

# LOOKOUT



**MARPAC NEWS** CFB Esquimalt, Victoria, B.C.

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 Wednesday, February 4, 11a.m. - 4p.m. See page 2 for details.

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 A veteran remembers...



**NEWS 11**  
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**SPORTS 12**  
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## SPIRIT OF THE WEST GOES NORTH

Shelley Lipke, Lookout

Thirty-five Canadian Rangers departed Victoria on board HMCS Calgary Jan. 26. Their destination: Kitimat, B.C., where they will then embark on a 34-day snowmobile trek to Churchill, Manitoba. The unique rural reserve force are practicing outdoor survival skills as they travel 3,400 kilometres through Canada's North.

## HMCS Winnipeg set to deploy this week

**Mary Ellen Green**  
 Staff writer

Even though *HMCS Winnipeg* is set to deploy this week for a unique six-month deployment with Standing NATO Maritime Group 1 (SNMG1) in the Indian Ocean, crew training is still underway.

"The training is never over. Even when we've finished storing ship and sail away from Esquimalt Harbour, we won't be finished training," says Cdr Craig Baines, the ship's Commanding Officer. "We will receive our final certification of high readiness status from Sea Training on our way to Hawaii."

Once at sea, the first order of business for *Winnipeg* will be to conduct a full air

work-up with their embarked Sea King and 21 air department members from 443 Maritime Helicopter Squadron. The East Coast helicopter arrived a few weeks ago from 423 Maritime Helicopter Squadron in Shearwater, N.S., but will be flown by west coast crews. Cdr Baines says air work-ups ensure the full integration of the air department into the ship's company, and is the final tick in the box to establish that the crew is fully capable of operating the helicopter in any circumstance.

In Hawaii, the ship has a full day planned in the Barking Sands range for weapons certification and testing.

Sea Training Pacific staff will disembark in Hawaii, leaving *Winnipeg* to rendezvous with a United States Navy (USN) Seventh

Fleet Carrier Strike Group in their area of responsibility (AOR) off the Korean Peninsula for a multi-national maritime exercise. While in transit, *Winnipeg's* crew will complete their chemical biological radiological and nuclear preparedness training.

The meat of *Winnipeg's* deployment begins when they join the SNMG1, a squadron primarily of destroyers and frigates from Alliance nations, in the Indian Ocean.

The warships provide rapid intervention capability for a broad spectrum of NATO operations. However, on this mission they'll operate outside their usual theatre of operation, which is the Mediterranean Sea and east Atlantic Ocean.

See Unique development page 3

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A memorial gathering for Steve Kohut, former SISIP Branch Manager for CFB Esquimalt. Coffee/tea and light desserts provided. Cash bar.

Family and friends will be on hand for this very informal get together. RSVP not required, just drop by if you wish.

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### **PSP WANTS TO HEAR FROM YOU TOWN HALL MEETINGS**

Any questions and concerns that you have will be adressed at the meeting. The focus will be on the services and programming that PSP currently provides to members of the MARPAC defence team . The CF Housing Association and the Military Family Resource Centre will also be attending.

#### **Wednesday, Feb. 12 - 1 p.m.**

Rutherford Theatre in Fleet School  
(military and civilian personnel)

#### **Wednesday, Feb. 18 - 6:30-8 p.m.**

Colwood Pacific Activity Centre  
(military/civilian personnel and  
family members)

# Rangers brave the North for training

**Shelley Lipke**  
Staff writer

Canadian Ranger Cherie Nickel is one of two women who will brave Canada's icy north to travel 3,400-kilometre on snowmobile from Kitimat B.C. to Churchill Falls, Manitoba.

The 42-year-old and her husband Tom, who is a patrol commander, left the comforts of their 100-Mile House home to trek across four provinces for a new perspective on their homeland. Joining them are 30 other Canadian Rangers from Western Canada.

"I heard about Exercise Western Spirit when I was on a Ranger exercise, and I thought it would be a great way to see Canada, so about a year ago Tom and I put our names in to go," says Nickel, who sailed in *HMCS Calgary* to the exercise start line of Kitimat.

The couple joined the 4th Canadian Ranger Patrol Group (4 CRPG) 15 years ago.

"I had cadet experience and wanted to continue on in the military and I thought being a Ranger would provide that involvement," says Nickel.

The reserve unit serves as a link to the military in remote locations across Canada where regular military forces aren't present. They are community-based reservists who are seasoned experts in their local terrain, with knowledge on operating boats, all terrain vehicles and snowmobiles in order to assist with search and rescue, and disaster services, if required.

"I have lived in the 100 Mile area since I was a child, and I've camped and toured it and have a lot of knowledge of the area," says Nickel. "I love to fish, hunt, and I especially love to snowmobile."

Exercise Western Spirit's snowmobile trek is the farthest any Canadian military unit has travelled

"I'm feeling a mixture of anticipation and excitement," she says of the journey. "It's a pretty cold country we are going to be driving through. My biggest challenge will be the weather because it's going to be hard to keep my hands and feet warm."

One of the hardest points will be a continuous eight nights of sleeping in tents in temperatures which could reach below 50 degrees Celsius.

"Towing a large toboggan behind me with supplies is also going to be a lot of hard work to make sure it's trailing correctly on the corners and it doesn't slow me



Shelley Lipke, Lookout

**Canadian Ranger Cherie Nickel fires a 9mm pistol off the flight deck of HMCS Calgary.**

down. Also where I'm from in the interior, the snow is quite dry. So going to different snow conditions will be a new thing for me, but we have been trained and are prepared."

When the couple learned they were going on the trip, planning and preparation began. "I took time off my job at a local sawmill, and Tom is a self-employed carpenter who was able to escape from his contractors for this trip," said Cherie. "I took an avalanche training course in Terrace that gave me a good idea of what to expect in avalanche country. I feel a lot more confident that I can identify and help a person, and in the unlikely possibility that there was a problem, my fellow Rangers could also save me."

The couple hosted a snowmobile course in their local patrol for some of the Ranger instructors from Victoria who normally don't get much experience snowmobiling. In addition, Tom was chosen as a guide to plan the route through part of the British Columbia portion for Exercise Western Spirit.

During the trip the two

will be separate groups, which means they will travel and camp in those groups.

"It will be a pretty emotional experience for me because it's a long way to go being away from family and friends," said Nickel. "We had to get family support from my parents to watch our 14-year-old daughter Michelle, and I'll really miss her. Michelle is really excited about the trip, but she thinks we'll be gone too long."

Michelle will follow her

parents' progress on the Canadian Rangers website. A tracking system on some of the snowmobiles will pinpoint where they are.

"I'm writing a note to my daughter everyday to tell her what I've done that day, so when I return with the notes we can relive the trip," says Nickel.

All photos, blogs and progress as Exercise Western Spirit unfolds can be viewed online at [www.army.gc.ca/4crpg/ex\\_western\\_spirit.asp](http://www.army.gc.ca/4crpg/ex_western_spirit.asp)

## One year of jail time for hit and run driver

Jonathan Pagmanua, 26, was sentenced to a year in jail and three years' probation by a San Francisco judge Jan. 23 after being found guilty of killing 27-year-old Canadian naval lieutenant Mark Ashley in a hit and run.

Driving a 1988 Mercedes-Benz around 1:50 a.m. on Aug. 18, 2007, Pagmanua struck and killed Lt(N) Ashley at the intersection of The Embarcadero and

Howard Street.

Lt(N) Ashley was in San Francisco because his ship, *HMCS Calgary* was alongside for shore leave after three weeks at sea.

San Francisco police offered a \$10,000 reward but the case went unsolved for 11 months, until a female passenger in Pagmanua's car that night came forward. Pagmanua was arrested July 17, 2008.

## Unique deployment for frigate

From page 1

"We will be operating from the Red Sea to the coast of Australia," says Cdr Baines. "It's the inaugural out-of-area deployment. It is a real opportunity for NATO and the individual nations to strategically engage countries in passage exercises, and to visit ports that maritime NATO forces wouldn't normally get to as a Task Group. It also gives us a chance to increase our mutual understanding and to build confidence in the region for NATO's maritime capabilities."

Portugal's Rear Admiral José Domingos Pereira da Cunha commands SNMG1, which includes ships from Portugal,

Canada, Germany, the United States, Spain, and the Netherlands.

Cdr Baines final thoughts before heading to sea are all about his ship's crew.

"What's really impressed me over the last year is that *Winnipeg's* ship's company has known, to a large degree, that we would be deploying in 2009, and they knew it would be a long and hard road, yet they always maintained an extremely positive approach to business and consistently put the navy before themselves. The commitment of the sailors in *Winnipeg* and the support of the shore establishments as we went through the challenging process of getting the ship ready to deploy when it's called, has been nothing short of phenomenal."

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# matters of OPINION

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## WHAT SAY YOU

### People Talk

While on board HMCS Calgary, Lookout asked the Canadian Rangers: *"What will be the most challenging aspect of the Exercise Western Spirit snowmobile trek for you?"*



"It's pretty cool to be on a navy ship and very cool to be going on Exercise Western Spirit to Fort St. John. I've even put my name in as a spare to go the whole way. I think it's going to be fun and a good learning experience, and I hope I do get to go the whole distance. The biggest challenge I see is dealing with the cold weather. I'm expecting -40 or better, and sitting on a snowmobile you are taking the wind chill as well, so it's going to get pretty cold. I've done some winter camping trips in the cold before and they went well. I have a friend in Vanderhoof who I go snowmobiling with quite often. I once had to pull my snowmobile out of the mountains when it died, and it took six hours, so I'm glad we have extras on this trip."

**Canadian Ranger Earl Somerville works in Vanderhoof, B.C. as a mechanic, and hunting and fishing guide.**



"I've just finished 18 months of logistics and training for this. Everybody has been putting a lot of planning to make this trip as enjoyable as possible. My biggest concern will be the weather, especially if there is not enough snow in certain areas. If we encounter this, Major Byers, our Commanding Officer, will make the call whether we proceed through an area with little snow or if we use the support vehicles to move the snowmobiles onto the next checkpoint. If this happens we will have to forego a portion. I spoke to one of the Rangers and it is snowing in Terrace so that is good, but the Telkwa Pass is a high risk avalanche area, and we are hoping natural avalanches are taking place so it will be clear for us. Contrary to popular belief, sound will not cause an avalanche, but the avalanches will fall due to sun, wind and rain. I hope we don't encounter them."

**WO Tony Fozzard, Instructor for B.C. detachment of Canadian Rangers from Victoria**



"I'll be travelling ahead to Fort St. John with the advance party, and then 24 hours later the rest will follow. The Rocky Mountains will be the biggest challenge because of the powder snow. If we get a fresh snowfall with three to four feet of powder, it will be hard because the machine sinks deep in the snow and is easy to tip sideways and get stuck. The firmer the snow is the easier the machine travels. I have been trapping and snowmobiling for close to 40 years now. In the early days of Mackenzie we would tow logs in the summer and go trapping in the winter for Martin, Lynx and Wolves. I did a lot of trips in the fall to find a useful route through the mountains there for this trip. I think it's an excellent challenge and surprised to see it's never been done by the military. It's always interesting to meet the other Rangers and as a sailor myself, it's good to get a close look at the Canadian Navy. I enjoy that."

**Patrol Commander Jarl Sundve, Captain on a vessel transporting logs for the mill in Mackenzie, B.C.**



"I've been a ranger for five years now, and I've done a lot of snowmobiling. I was working for the power company doing consulting and travelling across Northern Alberta with snowmobiles to monitor the power lines. One challenge for me is the powder snow and cold, especially in Eastern Alberta and Manitoba. The avalanche risk is low now because many avalanches have fallen on their own. I recently took an avalanche course and learnt about the textures of snow. We physically dug blocks to find out how stable the layers were and did extensive beacon searching. This taught us to look for where the runs are, and you can tell if it's already avalanched. The whole trip will be a challenge. In B.C. the terrain is rugged with deep snow and avalanches. In Alberta it will be cold and in Manitoba we will be camping for eight days. But we have good gear and Rangers know how to do this."

**Patrol 2nd in command Bernie Olanski from Valleyview, Alberta**



"The hardest thing was putting the logistics together for Exercise Western Spirit. Different plans like organizing rations, planning for extra fuel, having spare snowmobiles on hand and even what we need in case of avalanches all had to be considered. Every 'what if' had to be accounted for and we had to ensure that a contingency plan was in place for any occurrence. We are taking along VIP's such as Commanders, Members of Parliament, media, professors and Deputy Commissioners. The difficulty here will be coordinating them into the plan, and this adds another layer to the whole element because we need to outfit them for the trip and ensure that the timing works to bring them in on the trip and back out again."

**Maj Tim Byers  
Commanding Officer  
4CRPG, Victoria**

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Cpl Drew Deics, Base Imaging Esquimalt

The crew of HMCS Ottawa bid farewell to commanding officer Cdr Martin Teft (left) as he handed the helm to Cdr Stan Bates (right) in a change of command ceremony on the ship's flight deck on Jan. 27. Cmdre Nigel Greenwood (centre) officiated the handover.

## Farewell to Cdr Teft, hello Cdr Bates

HMCS Ottawa sends a fond farewell to our outgoing Commanding Officer, Cdr Martin Teft, who, with a heavy heart, has turned over command to Cdr Stan Bates.

Since assuming command from Capt(N) Hawco in the summer of 2007, Cdr Teft conquered the Pacific Ocean, visited seven countries, berthed in over 15 ports, and participated in five international exercises and operations. In classic "Teft" fashion, he has executed his command with the utmost style and precision, placing Ottawa and the Canadian Navy at the forefront of the international

maritime community in the Pacific.

His involvement in community outreach, both at home and abroad, and his dedication to maintaining his sailors' connection with their loved ones made him one of the most well respected captains in the navy.

Whether at sea or alongside, Cdr Teft was always willing to don his dry fit shirt and lace up his runners for an intense PT period that led to a lifestyle change in Ottawa.

Cdr Teft now redirects his focus towards second language training before hanging his hat in the flats of

MARPAC HQ this spring. We raise our martini glasses offering thanks and best wishes to Cdr Teft, his wife Kim and their two boys Barrett and Keating.

Welcome to HMCS Ottawa, Cdr Bates

HMCS Ottawa welcomes Cdr Stan Bates as our new Commanding Officer.

Cdr Bates will take the seat on Feb. 2 during our departure to the Hawaiian operating areas in support of the Submarine Commanders Course, and let go all lines to become the eighth commanding officer of Ottawa IV since her commissioning in 1996.

Cdr Bates joins Ottawa

with a wealth of experience. He graduated from UBC in 1987 and served as a bridge watchkeeper in HMC Ships Terra Nova and Annapolis, as a navigator in Cowichan, and ORO in Algonquin and Protecteur, receiving his first command of HMCS Huron in 2001 - seeing it through to its decommissioning. He conducted two Executive Officer tours, one in Algonquin in 2003 and the other at Sea Training (Pacific) in 2005.

Ottawa welcomes Cdr Bates aboard.



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**PSP: TOWN HALLS SET**

# Your feedback required

**Dave Molinari**  
PSP Manager

In order to improve customer service and the overall delivery of morale and welfare programming at CFB Esquimalt, I invite you and your family member(s) to attend one of the following PSP Town Halls:

- **Wednesday, Feb. 11** at Rutherford Theatre in Fleet School from noon to 1 p.m. military and civilian personnel); and,
- **Wednesday, Feb. 18** at Colwood Pacific Activity Centre from 6:30-8 p.m. (military/civilian personnel and family members).

The focus of these meetings is to give an overview of our PSP organization and the services and programming they provide to members of the MARPAC defence team.

PSP also wants to hear from you, and will answer any questions and concerns that you may have. These events will be used as a needs assessment for PSP for 2009. They need your feedback in order to deliver programs and services that meet your needs.

The CF Housing Association and the Military Family Resource Centre will also be attending.

# Sudoku winner picked

**Mary Ellen Green**  
Staff writer

A winner has been declared in the Sudoku contest featured in the pages of the Lookout and on the splash screen this past fall.

The contest was part of the Human Resources Self-Identification form distributed last year throughout the Public Service.

With 43 contest entries from across the Formation, it was up to Capt(N) Jellinek (J1 Personnel) to draw from the entries who filled out the puzzle correctly, and chose a winner.

The winning ballot belonged to Lynn Woelke, Marine Systems Engineer Division Secretary at Canadian Forces Fleet School Esquimalt. She saw the contest and decided to try her luck.

"I really enjoy doing Sudoku puzzles," she said. "I was surprised and happy when I received the email from David Lau notifying

me that I was chosen as the winner."

Woelke chose an electric blanket from the available prizes listed on iboutique.ca in Tier 4.

The information collected from the HR Self-Identification forms will be sent to the Director Diversity and Wellbeing, a division of Adm HR-Civ, and will be used for statistical purposes.

David Lau, Employment Equity and Aboriginal Liaison Officer at MARPAC HQ, said the statistical information will come back to MARPAC HQ, and give them a better picture of Formation demographics.

"Our role is to ensure that when the forms go out to the workforce, the obligation to complete the forms is relayed and that we have a high compliance rate," Lau said. "It is obligatory for all civilians to fill out the first section of the form; the other sections are voluntary, but still important."

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Ret'd Flight Officer William Anaka holds the medals he received after flying as a deHavilland Mosquito Night Fighter in the Second World War.  
 Inset: William F "Bill" Anaka as a young Flight Officer in the RCAF.

## Bill Anaka flew on a wing and a prayer

**Mary Ellen Green**  
 Staff writer

As a young flight officer in the Royal Canadian Air Force (RCAF) William "Bill" Anaka spent most of his time in the dark, flying one of the fastest two-engine airplanes of the Second World War, the deHavilland Mosquito.

As a member of the 406 "Lynx" Squadron, Anaka would first fly in defence of Great Britain and later in the war, into enemy territory as a pre-emptive intruder.

"We had a lot of casualties at first, it was wicked," recalls the 90-year-old. "There was one time that we lost 12 pilots and 12 navigators in six months. So what we had to do was go about an hour ahead

of the [British] bombers and fly or sit over the German night fighter fields, preventing their night fighters from intercepting our bombers. If someone even lit a match we would know because we flew 1,000 to 2,000 feet above the ground, and many times at ground level."

At no time during the war did Anaka or his plane suffer any damage, but he did have some close calls.

One afternoon, one engine cut out and Anaka had to manoeuvre under power lines and over a body of water to get back to the base.

"I called the control tower on the radio to let them know I was in trouble, and when I came in to land there were three spitfires landing at the

same time. I came over top of them and landed in a grassy field. I put one break on and spun around three times and stopped. I could hear my navigator saying a prayer in the earphone. He never said a word that I could hear while we were landing because if he distracted me it could have been over."

After 35 trips into enemy territory, the pilots and crew were allowed to take a short leave. Anaka rarely took any, usually asking his Commanding Officer to put him back into rotation. After all, he was a young bachelor at the time, and according to Anaka, returning to Canada would have been more trouble than it was worth. He preferred to stay and fight alongside his friends.

"You made friends, but you didn't get too close because you didn't know when the next trip might be your last, like Greeny."

Don Green was a fellow pilot in the B Squadron and one day he asked Anaka to

switch shifts because he had a date with a young lady that evening.

"He asked me if I wanted to change; he'd fly at my time and I'd fly his time. I came back off my flight at 11 p.m. and no Greeny. He never came back. It could have been me. But I guess it's just one of those things," says Anaka wiping away a tear. "It wasn't my time to go."

Many times Anaka thought his time had come, but he outlasted the battles and the war. After receiving battle honours and a discharge from the RCAF, he went back to Canora, Saskatchewan, where he was born, and began farming grain.

It wasn't long before he met his wife of 61 years, Jean. They were married Nov. 21, 1947.

Nine years later, Bill, Jean and their children packed up everything they owned in their family car and moved to Port Alberni, B.C.

Anaka worked odd jobs before landing a permanent position at the local mill.

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# HMCS Calgary makes an impression

Last week, the frigate left for Kitimat to drop off the Canadian Rangers.



**Left:** Sailors from HMCS Calgary hop in the ship's Rigid Hull Inflatable Boat for a man overboard exercise. The demonstration was for the benefit of Candian Rangers, on board for a lift to Kitimat.



**Right:** Sailors point out the practice dummy during the man overboard exercise.

Shelley Lipke, Lookout



**Above:** LS Ibbotson, LS Marier and MS Webb haul in a rope in preparation for the ship's departure.

**Right:** A Sea King from 443 Maritime Helicopter Squadron lands on Calgary's flight deck during a training exercise.

Shelley Lipke, Lookout



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## Correction Notice

Please be advised that the "Saturn Value Delivers a Silver Lining" ad that appeared in Lookout Newspaper on January 26, 2009 incorrectly noted the manufacturer-to-retailer delivery credit for the 2008 Astra 5-door XE. The correct credit on the 2008 Astra 5-door XE is \$4,500 and the correct credit on the Astra 5-door XR is \$6,000. We apologize for any inconvenience this may have caused.

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# Child pornography charges laid

## CFNIS

The Canadian Forces National Investigation Service (CFNIS) has charged a member of the Canadian Forces with offences related to child pornography.

Leading Seaman Travis Stansfield, of CFB Esquimalt, has been charged with two counts of possession of child pornography, contrary to Section 130 of the National Defence Act, pursuant to Section 163.1(4) of the Criminal Code of Canada and one count of accessing child pornography contrary to Section 130 of the National Defence Act, pursuant to Section 163.1(4) of the Criminal Code of Canada.

Although LS Stansfield is a serving member of the Canadian Forces, the alleged offences did not involve the use of any military computer systems.

These alleged offences were discovered aboard HMCS *Calgary* in June 2008. The CFNIS received the help of the CFB Esquimalt Military Police Detachment during the investigation.

"The possession of child pornography is illegal and unacceptable," said

Lieutenant-Colonel Gilles Sansterre, Commanding Officer of the CFNIS. "The Military Police consider this to be a serious matter and will thoroughly investigate any allegations of possession or accessing of child pornography related to CF members, DND employees or defence

establishments."

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

# Chinooks make their debut

## Capt Dean Menard Canadian Air Force

With handshakes over signed documents, the transfer of six D-model Chinook medium-to-heavy-lift helicopters from the U.S. Army to the Canadian Forces was completed Dec. 30.

Already boasting Canadian colours, the helicopters are now on the inventory of the Joint Task Force Afghanistan (JTF Afg) Air Wing, and will soon be flying in support of the International Security Assistance Force (ISAF) in southern Afghanistan. Captain Ron Smith of Bravo Company, 6th Battalion, 101st Combat Aviation Brigade from Bagram Air Base led the delivery mission.

"Our Chinooks are just like our soldiers," he said, when asked how he felt about seeing the aircraft leave U.S. service. "They fight hard and give all they have. When the mission is over, some will take off one unit patch, put on another, and fight with their new team as if they were family. They will do well for Canada; the Chinook is an excellent helicopter."

The need for more helicopters for in-theatre operations was identified soon after the Canadian mission in Afghanistan moved from Kabul to Kandahar. Until now, the Canadian task force has used the pooled helicopter assets of NATO and coalition part-

ners. This arrangement met Task Force Kandahar's most basic needs, but the pool has never had enough available helicopters to fulfill all requirements.

"The addition of six Chinook D-model helicopters will enhance air capabilities in Afghanistan, and will provide better protection for Canadians, coalition partners and Afghans while we work together to rebuild Afghanistan," said Lieutenant-Colonel Roger Gagnon of the Canadian Helicopter Force Afghanistan. "The Chinook aircraft will provide increased flexibility and help to reduce ground movement and help us to better accomplish the mission."

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# Navy diver recounts close call with RPG

**Darlene Blakeley**  
Maple Leaf

"We just want to help." These words, from navy clearance diver CPO2 Charlie Savard neatly sum up the attitude of many sailors deployed to the dusty plains and mountains of Afghanistan.

A long way from their normal sea-based environment, they nonetheless work alongside members of the army and air force to ensure Canada's objectives are being met in the war torn country.

And, like their counterparts, they have stories to tell.

CPO2 Savard, an explosives ordnance disposal (EOD) expert from Fleet Diving Unit (Pacific), recently returned from over seven months in Afghanistan. Although originally sent over with 1 Combat Engineer Regiment from Edmonton, he was immediately seconded to ISAF's Counter-Improvised Explosive Device (IED) Team in Regional Command South. As a highly skilled post-blast investigator, he then joined the Counter Explosives Exploitation Cell where he worked in a Kandahar lab dealing with blast evidence following incidents.

The talents of CPO2 Savard, a 24-year veteran with the navy, were in high demand and he worked alongside other experts in the EOD field from countries such as Australia, Britain and the U.S. in both Kandahar and Helmand Province.

"Most of the guys had at least 17 or 18 years experience and we meshed together nicely," he says.

Mid-way through his tour, CPO2 Savard was tasked to



**CPO2 Savard checks the helmet of a fellow soldier following an insurgent attack, only to find an oval mark and crack where a rocket propelled grenade had hit.**

go with an American EOD team to a forward-operating base in Helmand Province. While there, they were asked to accompany a convoy to a smaller base nearby that had been under siege for 30 days and had run out of rations. During the pre-operation briefing, they were told that IEDs were common along the only route they would follow to get to the base.

"This looks like a bad B movie," quipped one of CPO2 Savard's colleagues. "We're being forced down a channel into a certain area."

His words turned out to be prophetic. The convoy successfully reached the base with much-needed rations and supplies, but the return journey proved to be the stuff of stories told to grandchildren in later years.

"We received word just before we left the base that insurgents were mad because they had missed the convoy

going in," says CPO2 Savard. Although they were well-prepared, it was still startling when the convoy came under attack.

CPO2 Savard was riding in a light armoured vehicle with a driver, an EOD colleague and two young British soldiers. The soldiers, acting as sentries, were standing up in the hatch of the vehicle when the detonations went off.

"One of the soldiers started to return fire and I was burned by the brass casings falling in my lap as I sat in the back seat," says CPO2 Savard. All of a sudden something skinned the shoulder of the first soldier, bounced off the helmet of the second soldier and landed in the road beside them where it exploded. Eye witnesses later told them it was a rocket-propelled grenade (RPG), capable of travelling up to 294 metres per second.

After quickly performing first aid on the soldier with the shoulder wound, CPO2 Savard checked the helmet of the other soldier and found an oval mark and crack where the RPG had hit. In typical battlefield humour, the main concern arose when the soldier with the wound realized that as the RPG skinned his shoulder, it effectively removed a tattoo for which he had recently paid 75 pounds.

"Except for the tattoo," says CPO2 Savard, "we walked out of there lucky."

Now back in Canada, CPO2 Savard tells the story to shed light on the work of navy clearance divers in Afghanistan.

"We are highly trained to do this kind of work - we can do any type of land or sea ordnance disposal all over the world," adding, "It feels good to be helping our guys over there."

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SPORTS: COCK OF THE WALK

# Two ships' teams reign supreme

**Les Alexander**  
 PSP

In the past two weeks, Fleet units have been in two Cock of the Walk competitions.

From Jan. 12 to 19 soccer and was held on the all weather soccer pitch at Finlayson Field. The competition started with six teams, but due to operational commitments two teams dropped out.

HMCS Calgary defeated HMCS Protecteur, and HMCS Vancouver defeated HMCS Algonquin in a very close game that 1 - 0 in the semi finals. This advanced Vancouver and Calgary to the finals. Calgary defeated Vancouver in another close exciting game, with a final score of 1 - 0.

Cock of the Walk Hockey was conducted at the Wurtele Arena Jan. 19 to 23 with six teams entered in the tourney. Both Algonquin and Protecteur came through the round undefeated in their division to advance them to the semi finals.

In the quarter finals Ottawa lost to Calgary and MOG 4 lost to HMCS Regina, advancing the two winning teams to the semi finals.

Algonquin defeated Calgary 5 - 1 and Regina defeated Protecteur 2 - 1 in the semi finals.

In the finals, Regina defeated Algonquin 3 - 2 in a very close fought game.

The game ended with PO2 Ken Simoneau catching a slap shot from the blue line with a second left on the clock.

Cmdre Greenwood was at the game and presented the winning banner to the Cock of the Walk hockey champs, HMCS Regina, at center ice.



Players scramble for the puck during fast skating action.



HMCS Regina supporters cheer from the sidelines during the Cock of the Walk hockey tournament.



Photos by Shelley Lipke, Lookout

Above left: Cmdre Nigel Greenwood presented LS Ray Moore with the winning banner. Above right: LS Moore shows a team mate the winning banner.

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# Future of parking around the base

**Shelley Lipke**  
Staff writer

With the increase in construction projects on base, more than 100 billeted parking spots have been lost in Dockyard and Naden since October.

Add to that, 362 spots in Dockyard have been reserved for medical, DND/duty vehicles, visitors, van pools, senior personnel, loading billets, contractors, and other government units.

This has led to people parking illegally on Esquimalt residential streets, resulting in calls from residents to the bylaw enforcement officers to have vehicles ticketed and towed.

"Esquimalt residents can tell these cars belong to base personnel because of the DND stickers," said Lt(N) Paul Chmielewski, Base Plans Officer.

Later this fall, construction on the new fire hall will commence at the Sturdee Street location. When this happens 15 spots will be lost behind CF Fleet School (Esquimalt) when the fence line is moved. Eventually the entire lot will close to construct the new fire hall.

"People should consider public transit," says Lt(N) Chmielewski.

BC Transit has been approached to create a new bus route for those living in Shawnigan Lake, Mill Bay, Duncan and

the Malahat.

It will take three to six months before BC Transit makes a decision. Until then, there are optional parking lots available to DND employees who drive to work, which are supported by the Base Rounders Bus.

The new lots are:

- Behind the new accommodation building in Work Point.

- By Sturdee Street and Esquimalt Road (site of the new fire hall).

- Behind the Canadian Forces Health Services Clinic Pacific (location of the old wardroom).

- By Naden and Hotham Streets.

"With the exception of Sturdee Street, all the rest of these lots, and the Base Rounders Bus service, have been underutilized since they opened for parking at the beginning of December," said Lt(N) Chmielewski.

Base Rounders starts at 7 a.m. from Work Point Building 1365, making stops from the Base Hospital, to Naden, and into Dockyard, with the last run departing D85 4 p.m. The complete schedule for Base Rounders can be found at: <http://esquimalt.mil.ca/VES/BaseRounders.htm>

When the Yarrows Remediation Project is completed at the end of March, the base will regain 185 spots in B parking lot by Y jetty.



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## Canadian Forces Sailing Association Results of Series Race A3, Jan. 25

### Division I

- 1) White Wave - Jon Richardson
- 2) Luffin - Jack Stacey
- 3) Feisty - Pauline & Ed Haines

### Division II


- 1) Hilda Harris - John Pirquet;
- 2) Pitoraq - Graham Heath
- 3) Eden - Charles Pash

### Division III

- 1) Dreamer - Neil Porter
- 2) Canada Goose - Dave Deeks

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BRAVO ZULU: BETTER LATE THAN NEVER

# Sailor receives Bravo Zulu nine years after life-saving actions

**Mary Ellen Green**  
Staff writer

The old saying "better late than never" has proven itself to be true for a retired navy sailor.

A few weeks ago, PO2 (Ret'd) Peter Buck received a Bravo Zulu certificate in the mail to commend him for an act of outstanding leadership and professionalism that happened nine years ago while on board a BC Ferry.

In late September 1999, he gave a woman life-saving First Aid on the Spirit of Vancouver Island while en route to Tsawwassen.

"I used to be a paramedic, and I realized right away that she was in congestive heart failure. And I could tell by the look on her face that she was desperate for help," Buck said in a phone interview from his home in Calgary. "The ship's crew made a page for a doctor, and it just so happened the chief of emergency medical at Hershey Medical Centre in Pennsylvania had gotten on the ferry by accident. We made due with what we had, making an IV using a needle, tubing and duct tape. We had to improvise everything. It was like MacGyver."

At the time, Buck expected to receive the certificate before he was released from the navy in December 1999, after 23 years of service.

However, Buck retired and moved on before receiving his Bravo Zulu and his CD1.

The staff of Canadian Fleet Pacific Headquarters (CANFLTPAC HQ) Orderly Room found the certificate in a dead letter file in their office. Chief Clerk, PO2 Morgan Irish, assigned the file to Pte Megan Carey to sort out.

"Others had tried to reach him in the past, but couldn't find him. We thought since there's much more technology available now, we might be able to track him down," PO2 Irish said. "Pte Carey attempted to contact him by letter at his last known address, but that didn't work. Then she called Pension Services in Ottawa."

With the help of Christina Jurchuk at

Pensions Services in Ottawa, Buck was found where he now resides in Calgary.

"I saw a large brown envelope from Pension Services and I immediately put it at the back of the pile, checks first, bills to the back kind of thing," he said. "Frankly, I didn't know what the heck it was. I had to read it a couple of times before I figured out what it was all about."

The retired sailor wrote all parties involved in finding him a thank-you letter.

"It means more to me now because of the trouble everyone went through to get the certificate to me," says Buck. "Anyone of them could have dropped the ball and it wouldn't have made it. It's just so typical of the way the Canadian Forces work; they are very thorough and competent."

For those involved in the detective work to find Buck, it was a pleasant surprise to be thanked.

"It's really nice to know that the work we do is worthwhile and meaningful, not only to us, but to others too. Sometimes you go above and beyond with paperwork and never hear a thing," says PO2 Irish.

**SAFeway**

## CORRECTION NOTICE

In this week's flyer, Cold FX has been incorrectly priced. The correct price should read \$17.99. Sorry for any inconvenience this may have caused.

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