

Volume 67 Number 4 | January 31, 2022

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NAVY-THEMED **Olympic** Bobsleds

Lt(N) Yasmine Mayne and Petty Officer First Class Greg Hofer from HMCS Tecumseh, and LCdr Adina Danila (centre), planning officer with RCN Public Affairs, are tucked into a navy-themed bobsled at the Calgary Ice House. The sailors were part of the Jan. 19 unveiling of this uniquely painted sled, a nod to the past and present Royal Canadian Navy. Read the full story on page 2.

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OLYMPIANS ON TRACK WITH NAVY-THEMED SLEDS

Peter Mallett
Staff Writer

It has been all over news: Canada's Olympic Bobsleigh and skeleton teams are heading to the 2022 Olympics with Navy-inspired sleds.

Bobsleigh Canada Skeleton partnered with the Royal Canadian Navy (RCN) to design a Second World War-era Admiralty Disruptive paint pattern for their sleds, similar to the paint scheme on *HMCS Regina* and *HMCS Moncton*.

The design was unveiled Jan. 20 in Halifax aboard the future *HMCS Margaret Brooke* - an Arctic Offshore Patrol Ship - by the ship's captain, Cdr Nicole Robichaud. In Calgary, one of the sleds was displayed at the Ice House.

Bobsleigh Canada Skeleton has a long-standing relationship with the Canadian Armed Forces and previously had air force-themed designs on their sleds, and participated in team-building activities with both the Canadian Army and the Royal Canadian Air Force.

Bobsleigh Canada President Sarah Storey says Canada's Olympians are tremendously proud to be associated with the RCN and its strong and honourable tradition of defending the country.

"Whether on ice or at sea, the distinction of putting on a Canadian uniform drives commitment to the training, preparation, perseverance, and teamwork required to perform under intense pressure while representing your country," she says. "We are unified by the goal of making our

team unstoppable and our country proud."

Alex Kaldewey, RCN Public Affairs Multi-Media Producer, designed the new sleds alongside his manager Sabrina Nash.

"Designing a bobsled was unlike anything I had ever done before and this was my first opportunity to be part of Canada's story at the Olympic Games," Kaldewey says.

All of Team Canada's sleds - monobob, two-person, four-person, and skeleton - are wrapped in the same design.

Canada's bobsleigh and skeleton crews are competing at the 2022 Olympics at speeds of up to 120 kilometres. Training heats begin Feb. 7 with Bobsleigh events starting Feb. 10.

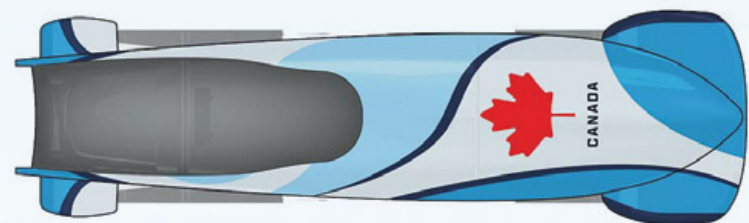
The Bobsleigh Canada Skeleton partnership with the Navy has been so natural because they have so much in common, says Jill Paquette, RCN Public Affairs.

"Whether they are at sea or on a sled, sailors and Olympians represent Canadians from coast-to-coast-to-coast and are proud to wear the maple leaf on their uniform. This project gives a wonderful opportunity to show this connection and showcase both our athletes and the RCN to Canadians," she says.

The relationship with the Olympians won't end after the games. Bobsleigh and Skeleton competitors will sail on board *Margaret Brooke* later in 2022 and the sailors will join the athletes in Whistler for a day at the track.



Commander Nicole Robichaud, Commanding Officer of the future *HMCS Margaret Brooke*, stands beside the navy-themed Skeleton sled in a private virtual ceremony on Jan. 19.





NOVEL BY CHAPLAIN- IN-TRAINING TICKLES FUNNY BONE

Peter Mallett
Staff Writer

When SLt Katherine Walker sat down to pen her first novel *All Is Well* she had two goals.

The 47-year-old sailor and military-chaplain-in-training says the main aim in writing her first published work was to tickle the funny bone of readers. But

she also wanted to deliver an important message in her story: that redemption, community, and healing is possible in an unhealed world.

Who better to tell the story of a former military member turned church minister than a career sailor now in-training to become a military Chaplain? She acknowledges the storyline in *All Is Well* is clearly unorthodox, imaginative, and hopefully, in her estimation, absurdly funny.

The former Naval Electronics Sensor Operator says she has been relishing the opportunity to share her storytelling gift and sense of humour with the rest of the world.

"Humans are all story-centered beings and navy people can tell a good story because a lot of the time while at sea that is all we have."

She has sailed on multiple warships since her career began in 2005, with the lion's share of her time in HMCS Vancouver. She began the remuster process and training for military chaplain in 2017.

She is currently posted to CFB North Bay and recently completed the academic component of the Canadian Armed Forces' Subsidized Education Entry Level Masters training pro-



Then Commodore Bob Auchterlonie presents a promotion to Katherine Walker.



"Humans are all story-centered beings and navy people can tell a good story because a lot of the time while at sea that is all we have."

— SLt Katherine Walker (pictured above)

gram. She is now in the experience component with her faith tradition that includes a placement in an Anglican Church. After some more training at CFB Borden, if successful, she will move from candidate to actual Chaplain.

All is not well

She began writing *All Is Well* in winter 2018. Her novel caught the attention of ThistleDown Press, who released it in September 2021.

She describes the story as a dark comedy about protagonist Christine Wright, an ex-special forces soldier and recovering alcoholic, in her new career as an Anglican Minister, and a murderer.

At the heart of the story is a shocking

death, a cover up, the murder weapon - a precious church artifact, and the imperfect Wright. She tries to stay on the right path, despite her unbecoming, unpriestly actions.

The book is set in Victoria, and local readers will recognize streets, neighbourhoods, and events well-known to the city.

Much soul searching is done in *All Is Well*. The protagonist poses some blunt but vitally important questions to the reader: Why does life suck? Why are people so horrible? Why did I just kill someone with a candlestick?

All is Well is available at bookstores or through www.Amazon.ca and www.chapters.indigo.ca/en-ca/ websites.

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Published each Monday, under the authority of Capt(N) J. Jeffrey Hutchinson, Base Commander.

Le LOOKOUT est publié tous les lundis, sous l'égide du Capv J. Jeffrey Hutchinson, Commandant de la Base.

The editor reserves the right to edit, abridge or reject copy or advertising to adhere to policy as outlined in PSP Policy Manual. Views and opinions expressed are not necessarily those of the Department of National Defence.

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Honouring the black members of No. 2 Construction Battalion in Jura, France



Left: 2Lt Jerome Downey places a miniature No. 2 Construction Battalion flag at the Canadian Forestry Corps/No. 2 Construction Battalion Memorial in Supt on Nov. 10, 2021. **Right:** 2Lt Jerome Downey presents Charles Thevenin with a copy of a book about No. 2 Construction Battalion. Thevenin also authored a book about the Canadian troops in the area during the First World War that included No. 2 Construction Battalion.

2Lt Jerome Downey Princess Louise Fusiliers

On the eve of Remembrance Day in 2021, while tracing the footsteps of No. 2 Construction Battalion in Jura, France, I had a surreal experience.

I stumbled upon a photograph of my great-grandfather Private George A. Downey on a wall at the Supt Town Hall.

No. 2 Construction Battalion was stood up in Pictou, Nova Scotia, on July 5, 1916, as a segregated, non-combatant unit. During the First World War, systemic prejudices prevented Blacks from serving in most Canadian military units. No. 2 Construction Battalion was designed to absorb those who persisted, as well as those who, later, were conscripted to join the military effort.

The men of the Battalion served in Canada and Europe, mostly in the Jura Region of France, before returning to a nation that soon erased their memory from the historical narrative, even when other units were celebrated and memorialized.

My great-grandfather served in No. 2 Construction Battalion and Veterans

Guard during the Second World War.

One of the major reasons I joined the Canadian Army Reserve in 2018 as an Infantry Officer with The Princess Louise Fusiliers of Halifax was to honour the memory of my great grandfather's service. I've been blessed with amazing opportunities as a Canadian and I wanted to give back.

The fact that my great-grandfather was denied the opportunity to serve in a combat role for which today, as an officer, I'm training to lead, is not lost on me.

This is why I was proud to be assigned a planning role when the Canadian Army answered the call of the Government of Canada to support a community-led program to apologize for the racism that Blacks experienced from the Canadian military institution during the First World War. As part of my work, I travelled to the Jura Region with my Commanding Officer, Lieutenant-Colonel Barry Pitcher, from Nov. 9 to 11, and participated in a ceremony of remembrance in honour of No. 2 Construction Battalion.

We visited the Commonwealth Cemetery in Supt, where fallen members

of No. 2 Construction Battalion and the Canadian Forestry Corps were laid to rest. We also paid homage at a monument memorializing No. 2 Construction Battalion. We toured the original site where No. 2 Construction members were stationed in the heart of European forestry. The Mayor of Supt then hosted a reception at the Town Hall. This explains how I chanced upon my Great Grandfather's photograph.

This pilgrimage gave us a first-hand account of No. 2 Construction's contributions and international significance. Seeing the monument and connecting with the community, we gained a better appreciation of how this predominantly Black unit made an impact after fighting for the right to serve. They served before the civil-rights movement era, and were treated as second-class citizens.

Despite this reality, No. 2 Construction Battalion served Canada honourably, making a difference at home and abroad. I'm proud they will now receive a fitting honour back home, and that I have a role in this.

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Do you have information about this picture?

This photograph is believed to have been snapped on Sunday, Aug. 5, 1934, at the commencement of a church parade with the Royal Marine Band of HMCS Norfolk. Pictured here, they are leading members from their own cruiser followed by ratings of HMCS Vancouver and HMCS Skeena to attend a worship and prayer on the grounds of St. Paul's Naval and Garrison Church on Esquimalt Road.

This religious event capped off the British flagship's successful visit to Victoria in celebrating what turned out to be the inaugural run of Navy Week in Esquimalt leading up the Second World War.

This action photo is the last known image of Dockyard's main gate before its demolition in the late 1930s – it has no known provenance.

Challenge:

Do you know anything about this picture or the events surrounding it to change any of my strong circumstantial case (detailed above) into a direct evidence case beyond a reasonable doubt? If you have any information on it, email me: gary.restell@shaw.ca




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Identification Section Office moves to Dockyard

Peter Mallett
Staff Writer

The office that issues and renews military identification cards at the base has a new location.

The Identification Section opened for business in its new home on Jan. 20 in room 209 of Dockyard building 214. To those unfamiliar with building No. 214, it's the building to the right of the Dockyard gate security checkpoint.

The identification office previously operated on the second floor of the Military Police Unit Esquimalt headquarters in Naden for several years.

The office employs two full-time staff who are commissionaires. It is their job to photograph and process ID cards for military members and civilian employees.

LCdr Eric Lashinski, Base Operations Officer, says move allows better access for people coming to the base for their identification cards, especially new members.

"This is part of an attempt to consolidate where

people need to go when they are newly posted," says LCdr Lashinski. "Now they can get their parking pass and identification all done in the same building, and military uniforms are issued across the street in the Base Logistics building. It also frees up valuable office space for the MP Unit."

New members and employees will require a letter of employment to enter the building, or the identification office can send them a temporary access pass prior to their appointment via email.

LCdr Lashinski says current identification cards will remain valid even after its expiration date until the COVID-19 pandemic is declared over.

ID appointments may be made at either of the following numbers.

250-363-1900 ext 60358 or
250-363-1900 ext 60359

The ID technicians can also be reached at:
Cmre WO Lindsay Carr: Lindsay.Carr@forces.gc.ca or
Cmre Sgt Tanya Pelletier: Tany.Pelletier@forces.gc.ca



SKYDIVING CAMP TO ASSIST VETERANS, SERVING MEMBERS AND FIRST RESPONDERS

Peter Mallett
Staff Writer

Two former military members want veterans, current-serving members, and first responders dealing with issues of mental health and suicide to take a healing leap of faith with them.

Sgt (Retired) Rob MacNeill, former Canadian Airborne Regiment member, and MWO (Retired) Bob Verret, both diagnosed with PTSD before their release, are opening a skydiving camp in Campbell River, B.C., this summer dubbed Operation Pegasus Jump.

"I know from my personal experience that parachuting is the best therapy for injured airborne members, but it will also help others in their recoveries," says MacNeill. "This is a team-building exercise and is all about taking service members and first responders out of their comfort zones and presenting them with a challenge."

Participants can join a series of three four-day parachute and activity camps in July. The camp is an extension of their business called U4EO (Us For Each Other). Together, MacNeill and Verret operate five parachuting businesses and educational programs in Campbell River.

Operation Pegasus Jump is an opportunity for U4EO to give back to the military and offer

former members a unique opportunity for some bonding and camaraderie, says MacNeill.

Pegasus participants will receive supervision and instruction from skydiving centre instructors and volunteers before making their jumps at elevations of 3,000 feet and higher from either a Cessna 182 Jump plane or A-Star helicopter. Former airborne regiment members will assist as volunteers. Those who have never jumped before will receive extra instruction, says MacNeill.

Registration is now open with 28 participants already signed up.

Operation Pegasus Jump will include a helicopter tour, fly boarding, a round of golf, and a barbecue.

A fundraising campaign launched to help offset costs with a goal of \$50,000. Funds raised will help pay for food, skydiving lessons, fuel, and other logistical expenses. The City of Campbell River is assisting their efforts with organizational and networking support with local businesses. The local Quality Inns hotel will provide participants and volunteers with reduced-rate accommodations.

For more information and how to support Operation Pegasus Jump visit their Facebook Page.

About U4EO

The first operation formed by MacNeill and Verret was an Industrial Sewing School established in 2015. Its aim was to teach at-risk youth attending a local vocational high school, the Robron Centre For Lifelong Learning, an employable trade.

The two veterans also run a commercial industrial sewing service called Vertical Madness. It offers these same students the opportunity for a career in sewing, which could involve manufacturing or repairing everything from boat and car parts to gymnastics equipment and fall restraints for seniors. Other U4EO operations include a parachute rigging school and a business called Flying High, which MacNeill says is the only parachute container manufacturer in Canada.

MacNeill and Verret also own and operate the Campbell River Skydive Centre, which he notes is one of a few remaining training facilities in the country and the only one run by veterans.

"Our Industrial Sewing School was really where we started things and after partnering with the school district we have been working tirelessly to help as many people as we can," says MacNeill.

"I know from my personal experience that parachuting is the best therapy for injured airborne members, but it will also help others in their recoveries"

Sgt (Retired) Rob MacNeill,
Former Canadian Airborne
Regiment member



Peter Mallett | Staff Writer

KOREAN WAR VETERAN

Recalls Naval Bombardment



More than 70 years have elapsed since the deployment of Royal Canadian Navy warships to Korea, but Victoria's Tom Larkin has vivid memories of his days aboard HMCS Sioux. The V-class destroyer was one of three Canadian warships first deployed to Korea to begin the bombardment of communist positions along the coastline.

Today, the 91-year-old lives at Veterans Memorial Lodge at Broadmead Care. Whenever he thinks about his time in Korea, he also remembers the human costs of all wars. That's because Tom's stepfather Herbert Michaud never returned home from the war. He paid the ultimate price while serving the Canadian Army during the Second World War and was killed while fighting for the Allies along the Gothic Line in Southern Italy.

"He was a good man, was good to me, and was always there for the family whenever we needed him; but then he never came home from Europe," says Larkin. "My [real] father died from tuberculosis and I never really got to know him either."

Without a father and to help make ends meet on the home front, Larkin took a job loading fuel locomotives for the Canadian National Railway in Regina; he also worked on local farms during harvest time. He admits he was saddled with more responsibility than most young men his age.

His mother, twice a widow, was left to raise him and his three siblings on her own.

In 1947, at the age of 17, he spied an article in the local newspaper reporting that the Royal Canadian Navy was looking for recruits. The story caught his attention but his mother's signature was required for him to enlist. Despite the tragic loss of his stepfather, she signed the forms. Within months, a young Larkin found himself doing his basic training at CFB Esquimalt.

The Cold War

After completing his basic training, Ordinary Seaman Larkin was assigned to HMCS Athabaskan as a signalman. He was brimming with enthusiasm about embarking on a naval career.

"Life in the navy was great and I had an interesting career with lots of stuff to learn and existing skills to improve," he says. "The other men were great companions and I admired the officers who treated us well and were fair, not like the Captain Blighs you read about in novels."

He excelled as a signalman. While radio transmissions between ships could be intercepted by the enemy, reading their signals wasn't so easy. Most signalmen could complete about 12 to 15 signals per minute in Morse code; Larkin says he could complete 20 per minute.

After getting proficient at signalling, his life and the world he lived in changed. In June 1950, Canada began United Nations military operations in Korea after the UN called on North Korea to withdraw its forces north of the 38th parallel.

Larkin was reassigned to HMCS Sioux. His ship, along with HMC Ships Cayuga and Athabaskan, carried out bombardments of Communist positions and chased enemy ships in the Yellow Sea, preventing them from landing.

The enemy fought back by firing their own missiles, but the Sioux never took a direct hit. It didn't stop sailors' nerves from being rattled when one fell and detonated alongside their ship.

"At the time, we never thought it was too dangerous because we were too young and stupid to be afraid," he says. "But yes, the explosions would have everyone on edge and when they exploded they would almost knock me out of my bunk when I was sleeping, or rattle me when they landed when I was at my signal lab post."

The 'forgotten war'

After a seven-month deployment, Sioux returned home to Esquimalt briefly and would be deployed again two months later.

He agrees with the sentiment of many Korean War veterans and historians who refer to the Korean War as Canada's Forgotten War. Larkin says there was little news coverage of the war back home in Canada and no heroes' welcome for soldiers returning home from the battlefield, unlike in the First and Second World Wars.

After the war he remained in the navy for more than two decades, rising to the rank of Chief Warrant Officer.

In the years following his military service he worked as an instructor at Fleet School, a dispatcher for the Pacific Pilotage Authority, and the Saanich detachment of the RCMP, and also a spell as Park Ranger for B.C. Provincial Parks.

A devoted husband for 66 years, Tom and his wife Joan raised five children in the Victoria area. Over the years the family grew to include three grandchildren and four great grandchildren.

"The family is super proud of Dad," says son John Larkin. "Being a child of the 1960s, I didn't immediately realize how important his military service in Korea was and only began to realize this later in life."

Joan died in 2017. With declining health, Tom moved into Veterans Memorial Lodge in the spring of 2019. He uses a walker and a wheelchair to get around these days. John, and his sisters, Judi, Kim, and Kara make regular visits to see him.

"He hasn't lost his enthusiasm and still amazes us with his recollections of the war and his travels in the navy and beyond," says John.





First Rabbi to deploy in warship gets an understanding of challenges sailors face

Royal Canadian Navy

HMCS Winnipeg's Chaplain made history during the ship's recent deployment on Operations Neon and Projection in the Indo-Pacific.

Captain (Capt) Noteh Glogauer was the first Jewish Rabbi to deploy in a Royal Canadian Navy (RCN) warship.

While he got to participate in the excitement of the two operations, including the occasional helicopter flight, the main reason he requested to deploy was to better understand the challenges sailors face first hand.

As the ship Chaplain, he was the one many members turned to with their personal issues.

"I was the only Chaplain on ship. It was 259 other people, it was a privilege, and it was on me to develop the relationships and create the openness for people to see they actually can come and seek support."

He served the crew breakfast, lunch, and supper daily to keep a pulse on them, and checked in with those he noticed might be feeling down.

"It's not about me and where I am coming from," he says of his approach to counselling crew members. "It's about having empathy."

Empathy is about making a real emotional connection, he says. It is the ability to understand the challenge a person is experiencing, validate their feelings, and to walk with them so they know there's genuine support to help them work through the issue.

"There is nothing more important than providing a safe environment where someone feels supported and not judged."

He's not what most people typically expect from a Canadian Armed Forces member on board a navy warship.

"I definitely don't look like the old military, because of who I am. I'm a Hasidic Orthodox Jew. I wear a camo yarmulke (Jewish head cover) and have an untrimmed beard because that is a tenet of our faith."

But looking like someone who doesn't fit the mold makes him more relatable to someone who might feel like an outsider, he believes.

"The military sees value in me being here, because of who I am, inside and out."

Rabbi Glogauer said the entire experience has been a real eye-opener, helping him better comprehend what deploying means for sailors and their families and loved ones back home.

Leading up to deployment he gained an understanding for that feeling where family members start to distance themselves a little bit, almost like a protective instinct, before the deployment.

"I did notice I was distancing myself a little bit beforehand, too."

He also realized that during the deployment a lot of the physical, mental, and financial burdens were placed on his wife in taking care of their family.

Then there's the challenge of communication.

"Being cut off from family is really hard."

Rabbi Glogauer spoke about the longest leg of Winnipeg's deployment - 24 days without ports and mail, and challenging communications with Wi-Fi.

"You begin to understand the stress that people start to have. That's a huge strain."

Maintaining his own relationships from afar helped him learn more about what others on board were experiencing.

"My first grandchild turned one in November during the deployment. And for most of his milestones, my family could go and visit, but I couldn't. So that feeling gave me a much better understanding of what our members are feeling while separated from their loved ones."

While time alone on ship can be a stressor for some, for others it represents an opportunity for personal growth, to work on their relationship skills, and to do things for their friends or loved ones.

One evening in the wardroom, the Rabbi and a few others noticed another sailor was crocheting. About three or four sailors joined in and started crocheting together once a week.

"I started to crochet something for my grandson. I learned a new skill here because of the amazing variety of people and the desire for personal connections."

One modification he had to make was to the name and format of the regular Sunday meetings, traditionally led by a priest or pastor and called Church Services. The Rabbi changed the name to Sunday Services. The format became an open discussion

group focused on topics relevant to the members aboard, such as leadership in confrontational situations, building resiliency, and developing purpose in life, to name a few.

It's more about the feeling of connectedness to others rather than preaching, he says.

"The bond of collegiality where the value is in teamwork, strength in unity and relationships, that's what fosters purpose in life."

"I asked members how they want to be remembered? And have they made a mark in their day-to-day contribution to the good of their team, the ship, the Canadian Armed Forces, and their family? That's my role - to help them frame their life's journey in as personal and meaningful a way as possible."

Winnipeg returned to its homeport of Esquimalt, on Dec. 16, 2021, after transiting over 30,000 nautical miles on Operations Neon and Projection in the Indo-Pacific region.



Captain Glogauer was the first Jewish Rabbi to deploy on board a Royal Canadian Navy ship, which was HMCS Winnipeg during Operations Neon and Projection.



Captain Glogauer with his family on the jetty upon returning home from HMCS Winnipeg's four-month deployment.



HMCS Winnipeg cuts through some swell while sailing in the Philippine Sea during Operation Neon.

The PSP Winter Challenge is back!

The PSP Winter Challenge is a fun way to be active and healthy, and connect with your peers.

Compete against your local friends and colleagues, as well as people across the country and abroad.

There will be prizes drawn on both a national (Top 20 Overall and 15 draw prizes per week) and local level (awarded by the Active Living Working Group).

Challenge yourself to complete 600 minutes of physical activity from Jan. 31 to Feb. 28.

You can also raise charitable funds in support of Soldier On.

Registration is free, and you can participate in a variety of activities to contribute to your 600 minutes: skating, skiing, snowshoeing, hiking/walking, biking, swimming, running, strength workouts, and the list goes on!

For more information and/or to register, visit www.cafconnection.ca/winterchallenge

Locally, a few participants will be awarded for signing up for this amazing challenge. The first 50 people to register before Feb. 1, and email Amy Gordichuk Amy.Gordichuk@forces.gc.ca with their confirmation number will receive a variety of prizes including brilliant reflective stick-on strips provided by the CRD to keep you visible when exercising outside.

If you or your unit would like to know more about local fitness and wellness resources, or to become involved with the MHWS and/or ALWG, you can contact Amy Gordichuk or Claire Grant at Claire.Grant@forces.gc.ca.



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"There is no love sincerer than the love of food." — George Bernard Shaw

A view into the past: Corvette porthole donated to Naval Museum of Halifax

Joanie Veitch

Trident Newspaper

A porthole from the wreck of HMCS Trentonian, the last corvette lost in the Battle of the Atlantic, was presented to the Naval Museum of Halifax on Dec. 8, 2021.

Author and naval historian Roger Litwiller made the donation of the porthole, which is one of two that were recently recovered from the wreck by a dive team from the United Kingdom.

A small gathering to mark the significance of the donation included Jennifer Denty, museum director, Kyle Houghton, a university student who is cataloging the museum's artwork, Rear-Admiral Brian Santarpia, Commander Maritime Forces Atlantic (MARLANT) and Joint Task Force Atlantic (JTFA), and CPO1 Tom Lizotte, Formation Chief of MARLANT.

"We're thrilled to be able to add this to the collection and humbled to be thought of as the proper caretaker for the artifact," said Denty.

Speaking to the small group assembled around a temporary display table on the second floor of the museum, along with a framed print of Trentonian and a photograph of the ship's company, Litwiller recounted the chronology of how the portholes came into his possession.

The story began with an email he received in May 2021. A member of the dive team that took the portholes from the wreck had done research online and found Litwiller's website on Canadian naval history; Litwiller has also written a book about HMCS Trentonian, *White Ensign Flying*, published by Dundurn Press in 2014.

"I got this email from the fellow saying 'I'm a diver here in the UK. We did a dive on Trentonian in the spring and, despite my warnings to the crew, two of our club members came up with portholes from the wreck.' He managed to talk them into handing them over," Litwiller said.

Gesturing to the bent and broken porthole, Litwiller said the diver told him he had two of the ship's portholes — one that "was kind of busted up" and another in "excellent" condition.

After further questioning, Litwiller determined the damaged one came from the "starboard aft", the area of Trentonian that had been torpedoed.

"The damage to this one was from the torpedo, from the explosion... the force to wrench it like this was phenomenal," he said. "That tells a whole story all on its own."

The story of HMCS Trentonian

Following the ship's commissioning in Kingston, ON, on Dec. 1, 1943, HMCS Trentonian was fitted out in Nova Scotia, and went through work-ups before being



The portholes were recovered by a UK dive team before passed over to naval author and historian Roger Litwiller.



From left: RAdm Brian Santarpia, Commander MARLANT and JTFA, Jennifer Denty, Roger Litwiller, and CPO1 Tom Lizotte, MARLANT Formation Chief.

assigned to Western Approaches Command in March 1944 to escort convoys across the North Atlantic to the west of Ireland and Great Britain.

On Feb. 22, 1945, while escorting a convoy across the English Channel, Trentonian was torpedoed near Falmouth, killing six sailors and wounding 14 more. The torpedo struck the back right side of the ship, near where the life rafts were stored.

One of the men killed was John McCormack, a 19-year-old stoker from Belleville, ON, who had transferred to the ship just a few weeks before the torpedo hit. Formerly a sea cadet, McCormack was at Kingston when Trentonian was commissioned and was thought to be the youngest sailor on the ship.

"He had just done the Christmas exchange with the CO (Commanding Officer). His was one of the stories that haunted me when I was writing the book. Every one of the survivors I interviewed talked about John McCormack and how he was just a kid."

McCormack wasn't actually the youngest on board the ship, which Litwiller discovered when doing interviews for his book.

"Bill Shields was the youngest. He had lied about his age to join the navy, so that Christmas when John McCormack was given the honour of youngest sailor,

Bill was really the youngest, but couldn't say anything."

William Shields died at age 93 in Oakville, ON, on June 6, 2020.

Protecting historical shipwrecks

The waters off the coast of Britain and Ireland are home to thousands of shipwrecks and considered war graves for the sailors who went down with the ships. While the UK has enacted laws to protect wrecks of historical significance — specifying that artifacts must not be disturbed or removed. Canada has yet to enact similar protections.

"Pilfering and looting of our wrecks is carrying on all the time. An artifact like this has such huge historic significance. I'm just glad they contacted me. My biggest fear with artifacts like this is that they end up as a lawn ornament in somebody's garden or sitting in a scrap heap to be melted down."

Litwiller is donating the second porthole to the Marine Museum of the Great Lakes at Kingston, which recently moved back to the Kingston Dry dock property, a National Historic Site and former location of the Kingston Shipyards Co, where HMCS Trentonian was built.



The ship's company of HMCS Trentonian circa 1944.

Photo courtesy Naval Museum of Halifax



HMCS REGINA UNIT COMMENDATION CEREMONY



Photo by S1 Mike Goluboff, MARPAC Imaging Services, Esquimalt

Rear-Admiral Angus Topshee, Commander Maritime Forces Pacific and Joint Task Force (Pacific), on behalf of the Chief of the Defence Staff, presents HMCS Regina's Commanding Officer, Cdr Annick Fortin with the Canadian Forces' Unit Commendation on Jan. 26.



Last week, *HMCS Regina* officially received the Canadian Forces' Unit Commendation. Due to the ongoing pandemic, physical attendance was significantly limited in accordance with local provincial health orders. However, the event was live-streamed Jan. 26 over social media so that *HMCS Regina's* crew members, past and present, were able to have a virtual presence at the event.

Throughout a two-year period, *HMCS Regina* was hard at work. During the early stages of the COVID-19 pandemic, the crew showed exceptional resiliency despite frequent operational changes. Time and time again, the crew displayed strength and tenacity to meet challenges head on, proving their motto "Floreast Regina" – Let Regina Flourish.

In early 2020, the ship was ordered to sail for an undetermined period of time to maintain a COVID-19 free status. *HMCS Regina* stayed away from port, home, and family for 64 days before rapidly returning to high readiness for another possible deployment. In addition, *HMCS Regina* served as the flag ship for an international task group during the Rim of the Pacific Exercise in 2020.

Congratulations to *HMCS Regina* for receiving the Canadian Forces' Unit Commendation.

Thankuary



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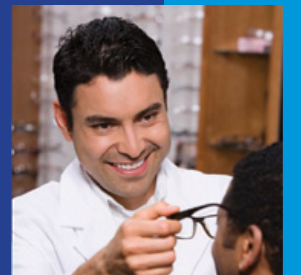
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