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THE LONGSHOTS



Early morning tragedy

NEWS 7
Nijmegen journey a rewarding experience



NEWS 8-9
HMCS Calgary's crew receives kudos



LS Todd Craft, Contributor

A car crash at CFB Esquimalt early Thursday morning left one person dead and another in Victoria General Hospital in critical condition. A private vehicle entered through Naden's main gate without authorization and smashed through the concrete barrier at the end of Naden Way- sending the vehicle and its two occupants crashing into Lang Cove. First responders pulled one casualty from the water, who was transferred by BC Ambulance to hospital. The other victim was pronounced dead at the scene. Victoria Police were on scene and will assist the Canadian Forces National Investigation Services with the investigation. Traffic was re-routed through the Beard Street entrance near the Esquimalt Graving dock, and the Sturdie Street gate. The main gate was re-opened later in the day.

Food Network celeb gets taste of diver life

Alexander Jones
Staff writer

It was an unusual mix of ingredients at Fleet Diving Unit (FDU) Pacific last Monday: film cameras and dive equipment.

That's because the dive unit hosted a Vancouver-based film

crew in shooting an episode of Food Network Canada's widely popular Glutton for Punishment, a part cooking, part adventure show produced by Paperny Films.

Cameras and microphones were on hand to capture two FDU personnel as they took host

Bob Blumer through the ins and outs of the hyperbaric chamber for an episode about diving for dinner.

In the episode, Blumer goes diving to collect sea urchins with Island-based urchin harvesters David McRae and West Sampson. Because the urchins

must be gathered by hand, dives to the sea floor are necessary. With minimal diving experience, Blumer wanted to introduce his viewers to some of the dangers associated with diving. So, he came to Fleet Diving Unit to talk to the experts.

See Fleet Diving on page 2

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Fleet Diving Unit a backdrop for TV show

From page 1

"Ascending too quickly, that can cause things like pulmonary barotraumas, which is a burst lung," explained MS Marc Essertaize, with cameras rolling. MS Essertaize is a certified hyperbaric technologist and a clearance diver technician with the Canadian Forces. "We can also see things like gas embolism, burst ear drums, decompression sickness, also known as the bends, any number of things."

Playing an important part in the show is the unit's giant hyperbaric chamber, used to treat a variety of medical conditions caused by diving. The main chamber is nearly 20 feet long, with a capacity for up to eight occupants in the main lock.

Lt(N) Todd Dupuis, FDU's executive officer, was also present with MS Essertaize. The two took turns explaining to Blumer the history, technology, and theories behind recompression therapy and hyperbaric treatments.

"During construction of the early bridges, engineers used to construct caissons, large structures that displaced the sur-



Above: Lt(N) Todd Dupuis, Executive Officer of Fleet Diving Unit (FDU), explains the finer points of diving with "Glutton for Punishment" host Bob Blumer.

Right: Inside the main recompression chamber at FDU, MS Marc Essertaize tells Blumer how to safely adapt his body to diving pressures and surfacing.



rounding water so workers could build the foundations for the bridge," explained Lt(N) Dupuis. "What they didn't realize then was even though the water was displaced, the pressure at depth still existed, and workers were coming back up suffering from decompression sickness. The term bends originated because the work crews would be in

so much pain, they'd walk hunched over."

With the history lesson complete, MS Essertaize and Lt(N) Dupuis ran Blumer through the actual steps used to treat decompression sickness. Sealed in the chamber with an oxygen mask, MS Essertaize and Blumer communicated over the radio with Lt(N) Dupuis, who sat at the controls outside the cham-

ber. All the while, cameras captured Blumer's education for use on the show.

"There's only a handful of hyperbaric chambers on the West Coast, and for them to open up their operation for us is a great experience," said Blumer. "It's great to see the level of training and knowledge the Canadian Forces instills in their personnel. This was an eye-opening

experience."

After the mock treatment was complete, Blumer left the chamber a little wiser on the inherent dangers of diving.

"Now that I know about proper diving, I'll have to make sure I don't have to come to a place like this in a real emergency."

MS Essertaize is proud to have been a part of the film process. "This is defi-

nately different than our usual duties," he explains. "It's going to be exciting to show the public just what we can do here."

The *Glutton for Punishment* episode featuring Fleet Dive Unit will air next season, tentatively in May. For more information on *Glutton for Punishment*, visit the show's website, www.gluttonforpunishment.tv.

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Left: Raven instructor MCpl Bryon Boyes helps a Raven student prepare to rappel down the 33-foot tall rappel tower at Work Point on Aug. 13.

Right: MCpl Boyes demonstrates proper rappelling technique for Raven recruits.

Raven is a seven-week national youth outreach program founded in 2003 to provide the Canadian Forces with a more visible presence in the Aboriginal community.

Mary Ellen Green, Lookout



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Be part of 100-year naval celebration

Mary Ellen Green
Staff writer

Planning for the 2010 Canadian Naval Centennial (CNC) is under way and the first order of business is to finish gathering ideas on how best to celebrate 100 years of navy existence at Maritime Forces Pacific (MARFAC).

While two years may seem a long way off, planning and preparation will be key to a successful celebration. Tasked with coordinating events and activities within MARFAC is Commander Rick Gerbrecht. He's currently seeking ideas for projects and activities that he can take to the national naval centennial board for review.

"There will be a cornucopia of good ideas from coast to coast," Cdr Gerbrecht says. "My job is to educate and raise awareness that MARFAC is gearing up for the Centennial and that we are going to celebrate, within the realm of the possible, while having fun along the way. Now is the time to submit ideas so planning considerations and funding formulas can be considered to make events happen."

He also wants to encourage community organizations such as naval veteran groups to get involved and present concepts for consideration.

The deadline to do so is fast approaching. Submissions should be received by the CNC coordinator no later than Sept. 8. For details on the process of submitting, people should review MARCORD 07-01, which can be found at the CNC website: www.canadiannavy100.forces.gc.ca.

Interested individuals, groups and units should pay particular attention to sub-paragraph three, where originators must provide substantiation as to why the initiative supports the CNC theme of "Bring[ing] the Navy to Canadians."

"A short description is required to define how the project either honours the past, showcases the current navy or reinforces the requirements of the future navy," explains Cdr Gerbrecht.

The official centennial date is May 4, 2010, but festivities are planned to run from the summer of 2009 through the 2010 calendar year, with major showcase events and activities to be carried out after the anniversary date.

Cdr Gerbrecht says he is looking forward to working closely with unit representatives to assist in the education, dissemination and coordination of the MARFAC CNC project program. Cdr

Gerbrecht admits there will be challenges in 2010 as MARFAC meets the human resource demand to support the Olympics and RIMPAC. "We will observe the Centennial in a fashion fitting a navy that possesses a proud heritage and worldwide reach, but we will also need to continue operating

the fleet throughout our celebrations. So, a measured celebration tempo will be planned."

All submissions, queries and comments should be directed to the CNC Coordinator, Cdr Rick Gerbrecht at 363-5780, or by email at Gerbrecht.RG@forces.gc.ca

Charges laid for database corruption

The Canadian Forces National Investigation Service (CFNIS) has charged two military members with several offences in relation to the alleged corruption of a database while they were posted in Ottawa.

PO2 Sylvia Reid and PO2 Janet Sinclair, both posted to CFB Esquimalt, were each charged with one count of Sabotage, contrary to Section 130 of the National Defence Act, pursuant to Section 52 of the Criminal Code, one count of Conspiracy, contrary to Section 128 of the National Defence Act, one count of Mischief in Relation to Data, contrary to Section 130 of the National Defence Act, pursuant to Section 430(5) of the Criminal Code and one count of Wilful Property Damage, contrary to Section 116(a) of the National Defence Act.

Members of the CFNIS conducted the investigation with assistance from Military Police at Canadian Forces Support Unit Ottawa, the site where the incidents allegedly occurred. Based on all evidence collected including computer forensic analysis, PO2 Reid and PO2 Sinclair allegedly corrupted a Government database in July 2007.

The CFNIS is an independent Military Police unit with a mandate to investigate serious and sensitive matters in relation to National Defence property, DND employees and CF personnel serving in Canada and abroad.

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WHAT SAY YOU

Ode to the engineer, soul of the ship's crew

Lt(N) Patrick B. Larose
HMCS Calgary

HMCS Calgary has now been deployed for over three months on the fourth rotation of Operation Altair, Canada's maritime contribution to Operation Enduring Freedom, the coalition Campaign Against Terrorism, and it seems the job of the Marine System Engineering (MSE) Department is never done.

You see, for these technicians it doesn't matter where the ship is deployed, the work, the maintenance and the training packages never end. This is not a point of objection or complaint, but simply the life to which we are accustomed.

Murphy's Law states: "If anything can go wrong, it will." I sincerely believe this law is the driving force behind our lives.

Ships always need repairs, and the day everything is perfect is usually the day before something goes wrong. With typical sailor superstition, if someone in the department mentions how great everything is working, he or she will be blamed for the next problem, which inevitably happens the day after that proclamation.

I guess it takes a special person to be part of the MSE Department; you need someone who doesn't mind dirty, hot working conditions, who doesn't mind being woken up in the middle of the night because of a problem, who will tackle headfirst fires and floods, and you need someone who will keep doing this, day after day.

It has been said the work of the Engineering Department is the prelude to action, and prior to departing Esquimalt to become part of a three-ship Canadian Task Group, along with HMC Ships Iroquois and Protecteur, the department worked at a furious pace. Alongside, between leave, days on duty and normal working days, the department and Fleet Maintenance Facility workers completed work on the gearbox, the gas turbines, the diesel generators, the fresh water system and the lube oil system.

While people were taking time off, every person in the depart-

ment cringed at the sound of their cell phone, knowing it was the ship and they were needed. This is the sort of sacrifice we have become accustomed to - ship before self.

And on top of that, most people in the department had to conduct refresher courses such as C7, Sig Sauer, and fire, flood, sea survival.

Once at sea, training, and equipment breakdowns, continued.

First it was Enhanced Training, a favourite of the MSE Department, where the ship asked Sea Training to simulate fires and floods to prompt a response and ensure our team was up to the challenge.

The first major breakdowns included the desalination plant, the diesel generators and the black water system. The repairs required long hours and multiple shifts, but eventually the determination and know-how of the department won out and fresh water, electrical power and the ever so essential toilets were back to as we call it, "fully operational status."

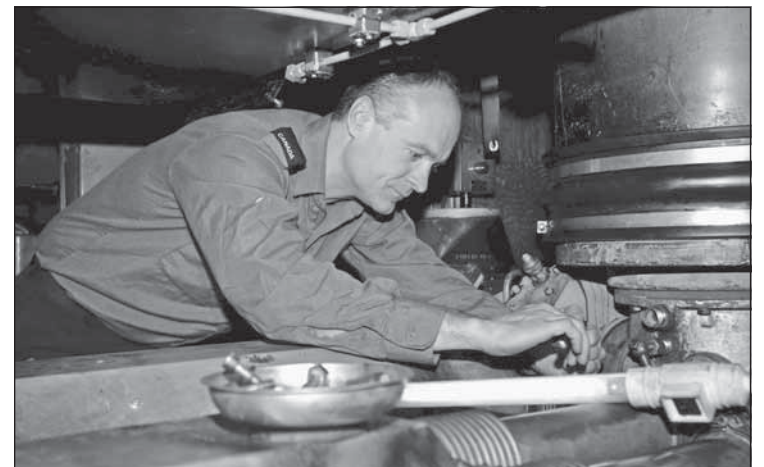
The task force is currently operating in the Arabian Sea. With the crew's perseverance and hard work, we continue our mission. But some problems have been too big for our department to resolve at sea. The number two diesel generator failed, one of the seven fire pumps started to spit sparks instead of pumping water, and the hangar door could only be opened by hand, perhaps because of the harsh environment that includes heat and dust.

Luckily, in the middle of the deployment there was a 10-day rest and maintenance period (RAMP). We scheduled a lot of those required repairs for then, and those in the department on duty were required to work 14-hour days in temperatures reaching 60 degrees with the humidity factor. The department did jobs ranging from cleaning and changing filters and condensers to replacing tank level sensors and repairing our number two chiller unit. When everything was said and done, the fire pump was replaced and the hangar door now opens at the push of a button. But even with our best technician's and mechanic's expertise, the number two diesel generator could not be resurrected. The trip is not over



Above: Left to right LS Justin Klassen-Vavrek, PO2 Pascal Nicolas and LS Jason Clark work on HMCS Calgary's number three diesel generator.

Below: LS Terrence Zaleschuk from the MSE department, works on number three diesel generator.



Ode to the Marine System Engineering Department

To those who work tirelessly before, during and after the mission is completed
To those who fix what is unfixable
To those who ensure you have power to your missiles and your TV
To those who are the first to unplug that toilet
To those who work in the 60 deg heat for hours on end so others can have drinking water
To those who make something out of nothing
To those who are the first to attack the fire so others can be saved
To those who ensure we keep moving forward to the next challenge
To those who laugh when asked how much longer?
To those who finish jobs in 30 min instead of 2 hours (an old engineering trick)
To whom no one notices until something is wrong
To their quirkiness, their genius and their never ending spirit
We are indebted to you and we thank you for your perseverance through your never ending work

though and for now, its three brother generators are sufficient to power up all systems on board.

I am always impressed by the

dynamics, the hard work, the resolve and the know-how of our department and I thought a little bit of praise was in order.

Jim Pattison
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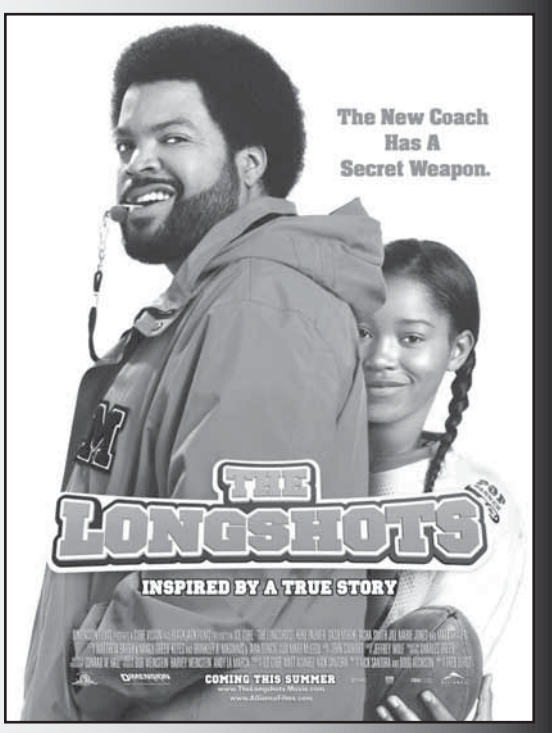
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Goodbye motorcycle, hello my first car

Jim Oates enjoys reading CarStory in the Essex Free Press. Jim was not the first owner of his first car, but he definitely was the last:

"I used to ride a motorcycle when I was a youth a long time ago. As I grew both physically and mentally, I thought I should have four wheels under me. I traded my bike for some woodworking tools and a phonograph. Still needing transportation, I bought a 1936 Chev from the blacksmith up on Hwy. 2.

"As the price was within my budget, I thought I was getting the best of the deal. I didn't know a great deal about cars in those days, only that you drove them as fast as possible with the radio cranked up as loud as possible. It had a bit of rust but that didn't matter. The motor ran and the wheels turned. Sure, it looked as if it had seen better days but it still had lots of life in it.

"Maybe I should have kept the bike. The universal

joint shook itself to pieces, and with a clatter, clatter, and thump, the driveshaft dropped. With a shudder, the old Chevy reared its back end up off the ground as the driveshaft plowed itself into the gravel road-bed. A friend helped me as I tied the shaft up with a piece of baling wire so it wouldn't drag on the ground while he towed me home. I got a new universal joint, installed it, and I was off again.

"Not long after this incident, I was driving through the town of Tecumseh. That was in the days before traffic lights were installed at Lesperance and Tecumseh. Someone didn't yield. Anyway, my Chevy and a pickup truck drove through the intersection. I turned left and the pickup proceeded straight.

"Yes, straight into my right rear fender! Did I mention rust? That fender was held in place by rust. Not only did it bend, it fell on the ground. And wouldn't you



A 1936 Chevrolet with built-in trunk from a sales catalogue.

know it? There wasn't a scratch on the pickup. No charges were laid and we both went on our way. Me? I had a crumpled fender lying on my back seat. And he? He left with a smile on his face.

"That old Chevy taught me a lot about cars and life. When I tried to trade it in on another car, I discovered that nobody wanted the old thing. Somehow, I got the impression that they thought I was joking every time I drove onto a used car lot.

"Swallowing my pride,

I went out and bought a used 1948 Ford. The '36 Chevy went to the scrap yard where it suffered a few more indignities."

As a thank you, if your story is published in CarStory, you will receive a copy of Bill Sherh'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 Sherh, 33 Oak St. E., P.O.Box 10012, Leamington, ON N8H 2C3.

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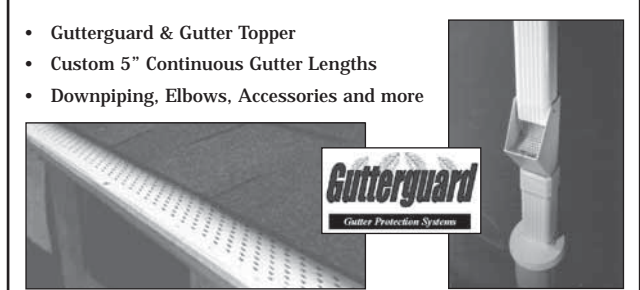
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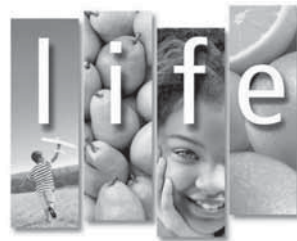
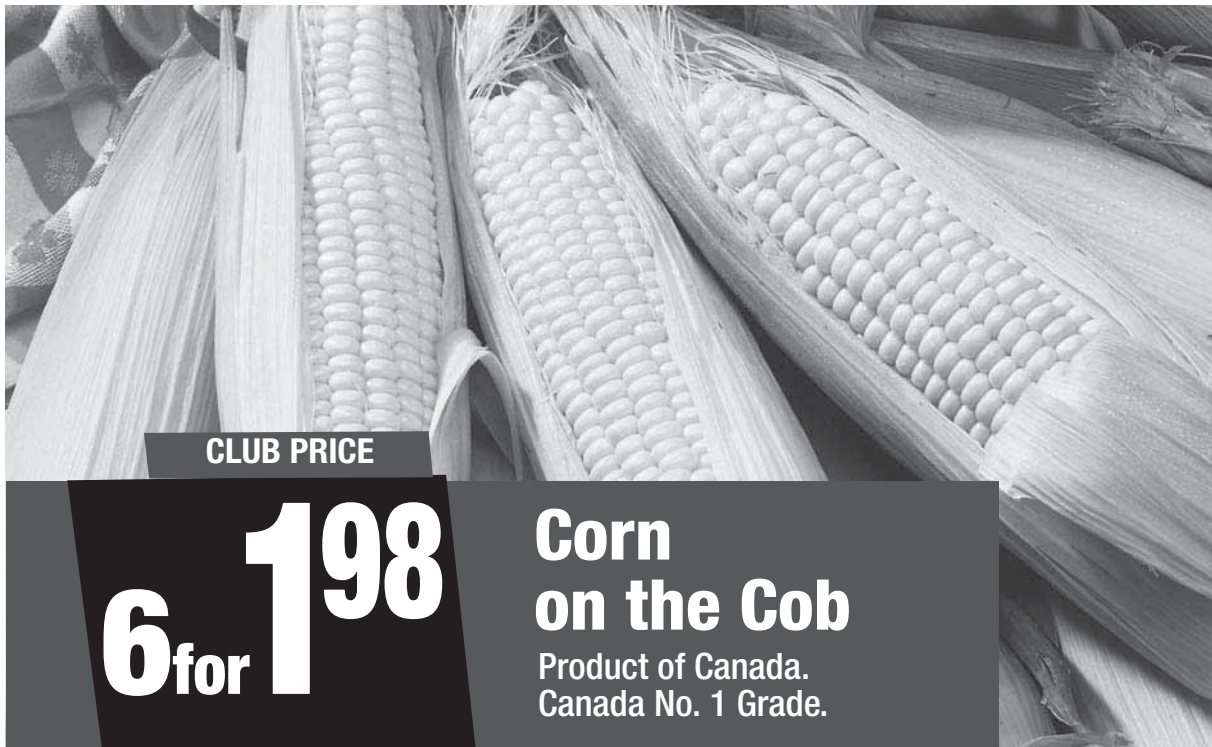
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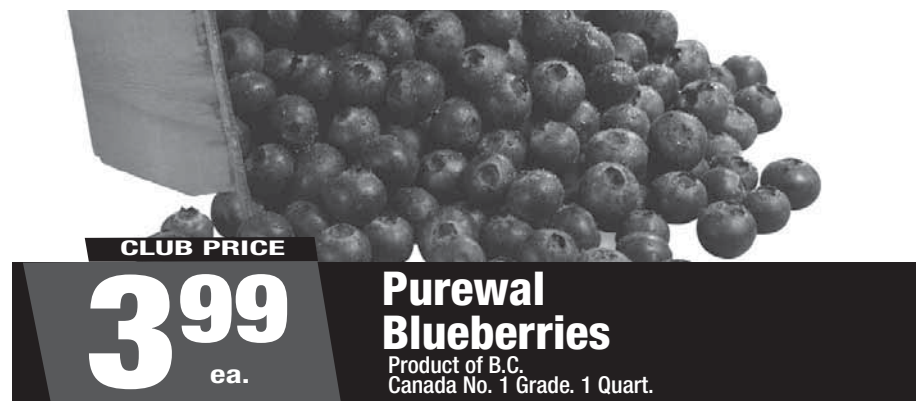


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Military members share journey of a lifetime

Alexander Jones
Staff writer

A special chat with Rear-Admiral Tyrone Pile last Wednesday was the final duty for the 11-person team that represented Maritime Forces Pacific (MARFAC) at July's Nijmegen Marches in The Netherlands.

In the Admiral's office, the entire march team of nine navy personnel and two air force personnel met with MARFAC's Commanding Officer to share their experiences and receive a hearty congratulation for marching 160 kilometres in four days.

The Canadian Forces have participated in the annual Nijmegen marches since 1952 when the CF made the commitment to send personnel to Holland to remember Canadians who died to liberate the country from Axis control in the Second World War.

Over 200 CF personnel from across Canada made the trip for the four-day trek that encompasses 160 kilometres and stops in four Dutch towns, among them Groesbeek, where more than 2,300 Canadian soldiers and airmen are buried. The team also paid respects at the Vimy Ridge memorial in France prior to beginning the march.

"Canada is far distant from conflict, but standing on the very spot

where young men fought and died really brings a powerful, emotional perspective," says PO2 David Hillier, an instructor at Canadian Forces Fleet School. "It certainly provides a deeper appreciation of the history of that country, and our part in it."

In addition to the 220 CF marchers, a total of 5,000 military personnel from all over the world joined 40,000 civilian marchers for the event.

MARFAC's team began training over three months ago. During their training, the team logged an impressive 900 kilometres of marches—enough to travel the entire length of Vancouver Island and back.

"MARFAC was generous enough to allow us to train for Nijmegen during the week, instead of during our weekends or holidays," explains PO2 Hillier. "That's something we were grateful for, as it allowed us to prepare for the event with an even more in-depth training routine than a lot of the other teams."

That in-depth training included help from the Personnel Support Programs fitness staff, who gave the members assistance with cardio and strength training, as well as yoga classes to keep the team in shape.

"If we had health issues, or injuries, the PSP staff was there to help

us through that," says Corporal Brian Peers, an avionics technician at 443 Maritime Helicopter Squadron.

Selection for the team took place throughout the training process, with over 55 MARFAC personnel initially trying for the team. That number was quickly whittled down to the final 15 members, with four of those going on to round out other CF teams. The final team mixed a blend of services, ranks, and age groups.

"It wasn't just about picking the biggest, strongest people for the team," says Cpl Peers. "We needed people that were going to have the right attitude, and put in the most effort."

"We were marching more than seven hours a day, shoulder to shoulder. We had to have exactly the right mix of people that were going to integrate, get along, and make the experience the best it could be."

In order to get through the demanding march schedule, which had the team marching in-step with full uniform and rucksack in temperatures soaring to high 20s, PO2 Hillier and Cpl Peers say the team really came together in support of one another.

"We did everything to take our minds off the exhaustion, the blistered feet, whatever," says PO2 Hillier. "Talking about work, cars,



This year's Operation Nijmegen MARFAC team receives a plaque from RAdm Tyrone Pile, Commander Maritime Forces Pacific: LCdr Alexander Webster, LS Charles Banville, AB Shawn Curran; Cap Liam Doyle; PO2 Dale Hannem, PO2 David Hillier, CPO1 Mike Howlett, PO1 Chris Koblun, PO2 Chuck MacIntosh, CPO2 Gary Newcombe and Cpl Brian Peers.

business, our wives, anything."

Cpl Peers says music was another way the group stayed focused. "The singing was a great idea. We all sang marching chants, stuff that would entertain both us and the crowds that came out to show support. We had a list of about 20. We even had hand signals and motions to make for some of the songs. We might have looked a little funny to the crowds, but it was a great way to push ourselves

through the challenge."

The team was so energized for the event they often got to the rest stations ahead of other teams, averaging a pace of 6.5 kilometres an hour.

"It was gruelling, a lot of people might think this is just a walk. It's not. This was a disciplined, formation march. It's hard to describe the experience; it's really something that has to be experienced," says PO2 Hillier.

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CEFCOM visits HMCS Calgary during Op Altair

Lt(N) Matt Mitchell
HMCS Calgary

For the crew of *HMCS Calgary*, the heat of the desert is nothing new. But when the mercury in the thermometer pushes towards the mid 40s, and the sun is at its noontime high, most people choose to be indoors.

However, for the ceremonial side party there was little fretting over the heat during the piping aboard of Lieutenant-General Michel Gauthier, Commander of the Canadian Expeditionary Force (CEFCOM), and his entourage.

Uniformed in desert CADPAT, LGen Gauthier and Command Chief Warrant Officer Daniel Dietrich, along with LCdr Kim Payne and CEFCOM Aide de Camp Capt Chantal Tetreault, embarked aboard *Calgary* during a whirl-wind tour of CEFCOM commitments around the globe.

CEFCOM's commitments worldwide include Afghanistan, Sudan, Congo and the Arabian Sea among others.

Calgary, along with *HMCS Protecteur* embarked in April on a six and a half month maritime security operation, heading first to the

Caribbean. They were joined there by their East Coast counterpart, *HMCS Iroquois*, which departed its homeport of Halifax, NS. Together, the three ships, along with command and ground support teams and two Sea King helicopter detachments, make up the fourth rotation of Operation Altair.

While on board *Calgary*, the General took time to address each of the ship's messes, tour and witness the ship's fighting organization and present members of the ship's company with the Southwest Asia Service Medal (SWASM) and CEFCOM coins.

Sailors discussed the mission, the task group's role in the area of operation and the future of Canada's involvement in the region with LGen Gauthier. Many sailors commented positively on the opportunity to freely discuss their opinions and concerns with someone of that rank and experience. While unable to concretely answer every issue, LGen Gauthier's open and honest attitude was appreciated and well received by everyone on board.

Before transferring the General and his staff to *Iroquois*, 163 members



Sgt Blair Mehan, Combat Camera

Cdr Kelly Larkin, commanding officer of HMCS Calgary explains the ship's operations to LGen Michel Gauthier, Commander of Canadian Expeditionary Force Command. LGen Gauthier visited HMCS Calgary during a patrol in the northern Arabian sea. During his visit, LGen Gauthier visited with members of the ship's company and presented Southwest Asia Service Medals to all eligible members.

of *Calgary's* crew were personally presented with the SWASM medals. The medals and their associated Afghanistan bars are awarded to personnel who serve for 30 days or more

in Southwest Asia and the war against terrorism.

LGen Gauthier also presented eight members of *Calgary's* crew with his Coin for excellent work while on deploy-

ment. The recipients of the coin were: Lt(N) Blair Saltel, SLt Maude Ouellet-Savard, PO1 Nelson Lemieux, PO1 Sharon Slenders, PO1 Lawrence Niezbrzycki,

Cpl Jonathan Clarke, AB Mark Pyza and OS Ryan Hart.

This visit will serve as one of the high points of *Calgary's* mission in the Arabian Sea.

HMCS Calgary's recipients of the South-West Asia Service Medal

OS Agius	Sgt Conarroe	OS Hall	PO1 McGregor	Lt(N) Schaaf
WO Allan	LS Connelly	OS Hart	Lt(N) McHale	OS Scherer
LS Allen	Cpl Contois	LS Head	Lt(N) McMillan	LS Schmidt
LS ArMStrong	OS Cook	LS Hill	Sgt Mehan	Lt(N) Schoenbaechler
OS Au	Cpl Corley	LS Hobbs	OS Mihalcheon	LS Schuh
PO2 Aubin	LS COSsette	MCpl Hoffman	LS Moffett	Sgt Scott
Cpl Beaudoin	OS Cote	OS Holton	LS Mondou	LS Sears
LS Beck	LS Cox	OS Houghton	Lt(N) Moore	SLt Seidler
LS Bernard	PO1 Craig	LS Huber	PO1 Murphy	MS Sheffield
MCpl Bernier	Cpl Crowe	Lt(N) Hwang	Cpl Neilson	OS Shepherd
PO2 Birchard	PO2 Cullen	LS Ibbotson	OS Noordam	LS Sherk
OS Blais	Capt Cutler	LS Isaac	CPO2 Nowakowski	SLt Smith
AB Boparai	LS Denby	OS Jesso	OS Oldland	AB Smith
LS Brassard	Cpl Dingwell	LS Kerr	OS Osborne	OS Snook
LS Breland	Lt(N) Dion	SLt Kim	SLt Ouellet-Savard	OS Snow
OS Brideau	OS Edmondson	LS Klaschinsky	SLt Paton	Sgt Steven
Lt(N) Brierley	MS Edwards	LS Klassen-Vavrek	LS Pearson	Maj Stuckless
Capt Brochu	MCpl Eltassi	LS Lafontaine	PO2 Peel	LS Sunstrum
MCpl Brown	OS Ewing	Cdr Larkin	MS Pertl	Lt(N) Thorp
Lt(N) Bureau	Lt(N) Follick	Lt(N) LarOSE	PO1 Plonka	LS Trahan
MCpl Burke	PO2 Ford	LS Lavoie	LS Purvis	LS Trupp
Lt(N) Butler	LS Fortin	OS Lefebvre	SLt Pye	SLt Turner
Capt Campbell	LS Gaede	MS Litwin	OS Pyza	LS Van Nus
Sgt Carty	PO2 Gaignard	LS Mackay	LS Radtke	OS Wagner
LS Chisholm	LS Garipey	LS Mackenzie	LS RenderOS	OS Wendt
LS Christal	LS Getz	MS Madronic	Capt Rice	MS Whitman
LS Clark	LS Gilbert	Capt Mann	MS Robbins	LS Whyte
Cpl Clarke	PO1 Giroux	OS Mansfield	MS Roninson	MWO Windsor
Cpl Clarke	OS Godin	OS Marier	WO Robinson	Cpl Wuskyntk
Lt(N) Coates	OS Golbourn	LS Marty	OS Rooke	SLt Yakimovich
AB Colbourne	LS Goodyear	LS Mather	PO1 Rouleau	LS Zaleschuk
MS Combdon	LS Gregg	Cpl Mccoombs	LS Saunderson	LS Zelada-Huezo

Bravo Zulu HMCS Calgary



Supply technician LS Thomas Armstrong accepts the South-West Asia Service Medal from LGen Gauthier.



Marine engineer mechanic LS Diana Holton accepts the South-West Asia Service Medal from LGen Gauthier.



Supply technician LS Heath Kerr accepts the South-West Asia Service Medal from LGen Gauthier.



AVS technician Cpl Ian Beaudoin accepts the South-West Asia Service Medal from LGen Gauthier.



RMS clerk OS Ka Lun Au accepts the South West Asia Service Medal from LGen Gauthier.



Naval communicator LS Andrea Christal receives a CEFCOM Coin from LGen Gauthier.



Naval weapons technician PO1 Nelson Lemieux receives a CEFCOM Coin from LGen Gauthier.



Marine engineer PO2 Chris Ferguson receives his Certification 3E Engineering Officer of the Watch Certificate from Cdr Kelly Larkin.



Marine engineer OS Diana Holton receives her Auxiliary Machinery Operators Certification 1 from Cdr Kelly Larkin.



Marine engineer PO1 John Zelych accepts his new shoulder slip-ons from Lt(N) Schaff and Cdr Kelly Larkin.



MARS officer SLt Maude Ouellet-Savard receives her Bridge Watchkeepers Certificate from Cdr Kelly Larkin.



Marine engineer PO1 Brian Plonka receives his Certification 4 Engineering Charge Certificate from Cdr Kelly Larkin.



MARS officer SLt Jay Paton accepts his OPME completion Certificate from Cdr Kelly Larkin.



CPO2 Raymond Hallman receives his CD1 from Cdr Kelly Larkin.



Steward LS Joyce Farmer receives her Canadian Forces Decoration from Cdr Kelly Larkin.

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Cdr Tim Howard, Commanding Officer of Port Operations and Emergency Services Branch, presents CWO Frank Martin with a shadow box commemorating more than 41 years of service. The presentation was made at the Chief and Petty Officers' Mess on Aug. 6.

INBRIEF

September is Mentoring Month

This fall, Big Brothers Big Sisters of Victoria will deliver in-school mentoring programs to children in 12 schools across Greater Victoria. Big Brothers Big Sisters of Victoria is looking for adult volunteers to mentor children for one hour per week, at Macaulay and Craigflower Elementary Schools.

In just one hour, you could make a positive difference. You don't need special skills or experience to be a mentor, you already have what it takes.

The children who participate in mentoring programs are wonderful kids who need a little help – your help.

For more information call 250-475-1117, email volunteer@bbbsvictoria.com, or visit www.bbbsvictoria.com.

Victoria Sea Cadet "ready, aye, ready!" for national regatta

Victoria sea cadet PO2 Eric Smith is among Canada's top 50 Royal Canadian Sea Cadet sailors to converge on Kingston, ON, this week in hopes of proving they are the best of the best.

The annual National Sea Cadet Regatta, staged by The Navy League of Canada and the Canadian Forces, pits each province's top sailors against each other in four days of competition, testing not only teamwork, seamanship and sailing strategy, but also their tenacity and physical endurance.

Teams from each province earned the right to compete in this national event by dominating their division (provincial) competition. Each team of two cadets (skipper and crew) will sail up to 12 races in the waters off Ft. Henry and the Royal Military College of Canada, where Lake Ontario flows into the upper St. Lawrence River. Crews compete in Pirate class sailboats with a spin-

naker and trapeze, requiring a high level of sailing experience and expertise.

Competition starts Tuesday, Aug. 20. Results will be posted twice daily on the National Regatta website, www.navyleague.ca/regatta-regates.

Grey Cup returns to British Columbia for Royal BC Museum visit

In 2005, B.C. hosted the Grey Cup game. In 2006, the B.C. Lions won the Grey Cup; in 2007, they had to let it go.

This summer, Earl Grey's famed trophy returns to British Columbia – this time at the Royal B.C. Museum.

On Saturday, Aug. 23, from 10 a.m. to 1 p.m., the 99-year-old trophy will be on display in the museum lobby. Accompanying the Canadian Football League's coveted cup will be Victoria's Dave Cutler, considered by many to be the greatest field goal kicker in the history of the CFL. With six Grey Cup rings to his name, this 16-year Edmonton Eskimo veteran (1969-84) was inducted into the Canadian Football Hall of Fame in 1998.

Cutler's talk and question and answer session about his CFL career begins at 11:30 a.m.

For more information on the Royal BC Museum's latest activities, events and exhibitions, visit www.royalbcmuseum.bc.ca or call 1-888-447-7977.

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HOMETOWNER



Padre Capt Angela James prepares to do a ship to ship transfer during WestPloy and Rim of the Pacific Exercise.

Ministering to the many

Lt(N) Stephen Wall
HMCS Regina

Hawaii, Alaska, Japan, China, The Philippines, Guam, for many people this might seem like a list of great vacation ideas.

For Captain Angela James these are the places her ministry has taken her in the last three months. But this was no vacation. Padre James was the sole Padre ministering to over 400 sailors on two ships, *HMCS Regina* and *HMCS Ottawa*, during their WestPloy/Rim of the Pacific deployment.

An average day had her awake at 6:30 a.m. to do the gambit of email and follow up on her work, a quick breakfast, then off to perform services for the crew at 9 a.m. Following this, a brief to the commanding officer at 10 a.m., 10 minutes for a cup of coffee and then bags

packed and into the helicopter to whisk her to the sister ship to start all over again.

Her life at sea is a veritable naval version of the film *Planes, Trains, and Automobiles*, except in the naval version it is helicopters, rigid hull inflatable boats and light line transfers. All of that is before she deals with a single member, has a single meeting or the phone rings with one of those fateful calls. Both of which are scenarios that seem to happen continuously. It could be fairly said that Padre James does more before 9 a.m. than most people do all week.

The Padre fills a unique role for those in the military, and that role is even more important for the navy. The Padre provides sailors an avenue to express their faith, and serve as part grief counselor, part parent, part conciliator, and part thera-

pist. She is an invaluable sounding board for the crew and resource to the command team.

In addition to all of those hats, add to the mix that the Padre stands a constant "one-in-one" rotation.

You can begin to see why Padre's tend to have the biggest smile when the ship finally comes alongside.

She is not the only globe-trotter in the family. Her husband, Lt(N) Darren Follick is the Assistant Logistics Officer in *HMCS Calgary*, currently on deployment with Task Force Arabian Sea.

Her life at sea is a veritable naval version of the film Planes, Trains, and Automobiles, except in the naval version it is helicopters, rigid hull inflatable boats and light line transfers.



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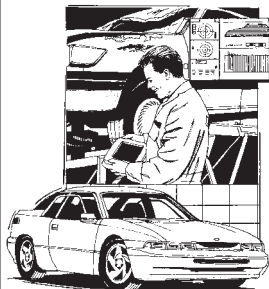
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Canadian Forces connects at Airshow

Capt Jeff Manney
19 Wing PA

Operation Connection hit its mark with a bang at this year's Abbotsford International Air Show, as a fiery display of close air support showcased the CF's increasing skill at joint operations.

In a blaze of pyrotechnics, two CF-18 Hornets backed up a ground assault by Reserve and Regular Force soldiers to the delight of an estimated 125,000 spectators. One of the premier air shows in the world, the Aug. 8 to 10 event offered the CF a can't-miss chance to connect with Canadians.

This is the second year that Joint Task Force Pacific (JTFP) has coordinated CF ground displays at the show. Given its huge audience, the venue is a perfect fit for Operation Connection, which aims to connect the CF with Canadians through a broad range of community based activities.

Over at the naval display, Leading Seaman David Blanchard saw coordination on a more active level – literally. A push-up competition he and his colleagues set up drew crowds including spectators, members of the army, air force and even RCMP who wanted to challenge the record.

"I'm loving this," said LS Blanchard, a naval electronics technician from HMCS Vancouver. "I truly enjoy sharing my knowledge about the navy, doing a little recruiting and telling people about the opportunities within the CF."



Master-Bombardier Nathaniel Senff, 39 CBG Public Affairs

The flight crew of a CH-164 Griffon clears the battlefield after an insertion, while Lt Hone and his LAV-3 crew from the Princess Patricia's Canadian Light Infantry secure the area during a Joint Task Force Pacific military demonstration at the Abbotsford Air Show.



Capt Chris Poulton, 39 Canadian Brigade Group

During the Abbotsford Air Show LS Devlieger and AB Wellida look on as Cpl Sherwood and LS Blanchard show the public how a push-up is really done. The group was part of Operation Connection military displays.



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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 the Naden Clinic at 363-4149 until Aug. 29. Starting Sept. 2, 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. 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.

INMEMORIAM



Master Corporal Joshua Brian Roberts died of his injuries on Aug. 9, following an engagement involving coalition forces, insurgents and security personnel from a civilian convoy in the Zharey

District. MCpl Roberts was an infantryman of the 2nd Battalion, Princess Patricia's Canadian Light Infantry Battle Group based in Shilo, Manitoba.

Le 9 août 2008, le Caporal-chef Joshua Brian Roberts est décédé de ses blessures suite à un engagement impliquant les forces de la coalition, des insurgés et du personnel de sécurité appartenant à un convoi civil dans le district de Zharey. Le Cplc Roberts était un membre du 2e Bataillon, Princess Patricia's Canadian Light Infantry qui est basé à Shilo, au Manitoba.



Master Corporal Erin Doyle was killed on Aug. 11, when insurgents attacked his combat outpost with rocket propelled grenades and small arms fire in Panjwayi District. He was a member of the 3rd Battalion Princess

Patricia's Canadian Light Infantry, based in Edmonton, Alberta, and attached to the 2nd Battalion Princess Patricia's Canadian Light Infantry Battle Group.

Le Caporal-chef Erin Doyle a été tué le 11 août 2008 lorsque des insurgés ont attaqué son poste de combat à la grenade propulsée et à l'arme légère dans le district de Panjwayi. Il était membre du 3e Bataillon, Princess Patricia's Canadian Light Infantry, basé à Edmonton, Alberta, et il était attaché au groupement tactique du 2e Bataillon, Princess Patricia's Canadian Light Infantry.

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World competition yields gold

Mary Ellen Green
 Staff writer

The national military lifesaving and swim team have just returned home from the 2008 World Beach Lifesaving Competition in Berlin, Germany, where both the weather and the team effort were outstanding.

The Canadian Forces lifesaving team was made up of 12 athletes – six males and six females from Canadian Forces bases across the country, including Lt Alex Bronson from Base Logistics and Lt Laurel Pruden from Health Services.

Although neither athlete from Esquimalt won medals, the team did walk away with the glory of having one member win gold.

CFB Petawawa's Cpl Marc Prud'homme won the medal in the 100-metre manikin tow in the pool event in Berlin. The beach and surf competitions were held in Warnemunde.

According to Lt(N) Tony Zezza, CISM lifesaving team co-manager, the experience of competing in the world championships is invaluable because they competed against the world's best, including some Olympians.

"We usually do local, regional and national competitions, but it is so important that athletes get exposure at least once a year at the international level because it throws in the added factors of being in a different country with new accommodations and food, plus you have the best of world in the other lanes competing next to you," Lt(N) Zezza said.

He also added this year's competition was crucial

in preparing for next year when Canada hosts of the CISM Lifesaving and Swimming Competition.

The athletes trained at their respective bases during the summer and began formal practice in September. In the winter, they met for a training camp where they got ready for the selection competition in the spring. Once the team was chosen, they began their competition schedule, which ran through the summer months.

The Esquimalt-based athletes practiced in the pool at the Naden Athletic Centre. They also used the Naden beach volleyball court to hone their sprints on sand for the beach

competitions.

"These events are so diverse, it take a few years and numerous competitions before the athletes feel they are competent and competitive in lifesaving," says Lt(N) Zezza.

Competitive lifesaving has been approved by the International Olympic Committee and is waiting for scheduling as a demonstration sport before being added to the permanent competition program.

If you would like to find out more about the CISM lifesaving team, or about competitive lifesaving, contact Lt(N) Tony Zezza at Zezza.AT@forces.gc.ca or go to the team's website at www.navymasters.com.

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Be camp fire safe

Nothing beats the whole nature experience like going camping.

When you plan your next camping get away, do it with safety in mind.

Of course, the camping experience wouldn't be complete without a campfire. Whether you're building one for cooking, warmth or atmosphere, there are a few things you should do first.

- Choose a spot that's upwind and at least 3.5 metres (15 feet) from your tent, which should be made of flame retardant material. This will avoid a wayward spark landing on your tent and lighting it on fire.

- If your campsite has a designated fire pit, make sure it's in good repair and free of hazards. If you don't have a designated area, clear a three metre (10 foot) area around the fire site. Clear any grass, twigs, needles, or anything else that can catch fire.

- Never leave your campfire unattended and never use gas or any other flammable liquid to get your fire started.

Here are seven campfire safety tips for you and the kids:

1. Dig a small pit away from overhanging branches (most parks have campfire pits ready and waiting for you).

2. Circle the pit with rocks, or be sure it already has a metal fire ring.

3. Clear a three metre (10 foot) area around your pit down to soil.

4. Keep a bucket of water or sand and a shovel nearby.

5. Stack extra wood upwind and away from the fire.

6. After lighting do not discard the match in a garbage receptacle until it is cold.

7. Never leave a campfire unattended, not even for a minute.

Remember, campfires are a major cause of forest fires. Do your part and make sure your campfire is supervised and properly extinguished.

Report fires to the B.C. Forest service at 1-800-663-5555.

Before you go camping check to see if there is a Fire Ban in the area that you will be camping. Open burning is banned on all DND properties all year. This includes the use of fire pits and outdoor fireplaces.

If you have any questions or concerns, contact the CFB Esquimalt Fire Prevention Branch at 363-1538.



A commemorative WestPloy/RIMPAC 2008 plaque with photos was presented to HMCS Ottawa's Coxswain, CPO1 David Hart (left) and Executive Officer LCdr Ronald Pumphrey (second from left) by HMCS Regina's Executive officer LCdr Jon Allsopp and Coxswain CPO1 Malcolm Conlon (right). The two ships just returned home to CFB Esquimalt from the four-month deployment.

photo courtesy of HMCS Regina

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