

# LOOKOUT

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**NEWS 2**  
*Local members deploy to Afghanistan*



**COMMUNITY 9**  
*Another group of Ravens graduate*



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MS Jason Whitney, from HMCS Algonquin, poses with young visitors playing dress up in fire fighting gear at the 2008 Pacific National Exhibition (PNE). Fair visitors can meet with members of their navy, army and air force and examine a variety of the equipment they use. It's an opportunity for the public to learn more about their military and the role the CF plays in protecting Canadians on the West Coast.

## Sailors entertain crowds at the PNE

**Cpl Shirley Edel**  
39 Canadian Brigade Group

Sailors and firefighters from HMCS Algonquin are having fun with the crowds at the PNE this year as they demonstrate their skill at putting out on-board fires, and, with the help of a gentle breeze, spraying the spectators with a fine mist.

The crew members are on hand

to show the public a few of the tasks sailors are trained to perform. Amidst clouds of smoke, fire shooting out of the Sea King mock-up is quickly doused and the pilot rescued and safely removed from the aircraft. "It's a wonderful way to engage the Canadian public and let them know about the fire fighting trade," said Cpl Wayne Hannah, one of the performing firefighters

from Algonquin. As every sailor knows, it's not just fires that pose a serious threat to life on a ship. Crew members are also trained in flood control, and three sailors showed the crowd how they quickly and effectively shore a flooded hatch. "We're here for the kids and to let the public know what we're all about," said AB Albert Delos-Angeles.

Children can dress up in fire-fighter's gear and have their pictures taken, printed and given to them as a keepsake. Leslie Benisz, an enthusiastic fair-goer from Vancouver commented, "I thought the show was really good. It shows how well the sailors and firefighters are trained and how they keep their composure during an emergency."



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## Send off for deploying CF engineers

**Alexander Jones**  
Staff writer

The bustle of activity outside CFB Esquimalt's Construction Engineering building took on a different look Wednesday, Aug. 28, as people assembled to send off 15 Formation members to Afghanistan.

The soldiers and sailors are from Base Construction Engineering and the Pacific Naval Construction Troop (MARPA). They have completed their pre-deployment training and are now ready for their journey to Kandahar.

As part of the Canadian Forces contingent in Afghanistan, they will participate in maintenance and reconstruction efforts in the embattled province, helping repair infrastructure and providing expertise as qualified tradespersons.

With dozens of red t-shirted civilians and comrades looking on, Base Commander, Capt(N) Marcel Hallé spoke to the deploying members at the ceremony, lauding their courage and skill, and emphasizing that although they are journeying far from their home, the entire base is standing behind them in support.

"You can begin your deployment knowing you are in our hearts, and prayers," Capt(N) Hallé told them.

In the approximately six months of training that has led up to the deployment, the deploying members have journeyed to CFB Petawawa and CFB Wainwright for operational training in areas such as convoy duty and combat first aid training. They even travelled to Jamaica for training designed to acclimatize them to duty in warm climates similar to what CF members have to contend with in Afghanistan.



Alexander Jones, Lookout

Base Commander Capt(N) Marcel Hallé chats with Sgt Christopher Larouche and daughter Fianna at a special pre-deployment ceremony held Aug. 27. Sgt Larouche is one of 15 CF personnel who will deploy to Afghanistan later this year.



Alexander Jones, Lookout

Members of the Base Construction Engineering and Pacific Naval Construction Troop march to the send-off ceremony.

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# Fallen soldier honoured with charity ride

**Mary Ellen Green**  
Staff writer

Civilians and Canadian Forces members will unite next week in Comox to remember a fallen soldier. Together, they will cycle 528 kilometres over two weekends for the Boomer's Legacy charity.

Boomer's Legacy was named after Cpl Andrew James Eykelenboom, an army medic, and the 26<sup>th</sup> Canadian soldier to die in Afghanistan. He was killed by a suicide bomber in the village of Spin Boldak, Aug. 11, 2006, at the age of 23.

A member of 1 Field Ambulance from Edmonton, Cpl Eykelenboom, who was known to his comrades as "Boomer," seized many opportunities while serving in Afghanistan to distribute aid, medical supplies, warm clothing and books to Afghan people. Now his mother, Maureen is carrying on his work with the Boomer's Legacy charity.

For Master Warrant Officer Todd McGowan, a former friend and colleague of Cpl Eykelenboom, the bike ride is a chance for him to bring awareness to the situation in Afghanistan.

MWO McGowan served with Cpl Eykelenboom for six months at 1 Field Ambulance in Edmonton. He will be the lead for the military contingent of riders, including some from 1 Field Ambulance in Edmonton, who will depart Victoria Thursday, Sept. 11. They will ride to Nanaimo and stay overnight at the Brigadier D.R. Sargent Armouries. The next day, riders will complete the trip to Comox and take part in a Red Friday Parade at Courtenay's Lewis Park. Maureen Eykelenboom will be a guest speaker.

19 Wing Chief Warrant Officer, CWO Lloyd Hodgins is the military liaison for Boomer's Legacy, and he is encouraging anyone in the area to wear red

and show their support for Canadian Forces troops in Afghanistan.

There will be banners for supporters to sign, which will be sent to the 70 Comox-based troops at Camp Mirage.

Saturday, the riders will ride to Cpl Eykelenboom's gravesite and pay their respects.

That evening they will be treated to the second Annual Boomers Legacy Event at the Stan Hagen Theatre with keynote addresses from Globe and Mail journalist, Christie Blatchford, and LCol Ian Hope - Commanding Officer Canadian Battle Group (Task Force Orion) in southern Afghanistan. There will also be entertainment by concert pianist Sarah Hagen and band Many Waters.

Tickets are \$50 and are available at Blue Heron Books, Comox (250-339-6111), at Laughing Oyster Books, Coast Country

Insurance in Courtenay and 19 Wing Comox Family Resource Centre. For more info please contact Alex Greenwood @ 250 339-8211 Ext 8310.

All funds raised by the charity will go to provide aid and support to Afghan people, with emphasis on providing services and programs for women and children.

The funds will be distributed through the Canadian Forces, Joint Task Force-Afghanistan's Assistance to Afghanistan Trust Fund (AATF).

According to CWO Hodgins, Boomer's Legacy has been the single biggest donor to the AATF since its inception.

If you would like to make a pledge to support the riders, contact MWO Todd McGowan at 250-363-5923 or mcgowan.ta2.forces.gc.ca. You can also make a donation to Boomer's Legacy by visiting the website at www.boomerslegacy.ca

# Canadian warship escort a success

CEFCOM

On Sunday, Aug. 24 a World Food Programme ship escorted by HMCS *Ville de Québec* arrived in Mogadishu, Somalia, with a cargo of more than 5,400 metric tons of corn and soy meal. This single load is enough to feed more than 54,000 people for six months.

"With every successful delivery of food to Somalia,

lives are saved," said Cdr Chris Dickinson, commanding officer of *Ville de Québec*. "We hope that during our assignment, we can ensure the safe delivery of enough food to keep hundreds of thousands of starving Somalis from going hungry in the next year."

*Ville de Québec* was assigned to the escort task on Aug. 6 at the request of the World Food Programme and the International

Maritime Organization, both agencies of the United Nations.

For about three years, warships from NATO nations have been escorting World Food Programme shipments from Mombasa, Kenya to Mogadishu to ensure their safe passage through waters notorious for piracy. The World Food Programme shipments are intended to meet the urgent needs of more than 2.4 million

Somalis who rely on food aid, of which 90 per cent arrives by sea.

*Ville de Québec* is already heading back to Mombasa to pick up another ship carrying supplies to Mogadishu.

For all 260 members of the Canadian frigate's crew, the next several weeks will be a succession of back and forth transits along the east coast of Africa escorting vessels carrying precious, life-saving cargo.

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New hood ornament on Morris minor “woodie”



By Bill Sherk  
The Old Car Detective

Danny Bateman was born in 1944 and lives in Leamington, Ontario. He and his wife Jan own and operate Bateman Stationery on Erie St. South.  
In 1965, when Danny started working at his first full-time job, he decided to buy his first car. He found what he was looking for on the used car lot of Wigle Motors: a Morris Minor wood-bodied station wagon. Danny can't remember the year of this exotic vehicle but he can still remember the “exorbitant” price of \$250.  
It was a handyman's special. To spruce it up (no pun

intended), he painted the wood frame on the sides and back a bright red, as well as the wheel rims. The name “Brutus” just seemed to fit and was painted on both sides. Danny and six of his friends wore red sweat shirts with “Brutus” printed on the front.  
Mechanically, Brutus had great strengths and weaknesses. On Danny's frequent trips from Leamington to Hamilton to visit his future bride, Brutus would get around 50 miles to the gallon. However, in trying to pass transport trucks on Hwy. 401, and even with his foot to the floor, Danny could only get as far as alongside the truck driver's window

before the wind resistance stalled his ability to pass and he would have to drop back behind the truck.  
Also, there were times Brutus refused to start. That's when Danny had to go to the front, undo one of the two bolts holding up the front license plate, and let it hang down while he crank started the engine. Unfortunately, this procedure was necessary one time when Danny was taking his future wife, Jan, out to eat at a restaurant on Main Street in Hamilton.  
Brutus was sold after about a year to a young fellow who neglected to transfer the ownership. Danny was advised of this by the police after the new owner totalled Brutus against a tree (ashes to ashes, wood to wood) in London, ON. The end of a legend. Et tree, Brute!  
The first Morris arrived



Danny Bateman's Morris Minor with friend Neil Fotheringham.

on the automotive scene in 1913 and was named for the man who designed and built it: William Morris. After the Second World War, he decided to create a small four-passenger car. It was put into production in 1948.  
At first it was going to be called the Morris Mosquito but was then re-named Morris Minor. Danny Bateman thinks the original name more appropriate because, when he drove around in the summer, mosquitoes often flew in through open windows.  
As a thank you, if your story is published in this column, you will receive a copy of Bill Sherk's book, “60 Years Behind the Wheel: The Cars We Drove in Canada 1900-1960.” To share stories or photos, email billtshe@sympatico.ca or write Bill Sherk, 33 Oak St. E., P.O. Box 10012, Leamington, ON N8H 2C3.

**SPORTS** *trivia* by PO2 Bill Sheridan Contributor

**NASCAR Trivia**

1. What does NASCAR stand for?  
2. What are the three major racing series sanctioned by NASCAR?  
3. What are the former names of the Sprint Cup?  
4. Who was the first winner?  
5. Who is the reigning champion winning the past two cups?  
6. Who has won the most titles?  
7. What were their car numbers?  
8. Who were the first winners of both the Nationwide and Craftsman truck Series?  
9. Who are the reigning title holders from both series?  
10. Who is the winningest NASCAR driver of all time?

ANSWERS

1. North American Stock Car Auto Racing  
2. Sprint Cup, Nationwide Series and Craftsman Truck Series.  
3. Nextel Cup 04-7, Winston Cup 72-03, Grand Nat'l 50-71 and Strictly Stock 49  
4. Red Byron  
5. Jimmie Johnson  
6. Dale Earnhardt and Richard Petty have each won seven titles.  
7. Earnhardt # 3, 6 times and #2 once, Petty was # 43.  
8. Nationwide was Jack Ingram 82, Craftsman was Mike Skinner 1995  
9. Nationwide, Carl Edwards, Craftsman, Ron Homaday Jr.  
10. Richard Petty has won 200 races

Thanks to military rescuers

On behalf of the friends of Stephanie Hendel we would like to give our heart felt thanks to the brave men of the military that put their own lives in danger when assisting with the crash.  
You will not be forgotten in our hearts or our prayers.  
Our friend is gone but her spirit will live on in all who knew her.  
Yours Truly,  
Donna Smith

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# Pull out your pens and pencils, and complete self-identification form and puzzle for prizes

Last fall, the Human Resources Civilian Self-Identification campaign was launched. Packages of self-identification materials were sent to civilian staff working in all corners of the Formation.

To date, 63 per cent of those surveys have been completed and returned.

However, in order to meet the Canadian Human Rights Commission quota, at least 80 per cent of the workforce survey must be completed.

"The Employment Equity Act requires the Department to collect self-identification information and keep this information up-to-date," says Josee Ann Paradis, Director Diversity and Well-Being in Ottawa. "It will help us determine if the representation of the four designated groups in DND is comparable to the Canadian workforce. This information assists DND in planning and programming to ensure that policies, practices and systems encourage fairness and equity in the workplace."

The four designated groups are: Persons with Disabilities; Visible Minorities, Women, Aboriginal Peoples (including Inuit and Metis).

For some people, it may not be necessary to fill out the entire form. For most employees only the first section is critical if they don't belong to any of the designated groups.

People may download a copy at: [http://hr.ottawa-hull.mil.ca/hrciv/documents/pdf/DDWB\\_SelfID\\_EquitySurvey\\_e.pdf](http://hr.ottawa-hull.mil.ca/hrciv/documents/pdf/DDWB_SelfID_EquitySurvey_e.pdf) and get more information at: [http://hr.ottawa-hull.mil.ca/hrciv/dgcesp/ddwb/en/home\\_e.asp?reference=11049186](http://hr.ottawa-hull.mil.ca/hrciv/dgcesp/ddwb/en/home_e.asp?reference=11049186)

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	7		8			5	4	6
3					5	7		
				6			8	7
	8						9	
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		5	1					3
6	1	7			9		5	
2			6	4				

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\* If you need to complete a Self Identification Form, it's downloadable from the MARPAC SPLASH SCREEN: "Self ID Contest" or ask your unit HR Manager. The Form must be submitted prior to October 15, '08 to become contest-eligible!

This contest closes Oct 15 2008 and It is restricted to DND Defence Team members who have completed the Self-Identification Form

SKILL TESTING QUESTION: *How does DND use the Self-Identification Form?*

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## MILITARY COURTS: SYSTEM OVERHAULED

# Military justice system now operates like civilian court

**Mary Ellen Green**  
Staff writer

Amendments to the National Defence Act (NDA) that came into effect last month have established a framework that more closely aligns the military justice system with the civilian criminal justice system.

The amendments offer Canadian Forces members being court martialled for certain offences the right to choose how they will be tried, either by standing or general court martial. These offences include insubordination, disgraceful conduct, stealing, possession of narcotics, and any hybrid offences charged under sections 130 or 132 of the NDA.

Minor offences will be tried by standing court martial, where a military judge presides over the complete trial and makes all decisions and findings.

All service offences pun-

ishable by imprisonment, such as disobedience of a lawful command, striking or offering violence to a superior commander, and all indictable offences under sections 130 or 132, must be tried by general court martial with a military judge presiding and a panel made up of military members chosen at random. The panel at a general court martial is the military equivalent of a civilian jury and makes findings with respect to mental fitness and innocence or guilt.

Another amendment requires that key decisions by a court martial panel must be made by unanimous vote rather than majority vote.

The types of court martial were also reduced from four down to two: eliminating the special general court martial and the disciplinary court martial.

The changes to the NDA received royal assent June 18, and the new legislation

and corresponding amendments to the Queen's Regulations and Orders came into force July 18, 2008.

The amendments to Part III of the NDA- the Code of Service Discipline - came about after a recent decision by the Court Martial Appeal Court (CMAC) in the case of R versus Trepanier. In its ruling, the CMAC determined that denying a CF member the right to choose the type of court martial was a violation of that person's rights under the Canadian Charter of Rights and Freedoms, particularly the right to full answer and defence, and the right to control the conduct of that defence.

To find out more about the amendments to the NDA, visit the Judge Advocate General website at <http://jag.dwan.dnd.ca>, and scroll down to the bottom of the page. Click on Bill C-60 background and amendment highlights.

## Bell rope ideas wanted for naval centennial proposal

**Mary Ellen Green**  
Staff writer

Traditionally, a ship's bell was used to signify the passing of time during sailors' watches. Through the years, the use of bell became ceremonial, ringing out during morning Colours.

Now a proposal is underway to use it to mark the passing of time in a different way- the 100-year anniversary of the creation of the Canadian Navy.

The Naval Reserve is proposing the production of a Centennial Bell, and once approved by the Centennial Committee it will be used in a rededication ceremony and celebration set for May 4, 2010, in Ottawa.

Canadian Forces Fleet School Esquimalt (CFFSE) is doing its part by hosting a competition to see which coast can create the best bell rope to hang from the Centennial Bell.

CFFSE Sea Division Chief Petty Officer, CPO1 Gino Spinelli is the project organizer for Maritime Forces Pacific, and is making a call for design submissions.

"If there's anybody out there, retired or serving members of the navy, who want to participate in commemorating the naval cen-

tennial, here's your chance," says CPO1 Spinelli. "Right now we have 16 participants from the West Coast, but we want more."

CPO1 Spinelli said interested parties should come up with their own design, but should keep a few things in mind.

The proposed bell will be a standard Frigate-sized bell (12 inch) and will weight about 90 pounds.

The bell rope should have a four inch tassel, a 12 inch body, a half inch inside diameter for the Becket, and although colour is optional, it is recommended that traditional naval colours such as royal blue, black, red and white be used.

CFFSE-Sea Division will supply line and any other materials required to produce the bell rope. See MS Eric Kenney for details.

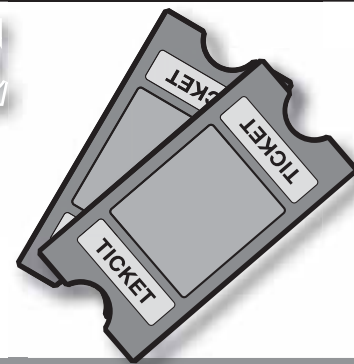
One bell rope from each coast will be chosen to go head to head in a battle for the coveted spot inside the Centennial Bell. Submissions should be made before September 2009 in preparation for final judging.

To participate in the competition, contact CPO1 Gino Spinelli at: Spinelli CPO1 RS@CFFSE@Esquimalt or by phone at 363-4268.

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# Ravens graduate

**Right:** Cpl Clint Casey, mobile support equipment operator and First Nation member, performs a traditional hoop dance following the graduation of the Raven program on Aug. 28.

**Below:** Base Commander Capt(N) Marcel Hallé inspects the troops during the graduation parade of the Raven Company. The Raven program aims to build bridges into Aboriginal communities across Canada and to enhance awareness of potential military and civilian careers with the Department of National Defence.

Cpl Frieda Van Putten, CFB Esquimalt Imaging Services



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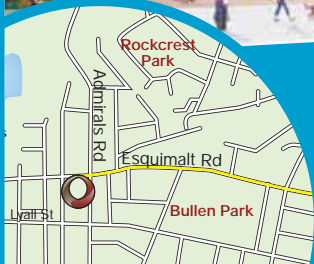
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### AFGHANISTAN NEWS: CANADIAN FORCES AID CASUALTY CARE

## CF delivers casualty care in Afghanistan

**Capt Mike McBride**  
Operational Mentoring  
Liaison Team

In Afghanistan, Canadian soldiers are trained to deliver tactical combat casualty care and are equipped with advanced wound dressings, haemostatic agents such as "Quikclot" and tourniquets. They are further complimented by medical technicians and physician assistants, who are "back stopped" by the most capable surgical facility the Canadian Military Medical Service has fielded in its 104-year history.

Now, compare that to a soldier of the new Afghan National Army (ANA), who finds himself in the same battle space, armed with little more than a C-7 rifle and a desire to make his country a safer place for his family. Without training and equipment to control life threatening bleeding, Afghan soldiers can succumb to their injuries.

However, the Canadian Forces Operational Mentoring Liaison Team (OMLT) medical staff has taken action to address this by revising the ANA's first aid refresher training program, and develop the

Kandahar Tourniquet.

In an effort to improve the survival of soldiers suffering serious injuries and massive haemorrhage, a comprehensive plan was developed to advance the use of tourniquets within the First Brigade of the Afghan National Army's 205 Corps.

A tourniquet is an easily applied, relatively uncomplicated piece of equipment requiring minimal training to use effectively. After a review of what was available to Coalition Forces in Kandahar, and armed with technical advice from both a materials technician and a parachute rigger, it was eventually decided to build a prototype of a simple tourniquet design that could easily be replicated by local Afghanistan manufacturers using readily available materials.

The "Kandahar Tourniquet" is two loops sewn into a length of nylon webbing coupled with one C-7 rifle cleaning rod section serving as the windlass.

The manufacturing of the tourniquet involves some sewing and assembly, and will create employment opportunities for men and women in the Kandahar



An Afghan National Army brigade surgeon supervises the application of the "Kandahar Tourniquet" during a first aid refresher training class for Afghan soldiers.

Province.

The next step is to accept the initial production run of 100 tourniquets and inject them into the Kandak's refresher training program.

Following this initial trial run, a full production run of 4,000 "Kandahar Tourniquets" will be produced. This allotment will see one tourniquet issued to every non-commissioned officer and officer in the First Brigade as they participate in their operational refresher course.

The revised first aid refresher training program also added incident scene management, casualty collection point establishment, casualty triage and helicopter landing sites selection and security.

As this project comes to fruition, the OMLT will have done more to save the lives of Afghan soldiers on the battlefield than any one other item on the long list of items to be accomplished before ISAF's mission is complete.

**Without training and equipment to control life threatening bleeding, Afghan soldiers can succumb to their injuries.**

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# Reservist displays practical ingenuity

**Lt(N) Alain Blondin**  
JTF Afghanistan

It's not a sight one would witness in Canada: a soldier on a mountain bike fitted with an assault rifle, merrily riding to work.

After struggling with some discomfort when cycling with her weapon on the base, Corporal Laura David conceived of a better way to carry her rifle while riding around Kandahar Airfield.

"We need to have our weapons with us at all times," said Cpl David, "and carrying a rifle while on a bicycle is awkward."

Two colleagues solved the problem. She had the general idea of mounting the rifle on the bike somehow, but material technicians Cpl D'Arcy Doucette and Cpl Jean-René Bysewski turned the idea into reality by fabricating a practical holster and installing it on the rear bicycle frame.

Originally from Hamilton, Ontario, where she's a Reserve member with the Argyle and Sutherland Highlanders of Canada, Cpl David volunteered for the mission and is now serving the final

half of a six-month tour in Kandahar Province, Afghanistan.

The key to a successful tour, according to her, is to "keep busy and nurture a good network of friends."

Cpl David is a resource management support clerk with the National Support Element (NSE) headquarters at Kandahar Airfield. The NSE delivers the full range of logistics and equipment maintenance services to units and personnel of Canada's mission in Afghanistan, by supporting security, governance and development operations in Kandahar Province.

Built on a large core of soldiers from 1 Service Battalion in Edmonton, the NSE is also staffed with Regular Force soldiers and civilians from across Canada, and a large Reserve component from Land Force Western Area.

Among its other duties, the NSE provides combat supplies as well as general and technical stores, movement and transportation support, vehicle and equipment maintenance, contracts management, convoy escorts, and security assistance to the Commander of Kandahar Airfield.



Cpl Stevo McNeil, Joint Task Force Afghanistan

**Corporal Laura David on her bicycle with the holster that was custom made to carry her C7 assault rifle safely.**

## INBRIEF

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- Avoid running extension

cords across doorways or under carpets.

- Extension cords are not designed to be used as permanent wiring, and should only be used temporarily for jobs around the house or at work.

- In homes with small children, unused wall sockets should have plastic safety covers.

- Don't put anything but a plug into an electrical outlet. With the exception of safety covers to protect small children, the only thing you should put in your electrical socket should be an electrical cord. Sticking anything else into a socket can lead to fire or electrocution (especially if the object is metal.) You should be cautious even when plugging in an appropriate electrical cord and be sure not to touch the metal prongs in the process.

- Follow the manufactur-

er's instructions for plugging an appliance into a receptacle outlet.

- Place lamps on level surfaces, away from things that can burn and use bulbs that match the lamp's recommended wattage.

- Small personal heaters need to be able to shut off automatically in the event of tip over.

- The electrical outlet in the bathroom should have a Ground Fault Circuit Interrupter (GFCI.) This is a tool that protects you from a dangerous shock when water and electricity come together. An electrician can install a GFCI for you.

- Don't put too many plugs in an electrical outlet. Drawing too much energy from one electrical outlet can cause you to lose electricity or (far worse) start an electrical fire. You may also want to consider buying a

surge protector to protect expensive equipment (such as computers, TVs, and stereos) from electrical surges, which can cause damage. Heavy current appliances such as stoves, hot water heaters, electric dryers, etc. should be on separate circuit breakers or fuses because they draw a lot of current.

- Don't use electrical cords or appliances that have exposed, old, or otherwise faulty wiring. In particular, watch out for electrical blankets and space heaters with bad/old wiring. If your home is more than 30 years old, you may want to have an electrician check the internal wiring to ensure that it meets the National Electrical Code.

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Leading Seaman Kevin Warhuus of HMCS Ville de Québec stands guard on the bridge wing of his ship as it escorts the food relief vessel Zang Za San Chang Nyon Ho into Mogadishu, Somalia.

The Canadian Halifax-class Patrol Frigate is deployed to the region of Somalia for the next few weeks to conduct naval escorts of World Food Programme (WFP) ships carrying life-saving supplies to the area. While pirates have launched 24 attacks on vessels off Somalia's eastern and northern coasts this year, to date no escorted WFP ships were targeted.

MCpl Kevin Paul, Canadian Forces Combat Camera

# Piracy in Somalia: why solutions can't be found at sea

**Christian Bedford**  
MARPAQ HQ

*Christian Bedford is a Research Officer at the Office of the Asia Pacific Policy Advisor at Maritime Forces Pacific Headquarters. The following article is part of the HQ's Program for Asia Pacific Studies, an initiative intended to add to the formation's knowledge about the Asia Pacific region in which it operates, and stimulate debate among personnel.*

The year 2008 has been a banner one for pirates in Somalia.

By the end of May, there had been over a dozen incidents of piracy in the waters off its vast coastline, and attacks were occurring with startling regularity.

For over two years, the International Maritime Organization (IMO) had been lobbying the United Nations Security Council (UNSC) to take action to combat Somali piracy, a phenomenon that had grown steadily to become the single largest industry in that fractured country.

In an unprecedented move, on June 2, the UNSC adopted Resolution 1816 (2008), authorizing foreign naval vessels to enter Somali territorial waters for an initial period of six months (and likely to be extended) to use "all necessary means" to repress

acts of piracy and armed robbery at sea, consistent with relevant and existing provisions of international law.

Although the UNSC resolution is welcome news for shipping companies, insurers, vacationers, and others who find themselves off the Horn of Africa, it does little to address the root causes of Somali piracy, and as such, is likely to fail to end acts of piracy off the troubled country's coast.

## The World's Forgotten State

Although there are numerous reasons for the rise in pirate attacks in Somalia over the past few years, Western indifference towards the country must be placed near-or-at the top of the list.

It has been more than 17 years now since the fall of the Siad Barre regime, the last semblance of truly national governance that Somalia has known. In the interval, several other international crises, from the Balkans, to India/Pakistan, to Afghanistan and Iraq, have galvanized world attention and relegated "lesser" conflicts and regional disputes to the last page of the newspaper.

This, of course, is in addition to the world's apparent indifference towards African issues in general, with the exception of

extraordinary cases such as the 1994 Rwandan genocide and the conflict-diamond-fuelled West African civil wars.

Even Congo's 1998-2003 civil war, that involved at least eight countries and resulted in over 5 million deaths, making it the deadliest conflict since WWII, was largely unknown in the West).

Since 1991, Somalia has limped along a brutal path of warring clans, separatist movements, and failed Western interventions

recent resolution aimed at Somali piracy is a positive first step, the scope and sophistication of the pirate's operations in 2008 means that the world community will have to tackle the issue both at sea and on land; it remains to be seen whether the collective will exist to exercise the latter.

## A World Leader

Far from a random group of miscreants high on Qat and looking for a quick buck, Somali pirates are

**Although there are numerous reasons for the rise in pirate attacks in Somalia over the past few years, Western indifference towards the country must be placed near-or-at the top of the list.**

that have, collectively, bestowed upon the country the dubious honour of being the world's truest "failed state".

Today, this lack of central authority and effective Western involvement has caused Somalia's lawlessness to reach beyond its coastline to infect its territorial waters that lie across one of the world's busiest maritime intersections, the heavily trafficked approaches to the Red Sea.

Although the UNSC's

part of large, well-financed and well-organized criminal organizations based in Somalia, the semi-autonomous northern regions of Puntland and Somaliland, and in states such as Kenya, Tanzania, and the United Arab Emirates. It has even been suggested that Canada, home to the largest Somali diaspora outside Africa, hosts logistical and organizational cells for Somali pirates.

Experts on the topic say there are five main pirate gangs that operate along

Somalia's 3,025 kilometre-long coastline (Africa's longest), each of which is tied to a powerful local warlord who, in turn, has connections to the largely ineffective Transitional Federal Government (TFG) of President Abdullahi Yusuf.

Although borne out of opportunity by having no central authority to prevent it, it has been argued that Somali piracy is in fact viewed by many in the country as providing an essential service by policing the country's territorial waters and preventing illegal fishing and toxic waste-dumping.

Although this self-righteous assessment may be scoffed at by Western shipping firms whose vessels are affected by the attacks, illegal fishing in Somali waters is in fact quite a lucrative business, with the United Nations estimating that the country regularly loses up to USD \$100 million per year due to illegal fishing by states as diverse as Spain, South Korea, and Egypt.

The pirates' sense of national duty notwithstanding, what may have begun as an exercise in maritime protection has now grown into the largest industry in Somalia.

In a country where the average yearly income is at most USD \$600, a pirate earns between USD \$10,000 and \$30,000 per

year, an unheard-of amount for most Somalis. Ransoms this year alone have included a German-registered freighter released for USD \$800,000; a Dutch cargo ship exchanged for \$700,000; the Danish-owned Spitzer Korsakov icebreaker freed for \$1.6 million; and the now-famous French luxury yacht Le Ponant which was released after its owners reportedly paid \$2 million.

While Somali pirates generally hold Western-flagged ships for ransom, vessels with less-well-to-do owners are employed as "mother ships", allowing the pirates to strike at vessels traveling farther out at sea.

In the case of the hijacking of Le Ponant, it was attacked more than 160 miles off the Somali coast by a large Yemeni-flagged fishing trawler that launched two smaller speedboats, each with six pirates toting AK-47s and RPGs.

The use of these "mother ships" has meant that the danger zone for ships traveling near Somalia has expanded significantly.

Five years ago, captains were advised to stay at least 50 miles off the coast of Somalia.

However, today, due to increased pirate attacks and their enhanced capabilities, including GPS



## *This month's In Focus examines the phenomenon of Somali piracy and concludes that the solution is to be found on land, and not at sea.*

devices and satellite phones, that advisory has extended to 200 nautical miles, and will likely have to be expanded again after the Spanish-owned Playa de Bakio, a fishing trawler, was seized by Somali pirates in late June, 247 miles off Somalia's coast.

### **Cure or a band-aid?**

So what effect will the United Nations Security Council's resolution have on Somali piracy?

In the near term, it is likely that this resolution will succeed in reducing pirate attacks.

The areas immediately surrounding Somalia's territorial waters are being patrolled by Combined Task Force 150, a flotilla of naval vessels currently commanded by a Canadian Navy commodore.

Coalition naval forces have had successes recently against Somali pirates, including the French Navy's well-publicized operation to track down and arrest the perpetrators of the Le Ponant hijacking, and the US Navy's success in securing the release of the Japanese tanker MV Golden Nori.

However, despite these successes, CTF 150 and other allied navies cannot hope to fully patrol and monitor territorial waters that are the size of Somalia's, particularly given the fact that CTF-150's area of responsibility extends from the North Arabian Sea to the Gulf of Oman and the Red Sea.

Given other events occurring in the area, including smuggling between Pakistan's Makran coast and the Arabian peninsula, human trafficking, the ongoing search for weapons of mass destruction, and recent heightened tension between the United States and Iran, Western nations are unlikely to be able to dedicate enough naval forces to Somali waters to tackle Somali piracy adequately.

In fact, history suggests that an "off shore" approach to this issue will marginalize the Somali pirates at best throughout the duration of the UNSC resolution, and will not succeed in tackling the core issue of a lack of central authority. Piracy in Somalia began following the dissolution

of the Barre government in 1991.

There is little evidence to suggest it occurred before this. During the rule of the Union of Islamic Courts (UIC), a grouping of Sunni Muslim clans who controlled southern Somalia for six months in 2006, pirate attacks in the vast area they ruled virtually ceased as they brought a measure of law and order that had not been seen in nearly a generation.

Although considered an unacceptable government by Western powers due to the UIC's alleged connections to, and harbouring of al-Qaeda militants, the UIC is nonetheless credited with bringing stability to southern Somalia during its brief time in power.

Other recent "off shore" approaches towards Somalia by the United States have included Tomahawk cruise missiles launched from submarines lurking off the coast, and strafing runs by AC-130 Spectre Gunships.

These tactics have rarely accomplished their intended goal, and have killed many civilians in the process, angering locals and driving them into the arms of groups like the UIC. When boots have hit the ground in Somalia, the results have all too often been disastrous, both for foreign forces and Somalis.

Canada and the United States sent troops into the country in the early 1990s, with Canada having to withdraw its forces following the infamous "Somalia Affair," and with the U.S. losing 19 Marines in 1993 in the events that were portrayed in the film "Black Hawk Down."

Pakistan, another member of CTF-150, lost 24 soldiers in clashes with a Somali militia in the same year. Ethiopian troops, the largest contingent in an AU force that overthrew the UIC and remained in the country to provide security, have been regular targets for Somali insurgents, with dozens killed since 2006.

### **The Way Forward**

Given current priorities and commitments, as well as ongoing crises in Darfur and Zimbabwe, it is highly unlikely that Western nations will com-

mit any significant efforts and resources to resolving Somalia's political crisis.

Nor it is likely, despite their best efforts, that the African Union, through its peacekeepers and negotiators, will be able to bring peace and stability to a country that has been wracked by chaos for so many years.

A new approach is clearly needed both to help this struggling country and end maritime piracy off its shores.

Perhaps this approach will mean finally recognizing the regions of Puntland and Somaliland, which have operated independently from Mogadishu's rule for nearly twenty years and have been on the frontlines of Somalia's struggles with piracy.

Although recognizing new political entities can be a dangerous game to play, the alternatives are continued strife, increased piracy, the use of the country as a safe-haven for terrorists, and the risk that Somalia's internal disputes could spill over its borders and infect neighbouring states more than they already are.

Also, recognizing these two quasi-states should empower them to strengthen their institutions, driving pirates south to areas that lack such law and order and thereby making it easier for coalition forces to focus on them through the Security Council's recent resolution.

Western diplomats based in East African countries should redirect their focus in a way similar to that employed in the recent electoral crises in Zimbabwe and Kenya to Somalia, with the hope that increased pressure can coerce Somalia's various clans to agree to a power-sharing structure upon which a stable government can emerge.

Although the UN Security Council's recent resolution will likely do much to reduce piracy in Somalia's waters in the near term, this effort will be incomplete without a comprehensive strategy to tackle Somalia's fractured politics and lack of central authority, conditions that allows the scourge of piracy to persist.



MCpl Kevin Paul, Canadian Forces Combat Camera

**A Sea King helicopter, crewed by personnel from 443 Maritime Helicopter Squadron, patrol the air as the food relief vessel Zang Za San Chang Nyon Ho nears Mogadishu, Somalia. The helicopter is deployed with Ville de Québec.**



MCpl Kevin Paul, Canadian Forces Combat Camera

**PO1 Luc Pilon and WO Kenneth Murray of Ville de Québec along with a Kenyan freight handler, attach crane cables to a pallet of ship's supplies as the ship refuels and takes on supplies at the port of Mombasa, Kenya.**



MCpl Kevin Paul, Canadian Forces Combat Camera

**The rigid hull inflatable boat from Ville de Québec retrieves the boarding party who have been aboard the food relief vessel Zang Za San Chang Nyon Ho as Ville de Québec escorts her into Mogadishu, Somalia.**



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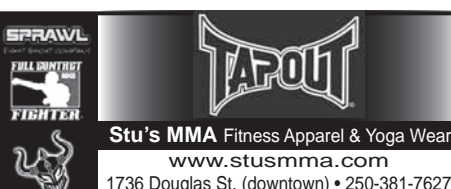
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# INFOCUS



CPO1 Robert Cookson was appointed Formation Chief Petty Officer (FCPO) by RAdm Tyrone Pile, assisted by outgoing FCPO CPO1 Tom Eustace.



Photo courtesy of Royal Canadian Sea Cadet Corps

Cadets Jamie Bone of 201 Royal Canadian Sea Cadet Corps (RCSCC) "Grilse" of Port Moody and Nicholas Kiefer of 81 RCSCC "Hampton Gray VC" in Nelson, B.C., are Canada's top sea cadet sailors. For the seventh consecutive year sea cadets representing B.C. have taken first place at the four-day National Royal Canadian Sea Cadet Regatta held at Kingston, ON. Aug 17 to 22.



Sergeant Kevin MacAulay, DND

HMCS Toronto and the Canadian Coast Guard Ship Pierre Radisson sail past an iceberg in the Hudson Strait off the coast of Baffin Island. Both ships are part of Operation Nanook, a Canada Command sovereignty operation currently taking place in Canada's arctic waters. Ranging from Iqaluit on Baffin Island to the Hudson Straits area, the operation includes joint co-operation from army, navy and air force units training Canadian Forces personnel to support other government departments including the Coast Guard and RCMP.



Photos by Cpl Shirley Edel

**Above:** Sgt Dan Ross, MS Jason Whitney, Cpl Wayne Hannah and LS Chris Boggs, all from HMCS Algonquin, demonstrate firefighting techniques on a mock Sea King to an enthusiastic crowd at the Pacific National Exhibition.

**Below:** AB Albert Delos-Angeles, LS Tom Hertel and LS Erik Deutscher, all from HMCS Algonquin, demonstrate how they shore a flooded hatch.



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west coast

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