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Fallen crew of Stalker 22 remembered

HMCS Calgary crewmembers and its embarked air detachment remembered their fellow Royal Canadian Air Force and Royal Canadian Navy personnel that died April 29, 2020, when HMCS Fredericton's Stalker 22 Cyclone helicopter crashed in the Ionian Sea off the coast of Greece. Special patches were created and worn by Canadian Armed Forces members. Read the full story on page 10.

Photo by Corporal Lynette Ai Dang, HMCS Calgary Imagery Technician

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Former Fleet Chief takes on new role with MFRC

Peter Mallett
Staff Writer

Even though CPO1 Sylvain Jaquemot has retired from the navy – his last post being Fleet Chief – he will continue to support Pacific Fleet sailors and their families, this time out of uniform.

The Military Family Resource Centre (MFRC) Esquimalt has lured him to a newly created civilian post – that of Base and Fleet Liaison.

“As Fleet Chief, Sylvain was an ex-officio member of our Board of Directors and provided sage advice and guidance to the board and to me in my role as Executive Director,” says Jackie Carlé. “He is well respected in this community and has always taken a great interest in supporting military families, especially those impacted by deployments and operations.”

With 33 years of service in the Royal Canadian Navy, CPO1

(Retired) Jaquemot is well set to advise the MFRC on the needs of military members.

“For me, this is a little payback after such an enjoyable career. It's my effort to continue to support our sailors, engage with command teams, and liaise with MFRC staff for deployments and activities.”

Jaquemot began his military career in 1987 as a Naval Electronic Sensor Operator and spent the majority of his career in Esquimalt. He served aboard HMCS Qu'Appelle, HMCS Mackenzie, HMCS Kootenay, HMCS Algonquin, HMCS Ottawa as part of its commissioning crew, and HMCS Winnipeg as the Above Water Warfare Director. In 2008, he joined the Canadian Fleet Pacific Staff as Chief Naval Electronic Sensor Operator. In 2014, he became Chief Instructor in the Leadership Division of Naval Fleet School Pacific and was promoted to his current rank in

2015. Jaquemot was appointed Fleet Chief in May 2018. He was succeeded as Fleet Chief by CPO1 Arvid Lee in a Change of Appointment Ceremony at Duntze Head on April 27.

His new job requires stellar communication skills, bridging the civilian and military worlds to enhance understanding between the two.

“Military and civilian talk are sometimes quite different, so it will be a key responsibility for me to understand what the navy is demanding in its MFRC partnership, such as what programs and support our sailors and their families need,” he says. “It will be critical to point out where there is a lack of understanding or what programs we need to develop further, and also to support MFRC management on how to properly communicate their questions to military members.”

For more information on the MFRC visit esquimaltmfrc.com



For me, this is a little payback after such an enjoyable career. It's my effort to continue to support our sailors, engage with command teams, and liaise with MFRC staff for deployments and activities.”

– CPO1 (Retired) Sylvain Jaquemot

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ROYAL CANADIAN NAVY SETS Heroin Seizure Record

IN BACK-TO-BACK DRUGS BUSTS

Photos by Corporal Lynette Ai Dang, HMCS Calgary Imagery Technician



Members of HMCS Calgary stand with their record haul of 1,286 kilograms of heroin seized April 23 from a dhow during a counter-smuggling operation in the Arabian Sea while on Operation Artemis as part of Combined Task Force-150.



Members of HMCS Calgary stand with their second drug bust haul of 360 kg of methamphetamine seized from a dhow on April 24.

Combined Maritime Forces

HMCS *Calgary* has made the largest-ever heroin bust in Combined Maritime Forces history, operating under the command of the Canadian-led Combined Task Force (CTF) 150.

The record-setting haul of 1,286 kilograms (2,835 lbs) of heroin on April 23 was achieved seven years to the day since HMAS Darwin interdicted 1,032kg (2,275 lbs) of the drug in 2014.

In addition to their record-breaking success, *Calgary* struck again less than 24 hours later with a second interdiction capturing 360 kgs (794 lbs) of methamphetamine.

"I'm speaking for everyone in HMCS *Calgary* when I say it's a great feeling to have made two substantial busts so early into our operation," said Commander Mark O'Donohue, Commanding Officer of *Calgary*. "A lot of work and coordination at both the ship level and throughout Combined Task Force-150 and the Combined Maritime Forces coalition goes into our work. It's fantastic to see that pay off and to know we are contributing to the interruption of a revenue stream that is being used to fund terrorism."

While operating off the coast of Oman, the Royal Canadian Navy (RCN) frigate inter-

cepted two vessels suspected of smuggling. The ship's boarding team conducted subsequent searches, uncovering the high-value contraband with a combined total worth of over \$23.22 million, making a salient impact to drug trafficking, often used to finance terrorism in the region. These interdictions come less than 10 days after *Calgary* began operations in the region, increasing the total number of successful counter-narcotics operations under CTF-150 to 14 since the RCN took command of the task force on Jan. 27.

"I could not be more pleased with HMCS *Calgary's* recent success at sea," said Commodore Daniel Charlebois, Commander of CTF-150. "Through diligent preparation and focused pre-deployment training, the *Calgary* team arrived in theatre in a position to immediately contribute to maritime security in a meaningful way."

Calgary arrived in the Combined Maritime Forces area of operations as a part of Canada's Operation Artemis on April 15. Artemis is the Canadian Armed Forces (CAF) mission to help stop terrorism and make Middle Eastern waters more secure. In 2021, CAF contributions to Operation Artemis include commanding and operating CTF-150, naval support from HMCS *Calgary*, and a Royal Canadian Air Force patrol aircraft.

A little more info about this overseas operation

The Combined Maritime Forces is a multinational maritime partnership, which exists to uphold the international rules-based order by countering illicit non-state actors on the high seas and promoting security, stability, and prosperity across approximately 3.2 million square miles of international waters, which encompasses some of the world's most important shipping lanes.

CTF-150 conducts maritime security operations outside the Arabian Gulf to disrupt criminal and terrorist organizations, ensuring legitimate commercial shipping can transit the region, free from non-state threats. CTF-150 is currently commanded by the Royal Canadian Navy, which is leading the task force for the fifth time.

HMCS *Calgary* is a Halifax-class Royal Canadian Navy frigate. Its home port is Canadian Forces Base Esquimalt, in Victoria, British Columbia.

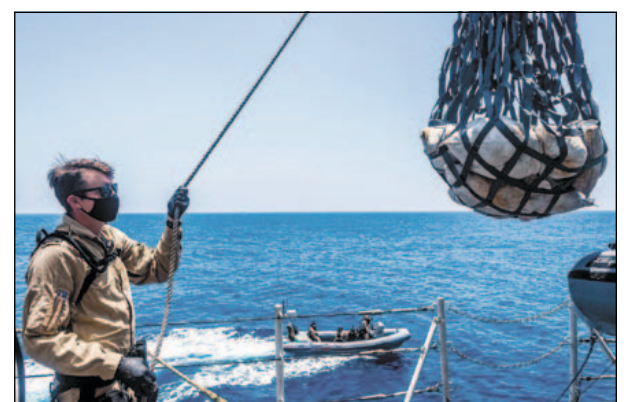
The CP-140 is a long-range patrol aircraft used by the Canadian Armed Forces for multiple types of missions over land and water. When deployed to the United Arab Emirates, the aircraft provides critical intelligence, surveillance, and reconnaissance capability to Operation Artemis as part of Canada's contribution to multinational counter-narcotics and counter-terrorism efforts under Combined Task Force-150, facilitating the identification and cueing of vessels suspected of being engaged in illicit maritime activity on the high seas.



A member of HMCS Calgary's Naval Tactical Operations Group on lookout during a boarding operation to counter drug smuggling in the Arabian Sea.



Members of the Naval Tactical Operations Group boarding team search a suspicious dhow and find 360 kilograms of methamphetamine.



A Boatswain aboard HMCS Calgary reels in a cargo net containing seized contraband on to the ship.

matters of OPINION

WHO WE ARE

MANAGING EDITOR

Melissa Atkinson 250-363-3372
melissa.atkinson@forces.gc.ca

STAFF WRITER

Peter Mallett 250-363-3130
peter.mallett@forces.gc.ca

PRODUCTION

Teresa Laird 250-363-8033
production@lookoutnewspaper.com

Bill Cochrane 250-363-8033
workstation3@lookoutnewspaper.com

ACCOUNTS/CLASSIFIEDS/RECEPTION
250-363-3372

SALES REPRESENTATIVES

Ivan Groth 250-363-3133
ivan.groth@forces.gc.ca

Joshua Buck 250-363-8602
joshua.buck@forces.gc.ca

Brad Schneider 250-880-2705
lookoutnews1@outlook.com

EDITORIAL ADVISORS

Lt(N) Michelle Scott 250-363-4006
Katelyn Moores 250-363-7060

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WHAT SAY YOU

VOTE FOR YOUR FAVOURITE YOUTH REPORTER STORY

CAFCONNECTION.CA/YOUTHREPORTER



Support the next generation of writers. Vote for your favourite youth reporter story between now and May 31 and you can set one young person up with a grand prize package, including a \$2,500 scholarship.

Every fall, Canadian Armed Forces (CAF) newspapers invite young people, ages 13 to 18 years old, from military families and the cadet program, to enter their Youth Reporter Competition. This year's competition is sponsored by Adobe.

Aspiring reporters were asked to submit a story idea about something important in their life or community. CAF newspapers received more than 50 applications from CAF-affiliated youth across Canada and the world.

In late January, a selection committee of CAF newspaper editors reviewed

applications to select six story ideas with the most editorial merit. Originality and social impact were key considerations.

One month later, six finalists were contacted and given a deadline to develop their story idea into an original article. All stories are featured in a special PLAY e-zine edition, published on CAFconnection.ca and in CAF newspapers across Canada.

Your vote takes them to the next level.



"The youth reporter competition gives young people affiliated with the CAF a chance to have their voices heard and to develop their writing acumen," says Ryan Cane, National Recreation Manager for Personnel Support Programs. "As a community, we learn a lot by listening to stories that are meaningful to the next generation, and it's great that CAF newspapers offers this opportunity annually."

Now it's your turn to connect with these young writers. Read the top six stories and vote for your favourite for a chance to win a participation prize. Voting is open until May 31 (closing at midnight EDT), at CAFconnection.ca/YouthReporter. Voting rules apply.

CAF newspapers are managed by Personnel Support Programs, a division of Canadian Forces Morale and Welfare Services.

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STUDY TO SHED LIGHT on female retention in the military

Peter Mallett
Staff Writer

A team of university researchers are trying to determine why a disproportionate number of women decide to cut their military careers short.

Women's perception of the Canadian Armed Forces as an obstacle to female retention is an independent study funded by the Social Sciences and Humanities Research Council.

Researchers want to find if there is a correlation between women's perception of CAF culture and their decision to leave the organization.

"DND has implemented several measures over the past decades to achieve a more inclusive workplace, especially for women," says Dr. Isabelle Caron, lead researcher from Dalhousie University. "Therefore, we decided to study the perception women have of the workplace, including organizational culture, to see if it plays a role in their decision to leave the organization."

Caron is currently interviewing

women who have left the CAF since January 2010.

Most workplace inclusiveness initiatives launched by DND focus on recruitment. Researchers feel it is equally important to explore how to retain CAF women in their jobs.

Dr. Stéfanie von Hlatky from Queen's University and Dr. Stéphane Roussel from École nationale d'administration publique (ENAP) and Dr. Magali Vullierme are assisting Caron in her research.

The study was developed following the publication of Canada's Defence Policy in 2017 that aimed at increasing the percentage of women in the CAF by one percent per annum. The current percentage of women in the armed forces is still low at approximately 16 percent.

Researchers are conducting the first phase of the study, a series of in-depth interviews with approximately 30 women, ending in early May. Then in September, they will expand their interviews to capture more women.

Interviews are conducted via Zoom with the recorded interview-

ee's voice intentionally distorted to protect their identity.

The study was approved by Dalhousie University's Research Ethics Board and a number of other measures are being implemented to ensure anonymity.

Caron's area of expertise as a researcher is in human resource management in public organizations.

"From an HR perspective, I am really interested in the organizational culture and its impact on individuals who work in the organization," she says. "The CAF offers a very interesting case for looking at the organizational culture, its perception by members, in this case women, and the impact of perception on employees. In addition, I believe the results of this study could help the CAF to better understand the challenges related to women's retention."

Caron says initial response and interest in the study has been strong, but she is looking to bolster those numbers with greater participation. If you would like to take part in the study please contact her at isabelle.caron@dal.ca

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MON MAY 17
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Mental Health Awareness Week May 3-9

#GetReal about how you feel. Name it, don't numb it.

For 70 years, the Canadian Mental Health Association (CMHA) has hosted Mental Health Week and since its inception in 2013, the Mental and Social Wellness Working Group of the MARPAC Health and Wellness Strategy has been supporting it.

The core objective of Mental Health Week is to promote behaviours and attitudes that foster well-being, support good mental health, and cre-

ate a culture of understanding and acceptance at MARPAC.

This year's theme is focused on understanding our emotions. We are in a time of unprecedented stress and anxiety, and are experiencing a wide range of emotions. As humans, we are meant to feel an entire spectrum of emotions, be it pleasant or unpleasant. We often try to avoid these unpleasant emotions such as sadness, fear, or anxiety; however, they are just as important as the pleasant ones and can impact our

health and wellbeing. In fact, our health is based on a complex interplay of positive and negative emotions, and good physical health is actually promoted when we feel both "the good with the bad".

To better understand our emotions and to reap the health benefits, we have to improve our emotional literacy, which is the ability to recognize how we feel, understand our feelings, label them, and express them.

When we are emotionally literate, we are better able to manage, or

"regulate", our emotions. Putting our feelings into words helps us construct and make meaning out of our emotions, and puts the brakes on our emotional responses. This way, we are able to respond thoughtfully rather than react automatically.

If you are feeling overwhelmed with emotion, remember the acronym R.A.I.N.

R – Recognize what's going on. Consciously acknowledge and name the thoughts, feelings, and behaviours that are affecting you. ("What is hap-

pening in this moment? How am I feeling? Where do I feel it in my body?")

A – Allow the experience to be there, just as it is. Let the thoughts, emotions, feelings or sensations you have recognized simply be there, without trying to fix or avoid anything. ("I can let the thoughts or feelings just be here. Even if I don't like it.")

I – Investigate with interest and care. Call on your natural curiosity, and direct a more focused attention to your present experience. ("Why do I

feel this way? Is it really true?")

N – Non-Identification. Be a witness. Understand that you are not your thoughts and emotions. ("I am having a thought or emotion, but I am not that thought or emotion.")

To learn more about the RAIN technique, visit <https://www.mindful.org/tara-brach-rain-mindfulness-practice/> or <https://www.tarabrach.com/rain/>.

For more information on Mental Health Week, visit www.mentalhealth-week.ca.

Follow Us on Social Media!

For more updates and information, follow the Naden Athletic Centre on Facebook @pspesquimaltnaden #GetReal #MentalHealthWeek #MHWS



Mindfulness and Emotions: A Virtual Presentation with Sarah Kinsley

Join the Mental and Social Wellness Working Group of the MARPAC Health and Wellness Strategy for a virtual presentation on "Mindfulness and Emotions" with Royal Roads Professor and Mindfulness Expert, Sarah Kinsley. Learn how our emotions play an important role in our mental health, how mindfulness can be used to improve our emotional literacy, and how to apply these new skills to our everyday lives.

WEDNESDAY MAY 5, 2021
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Member Assistance Program (MAP)
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» PROFILE

MEGAN ILOTT, WARDROOM MESS MANAGER

A/SLt Wen Guo Base Administration

Mess Manager Megan Ilott has crushed thinking-outside-the-box this last year when COVID-19 forced the closing of most eateries and bars including the Wardroom and Gunroom.

The Wardroom on Signal Hill and the Gun Room in Work Point are the prime locations for military social functions, lunch and dinners, and a drink at the bar. The Wardroom is also the prime spot for hosting weddings and other private events. When the pandemic hit, Ilott and her staff had to pivot and find creative ways to keep the mess membership engaged.

Zoom has become a great resource where the Wardroom hosts cooking classes, virtual bingo, and virtual trivia night, among other things.

A weekly take-out service was also started along with themed take-out for larger events such as New Year's Eve and Valentine's Day and of course the Mess's take-out weepers.

"We have had to think outside the box to keep our membership engaged, and to provide the much-needed morale boost during this unprecedented time.

Members have been thrilled with what has been provided so far and look forward to upcoming events. But everyone looks forward to when we can start having in-house events again," she says.

The Wardroom is like a hotel, with 137 rooms on six floors available for visiting military members to stay. With travel restricted, the rooms were quickly vacant making the Wardroom a prime place to house military members before they embarked on a deployment. To date, they have housed Canadian Armed Forces members and Royal Navy New Zealand members for over 13 months. This special quarantine housing has meant a huge jump in cleanliness. While Ilott is not responsible for this side of the Wardroom, she is part of the planning and discussions with Base Accommodation staff as it affects her staff and workplace.

With the downtime, a few long-awaited renovations took place: the floors on the main floor and lower lounge were replaced, and the upper bar walls are undergoing a paint refresh.

Ilott has been employed with Personnel Support Programs at the Wardroom

since 2005. She has held the job of Mess Manager since 2017 when the day-to-day operations were transferred from a military member to a Non-Public Fund civilian. Before assuming the full gamut of responsibility, she was the Wardroom's event coordinator. That job really drew out her creative side, as she found ways to make each event unique and memorable.

"I went to college in Calgary for hospitality. Then spent five years in Alberta developing my hospitality career between Calgary and Banff," she says.

For the last four years, she has added leadership and management to her tool box. She oversees the work of an events coordinator, a mess clerk, and three bartenders.

"I have enjoyed the relationships I have been able to build with our membership and look back fondly at the many events held here at the Wardroom."

When the pandemic is over and life returns to normal, Ilott and her team will ramp up Weepers, TGIF, weddings, and retirement functions.

But until then, expect more virtual creative events to keep the community close.

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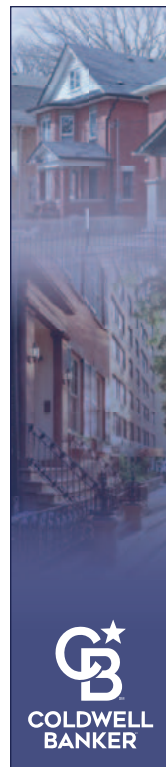
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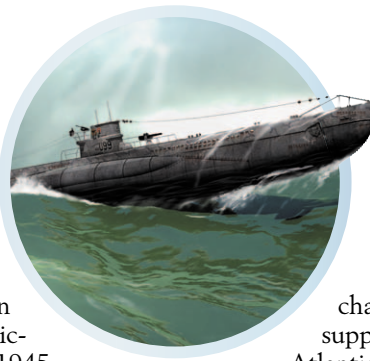
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The Battle of the Atlantic 1939-1945



Every year on the first Sunday in May, the Royal Canadian Navy family gathers to commemorate the Battle of the Atlantic – to honour the struggle, sacrifice, and loss, but also to celebrate the heroism and courage in the face of daunting obstacles: horrible weather and high seas, rough little ships and cramped quarters, and the ever-present threat of attack by submarines lurking below.

Because we couldn't gather in person this year, the 76th anniversary of the end of that Battle, it was and continues to be more important than ever to know more about what we are commemorating, and why.

What was the Battle of the Atlantic? Why does it matter?

The importance of the Battle of the Atlantic simply can't be overstated: it is universally acknowledged that without victory in the Atlantic, Allied victory in the Second World War would not have been possible.

Even British Prime Minister Winston Churchill, not known for expressing doubt or fear, wrote in his memoirs that the only thing that ever really frightened him during the war was the threat posed by German submarines in the Battle of the Atlantic.

It was the longest Battle of the Second World War, lasting from the

outbreak of hostilities in September 1939 until victory in Europe in May 1945.

It completely transformed the Royal Canadian Navy from a tiny, ill-equipped and under-trained force into one of the largest navies on earth, quickly expanding to fifty times the personnel and hundreds of ships.

Victory came with a high cost: 4,600 Canadian lives, including members of the Navy, the RCAF, the Merchant Navy, and the Wrens (the Women's Royal Canadian Naval Service).

chant ships carrying the supplies. In addition to the Atlantic convoys, there were Arctic convoys that carried vital supplies to the northern ports of the Soviet Union, to help that country in its fight against Nazi Germany.

The strategy of the convoys was to place ships together in a relatively small area to give the enemy less open space in which to attack, and to increase enemy losses by concentrating the escorts. But the escorts were often outnumbered, ill-equipped, and short of sailors, with those they had often having been hastily trained.

made the crossing to England in 15 days. There were 377 of these convoys, for a total of more than 20,000 ships, with 200 ships lost.

The largest convoy of the war was HX 300 in July-August 1944, with over 160 ships. It arrived without incident and with no losses.

The main Canadian escort ships for these convoys were the corvette, the frigate, and the destroyer (see photos).

Anti-Submarine Warfare

With the enemy conducting unrestricted submarine attacks, the greatest challenge was Anti-Submarine Warfare, or ASW, and early in the war, the Allies were not well prepared to meet the challenge. The main ASW weapons were ASDIC (sonar) and depth charges launched from ships to attack submarines below. Both had limited effectiveness: sonar only worked when the submarine was submerged but U-boats (German submarines) routinely operated on the surface at night. With depth charges, the ship had to break sonar contact to use them because they were delivered from the stern while the sonar pointed forward.

However, with mounting losses of

lives and ships as motivators, ASW weapons and tactics improved rapidly over the course of the war, to the point where the Allies eventually had the upper hand on the U-boats. The development of multi-ship tactics, where one ship tracked the U-boat while others attacked, helped reduce losses, as did the deployment of forward-throwing weapons such as the Hedgehog and the Squid.

Newer technologies like radar and HF/DF, though slow to be installed in Canadian corvettes, also helped turn the tide in the battle against submarines. HF/DF ('Huff-Duff'), short for High-Frequency Direction Finding, allowed ships to pick up radio transmissions from U-boats and track their locations. The capture of the Enigma machine, a German encryption device, allowed the Allies to decode U-boat transmissions, and this ability to decode, combined with HF/DF, allowed the Allies to track, intercept, and translate U-boat communications, offering a decisive advantage.

Air cover and the mid-Atlantic gap

Air power was an essential part of the Battle of the Atlantic, with both the Royal Canadian Air Force and the RCN's own naval aviators protecting convoys by spotting and hunting submarines. However, with the limited range of aircraft at the time, there was a section of the Atlantic that could not be reached by land-based warplanes. In this Mid-Atlantic Gap, called the Black Pit by sailors, the convoys were especially vulnerable, but by May 1943 the gap was closed thanks to the increasing use of Very Long Range Liberator bombers and Escort Aircraft Carriers.

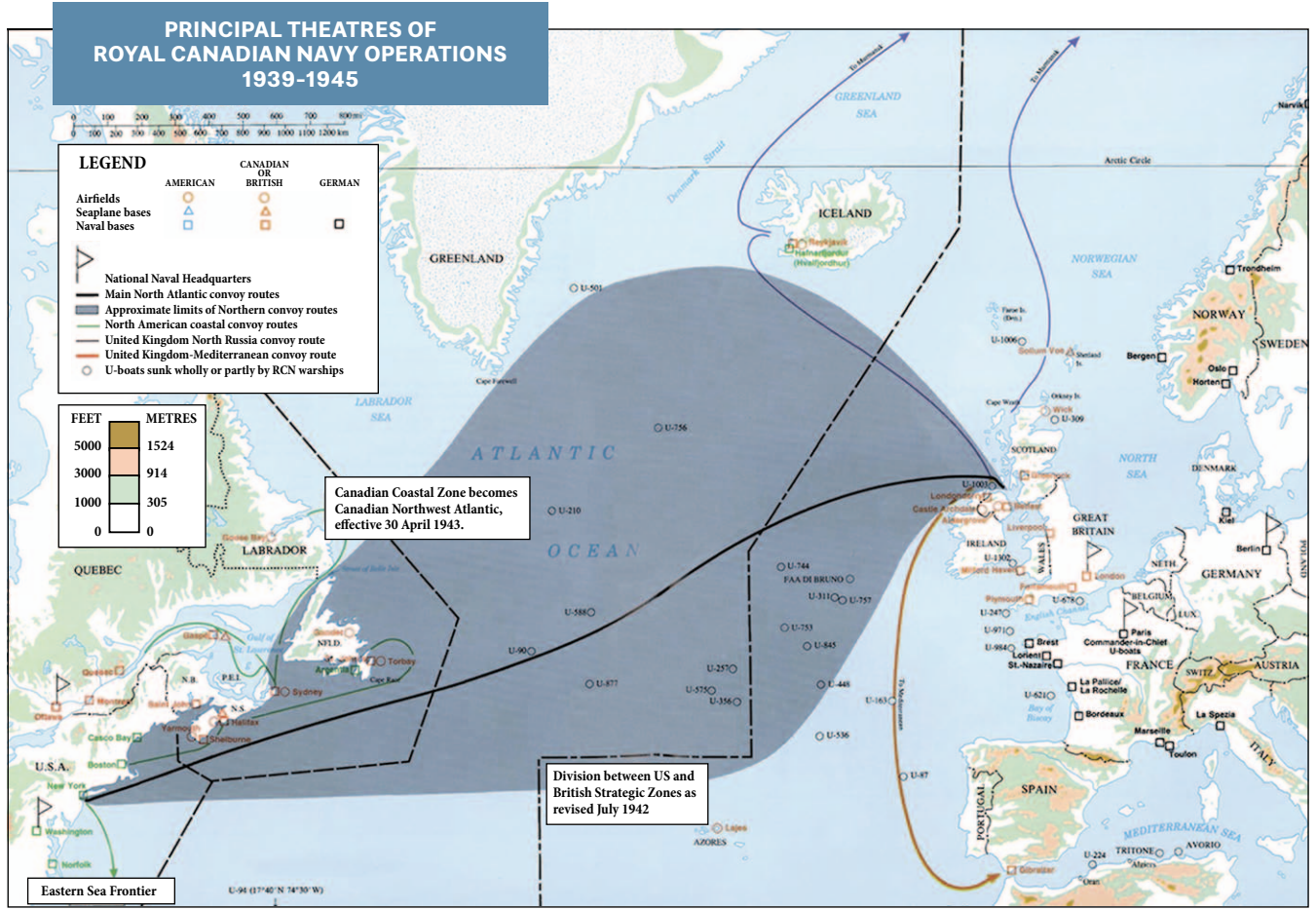
The legacy

During convoy duty in the Battle of the Atlantic, HMC Ships sank 33 enemy submarines: not insignificant, but a small percentage of the 1000 subs sunk by the Allies in the war. The true measure of success was in safely escorting merchant ships, and in this the RCN made its mark. A very large portion of the 25,000 ships shepherded safely across the Atlantic got there under Canadian escort. In the struggle against the U-boats, and the lessons learned from it, the RCN found its area of expertise for the next 50 years, in anti-submarine warfare.

Left: Map showing the major theatres of operation for the RCN during the Battle of the Atlantic.

The cost: ships lost in the Battle of the Atlantic

- Every year on Battle of the Atlantic Sunday, a bell is rung for each of the ships lost during the battle, and for the lives lost with them.
- Adversus** - 20 Dec 1941. Ran aground, McNutts Island, near Shelburne, NS, none lost.
 - Alberni** - 21 Aug 1944, English Channel, 49 lost.
 - Athabaskan** - 29 Apr 1944, sunk by enemy torpedo, North of Île Vierge, off the coast of Brittany (France), 128 lost.
 - Bras D'or** - 19 Oct 1940, St. Lawrence River, 30 lost.
 - Charlottetown** - 11 Sep 1942, St. Lawrence River, 10 lost.
 - Chedabucto** - 21 Oct 1943, St. Lawrence River, 1 lost.
 - Clayoquot** - 24 Dec 1944, Halifax approaches, 8 lost.
 - Esquimalt** - 16 Apr 1945, Halifax approaches, 44 lost. Last Canadian warship to be sunk in the Second World War.
 - Fraser** - 25 Jun 1940, Bay Of Biscay, 47 lost.
 - Guysborough** - 17 Mar 1945, Bay Of Biscay, 51 lost.
 - HDC 15 (Harbour Defence Patrol Craft)** - 14 Apr 1943, Saint John, NB, 6 lost.
 - Lévis** - 19 Sep 1941, North Atlantic, 18 lost. First corvette sunk in the Second World War.
 - Louisbourg** - 6 Feb 1943, Western Mediterranean, 37 lost.
 - Margaree** - 27 Oct 1940, Northeastern Atlantic, 142 lost.
 - MTBs (Motor Torpedo Boats) 459, 461, 462, 465, 466** - 14 Feb 1945, Ostend, Belgium, 26 lost.
 - MTB 460** - 2 Jul 1944, English Channel, 11 lost.
 - MTB 463** - 8 Jul 1944, English Channel, none lost.
 - Ottawa** - 13 Sep 1942, North Atlantic, 113 lost.
 - Otter** - 26 Mar 1941, off Halifax, 19 lost.
 - Raccoon** - 7 Sep 1942, St. Lawrence River, 37 lost.
 - Regina** - 8 Aug 1944, Northern coast, Cornwall, 30 lost.
 - St Croix** - 20 Sep 1943, North Atlantic, 147 lost.
 - Shawinigan** - 24 Nov 1944, Cabot Strait, 91 lost.
 - Skeena** - 25 Oct 1944, Iceland, 15 lost.
 - Spikemard** - 10 Feb 1942, North Atlantic, 57 lost.
 - Trentonian** - 22 Feb 1945, English Channel, 6 lost.
 - Valleyfield** - 6 May 1944, Northwestern Atlantic, 123 lost.
 - Weyburn** - 22 Feb 1943, Strait Of Gibraltar, 8 lost.
 - Windflower** - 7 Dec 1941, Northwestern Atlantic, 23 lost.
 - Ypres** - 12 May 1940, Halifax, none lost.



HMCS Weyburn, a Flower-class corvette, was the workhorse of the Battle of the Atlantic. It was a small escort warship that was lightly armed but still packed a punch. Canada produced them, with 123 of them serving the RCN over the course of the war. The last of them, HMCS Sackville, is preserved in Halifax as Canada's National Naval Memorial.



HMCS Athabaskan, a Tribal-class destroyer, was designed to fight other heavily-armed warships. HMCS Haida is the last remaining Tribal-class destroyer, now preserved as a floating museum and National Historic Site in Hamilton, Ontario.

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HMCS Calgary crew and air detachment remember Stalker 22, together

Images by Capt Jeff Klassen

Captain Jeff Klassen
HMCS Calgary PAO

On the one year anniversary of the Stalker 22 Cyclone helicopter crash, HMCS Calgary's embarked Cyclone air detachment hosted a solemn ceremony for the ship's company on the flight deck to honour the six members who perished. This took place in the Arabian Sea where Calgary is currently operating while deployed on Operation Artemis.

The six Canadian Armed Forces members lost their lives April 29, 2020, when the Cyclone helicopter crashed

in the Ionian Sea while operating with HMCS Fredericton.

A memorial for Stalker 22 was also unveiled at 12 Wing Shearwater; however, because of COVID-19 this was mostly presented virtually to ensure physical distancing.

"In Calgary we are blessed in the sense that, while the rest of those mourning Stalker 22 had to do so through physical distancing, we were able to shake hands and hug on a day that is quite difficult for many of the air det and others on board," said Major Rob McMullen, Calgary's Air Officer.

The ceremony started at 5 a.m.

"(Today) we remember those who

died one year ago in the tragic Cyclone crash in the Ionian Sea. We also gather to honour and uphold the covenant 'we who serve' with those who have made the ultimate sacrifice in the service of Canada," said Maj McMullen at the ceremony.

These remarks were followed by a prayer of remembrance by Chaplain Lieutenant (Navy) Wilson Gonese and then a minute of silence. A ceremonial lament was played by bagpiper Sergeant Steven Drinkwalter, and Master Corporal Travis Bliss read the official poem of the Royal Canadian Air Force, *High Flight*.

The ship's cooks made a commemorative wreath of bread and, with food-col-

oring, added the words "Stalker 22". The ceremony ended with the wreath being cast into the sea followed by a playing of the RCAF March Past.

Throughout the month of April, members of the ship's company wore Stalker 22 memorial patches on their sleeves to honour the fallen.

Remembering this tragedy was important to the whole ship, but particularly to the air detachment, some of whom personally knew one or more of those who lost their lives, and to the ship's embarked Naval Tactical Operations Group team, Reef, some of whom served in HMCS Fredericton with the fallen members.

THOSE WHO LOST THEIR LIVES ON APRIL 29, 2020:

- CAPTAIN BRENDEN MACDONALD, PILOT, FROM NEW GLASGOW, NS
- CAPTAIN KEVIN HAGEN, PILOT, FROM NANAIMO, BC
- CAPTAIN MAXIME MIRON-MORIN, AIR COMBAT SYSTEMS OFFICER, FROM TROIS-RIVIÈRES, QC
- MASTER CORPORAL MATTHEW COUSINS, AIRBORNE ELECTRONIC SENSOR OPERATOR, FROM GUELPH, ON
- SUB-LIEUTENANT MATTHEW PYKE, NAVAL WARFARE OFFICER, FROM TRURO, NS
- SUB-LIEUTENANT ABBIGAIL COWBROUGH, MARINE SYSTEMS ENGINEERING OFFICER, FROM TORONTO, ON





Perfect weather for training

SLt Donald Den
HMCS Malahat PAO

Amid clear sunny skies and calm waters, *HMCS Malahat*, Victoria's Naval Reserve Division, held a successful small boats training exercise with 10 members of its ship's company on Saturday, April 17.

The goal of the day was to give *Malahat's* newest recruits an opportunity to experience the hands-on aspects of their sea trade, including driving a Rigid Hull Inflatable Boat (RHIB), practicing boat handling, and navigational skills, as well as person overboard drills.

The exercise was conducted in the Race Rocks and Peddar Bay area, about 15 kilometres southwest along the coast from Victoria Harbour.

"We had several new Boatswains on board; so, it was a great opportunity to actually bring them out onto the water and get them that

first hands-on experience," said S1 Ben Lenner, Boatswain for *Malahat*.

Conducting training in a COVID-19 environment with increased federal and provincial restrictions, is a challenge *Malahat* has been adapting to since the pandemic began.

"Everyone wears a mask when they are onboard the RHIB and are expected to sanitize regularly with the provided hand sanitizer," adds S1 Lenner. "In order to allow multiple recruits to have an opportunity to practice driving the RHIB, we had to ensure the helm was sanitized every time we swapped out operators."

In addition to practicing on board the RHIB, *Malahat's* sailors also had the opportunity to work with the unit's Jet Dock. Utilizing the Jet Dock, a standalone floating dock that can lift boats out of the water, allowed for the new recruits to familiarize themselves with how

with to both dock and land on a mobile platform in order to perform any required maintenance or other tasks.

"Being able to provide our members, especially our newer ones, with much-needed training and on-the-water experience is especially important now in the current COVID-19 environment" emphasizes Commander Cameron Miller, *Malahat's* Commanding Officer.

The day's training exercise was conducted under the watchful eye of *Malahat's* Coxswain, CPO2 William Seed.

"Being out there with the new recruits, seeing their smiles and comments on how much fun they were having, made me remember why I joined the Royal Canadian Navy 30 years ago. Beautiful weather, successful training, driving a RHIB, working with new members and seeing the look on their faces, what more do you need?"



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A Boatswain drives the ship's Rigid Hull Inflatable Boat.



A weapons handling exercise on board the ship while deployed on Operation Caribe in the Pacific Ocean.

Life of a boatswain deployed in the eastern Pacific Ocean

Operation Caribe Boatswain
Identity removed for operational security reasons

Operation Caribe is one of the most interesting experiences a boatswain can have in his or her naval career.

For Reservists specifically, it marks a significant milestone since there are fewer opportunities for them to deploy compared to their Regular Force counterpart.

As a boatswain on board *HMCS Saskatoon*, currently deployed on Op Caribe, no two days are the same. Tasks vary day-to-day, which ensures an interesting and stimulating experience.

Driving boats is an integral part of this deployment. For boatswains, this is a chance to showcase boat driving skills learned through courses and training.

The embarkation of a U.S. Coast Guard Law Enforcement Detachment (LEDET) gives them the opportunity to demonstrate these skills to an international audience. The countless hours spent performing drills such as

sticking, maneuvering, and station keeping, all boils down to this work. On the open ocean, LEDET members rely on their driving skills to execute the mission. Going full throttle and chasing a target of interest across the ocean is one of the most rewarding experiences during the deployment.


Weapons handling is another part of the boatswain's world. Small arms shoots are a weekly occurrence on board *Saskatoon*. Firearms vary from a 9mm pistol all the way to a .50 calibre heavy machine gun. Each member of the deck department gets a chance to develop their weapon drills, accuracy, and shooting techniques, leading to their small arms proficiency.

Demolition, although a rare occurrence, is another skill for deck department members. Demolition training serials were conducted to help *Saskatoon's* deck team prepare for any

demolition tasks during Op Caribe. *Saskatoon* was tasked twice to destroy a hazard to navigation and was able to successfully apply its demolition capability. This was a historical milestone since it was the first time a Kingston-Class ship conducted a demolition operationally. There was a general consensus among members of the deck department that demolition, while labour intensive, was the coolest and most exciting thing they've ever done during the deployment.

Whether it's getting ready for watch or preparing to intercept a target of interest, boatswains are always on the go. Cleaning stations, preventive maintenance, and other routine tasks will always be outweighed by the excitement of driving boats and firing weapons.

Op Caribe is an opportunity for the deck department to shine and demonstrate the full range of their capabilities.




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Canadian Fleet Pacific Fleet Chief Change of Appointment

Photos by Sailor First Class Sisi Xu, MARPAC Imaging Services

From left to right: Chief Petty Officer First Class (CPO1) Arvid Lee, in-coming Fleet Chief; Commodore Angus Topshee, Commander of Canadian Fleet Pacific (CANFLTPAC); and CPO1 Sylvain Jaquemot, out-going Fleet Chief, sign the formal Change of Appointment certificates during the CANFLTPAC Chief Change of Appointment at Duntze Head on April 27.

Bravo Zulu

CANFLTPAC Honours and Awards Ceremony

Presented by Commodore Angus Topshee, Commander Canadian Fleet Pacific April 21.

Photos by S1 Mike Goluboff, MARPAC Imaging Services, Esquimalt



Chief Petty Officer Second Class Darren Peat is promoted to his current rank.



Petty Officer First Class Samantha Szeto is promoted to her current rank.



Commander Lawrence Moral is awarded the Defence Meritorious Service Medal.



Commander Lawrence Moral is awarded the Defence Meritorious Service Medal certificate.



Chief Petty Officer Francois Lecours is awarded the Operational Service Medal – Expedition.



Chief Petty Officer Second Class Jason Kitt is awarded the second Clasp to the Canadian Forces' Decoration.



Chief Petty Officer Second Class Shawn Lambert is awarded the second Clasp to the Canadian Forces' Decoration.



Master Sailor Trevor Cossette is awarded the Canadian Forces' Decoration.



Petty Officer First Class Mark Pyza is awarded the Canadian Joint Operations Command Commendation.

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