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EDITORIAL 4
Married to the navy



NEWS 8
It's all about morale



FEATURE 13
Biggest loser in Protecteur



Summer sailors

Photos by SLT Olivier Tachereau
Sixteen-year-old Petty Officer First Class Cadet Melissa Covey displays her sea cadet training by "whipping" the end of the line on board HMCS Oriole. The ship had just spent five days at sea, sailing from Port Alberni down the West Coast of North America to Oakland, Calif. Cadet Covey is with three other sea cadets from across Canada who are spending six weeks in the 87-year-old vintage sailing ship. All line and sail handling in Oriole is done by hand as the ship has none of the modern mechanical fittings. It takes every member of the ship's company to handle the ship. An avid sea cadet sailor, Cadet Covey is the daughter of Tammy Covey of Timmins, ON, and is a student at O'Gorman High School. Upon graduating, she plans to pursue a career as a news reporter. Royal Canadian Sea Cadets is a national youth program for 12 to 18 year olds sponsored by the civilian Navy League of Canada and the Canadian Forces. For more information check out www.cadets.ca.

Brain Ticklers.....5
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Dockyard Gym Closed
Due to construction, the dockyard gym will be closed from August 5 to 8. Those wishing to work out are encouraged to use the Naden Athletic Centre.

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SHIP NEWS: FINAL RIMPAC LEG

Ottawa battles Regina during free play portion of exercise

Mary Ellen Green
Staff writer

While the final leg of the Rim of the Pacific (RIMPAC) multinational exercise was to be a "free play wartime scenario" in the waters off Hawaii guided by a script, for *HMCS Ottawa* it was more like any operational mission – nothing is certain.

Within the fictional setting of two warring countries, *Ottawa* was to part of the "green" RIMPAC forces, under the command of *Ottawa's* Cdr Martin Teft, who was double tasked to also be the Surface Action Group Commander for their task group.

But a last minute change in plans had the frigate change course and head 130 nautical miles south to the side of USS *Kitty Hawk* to serve as a screen ship for the high-valued aircraft carrier.

Cdr Teft says exchanging a low action area for the high action Maritime Action Group 1, where the *Kitty Hawk* was being targeted by the enemy orange forces, was a significant operational challenge for his crew.

"*Ottawa's* team accepted the mission and the challenges that accompanied it with open arms and ably dominated the surface and subsurface warfare threats," Cdr Teft said.

Ottawa was placed 3,000 yards astern of the carrier while it launched and recovered multiple F-18 jets, E2 Hawkeyes, Prowlers, and Sea Hawks.

"We were in place to provide a horizon reference for the pilots to assist with their landings, and to quickly respond to an emergency in the event of a crash," explained Cdr Teft. "*Ottawa* conducted her duties with precision, professionalism and fortunately, without emergency."

Cmdre Nigel Greenwood, Commander of the Pacific Fleet and the Sea Combat Commander for RIMPAC 08, was on board the U.S. carrier. He said it was a great personal experience to operate from the carrier, and was an advantage for Canada's Navy as a whole.

"We've really learned a lot about how to conduct a command and control of surface forces right along side the task force commanders in the carrier, and that's been a great learning experience for all of us."

In the final days of the free play exercise, *Ottawa* was instrumental in keeping the USS *Kitty Hawk* safe from the enemy, chalking up fictional "mission kills" of two surface vessels and three submarines. Two kills were performed by its embarked Sea King helicopter "Stinger 36."

But Cdr Teft said he is most proud of *Ottawa's* accomplishments as Surface Action Group Commander, coordinating the movements and operations of ships from three different nations throughout the first two and a half weeks of the exercise.

Cmdre Greenwood

adds to this success saying, "Communications is the primary challenge during RIMPAC. Not just language in terms of different nations' mother tongues, but the interface of terminology and procedures between navies. We've made great progress over the years in getting common architectures for communications, Internet protocols and the way that we pass and share information."

On the other side of the fictional at-sea battle, was *HMCS Regina*, which played with the "Orange" opposing force, a first in 21 years of RIMPAC history that a Canadian ship has played a bad guy.

The frigate, along with three other warships, five submarines and various aircraft, attempted to penetrate the security around the *Kitty Hawk*.

Cdr Teft said it was fun to have a Canadian ship act as the enemy. "They kept us on our toes, but we took advantage of the fact that we knew their tactics."

Regina finished the exercise with a "clean sweep," meaning that every weapon that was fired hit the target. *Regina's* Commanding Officer, Cdr Hady Edmundson called it a unique circumstance for any ship.

Regina sailed into Pearl Harbor last Tuesday with a broom hoisted on its mast, in recognition of the accomplishment.

Both ships are now heading home, and are expected to come alongside in Esquimalt sometime this week.

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RIMPAC: FROM THE CAMERA'S EYE



Sgt Eileen Redding, 19 Wing Public Affairs Acting Sub-Lieutenant Benjamin Scott, Second Officer of the Watch, takes a bearing of USS Kitty Hawk to keep her on an east bearing. HMCS Ottawa was in the Hawaiian area of operations during RIMPAC and is now on its way home.



Sgt Eileen Redding, 19 Wing Public Affairs Technicians in HMCS Ottawa's Air Detachment move the CH-124 Sea King helicopter to the flight deck from the hangar.

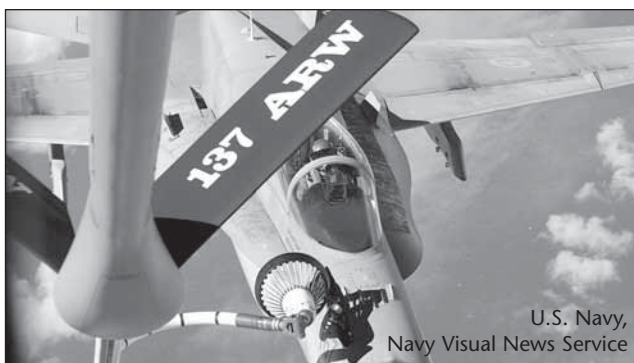


U.S. Navy Commodore Nigel Greenwood fields questions from reporters on the flight deck of the USS Kittyhawk.



Above: Canadian Soldier slides down a rope as he practices fast roping from a helo on board the USS Bonhomme Richard.

Below: A Royal Canadian Air Force CF-18 Hornet from 409 Tactical Fighter Squadron conducts an aerial refueling with an Air Force KC-135 Stratotanker.



U.S. Navy, Navy Visual News Service

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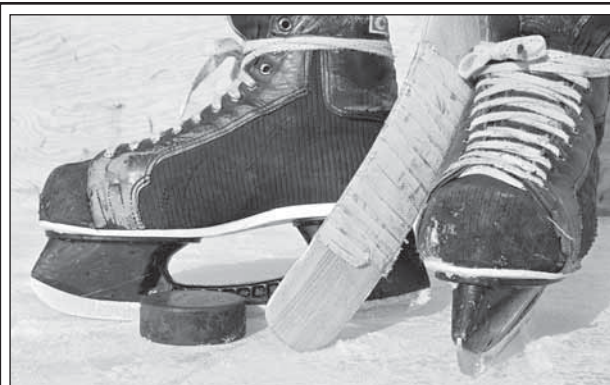
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WHAT SAY WE

She carries on: the wife behind the navy life

Penny Rogers
Lookout contributor

Navy wife Penny Rogers wrote this piece before her husband CPO2 Reg Rogers deployed on Roto 4 of Operation Altair in HMCS Protecteur. It first appeared in the Globe and Mail, and is now being shared with the Defence Community at CFB Esquimalt.

The conversation started like all the rest, small talk about each other's day as he changed from uniform to civilian clothes. We bantered about what would be good for dinner as he emptied his pockets, casually tossing assorted items onto the bed: loose change, a golf tee, a Kleenex that looked like it had been used for things best not mentioned, and one piece of paper that somehow remained neatly folded, just one corner bent from handling.

I paused from folding laundry and glanced down at it. It took a minute for my eyes to focus on the top of the page. It read: "Last Will and Testament."

My heart stopped, but I carried on with our conversation, not wanting him to know that I could barely breathe.

That's what every good navy wife does. She smiles and carries on.

She carries on when he's swept off to sea for a month-long training exercise. She carries on when the phone rings at 3 a.m. and he's recalled because of a bomb threat on board the ship. She carries on when he can't be home for Christmas or New Year's Eve because he'll be with his ship in Dili, East Timor, or some other port she will only see on a map.

But this time it was different. This time he was sailing away for 195 days. This time he would be in harm's way. This time he was going to the Arabian Sea.

For 28 years we have lived and breathed the navy together. There is no escaping it. With almost 3,000 sailors based in Esquimalt there is barely a day that passes when you don't run into a familiar face: in line at the bank, squeezing melons at the grocery store, heading to the

same movie. And the ensuing conversation between sailors ultimately focuses on two things: the ship and hockey. Wives smile and wait for it to end and then they carry on.

But navy life isn't all sacrifice and separation.

We missed spending the millennium New Year's celebrations together, but a week later, thanks to the military's Home Leave Travel Assistance, I was jetting off to Sydney, Australia. For 10 days we wandered the cobbled streets of The Rocks. We cruised around the harbour on assorted tours, gawking at homes of the rich and famous. We strolled hand-in-hand down the sticky, white-sand beaches as the sun set, drowning the already glorious city in a rich golden glow. The time was short but it was time spent together.

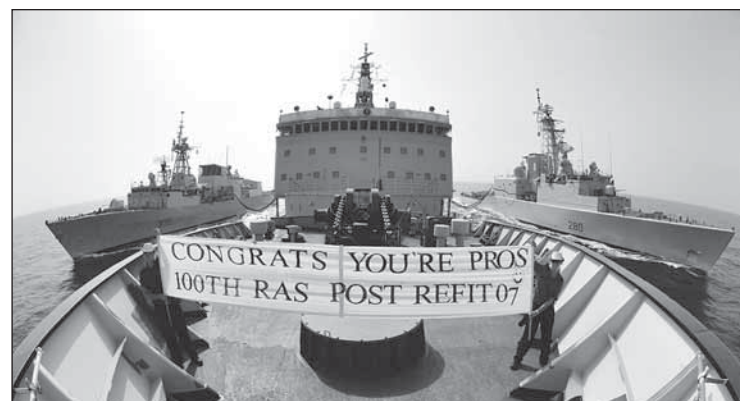
Inevitably bad things happen in life and they seem to happen most often when the ship is at sea. The hot water tank explodes, the car refuses to move, the house goes dark when you plug in the coffee pot, or a loved one passes away unexpectedly. No matter the amount of tears that are shed or curses uttered, that ship is not coming home. Your husband cannot help. You learn early on to be independent. You learn to master the screwdriver and the hammer and you find a multitude of new uses for that roll of duct tape.

Good things also happen, and they too seem to happen when the ship is in some foreign port thousands of miles from home. Your nephew makes the ball team, you sell your first magazine article, you win tickets to a play you've both wanted to see, or you turn a corner and see a jaw-dropping sunset. You learn to draw on inner strength and enjoy these things for the both of you. You learn to write him descriptive email and send him parcels filled with clippings from local papers, photographs of that sunset, and heart-shaped chocolate chip cookies. They are his favorite. And you invite a girlfriend to that play and enjoy time spent with a friend. You compromise and carry on.



Penny Rogers, Lookout

My husband, CPO2 Reg Rogers, in his office aboard HMCS Protecteur.



Cpl Pier-Adam Turcotte, CFB Esquimalt Imaging Services

OS Lee Thibault and OS Kala Chaulk hold the banner announcing HMCS Protecteur's amazing feat: its 100th replenishment at sea (RAS) since the ship's refit last year. The RAS was with HMC Ships Calgary and Iroquois during their current deployment in the Arabian Sea region.

So, as the departure date rapidly approaches and the excitement of the ship's around-the-world voyage grows, my 28 years as a navy wife tells me to smile and pretend to be excited too, knowing that once again I will need to draw on my independence and inner strength to get me through seven months alone. I will reacquaint myself

with that hammer; I will replenish my supply of duct tape; I will plant the garden and trim the hedges; I will make dinner and lose myself in a good movie every now and then.

And, as I wait patiently for that ship to reappear on the horizon, I will do what every good navy wife does best. I will smile and carry on.

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Rock hunting in B.C. with a '59 chevy

By Bill Sherk
The Old Car Detective

George German enjoys reading CarStory in the EMC papers in eastern Ontario:

"Bill, your columns bring back many memories. Here is my story:

"I consider myself very fortunate to have been a teenager in the 1950s. If there was anything that could inspire a young teen, it was the thrill of seeing the year-after-year changes in the body styles of the cars of that era. My father was a car salesman for GM and we always had the latest Chevrolet or Oldsmobile for use as a demonstrator.

"For me, the real revolution in car design started in 1954 with the 'panoramic' (wrap-around) windshields! These new windshields seemed to open up a whole

new vista for viewing, and of course the lack of a pillar on the hardtops added elegance to the design.

"The other big change in cars, starting in 1954, was the lavish use of chrome on the side panels. These flowing chrome lines led to innovative, two-tone paint schemes that made the cars look stunning. These novel paint schemes reached their peak with the tri-tone cars (Meteor Rideau and Dodge Custom Royal) which, to a young teen, were really impressive.

"When my father drove into the driveway with a new 1959 Chevrolet, I could not believe my eyes. At first I thought he had brought home a 'concept dream car' but I soon realized it was the real thing. I will never forget running my hands along the



1959 Chevrolet sales catalogue front cover

ever-extending rear fins. The car was a four-door hardtop that had one other unique feature: not only did the car have a wraparound windshield, but the rear window was also a wrap-around. The view from inside the car was like riding in a dome car.

"I remember going rock hunting with my parents in the interior of British Columbia. My dad found a large stump of petrified wood and he was determined to bring it home to Vancouver. With the help of several people, we managed to dump it into the trunk of our 1959 Chevrolet.

"However, Dad had not made allowance for the massive overhang of the trunk past the rear wheels, and whenever he hit a bump, the car would go light in the front end and he would

almost lose all steering control. This made driving through the Fraser Canyon rather frightening!

"I would love to have a four-door hardtop of either a '59 Chev or Buick with their enormous tailfins. My grandchildren would never believe that cars were ever made of such a design oddity unless they saw them with their own eyes."

As a thank you, if your story is published in CarStory, you will receive a copy of Bill Sherk's book "60 Years Behind the Wheel: The Cars We Drove in Canada 1900-1960." If you have stories or photos to share, email bill@carstory.com or write Bill Sherk, 33 Oak St. E., P.O. Box 10012, Leamington, ON N8H 2C3.

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ComParrot Can you spot 12 differences between these pictures?
by Bonnie J. Malcolm

Solution: 1. Steering wheel in car is missing. 2. Strap on clown's pants is missing. 3. Top of post is missing. 4. Stripe appears on sleeve has moved. 5. Part of platform under girl is colored in. 6. Pom-pom on hat is colored in. 7. End of swing is different. 8. Triangle pattern on ball. 9. Small platform on ground has moved. 10. Handle on net is longer. 11. Post is taller. 12. Top of tent is different.

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Hometown: Victoria sailor hunts for mines in Hawaii

NPAO

Master Seaman Giles Pease has been busy for the past month acquiring, identifying and prosecuting mines. It is all part of his responsibilities on the mine counter-measures team of Fleet Diving Unit (Pacific) during the Rim of the Pacific (RIMPAC) multi-national exercise, that unfolded off the coast of Hawaii from June 29 until July 31.

MS Pease has been in the Canadian Navy since March 1988. After serving for 12 years as a naval weapons technician in Her Majesty's Canadian Ships *Ottawa*, *Kootenay*, *Algonquin* and *Huron*, MS Pease decided to re-muster to Clearance Diver.

He was selected for the clearance diving course in

2001. He was awarded top student following a grueling 12 months of training in a wide variety of diving and explosive ordinance disposal disciplines.

"We're conducting mine warfare diving operations to neutralize the threat of mines placed in shallow water which pose a threat to landing craft," MS Pease says.

To accomplish this extremely hazardous mission, he puts his life on the line, using a mixed gas re-breather and hand-held sonar to look for mines that can explode, without notice, from his sheer proximity.

MS Pease's task is difficult, dangerous and undoubtedly one of the more important parts of the whole mission. Fortunately, at RIMPAC the mines are simulated.

Exercises such as RIMPAC are extremely valuable to the clearance diving community because they provide the opportunity to work with other countries, allowing for personal and professional interaction to share knowledge, try new technology

and practice different methods first-hand, before being called to do it on an operational mission.

"Hawaii is a beautiful place to dive, and the water is warm, but the job of finding and neutralizing mines is still the same, wherever you

are," said MS Pease.

Scuba diving in all kinds of configurations, mine counter-measures, battle damage repairs, salvage and recovery, and underwater remotely operated vehicles, are just some of the wide array of skills he is required to main-

tain to complete his mission. MS Pease is also an accomplished sailor responsible for the safe operation and navigation of diving tenders and jet-boats. All these skills were utilized during RIMPAC, with the focus on very shallow water diving.



PO1 Rob Deploy, DND

Master Seaman Giles Pease of Fleet Diving Unit (Pacific) conducts final equipment checks on his Underwater Imaging Sonar during the multi-national Rim of the Pacific (RIMPAC) exercise, which ran off the coast of Hawaii until July 31.



Photos by MCpl Dan Mallette, Base Imaging Services

Above: Lieutenant-Commander Andrew Muir (left), Capt(N) David Kyle (middle) and Commander Kurt Salchert (right) sign handover certificates during the change of command ceremony at the Venture Naval Officer Training Centre on July 28.

Right: Outgoing commander, Commander Kurt Salchert is rowed away after the change of command ceremony.



HMCS Edmonton sailors impress during namesake visit

SLt Diane Michon-Larose
NPAO

Over 11 days, sailors from *HMCS Edmonton* participated in two major events in their namesake city of Edmonton Alta.: the Edmonton Capitol Ex and the Edmonton Indy.

Equipped with rigid hull inflatable boats, fire fighting gear, boarding party gear and boxes upon boxes of information about their job, 20 sailors from *Edmonton* took the challenge of explaining what the navy does and what it means to a land-locked city such as Edmonton.

For most of the crew, this has been their first time at a major event such as the Edmonton Indy.

"I am thrilled to be out here. Edmonton is a great city and I love all the support this city has for our Canadian Forces," said Petty Officer Second Class William McMillan. "It gives me and all the sailors from *Edmonton* a chance to foster the ship's relationship with the city. It also gives our more junior sailors a great chance to see more of the world and shows them another side of the military life - a part that doesn't involve going to

sea."

The Edmonton Capitol Ex and the Edmonton Indy were pinpointed for Operation Connection, the Canadian Forces' mission to connect with Canadians.

"Our main goal is to build on our relationship with the City of Edmonton and show Edmontonians what it is that their navy does," said LCdr Tim Doherty the ship's Executive Officer.

Sailors from *Edmonton* make the trip from their home port in Esquimalt to the city of Edmonton once a year as part of the namesake city visit program.



Lt(N) Donald Thompson-Grieff of *HMCS Edmonton* talks about navy life to a curious family during the Edmonton Indy.

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Newbie naval officers take to the sea

Mary Ellen Green
 Staff writer

Three Royal Military College graduates are starting their naval officer career on the right foot by earning their sea legs in *HMCS Regina*.

Instead of waiting on land for their MARS 4 training to start at Venture The Naval Officer Training Centre, Acting Sub Lieutenants Michael Lapointe, James Lee and Valerie Simard were offered the opportunity to sail just before graduating in Kingston in May. They had about 10 days to move to Victoria and get ready for their deployment.

They flew by military air bus and met the ship in Hawaii June 27 for the Rim of the Pacific portion of the ship's four-month deployment.

They are being put to good use by serving as third officer of the watch.



Mary Ellen Green, Lookout

MARS students A/SLt Valerie Simard and A/SLt Michael Lapointe just outside the bridge in HMCS Regina while deployed for RIMPAC 2008

The three officers are standing duty on a one in three, watch rotation, meaning they take turns rotating through four hour watch shifts. If the hours they have free fall between 700

and 1600 hrs, they can't go to sleep. The "mids" (2400 to 400hrs) is apparently the worst shift.

"Our days consist of duty and not sleeping," said A/SLt Lapointe. "But I still

feel bad for all my army buddies in Cold Lake or Gagetown. I'm getting paid to be in Hawaii, and having experience on a platform I'll eventually sail in, which is invaluable."

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The interest rate is three per cent, and these loans can be repaid over 48 months. Eligibility criteria are fairly simple: you must be a serving or former member of the Regular Forces with at least one full year under your belt, and it must be a full-time post secondary program.

For smaller loans, consider the Self Improvement Loan Program, which can take care of just about any immediate need requiring \$4,000 or less. This program offers small loans to take care of emergencies, repay an undesirable debt or to allow for some small projects such as the purchase of a computer, new appliances, new furniture, minor renovations or a special project.

This program has an interest rate of 5.5 per cent. The application process is simple: make an appointment with your base/wing SISIP Financial Services counsellor, or your Canadian Forces Personnel Assistance Fund's loan administrator in the locations where there is no SISIP financial counsellor.

These are two examples of the financial assistance loans Canadian Forces Personnel Assistance Fund has to offer. For more information go to www.sisip.com or call 1-888-753-9828 or see your SISIP FS Financial Counsellor.

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No easy feat replenishing a warship at sea

Mary Ellen Green
Staff writer

In order for ships to stay out at sea for long periods of time, they need to encounter an at-sea "store" to gas up and fill the fridges, freezers and pantries.

During Rim of the Pacific, both *HMC Ships Ottawa* and *Regina* relied on foreign replenishment ships, such as Australian oiler HMAS Success, to provide them with much needed supplies.

Replenishment at sea (RAS) is a precarious evolution for the ships' companies. Not only do they sail thousands of tons of warship a mere 40 yards apart, but they must run a line between the two ships and pump diesel fuel in the choppy waters of the open seas.

Regina's Deck Officer, Lt(N) Dave Chodat said, "It's the most dangerous peacetime evolution we do on a regular basis, and gets more dangerous at night, and also when the sea state is rougher than normal."

When the two ships are perfectly parallel, the deck team takes cover. A line is fired over from the tanker to the frigate by gun, and tied on by the RAS

team. They pull the gradually widening line until it is sturdy enough to support the fuel line. Once the fuel line is carefully installed into the refuelling bell, they begin to pump.

After just over a half hour, the ship takes on an average of 265 cubic metres of fuel.

The equipment is then vigilantly detached and the ships slowly break away.

A Halifax-Class frigate uses about 333 litres of diesel per mile at full speed, around 29 knots or 33 miles per hour, which translates into 3,300 litres per hour at average speed.

At that rate, they need to refuel every three or four days.

Regina alone has taken on over 4,125 cubic metres, or 4,125,000 litres of diesel fuel since the ship sailed from CFB Esquimalt in April.

Frigates have two gas turbine engines, and one propulsion diesel engine. The propulsion diesel is more fuel efficient and is used for economical cruising to conserve fuel. To go faster they can use one or both gas turbines.

Diesel is also used to power four generators that produce



The deck department on board HMC Regina works tirelessly to pull over the line for a heavy jackstay in the waters off Hawaii. This is the method used at sea to transfer heavy goods.

a total of 3,400 kilo watts of power.

The two ships perform other forms of RAS, including both light and heavy jackstay.

The light jackstay is used for

personnel transfer, and can also be used for items and packages up to 200kg. A line is attached from foc'sle to foc'sle, and sailors wearing harnesses are attached to a stirrup and

pulled across.

A heavy jackstay is used for heavier items such as ammunition or pallets. They have the ability to transfer up to 1,300 kilograms in this manner.



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MODULE 2 > 2 DAYS Planning, Validating & Managing Requirements	Oct. 5-6	Oct. 3-4
MODULE 3 > 2 DAYS Creativity & Critical Thinking	Oct. 24-25	Oct. 26-27
MODULE 4 > 2 DAYS Facilitating, Negotiating & Listening	Nov. 16-17	Nov. 14-15
MODULE 5 > 2 DAYS Eliciting User Requirements	Nov. 28-29	Nov. 30-Dec. 1
MODULE 6 > 2 DAYS Writing & Presenting Requirements	Dec. 14-15	Dec. 12-13
MODULE 7 > 3 DAYS Modeling the Business Problem & Solution	Jan. 25-27 2009	Jan. 22-24 2009
MODULE 8 > 2 DAYS Filling in the Gaps & Enterprise Analysis	Feb. 6-7	Feb. 8-9
MODULE 9 > 2 DAYS Final Exam & Project Simulation	Feb. 27-28	Mar. 1-2

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Module 3 > 2 DAYS Personal & Team Communication in a Project Environment	Friday-Saturday, Dec. 12 - 13, 2008
Module 4 > 2 DAYS Project Quality Management	Friday-Saturday, Jan. 16-17, 2009
Module 5 > 2 DAYS Effective Project Cost Management	Friday-Saturday, Jan. 30-31, 2009
Module 6 > 2 DAYS Procurement & Contracting Management	Friday-Saturday, Feb. 13-14, 2009
Module 7 > 2 DAYS Assessing & Managing Project Risk	Friday-Saturday, Mar. 6-7, 2009
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IN BRIEF

DND contest goes digital

To everyone with a digital camera, the DND Photography Contest wants you.

For the first time in 40 years, the contest will only accept images in digital format; making it extremely simple to participate.

The DND photo contest is open to current members of DND/CF and their families, retired members of the DND/CF, and NPF employees.

The contest is divided into professional and amateur categories and photos can be submitted in eight categories: military life, family life, sport, environment, animals, portrait, special effects and open.

Over \$20,000 in prizes will be awarded between both professional and amateur Photographer of the Year, Best in Show and the Deputy Minister's Award. Amateur and professional winners will be invited, with travel expenses paid,

to the Awards Luncheon at National Defence Headquarters in Ottawa this November.

Deadline for entry is Oct. 1.

The contest is organized by Canadian Forces Imagery Services and the Director General Personnel and Family Support Services under the auspices of the Deputy Minister of National Defence. For rules and information visit: www.cfpsa.com/dndphotocontest or call (613) 990-2305.

Injured cat found in Work Point

A young female tabby with a flea collar but no other ID was found wandering around Work Point, sick and in distress. The injured cat was taken to Elk Lake Veterinary Hospital, 4975 Pat Bay Highway in Saanich. The case number at the hospital is #135514. Inquires can be made by calling the hospital at 250-658-5922.

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Dental clinic re-opens

Dockyard Dental Clinic will re-open Tuesday, Sept 2. All members who normally receive treatment at the Dockyard Clinic will report to the Dockyard Dental Clinic for sick parade (0730) and for regularly scheduled appointments. When calling to schedule an annual dental exam or for any other inquires, please continue to contact 363-4149 Naden Clinic (until Aug. 29)

Starting Sept. 2 please contact 363-2310 Dockyard Dental Clinic. We apologize for any inconveniences this may cause.

Réouverture de la clinique dentaire de l'arsenal

La clinique dentaire de l'arsenal (Dockyard) sera ouverte à partir de mardi le 2 septembre 2008. Les militaires qui reçoivent habituellement des soins dentaires à cette clinique pourront recommencer à s'y rendre pour la revue médicale (7 h 30) et leurs visites régulières à compter de cette date. Pour prendre un rendez-vous pour un examen dentaire annuel ou pour tout autre renseignement, veuillez continuer à appeler la clinique de Naden 363-4149 jusqu'au 29 août.

À partir du 2 septembre, vous pourrez communiquer avec la clinique dentaire de l'arsenal (Dockyard) au 363-2310. Nous sommes désolés du dérangement que cela pourrait vous causer.

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Regina crew creates innovative ways to stay united

Mary Ellen Green
Staff writer

Master Corporal Don Leduc uses his fondness for coffee as motivation to drive up morale on board HMCS Regina.

Just before leaving CFB Esquimalt, he bought a large stock of deluxe coffee and brought it with him for this four-month deployment.

Every once and a while, on a slow day, he sets up shop and brews lattes for the ship's company.

He completes the experience with fancy cups, flavoured syrups and a coffee house soundtrack playing on his laptop. He even delivers to those who can't leave their watch to follow the smell of his fresh brew.

"I've always loved coffee, and I was getting tired of the coffee on the ship, so I decided to do something about it," MCpl Leduc said. "And I figured as long as I'm doing this, I should ask to use the ship's name as a fundraiser."

MCpl Leduc collects donations for each latte and will turn over the whole lot to the Regina Sick Kids

Hospital in the ship's name-sake city. A total of \$1,338 has been raised to date.

"I don't set a price," he said. "If you give a dollar, that's good enough, but if you give me \$20, you'll get it faster."

But money isn't the only motivation. MCpl Leduc says he loves "to see everyone with a smile on their faces and bragging rights because they've got a latte in their hands."

Some of the crew chipped in as volunteers to help with deliveries and MCpl Darren Mushrow in the ship's galley made a batch of biscotti, and PO2 Stewart Kendall made a lemon poppy seed pound cake as a treat.

Regina's crew has found other ways to keep morale high during their four month WestPloy/ Rim of the Pacific (RIMPAC) deployment - a beard growing contest.

Each willing member paid \$5 to enter the three-week contest, which lasted the duration of this year's RIMPAC exercise. There were prizes for the Best (fullest) Beard, Most Colourful Beard, and Worst

Beard. Prizes will be awarded on the journey back to CFB Esquimalt from Hawaii this week.

Regina's coxswain, CPO1 Malcolm Conlon said the contest comes from a naval tradition to save water while on long deployments. In the past, water systems were bulky and less efficient than the rod plant system currently on board the frigates, so ceasing shaving was a common occurrence. Now it's just a good way to boost morale.

"Now I have an extra five minutes in the morning to do what I want," said Able Seaman Scott St Jacques, a contender for the worst beard.

His strongest competitor was AB David Larsen, who said, "When I joined your years ago, I didn't have any facial hair. I'm 25 now and this is my first chance to grow it and see what it actually looks like."

Proceeds, almost \$500, will go to buy toys for sick kids at the Regina Sick Kids Hospital.

Other morale boosters included a "Miss Regina" contest, where nine willing male crew members

were made-up by female sponsors, and then vied for the crown in a pageant-like competition.

A Guitar Hero competition, sporting contests, banyans on the flight deck and two poker tournaments were also highlights of the deployment.

But the fun isn't over yet for Regina's company. They are hosting more than 20 "Tigers", mostly family members, for the week-long cruise home to Esquimalt. Even Commanding Officer, Cdr Hadyn Edmundson's father will be on board.

The Chiefs and Petty Officers will host a "Luigi Night" with Italian food, and the Tigers will host "hot dog nights." They be project a movie on the flight deck and host a "Sundowner" concert, showcasing the various unique talents in the ship's company.

Lt(N) Amit Bagga, the "Morale Officer" or "Cruise Director" on board Regina says he had a really easy job. "I got the ball rolling and things just took off on their own," he said. "Morale on this ship is superb."



Mary Ellen Green, Lookout Master Corporal Don Leduc and Padre Capt Angela James prepare hot lattes for the crew in HMCS Regina during their four-month WestPloy and RIMPAC deployment. They have raised \$1338 for the Regina Sick Kids Hospital.



Mary Ellen Green, Lookout Best beard winner LS Andy Campbell and Worst beard runner-up AB David Larsen compare their growth on the decks of HMCS Regina.

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STAYING FIT: SAILORS COMPETE IN BIGGEST LOSER

No pain no gain in HMCS Protecteur

Penny Rogers
Staff writer

Neither extreme heat nor wind-whipped sand can stop what PO2 Todd Hinks has put into motion on board HMCS Protecteur, currently deployed in the Arabian Sea.

He and 19 shipmates are running, pumping, pedaling and sweating their way to a firmer, healthier body as part of his Biggest Loser program.

"I can see that the military is losing some of its members - one pound at a time," says PO2 Hinks.

Despite the hot Middle East sun that keeps the temperature in a constant 40C range, making workouts tough on the ship's decks, the sailors are well on their way to shedding excess pounds.

After the first weigh-in on May 21 there has been a combined weight loss total of 39.85 kilograms. Prize incentives and encouragement from their shipmates are making the difference.

"If someone slows down their workout schedule or misses a few days, the other contestants encourage them to keep going, which builds moral and friendship through all ranks on the ship," says PO2 Hinks.

However, hard work from

out equipment.

"MCpl Chris Green has spent countless hours in the gym keeping the equipment working with all this heat and sand in the air," PO2 Hinks says.

The equipment requires constant cleaning and if something breaks it means arranging for parts or finding someone to repair it.

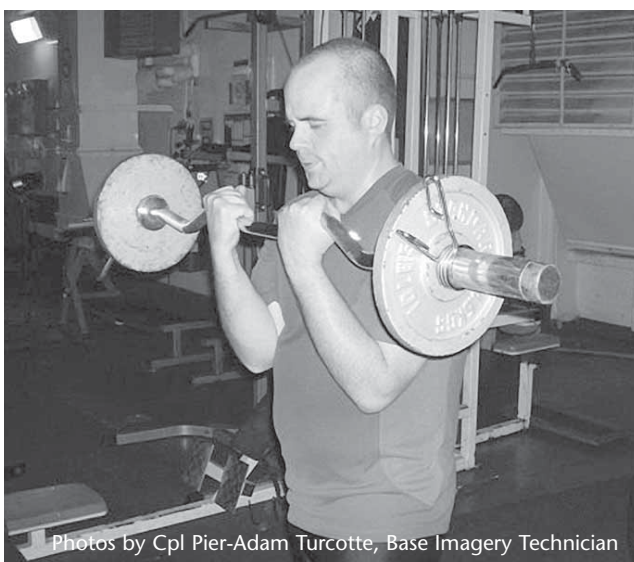
"With the sand, sweat and humidity, the machines are taking quite a kicking, but I have arranged a cleaning every Sunday that lasts for an hour or two," says MCpl Green. "We break into small groups like the oiling crew, the cardio machines crew, and the exercise mat crew. It has been very effective in limiting corrosion and gives the gear a thorough cleaning."

Aside from keeping the equipment in good working order, MCpl Green helps motivate the participants in other ways as well. He gives physical training classes on the flight deck that include cardio and muscle exercises. He even put his art skills to use.

"To help motivate people into exercising I came up with the idea of a daily health quote and tip. I display these on a giant whiteboard, and to make it more catching I draw a picture to attract attention to it."

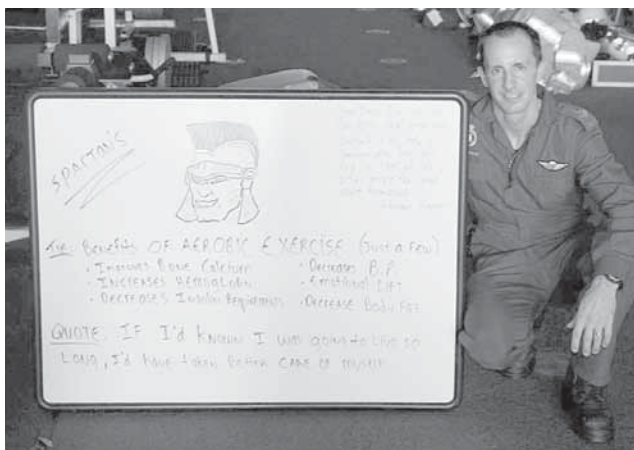
To ensure competitors don't fall victim to the tough environment, MWO Bob Bidder, medical assistant, keeps a watchful eye on the competitors. Any increase in climate can lead to heat-related illness, he says, stressing three main concerns: acclimatization, hydration and caloric/electrolyte intake.

All members of the ship's company, competitors or not, need to understand the acclimatization process, he says. The best way of acclimatizing is short cycles of physical activity throughout



Photos by Cpl Pier-Adam Turcotte, Base Imagery Technician

LS Duane Woytowich, Naval Combat Department, aboard HMCS Protecteur, has been participating in the Biggest Loser weight loss competition since April.



MCpl Chris Green offers encouragement to the competitors of the Biggest Loser weight loss competition with his health quote and tip of the day. He also plays an crucial role in keeping the equipment in good running order, despite the extreme conditions.

the day, gradually building up in intensity and duration.

Hydration is also a key component to stave off heat-related illness. Water intake is an all-day evolution on board Protecteur and not just a post exercise requirement.

Sailors have been heeding MWO Bidder's advice as there has been little to no heat-related illness during the Biggest Loser competition.

"The members have been doing an outstanding job

responding appropriately to the increased demands placed on their bodies," says MWO Bidder.

Like many personnel on board the supply ship, MWO Bidder enjoys attending the weigh-ins. "It's an interesting time with lots of drama and the occasional ill regard expressed towards the scale. PO2 Hinks has been very supportive with the individual participants during the weigh-ins and has saved the scale on numerous occasions from an untimely demise."

To help motivate people into exercising I came up with the idea of a daily health quote and tip.

-MCpl Green

the competitors is just half the battle. The fine sand that sweeps across the decks is finding its way into every crevice, including the work

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<p>01 HONDA S2000 ROADSTER</p> <p>Met red/black leather, 6 speed, power top, CD, A/C, start button, power group, alloys, 4 cyl, cruise. Stk. #X6440. Was \$24,995</p> <p>\$500 Gas Card</p> <p>\$21,888</p>	<p>05 TOYOTA COROLLA CE</p> <p>B pack, beige/tan cloth, 1.8L 4 cyl, auto, A/C, CD, tilt, power locks/mirrors, keyless entry, immobilizer. Stk. #X6419. Was \$14,995</p> <p>\$500 Gas Card</p> <p>\$12,888</p>	<p>02 ACURA 3.2 TL</p> <p>Met/tan leather, V6, auto, ABS, immobilizer, CD player, premium audio, full power eqp, heater power front seats, sunroof, tilt/cruise 60/40 rear seat. Was \$15,995 Stk. #X6378</p> <p>\$1,000 Gas Card</p> <p>\$12,888</p>
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Tritons pitch in to win regionals

The 2008 Pacific Region Men's Slo-Pitch Championships were hosted at the Work Point diamond over the July 26 weekend.

The Totems, representing 19 Wing Comox, made the trip to contest the title in a best of three match-up against the defending champions, the Formation Esquimalt Tritons.

The Totems opened the championship with a convincing 14-11 win Saturday afternoon. The second game Saturday evening was a closer game, with the Tritons scoring six runs in the top of the seventh inning to win 21-16 and avoid defeat, forcing a third and deciding game Sunday morning.

The closest game of the weekend saw each team battle back and forth with several high scoring innings. But it was the Tritons that won the struggle, ending in

a final score of 21-18 and earning the Pacific Region Men's Slo-Pitch Champions title for 2008.

The most valuable player of the tournament was PO1 Tim Rountree from the Tritons.

The Formation Esquimalt Tritons will represent the Pacific Region at the CF National Slo-Pitch Championships hosted by CFB Borden from Sept. 6 to 10.

Women's slo-pitch held a selection camp over the same weekend, choosing players from Esquimalt and Comox to form a team to represent the Pacific region at the CF Women's Slo-Pitch Championships, also being held in Borden in September.

2008 Pacific Region Soccer Championships

The Formation Esquimalt Tritons Men's soccer team will compete in the

upcoming Pacific Regional Championships being hosted by CFB Esquimalt Aug. 13-14.

The teams will compete against the visiting 19 Wing Comox Totems.

The tournament format will be a best of three, with the winner travelling to Borden Sept. 20-26 to represent the Pacific Region at the CF soccer nationals.

Games will take place on Wednesday, Aug. 13 at 2 p.m., and Thursday, Aug. 14 at 8 a.m. and 3 p.m. (if necessary). All games will be played at the Colville Road Soccer Pitch. Spectators are welcome.

A selection camp will be held for women's soccer players from Esquimalt and Comox to form a team to represent the Pacific Region at CF nationals.

2008 CF Ball Hockey National Championships

The Formation Esquimalt

Tritons Ball Hockey team will travel to CFB Borden on Aug. 15 to represent the Pacific region at the CF National Championships.

The team earned their way to the tournament by winning the Pacific Regional Championships at 19 Wing Comox in June.

The Tritons have been training hard to prepare, with the dedicated group players practicing twice a week at Wurtele Arena, as well as undertaking an intensive dry land training program with Personnel Supports Programs fitness staff. The team is a promising combination of seasoned veterans and young talent eager to contend for the national championship title this August.

Updates as the tournament progresses will be posted on the CFB Borden website: www.cfpsa-borden.ca/sports/nationals/nationalhome.htm.



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Military golf team set to swing into action

Alexander Jones
Staff writer

This August, eight CF personnel will represent the Canadian military in the Conseil International du Sport Militaire (CISM) Golf Championships in Ottawa.

CISM is a multi-national organization that promotes military cooperation and friendship between its member countries. With the

motto "friendship through sport," the Olympic-style organization hosts several events annually in different countries, and participating nations send the best military personnel they can field to the sporting events to compete for top honours.

Canada will host CISM golf for the first time at Hylands Golf Club, a Canadian Forces golf club.

Six men and two women

were selected for the national team after a rigorous selection camp that spanned one month. Some golfers played as many as seven rounds (126 holes) in an effort to make the cut.

Tom Campbell, team manager, expects the team will do well, based on past performances.

"The first two years of the event the men's team won the silver medal. Last year in South Africa, our women's team took home the bronze medal, and the men's team finished in fourth and fifth in the last two years. These finishes are out of a field of a dozen countries or more," he says.

This year's golf team is: Maj Allan Jensen of CFB Esquimalt, CWO Tony Stuckless of CFB Shearwater, Maj Paul Ridyard, MCpl Sandra Bate and Capt

Chantale Belley of NDHQ in Ottawa, Capt Wayne O'Donnell in Cavalier, North Dakota, and Captain Cameron Lowdon at CFB North Bay and MBdr Tom Cameron of CFB Gagetown.

"The final team selection proved to be very difficult considering the high calibre of the players competing for the few positions available," said MGen Daniel Gosselin, Chief of Mission for CISM Golf. "I selected those players that I believe can best represent Canada in this important event. Competitive talent, sportsmanship, stamina, and attitude were among the factors considered in the final team selection."

For more information on CISM and the 2008 Golf Championships, visit the organizations website at www.cism-milspport.org.

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INFOCUS



During their tour of HMCS Winnipeg, the senior and junior campers from Personnel Support Programs Fun Seekers summer camps, got to try on some combat gear. Pictured here are Dalon, age 6; Ryan, age 8; Pete, age 8; Willy, age 12; and Brandon, age 8.



Army cadet Maksym Mirovski of Nanaimo, B.C. rides his mountain bike over one of the new rebuilt testles on the historic Kettle Valley Railway. Five years ago, wildfires destroyed 12 of the trestles and reconstruction was completed in June.



LS Brian Charlebois shows students of the Raven Aboriginal Youth Empowerment Program proper fire extinguisher methods at Fleet School's damage control facility in Colwood. The students were at the facility July 25 as part of their six-week military training course.



Above: PO Alexander Rabu (left) and PO Russell Grandison (right), sailing instructors at HMCS Quadra in Comox, won gold in the 420 Class at the B.C. Summer Games and captured first place at the Western Canadian Championships held July 3 to 6 in Victoria. The pair make up one of four teams representing the Pacific region in the upcoming National Sea Cadet Regatta to be held in Kingston, ON, Aug. 17 to 24.

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Bravo ZULU

The Chief of Defence Staff, General Walter Natynczyk visited HMCS Ottawa during RIMPAC. While on board the ship he had the opportunity to reward a few sailors.

RIMPAC photos by Sgt Eileen Redding, 19 Wing Public Affairs



Master Warrant Officer Todd MacGowan, Physician's Assistant, receives his Canadian Forces Decoration (1st clasp)



Petty Officer (PO1) Brent Bethell, Sonar Operator, receives his Canadian Forces Decoration.



Leading Seaman (LS) Dennis Manke receives his Canadian Forces Decoration.



Able Seaman (AB) Antoine Leblanc is promoted to Leading Seaman. Assisting the CDS is Commander Martin Teft, Captain of HMCS Ottawa.



Ordinary Seaman (OS) Remi Boivin is promoted to Able Seaman by the CDS and Commander Martin Teft, Captain of HMCS Ottawa.



Petty Officer (PO2) Keith Fairman, the Engineering Officer of the Watch, is presented the Machinery Watch Keeping Certificate 3E.



SLt Deutekom is promoted to Lt(N) by Cdr Mary-Ellen Clark and Cdr Guerard.



SLt Lane is promoted to Lt(N) by Cdr Mary-Ellen Clark and LCdr Boutin.



Lt(N) Loucks is promoted to LCdr by Capt(N) David Kyle with the assistance of Capt(N) Jellinek on July 22.



SLt Crystal Myers is promoted to Lt(N) by LCdr Mark MacIntyre and CPO1 McMillan.



Lt(N) Kelly Rozenberg-Payne is awarded her Canadian Forces Decoration First Clasp from RAdm Tyrone Pile.

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Sailor finds wedded bliss

Mary Ellen Green
Staff writer

When Leading Seaman Allan Lavallee pictured his dream wedding, he knew it wouldn't be a fancy affair with white lace and bows.

Getting married on the beach in Hawaii with the sand between his toes and a lei around his neck was perfect in his book.

"I had this picture in my head of what I wanted, and I got it," he said.

He married his boyfriend of five years, Joey, July 2 while *HMCS Regina* was docked in Hawaii, for Rim of the Pacific (RIMPAC).

Joey had asked LS Lavallee to marry him three years ago when the two were dating in Halifax. The couple moved to the West Coast when LS Lavallee was posted in 2006.

But when LS Lavallee sailed away from Esquimalt in April for WestPloy/RIMPAC, there was no wedding planned.

But by the time the ship arrived Guam, LS Lavallee had a change of heart, and so the wedding plans began.

Joey flew to Hawaii to meet the ship. They got wedding outfits: shorts and Hawaiian shirts, and ordered leis from a florist.

They rented a small cabin on Waimanalo Beach and bought food and drinks for the reception.

The ship's Padre, Capt Angela James performed the ceremony on a secluded beach with members of the ship's crew in attendance.

"Everything she said gave me goose bumps," LS Lavallee said.

Lt James wore a rainbow coloured stole that had been a gift from the first same sex couple she married.

"It was truly an amazing kiss. People were clapping and cheering and jumping up and down in the sand," said Capt James. "It renewed peoples' sense of what's valuable in life, and you could see it on their faces what value it had for them."

LS Lavallee flew home to Esquimalt July 29 for a few days leave before going on duty watch.



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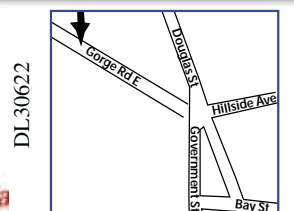
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