topic of COVID-19, as well as being the senior medical authority on this coast for all of the operational clinicians."

To meet the unique challenges facing military operations, they are using tools specifically developed for the Canadian Armed Forces and now more recently for the navy.

"We've leveraged our scientists at Defence Research Development Canada, who have developed excellent modeling tools and maps. We use these and other risk calculators they've developed to determine the likelihood of bringing a case of COVID-19 on board a ship or into a unit, based on the prevalence of infection in the relevant community, the length and type of quarantine, combined with testing strategies. I do a lot of those calculations in order to advise on risk. While the virus is circulating in our community, we're not going to get to a place where the risk is zero when embarking a ship or cohorting a large group, but we need to mitigate the risk to a reasonable level given the task they're going out to do."

He remains up-to-date on the latest evidence to determine transmission risks, to develop protocols for ships at sea should they have suspicious cases of respiratory illness present to the deployed medical team, or to determine how to overcome an outbreak scenario. But his primary goal is preventing such scenarios through risk mitigation strategies, including pre-embarkation protocols and testing.

Units are following one of three pre-embarkation quarantine protocols prior to sailing: CAF and BC Public Health guidance with travel and group restrictions added; a modified quarantine; or a full quarantine.

Modified quarantines and full quarantines typically last seven to 14 days, occur in a member's home or military provided accommodations, and come with specific restrictions. Modified quarantines allow specific

essential activities to be conducted, and the potential for members to spend the quarantine period in their homes should set household requirements be met.

The strict protocol of a full quarantine eliminates all interactions with others.

LCdr Drake emphasizes the importance that members follow their assigned quarantine protocol.

"We're putting a lot of trust in the sailors. Where we can, we want to allow for a quarantine that still gives members the opportunity to spend time at home and with their families, if possible, prior to sailing. With the increase in prevalence on Vancouver Island lately we are forced to consider full quarantine as the primary protocol. We're going through the tabletop exercises now to determine what triggers specifically indicate the requirement for full quarantine. We're recalculating risk on a daily basis. The Commodore and I are very hopeful British Columbians will continue to heed the advice of Dr. Henry and that we'll see a significant reduction in our prevalence on the Island such that we can limit the length of quarantine and its impact on our sailors and their families."

Prior to Exercise Trident Fury, with less than two weeks separating their departures, members of *HMCS Calgary* and *HMCS Regina* conducted seven and 10-day quarantine periods respectively, and were required to pass two rounds of COVID-19 testing prior to embarkation, to combat the increasing risk.

Members have also completed self-assessments and been screened for personal risk factors prior to embarkation. Once on board ship, masks are worn for a minimum of four days, relaxing the use of non-medical masks after four days, at the Commanding Officer's discretion. Once a ship is underway, the minimum requirements for a member to join a ship is seven days full quarantine and a negative COVID-19 test.

In total, amidst the surge in prevalence in the province, an estimated 1,400 tests were administered in the two weeks leading up to the exercise.

"We don't have intrinsic testing capabilities here in Esquimalt in our clinic yet. All of the testing that's happened ashore has relied on Island Health and their lab staff at Victoria General Hospital. Despite the pre-existing workloads they face, they've been eager, exceptionally helpful and flexible in supporting us," says LCdr Drake. "It's been an interesting time. Scientists, clinicians and Commanders have had to collaborate closely in ways I've previously never seen in my career."



LCdr Mitchell Drake. Photo by Capt Irene Doucette



MITIGATING ENVIRONMENTAL IMPACT DURING TRIDENT FURY

SLt K.B. McHale-Hall
MARPAAC Public Affairs

The waters surrounding Vancouver Island are home to more than the usual inhabitants this December.

Exercise Trident Fury (TF20) is underway off the coast of Vancouver Island. It is a task group of Canadian and American maritime assets training to operate together. They are also training to work respectfully within Canada's marine environment.

The environmental responsibility for the Pacific Fleet falls under Maritime Forces Pacific Formation Safety and Environment (FSE).

"Environmental sustainability is a top priority for the Royal Canadian Navy and it has become increasingly important as we operate in a global 21st century environment," said Duane Freeman, MARPAAC FSE Officer. "The navy is continuously investing in science to better understand our impacts and to improve our procedures so we conduct the training necessary to maintain operational

readiness, while mitigating our environmental marine footprint."

Aircraft and ships participating in TF20 are guided by detailed environmental exercise direction.

"FSE worked closely and extensively with exercise planners to help shape and guide the task group exercise," said Tracy Cornforth MARPAAC Formation Environment Officer. "The environmental impact assessment included a description of key activities, potential effects, and strict mitigation measures to be employed. Environmental mitigation measures are incorporated for a range of exercise activities including vessel movement, aircraft movement, sonar transmissions, surface firings, and use of pyrotechnics."

The navy works collaboratively with Fisheries and Oceans Canada (DFO) and Transport Canada to formulate guidance and follow policy.

"In advance of TF20, we integrated our planning with DFO guidance. DFO provided recommendations to bolster mitigations and provided guidance on situations to avoid. We took that information and

incorporated it into the Environmental Impact Assessment guidance for the task group exercise."

The well-being of marine species is central to the plans and actions of the navy during TF20. Prior to sailing, all participating units attended a marine species awareness training session. Adapting to the current pandemic, this training was delivered virtually via MS Teams. Training included how to report marine mammal observations, and reinforced existing marine mammal mitigation procedures.

This will be the first time the military uses the Canadian Coast Guard Marine Mammal Desk to report marine mammal sightings and their locations in the vicinity of the exercise area.

During the exercise, observations of marine mammals, either from ships or aircraft, are to be immediately reported to the task group command team and shared with all participants.

In addition to this communication, ships are required to submit a Whale Report to the B.C. Cetacean Sighting Network through an online application.

This information will further enhance the scientific community's understanding of marine mammal species in offshore areas during the winter months, which will also assist MARPAAC with future exercise planning.

Avoidance of specific military activities in sensitive and protected marine habitats is always incorporated in exercise planning, including that of TF20. Protected areas, such as critical habitat, are identified to all participating units and appear on vessel navigation systems as an Additional Military Layer. This includes the geospatial boundaries of all legally protected areas within the maritime operating area, and specific military procedures or activities that are restricted in each area.

"FSE works closely with Canadian Fleet Pacific planners and senior leadership to ensure we are considering all ongoing activities within the Pacific Region. There is a significant coordinated government effort to protect marine species, such as the Endangered Southern Resident Killer Whale. We track the various initiatives, and work with other government departments and industry stakeholders to ensure our activities are coordinated and planned in a way that minimizes impact to the environment. This in turn promotes long-term environmental sustainability that facilitates MARPAAC force generation activities within the Pacific region," said Freeman.



HMNZS Te Kaha (left) and HMCS Calgary (right) conduct a sail past Esquimalt Lagoon as Te Kaha heads back to New Zealand after spending 18 months in Esquimalt completing an extensive upgrade and refit program.



HMC Ships Regina, Calgary, Nanaimo, and Whitehorse, Her Majesty's New Zealand Ship Te Kaha and United States Coast Guard Cutter Blue Shark participate in a task group exercise during Trident Fury in waters off Vancouver Island Dec. 1.

Photos by 443 Squadron AESOP



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WHAT SAY YOU

Anita Slomp

Conflict Management Practitioner
Edmonton

The Defence Team has grown familiar with, and benefitted from the steady support of their local Conflict and Complaint Management Services (CCMS) office, including drawing on the skill and knowledge of agents, trainers, and practitioners when challenging workplace situations arise. CCMS provides the opportunity for a way forward when we are feeling stuck because of conflict in our units and workplaces, and is of great value when the stress of unresolved conflict clouds our thinking and productivity.

So, what happens at home, where a resource like the CCMS does not exist?

We all are facing, dare I say it, an unprecedented holiday season. I can already hear the groans. Traditions that often connect us will have to be reconsidered. If your home is anything like mine, the being together that is often looked forward to over the holidays has lost some of its charm.

How can we help ensure the holiday spirit is not overtaken by the tension, stress, and frayed emotions we may already be feeling?

One method is to consider the effectiveness of our communication and approach with our loved ones.

A tendency for many of us is to adopt an accommodating approach with our family members and close friends. This means we will put their needs before ours, and go to great lengths to keep the peace. Although this approach, often seen as passive, will make you popular and appreciated, it is not sustainable over time.

This holiday it will be essential to keep your personal needs in balance with the needs of those around you. Ask yourself the question: "Have I put the same energy and focus into my needs, plans, and well-being as I have for those around me?"

For those of you who default to the accommodating style, this will seem selfish. Before you disregard it consider this: what happens when you are mostly giving in rather than asking for what you need? If your answer is that resentment builds,

sometimes to the point of boiling over, then you are human. This frustration often leads to anger, and as we know, "If you speak when angry, you'll make the best speech you'll ever regret." - Groucho Marx.

Maintain this passive approach and you will have plenty of friends who will not notice your own well-being is risked for their happiness.

I am not suggesting the alternative, which is putting your needs before the needs of those around you. This, which is often seen as an aggressive approach, will make you unpopular quickly and for good reason. None of us like the feeling of having our needs disregarded, our well being ignored, and our plans overlooked. The "my needs before your needs" approach will likely find you alone in the loneliest of ways.

When we are putting our needs in balance with the needs of others, known as the assertive approach, we are contributing our perspectives, concerns, hopes, and expectations to the conversation.

This sounds like: "I can see that wearing pajamas and lounging are enjoyable. It's important to me that we find some time to get outdoors today; what do you think we could do to meet both of our needs?"

Or, on occasions when conversations are getting heated and your ability to engage constructively is impacted, it sounds like this: "I can hear the frustration building and I am going to take 15 minutes on my own to think and breathe. Can we finish this conversation once I am back?"

If you set this limit, be sure to follow through so that you do not find yourself pulled back into the exchange. Fifteen minutes is often enough time for a reset, a quick nap, some exercise, a diversion, anything to get us in a healthier frame of

mind. For those situations when more time is needed, be clear in communicating this and commit to return to the conversation.

As we head into the holidays, think about your needs and picture them in balance with the needs of those around you. The same understanding, the same respect, and the same boundaries. Manage your expectations carefully knowing your energy and patience have been overdrawn for the past nine months. These adjustments will go a long way to bring some peace and joy to those at home with you for the holidays.

From all of us at the CCMS, happy holidays and we look forward to serving you in 2021.

Anita Slomp is a conflict management practitioner on contract with the CCMS for DND. She lives in Edmonton and can be found running the river valley trails looking as though she needs resuscitation.

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Soldier airs his artistry

Peter Mallett, Staff Writer

MCpl Ryan Mountenay, 38, has found a way to combine his creativity with his military trade skillset.

He's a Materials Technician with Lord Strathcona Horse (Royal Canadians) Regiment in Edmonton and a former Marine Engineering Mechanic on former HMC Ships Algonquin and Huron. Among his jack-of-all skills is airbrushing.

During the final days of an automotive repair class at CFB Borden, his instructor challenged the students to air brush anything they wanted on to blank panels of sheet metal.

MCpl Mountenay chose the logo of a popular motorcycle apparel company. With only a postcard-sized printout of the logo, he successfully converted it into a large airbrushed likeness.

"I thought it wasn't that good but the instructor, who was an experienced graphics painter, was completely impressed with what he saw," said MCpl Mountenay. "That gave me a complete boost of confidence."

He took that skill up a notch when he painted his first portrait, his grandfather in his early years as a paratrooper. It took a few attempts to get it right, but the final outcome was a remarkable black and white painting. The soft hues from the airbrushing gave the image an ethereal quality.

When he presented his grandfather with the portrait in 2012, he received a subdued response. But that was okay, says MCpl Mountenay, as the painting wasn't meant to elicit a generous response.

"My grandfather was diagnosed with Alzheimer's disease just after I returned from my tour to Afghanistan in 2011; I created it so he would remember who I was and know that I painted it."

The two were very close before the progressive disorder that causes brain cells to waste away faded his memory.

MCpl Mountenay lived with his mother and grandparent's on their farm in Millbrook, ON, until he was almost three years old.

"Growing up, I spent most weekends with my grandfather helping him with various jobs around the farm. I always remember us gathering wood from the property and chopping it together so he could heat the house with their old wood-burning furnace."



MCpl Ryan Mountenay

His grandfather died in 2018. Following his death, his grandmother told MCpl Mountenay how much he had cherished the painting.

"I was so happy to hear it and knew from then on I had a chance at becoming somewhat of an artist. I had taken art in high school, but quickly became disinterested because it was all based on theory and art history and had little to do with painting or creating itself."

Nowadays, the married father of two can be found honing his skills at painting and air brushing in his studio. Art is a way to unwind and de-stress, he says.

"For the past 20 years I have been at the beck-and-call of the military, so I'm pushing myself in a new direction these days."

When he heard about the Steel Spirit project this year, he reached out to founder Barbara Brown to see if there was interest in showcasing his work.

Steel Spirit hosts galleries of artwork created entirely by military, first responders, and hospital practitioners. Brown, a military wife and former paramedic, created the forum to recognize and give back to those that serve their community and country.

"I admire his transition from deciding he wasn't good at art to later becoming inspired to try. He is very determined to be successful," says Brown. "His artwork is fantastic and this is all because he decided to re-focus on it during a later chapter in his life."

The Steel Spirit is always accepting new artists; contact

theesteelspiritcanada@gmail.com if interested. Visit www.theesteelspirit.ca to see more of MCpl Mountenay's art.



MCpl Ryan Mountenay's art including a portrait of his grandfather as a young paratrooper depicted above.



The annual Steel Spirit Gallery, founded by Barbara Brown in 2017, showcases the unique artwork of military, police, firefighters, paramedics, hospital practitioners, and other first responders.

Brown's inspiration initially came from her own ties to the military and its unique lifestyle; however, she quickly noticed an interconnectedness between the emotional

experiences of military members and first responders.

"Diverse backgrounds lead to diverse artwork," said Brown. "It is one of the things that makes this project so special."

For more information, visit www.theesteelspirit.ca. Steel Spirit Galley is accepting artwork submissions by military and first responder services.



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Remains identified decades later

DND

The Department of National Defence and the Canadian Armed Forces have identified the remains of Private John Lambert, a First World War soldier of The Newfoundland Regiment. Private Lambert died on Aug. 16, 1917, at the age of 17. The Newfoundland Regiment is perpetuated by The Royal Newfoundland Regiment.

Private Lambert was born on July 10, 1900, in St. John's, Newfoundland. On Aug. 14, 1916, at 16, he lied about his age in order to enlist with the Newfoundland Regiment and serve his dominion. He claimed on his attestation paper that he was 18 years and three-months old.

On Aug. 28, 1916, he left for the United Kingdom aboard the S.S. Sicilian. He then travelled to Ayr, Scotland, for training where he joined the 2nd Battalion, The Newfoundland Regiment. On April 25, 1917, he landed in Rouen, France, and on June 7, 1917, proceeded to join the 1st Battalion, The Newfoundland Regiment in the field, which served with the 88th Brigade of the 29th Infantry Division of the British Expeditionary Force.

On Aug. 16, 1917, the 29th Division had taken all of its objectives in what would be known as the "Battle of Langemarck." Private Lambert died from wounds sustained in action during the advance of The Newfoundland Regiment.

His remains were discovered alongside three British

soldiers during a planned archaeological dig conducted by THV MRG (a collaborative effort between the following four archaeological firms: Monument Vandekerckhove NV, Ruben Willaert NV, Gate Archaeology BVBA, and BAAC Vlaanderen BVBA) in April 2016, near Langemark, Belgium. A combination of historical and scientific research is used to identify remains and properly lay to rest those who made the ultimate sacrifice for Canada.

The Canadian Armed Forces have notified Private Lambert's surviving next of kin, and are providing them with ongoing support. He will be buried at the earliest opportunity in a joint ceremony organized with the Joint Casualty and Compassionate Centre of the United Kingdom's Ministry of Defence. He will be laid to rest in the Commonwealth War Graves Commission's New Irish Farm Cemetery in West-Vlaanderen, Belgium. The British casualties found with Private Lambert are an unknown soldier of an unknown regiment, an unknown soldier of the Hampshire Regiment and a soldier of the Royal Inniskilling Fusiliers whose identities are still being investigated.

The Canadian Armed Forces' Casualty Identification Program fosters a sense of continuity and identity within the Canadian Armed Forces. It provides an opportunity for the family, the unit of the fallen soldier, and all Canadians to reflect upon the experiences of the men and women who made the ultimate sacrifice for their country.




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HMCS VANCOUVER NEARS RETURN TO READINESS

Peter Mallett
Staff Writer

HMCS Vancouver has entered the final phase of a lengthy and extensive refit.

The frigate's extended work period started at Seaspan Victoria Shipyards nearly two years ago. It was returned to the navy Nov. 16 when the ship's Commanding Officer, LCdr Matthew Arthur and approximately 30 crew took possession of the ship from the Government of Canada's Assistant Deputy Minister (Materiel).

With the assistance of two Queen's Harbour Master tugs, Vancouver made the short journey across Esquimalt Harbour to its berthing spot at Dockyard's 'C' Jetty.

However, the extended work period isn't completed quite yet.

The restoring process is now underway with ship's staff and contractors returning supplies, equipment, and furnishings to the ship.

After the extended refit period is complete in May 2021, ship and crew will conduct Basic Single-Ship Readiness Training during the summer.

"Moving forward, we also hope to commence sea trials in autumn of next year," said LCdr Arthur. "Then next up in early in 2022, Vancouver is scheduled to complete Intermediate Multi-ship Readiness Training with an eye towards high readiness in the summer of that year."

The refit of the navy's 12 frigates ensures they remain the backbone of the fleet until the delivery of Canadian Surface Combatant (CSC) vessels.

"It also ensures our ability to defend Canadian sovereignty, project Canada's foreign policy, and aid civil power and law enforcement including fishery, shipping, search and rescue, and border protection," said LCdr Arthur.

The lion's share of the work was completed by Seaspan Victoria Shipyard, but ship's staff and Fleet Maintenance Facility Cape Breton workers also worked on the ship over the two years.

There were numerous hull and deck plate replacements, including large sections of the hull below the waterline in the ship's engine room. Also, a full cleaning of the ventilation system was completed and an entire refurbishment of its low-pressure air system. Repairs were made to the rudder and rudder post, and to cracks that had developed in the air intake for the ship's gas turbine engines following initial repairs to the engines.

New technological upgrades were also installed. It is now equipped with the new Naval Remote Weapons System (NRWS). NRWS offers remote firing capability of .50 calibre and 7.62 mm rounds, eliminating the need for a sailor to be outside at the ship's mounts if it comes under attack.

Also installed were new Caterpillar Diesel Generators, a new chilled water system, and an update to the ship's Integrated Platform Management System.

Finally, many of the ship's non-combat equipment were updated including toilets, storage racks, mattresses, and refrigerators.



CPO2 (Retired) Chris Johnson, Chief Engineer at the time, inspecting the eddy plates prior to undocking.

Photo by Lt(N) Jeremiah Foley.



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HMCS HARRY DEWOLF TRIALS NEW CAPABILITIES AT SEA

Ryan Melanson
Trident Newspaper

The future HMCS Harry DeWolf sailed under Royal Canadian Navy (RCN) command for the first time in early October, and has since been at sea regularly with the crew conducting training, testing, and trials on the new vessel.

The work is part of a normal process to incrementally test Harry DeWolf and its systems, and as sailors gain experience with this first-of-class ship, they're also making an immediate impact on RCN business, explains the ship's commanding officer.

"Tests and trials can be a limiting description. The ship is in naval service, and it has been since July 31, 2020," said Commander Corey Gleason, referencing the official date Harry DeWolf was delivered to the Department of National Defence this past summer.

That delivery was followed by an initial alongside work period before heading to sea. While trials will continue over the next 12 months, they will be taking place alongside naval operations, Cdr Gleason added.

During the most recent proficiency sail to Newfoundland and Labrador, the ship contributed to Canada's maritime domain awareness while also gaining proficiency with the new platform.

"We're providing sovereignty through presence in Canada's domestic waterways. As we encountered aircraft and surface vessels, we identified them, tied their broadcasted information with their registry, and compared our own recognized maritime domain picture with our maritime command component ashore," he said, noting the ship is also ready to respond as a backup search and rescue asset locally.

Through the remainder of the fall and winter, Harry DeWolf will conduct both cold-weather and warm-weather trials as it continues building operational capability. The ship will work with Cyclone helicopters and PUMA unmanned aerial vehicles, trial its main 25 millimetre gun, and continue operating its small boats, among other tests.

In the spring, the crew plans to conduct their first replenishment at sea, which will prove the ability to remain at sea for months at a time.

"Each new step only adds to the ship's capabilities," Cdr Gleason said.

Work will continue through the spring, building toward a commissioning ceremony for HMCS Harry DeWolf in the summer of 2021, and a subsequent deployment on Operation Nanook, Canada's premier annual northern operation.

Increasing the RCN's capabilities in the north is one of the key features of the Harry-DeWolf class, and HMCS Harry DeWolf and its sister ships will be at the core of an enhanced Canadian Arctic presence over the coming years. The thick-hulled ships can sail in up to 120 centimetres of first-year sea ice, and come with ample space for helicopters, small vehicles, and cargo containers, which are particularly useful when operating in remote regions.

The ships will also be available to support other government agencies such as the Canadian Coast Guard. In addition to Northern missions, the class will also operate offshore and internationally, complementing the capabilities of other current and future RCN warships. They will be capable of conducting anti-smuggling and piracy operations, contributing to international security and stability, and are also equipped to respond to humanitarian, emergency response and disaster relief situations, both at home and abroad.

In addition to the modern operational capabilities, HMCS Harry DeWolf and the rest of the class are designed to meet the needs of a modern navy and benefit the well-being of sailors, with individual crew accommodations, gender-inclusive washrooms, and flexible common spaces that allow for quiet and privacy to observe various religious or cultural practices.

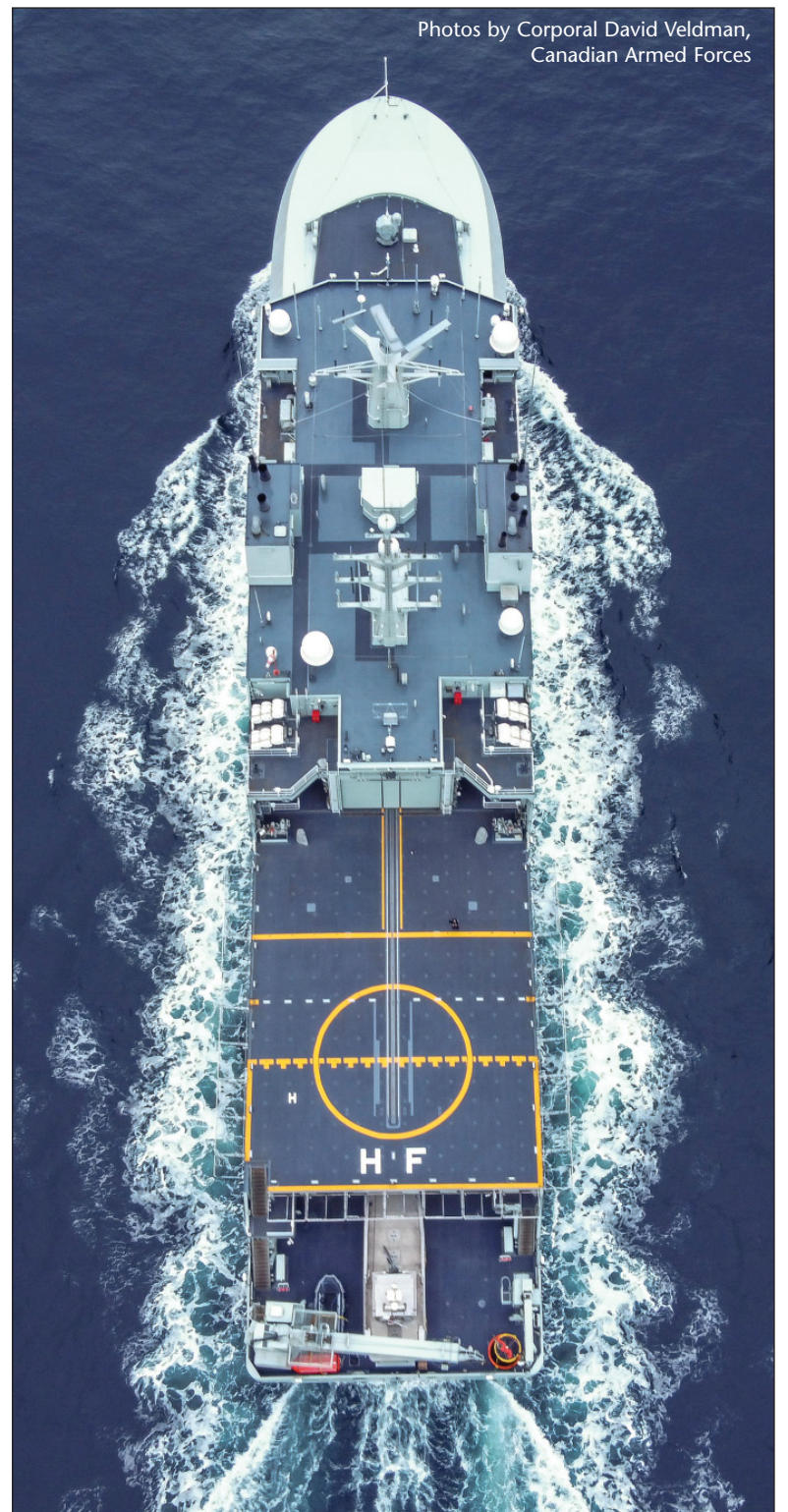
Cdr Gleason said he and his team were proud to take the ship to sea for the first time, and that pride only continues to build as they put the platform to work.

"My crew and I have worked tirelessly to become subject matter experts in Canada's newest Arctic and Offshore Patrol Vessel. Each and every sailor in my crew has contributed in the development of procedures and policies required to safely operate HMCS Harry DeWolf. For all of us to be putting our own procedures and policies to work is incredibly satisfying."



Sailor First Class Bo Cao, Marine Technician, rides in a Multi Role Rescue Boat during a proficiency sail for the future HMCS Harry DeWolf.

Below: The future HMCS Harry DeWolf sails in Conception Bay, Newfoundland, during a proficiency sail on Nov.16.



Photos by Corporal David Veldman, Canadian Armed Forces



Harry DeWolf sails under the Confederation Bridge between Prince Edward Island and New Brunswick.



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Rear Admiral Bob Auchterlonie, Commander Maritime Forces Pacific, waves farewell as Her Majesty's New Zealand Ship Te Kaha sails past Duntze Head on it's way back to New Zealand on Nov. 30.

Image by Ed Dixon, MARPAC Imaging Services



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CFB Borden's fitness facility.

Design phase for temporary Stadacona fitness facility underway

CFB Halifax Public Affairs

Two years ago, CFB Halifax's Stadacona Fitness, Sports and Recreation Centre (STADPLEX) closed its doors for the last time after 75 years in operation. At that time, a comprehensive Real Property Operations infrastructure plan was developed to address the short, medium and long-term fitness needs of the base population.

Since then, local Defence Team members, visitors of the base, and neighbouring residents have likely noticed lots of activity taking place on the STADPLEX property. Following a lengthy demolition period, the space that housed the 8,853 square meter facility is now neat and tidy, featuring a new parking area and sidewalk, a gravel pad and landscaping.

But there's more planned for this property.

Where STADPLEX once stood will soon be a new gym hub for local Defence Team members.

"We are currently entering the design phase for a temporary, winterized fitness facility, to be constructed on this property," explains Maj Mandy Landolt, Officer Commanding Real Property Operations Section (Halifax).

Modelled after a similar facility at CFB Borden, the 1,250 square metre fitness space at Stadacona will be heated and air-conditioned, and include an open gymnasium area for basketball, volleyball, badminton, and ball hockey; an area for cardio machines and weights; locker rooms with showers and washrooms; a reception office for fitness and sports instructors; and a storage room for equipment.

Considerably more compact than the original STADPLEX gym, the facility will have a maximum capacity of approximately 134 members; this capacity will be reduced as required if physical distancing measures are still in effect upon final construction.

While PSP Halifax staff have been offering quality fitness services at both the Fleet and Shearwater gyms as well as online, they are looking forward to bringing some of these services back to Stadacona as the operators of this new facility.

"Between the closure of STADPLEX in 2018 and the current challenges of operating in a COVID-19 environment, we've certainly had our work cut out for us to ensure we can continue providing quality physical fitness programming to our local defence community," says Stacey Robichaud, the Fitness, Sports and Recreation Manager at PSP Halifax. "Having added space for fitness activities at Stadacona – even in a small area – will be a welcome addition. We will be ready to set up shop when construction is completed."

The facility design is scheduled for completion by May 2021, with the construction timeline still to be confirmed.

Capt(N) Sean Williams, CFB Halifax Base Commander, has been tracking this project since he assumed command in August 2020. He is an advocate for healthy living and knows that any additional space for fitness services will be important for the overall health and wellness of the base community.

"We look forward to introducing this new capability at Stadacona, as it will allow us to bolster our existing fitness programming and services in order to meet the diverse fitness needs of the base. I want to thank our incredible PSP Halifax team and our colleagues at Real Property Operations Section (Halifax) and Defence Construction Canada for their ongoing efforts to ensure this project comes to fruition."



BASE ADMINISTRATION'S

CPO2 Rohrbach

*Single Quarters CPO/Military
Occupation Structure Advisor*

2Lt Jamie Boparai
Base Administration

Chief Petty Officer Second Class Herman Rohrbach's succession to becoming Base Administration's Single Quarters Chief Steward started with a long career in the Sea Cadets.

It all began at the age of 12 when his twin brother's Godfather became the Commanding Officer of the 129 Caribou, North Sydney Core in Cape Breton, NS.

He was continuously working towards growing his Cadet Corps and was challenged with a sudden loss of three cadets.

"The Commanding Officer asked us if we were interested in joining the program, so we did."

CPO2 Rohrbach fondly remembers his time with the Cadet Corps and would recommend joining to any young person looking for an adventure.

"It was exciting as a kid. I had the chance to advance personally, learn new life skills, and progress to new ranks and status' by being promoted within the Cadet Corps organization."

He made it all the way to the rank of Staff Sergeant.

The program gave him an opportunity to see other regions of Nova Scotia and Canada for the first time. He did an eight-week basic sailing course in Halifax and came to B.C. for a signal and communication course.

"I was very successful during my time with the Cadet Corps. In each of my last three years I was the recipient of the Most Outstanding Cadet Award."

In his final year he was the first cadet to receive the newly minted Medal of Excellence awarded by the North

Sydney Legion.

This success, after serving with the Cadet Corps for six years, aided in his decision that the military was an avenue he wanted to pursue.

He joined as a Boatswain, but was asked to select three additional trades, as Boatswain was no longer being offered to newly joining recruits.

"I selected infantry, artillery and fire-fighter; but, after waiting for a period of three months for my new trade, feelings of uncertainty about my future began to fester."

Knowing the Steward trade was an option, he decided to take a leap of faith when asked if he was interested in that opportunity.

"I had no previous knowledge about the trade and about the new adventures that it would lead me to, I took a chance."

Things always work out in the end.

"I have no regrets whatsoever in the trade that I had been given, especially since I was able to remain within the navy."

Steward's training meant he would become familiar with the hospitality field, mess management, non-public funds accounting, bookkeeping, and the ship's warehouse.

He says the occupation can be tough as a Sailor First Class and below, but it becomes more rewarding when advancing through the ranks of Master Sailor and above.

"The work becomes more interesting with all the opportunities that arise through networking, which is inherent in the positions that we hold."

An example, which also happens to be one of CPO2 Rohrbach's fondest memories, was when he was posted to 17 Wing Winnipeg in 2015. The Base

Administration staff gathered together at a graveyard to help clean tombstones of fallen soldiers.

"It was a very sombre and humbling experience. Afterwards, we went to the local Legion and I had an opportunity to get to know the [Legion] President. He mentioned that Remembrance Day ceremonies were often quite small at the location and inquired about getting support from the Wing. I staffed a request to the Wing Chief and I was able to organize an event for that special day each year until I was posted to CFB Esquimalt."

Now, as the Base Administration's Single Quarters CPO/Military Occupation Structure Advisor, CPO2 Rohrbach has a wide range of responsibilities.

"My duties include managing all the accommodation buildings here in CFB Esquimalt, Work Point, Signal Hill, and Albert Head. My responsibilities as the Steward MOC advisor are to assist the Career Manager in personnel movements, promotions, and trade-related issues."

When pressed to point out some of his accomplishments thus far, especially with COVID-related taskings, he is quick to place the credit on his staff of 16 military personnel and eight commissionaires.

"They do it all. Unlike most units, when people started working from home, our staff just got busier. We had to make sure that all of our buildings were meeting the Province's standards and regulations to ensure a safe and healthy environment for our residents. When most other trades go to minimum-manning we go to work; we are proud to do so, and of the support we provide."

BASE ADMINISTRATION PROFILE



The work becomes more interesting and rewarding, good opportunities arise through networking, which is inherent in the work we do."



Above: Then PO1 Rohrbach (right) at a Christening ceremony for his godson in 2014

Below left: As the Parade Commander for the 2015 Remembrance Day Ceremony in Transcona, Winnipeg.

Below right: A photo with Prime Minister Justin Trudeau during a visit to CFB Esquimalt in 2017. They participated in the Fleet run before having lunch in the Work Point Officer's Mess.



Bravo Zulu

Naval Fleet School (Pacific) Awards and Presentations

Cdr Annick Fortin, Commander Naval Fleet School (Pacific), handed out promotions and awards Nov. 27.



MS Desgrosseilliers receives the SSM Expedition for Operation Poseidon Cutlass 2017 in HMCS Ottawa. He also received a MCC Bravo Zulu.



S1 Cochrane receives the SSM Expedition for Operation Poseidon Cutlass 2017 in HMCS Ottawa.



S2 Crocker receives the SSM Expedition for Operation Projection 2019 in HMCS Regina.



S1 Desfosses receives the SSM Expedition for Operation Poseidon Cutlass 2017 in HMCS Ottawa.



S2 Diaz receives the SSM Expedition for Operation Projection 2019 in HMCS Regina.



S1 Downie receives the SSM Expedition for Operation Poseidon Cutlass 2017 in HMCS Winnipeg.



S2 Greenwood receives the SSM Expedition for Operation Projection 2019 in HMCS Regina.



S1 Plant receives the SSM Expedition for Operation Projection 2018 in HMCS Vancouver.



S1 Tong receives the SSM Expedition for Operation Poseidon Cutlass 2017 in HMCS Ottawa.



PO2 Marin receives the Cert 3E – Engineering OOW Ticket for the Halifax Class.



CPO2 Ironstand is promoted from PO1 to CPO2.



MS Young is promoted from S1 to MS.




MS Doxtater is promoted from S1 to MS.



PO2 Price is promoted from MS to PO2.



PO2 Wilson is promoted from MS to PO2.



Naval Fleet School (Pacific) Graduation Certificates

Cdr Annick Fortin, Commander Naval Fleet School (Pacific), presented the Certificate of Military Achievement for the completion of the Naval Combat Information's Operator RQ-S3 course on Nov. 27. Photos by Sailor First Class Victoria Loganov, MARPAC Imaging Services.



S3 George Asis receives his certificate.



S3 Jace Bostwick receives his certificate.



S3 Taylor Boyd receives his certificate.



S3 William Coward receives his certificate.



S3 Dominic Foster receives his certificate.



S3 Matthew Giorgini receives his certificate.



S1 Edward Kibbee receives his certificate.



S3 Zoran Ladouceur-Lauermeier receives his certificate.



S3 Shane Notarte receives her certificate.



S1 Devon Sarch receives his certificate.



S3 Linden Webber receives his certificate.



S3 Matthew Wood receives his certificate.



S3 Matthew Giorgini receives the Top Student Award.



CPO2 St-Jean is awarded a Bravo Zulu by Cdr Fortin.

Bravo Zulu

Base Administration Awards and Presentations



NCdt Tamas Harmati receives the Canadian Forces' Decoration from Cdr Jason Barbagallo, Base Administration Officer.



S1 Michel Cotton receives the Special Service Medal Expedition Bar from Cdr Barbagallo.



A/SLt Philippe Bonneville receives a Bravo Zulu and Base Administration Commander's coin from Cdr Barbagallo for his outstanding work as BTL 21/C and for recently assisting a BTL member.

Bravo Zulu

Fleet Diving Unit (Pacific) Awards and Presentations



MS Paul Paquette is promoted to his current rank by Lt(N) Kevin Darling and CPO2 Nick LePage.



PO1 Jonathon Gendron is promoted to his current rank by Lt(N) Kevin Darling and PO1 Ken Jones.



S1 Fox is promoted to his current rank by Lt(N) Kevin Darling and CPO2 Tom Pitre.



Left: S1 Brett Fletcher is promoted to the rank of Master Sailor by Cdr E. Mariano, MARPAC/JTFP HQ Commanding Officer, on behalf of Capt(N) J. Elbourne, Chief of Staff Operations MARPAC/JTFP/MCE(W).

Right: S1 Jonathan Lindberg is promoted to the rank of Master Sailor by Cdr E. Mariano, MARPAC/JTFP HQ Commanding Officer, on behalf of Capt(N) J. Elbourne, Chief of Staff Operations MARPAC/JTFP/MCE(W).



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