Volume 54 Number 15 | April 14, 2009

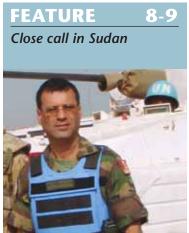
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CONVENIENT

Month Plan

Month Plan

Month Plan



Cpl Rick Ayer, Formation Halifax Services, Nova Scotia

HMCS Winnipeg launched a rigid hull inflatable boat to investigate a skiff loaded with people in the Gulf of Aden on April 5. After confirming the individuals on board were not in distress, the Naval Boarding Party provided humanitarian assistance in the form of water and fruits. Winnipeg is now part of the Standing NATO Maritime Group 1, conducted under Operation Sextant, which represents a continuing commitment to international peace and security.

Winnipeg's presence thwarts pirate attack

Mary Ellen Green Staff writer

CFB Esquimalt

IMPROVED

Just two days after joining the Standing NATO Maritime Group 1 (SNMG1) counter piracy mission, *HMCS Winnipeg* and its embarked Sea King thwarted a suspected pirate attack in the Gulf of Aden, on Saturday, April 4.

The Sea King was tasked to investigate a dhow and three skiffs it had been towing.

"As the helicopter was preparing to launch, the skiffs departed from the dhow and proceeded at high speed in the opposite direction of *Winnipeg*," said Maj James Hawthorne, Sea King pilot and Maritime Helicopter Crew Commander.

Armed with a sheet embossed with red paint to read "stop" in Somali, the helicopter made two passes between three suspect skiffs and their intended target, the Motor Vessel Pacific Opal. The suspected pirates stopped immediately.

"The stop sign was suggested by Commanding Officer Cdr Craig Baines, and the air detachment quickly fabricated one from a DND bed sheet and red paint. A Google search determined the correct spelling of stop in Somali to be "jogso." Our "jogso" sign travels in the helicopter daily," said Maj Hawthorne.

The role of the Sea King in this type of scenario is to get on scene as quickly as possible to

provide the eyes from the sky for the ship's commanding officer, explains Maj Hawthorne.

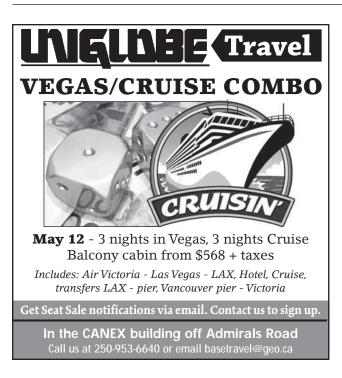
"Once on the scene, the Sea King pilots rapidly assess the situation, photographs are taken from the cargo door, and the navigator radios the information back to *Winnipeg*. Once the ship's CO understands the situation, the Sea King crew can quickly escalate through multiple levels of deterrence; the first simply being our presence on scene, and the second displaying the 'jogso' sign."

Any mission is successful when minimum levels of deterrence thwart further aggression, he adds.

See Sea King on page 3











NATO Admiral welcomes Winnipeg

SLt Michael McWhinnie

HMCS Winnipeg

As the four pips of "flying stations" rang through the ship, signalling an inbound helicopter, a side party mustered amid the bustle of firefighters and air detachment activity.

The tropical heat and humidity mounted in the confines of the metal hangar as the shrilling of boatswain's calls announced the much-anticipated guest.

On the eve of NATO's 60th anniversary, Rear Admiral José Domingos Pereira da Cunha, one of the alliance's senior operational officers and commander of Standing NATO Maritime Group 1 (SNMG1), had come to meet with Commander Craig Baines, the commanding officer of the frigate HMCS Winnipeg, and to visit the ship and her crew.

Rear Admiral Pereira da Cunha delivered his mission vision to the ship's company in a flight deck address.

"We know this is not the long-term solution," the admiral began, "but our presence will make a real difference to security in the region. In addition to deterring criminal groups and ensuring lawful use of international waters, NATO operations will enhance the counter-piracy efforts of other international navies operating in the waters off the Horn of Africa." He concluded with a ringing endorsement of Winnipeg's deployment.



WO Carole Morissette, Combat Camera

Commander of Standing NATO Maritime Group 1, Rear-Admiral José Domingos Pereira da Cunha, welcomes Commander Craig Baines and the men and women of HMCS Winnipeg to the task group as they begin conducting counter-piracy operations in the Gulf of Aden.

"Canada is a traditional member of NATO. The presence of *Winnipeg* is important as much to demonstrate the continuing solidarity of the alliance as for the capability she adds to the mission," said the Admiral.

Just before Winnipeg joined the task group, FGS Spessart, a German naval tanker supporting international maritime security operations in the Horn of Africa region, was approached and fired on by pirates, perhaps because they mistook her for a commercial target. The tanker defended itself

and was rapidly reinforced by warships and helicopters from several nations. The attackers were subdued, separated from their automatic assault rifles and rocket-propelled grenades, and placed in German custody.

Winnipeg refuelled from Spessart upon arrival to the task group. News of the attack on the tanker underlined the gravity of the piracy threat and stiffened resolve aboard Winnipeg.

"The navy prides itself on being a flexible and adaptable force. Our current mission is illustrative of that quality. We modi-

fied our training during the transit to correspond with our counter-piracy tasking and are fully prepared to undertake this challenge," enthused Lt(N) Todd Kennedy, one of the Operations Room officers in Winnipeg. "Our very presence is a deterrent. What the weeks ahead will require of us in terms of disruption and defence remains to be seen. We are all eager to make a positive impact as part of the NATO team and build upon the recent successes in this region of the Canadian ships that preceded us."



OS Preston Pajot recoils from firing the line-throwing gun at the outset of a replenishment at sea with FGS Spessart. The encounter was the first contact between HMCS Winnipeg and a ship of SNMG1.

April 14, 2009



The crew of HMCS Winnipeg's Sea King holds up a makeshift stop sign with the word stop written in Somali. It was used to deter a suspected pirate attack on the Motor Vessel Pacific Opal in the Gulf of Aden.

WO Carole Morissette, Combat Camera

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Sea King crew spots skiff and takes action

From page 1

The following day, while on routine patrol in *Winnipeg's* assigned area in the Gulf of Aden, the air detachment witnessed a "wake" approaching the commercial shipping lanes. After further investigation, it was found to be a skiff with orange tarps covering the forward half of the vessel.

"As we approached at altitude, the tarps were removed by the crew revealing numerous people crowded into the skiff. Initial imagery analysis on board the helicopter showed approximately 35 persons on board the vessel," said Maj Hawthorne.

The Sea King crew continued to gather information about the skiff, including the manufacturer and horsepower of the two outboard motors, the condition of the skiff, and a more accurate count of the people on board, who were mostly women and children.

"While these details were being gathered, the skiff continued to close the shipping lanes in the vicinity of Le Ponant, a French flagged luxury yacht seized by pirates last year in the Gulf of Aden. Further analysis and calculations determined the skiff should pass ahead of Le Ponant by at least one mile. We were tasked to remain in the

vicinity while *Winnipeg* closed at top speed," Maj Hawthorne said.

When Winnipeg closed to 10 miles, the Sea King returned to the ship for refuelling and to switch out members of the crew. Winnipeg launched a rigid hull inflatable boat with a naval boarding party on board to investigate the skiff. The Sea King lifted off and returned to the area to provide more eyes from the sky.

Lt(N) Mike Baker, boarding officer, said the naval boarding party has three objectives when approaching a vessel

"Our first priority is always the safety of life. We want to ensure their vessel is seaworthy, and they have sufficient food, water and fuel to make it to their destination. In this case, they had been out on the water for two days and had only a small amount of water and no food, so we gave them some of each," he said.

The second priority is to gain information that helps develop a recognized maritime picture.

"That involves finding out where they came from, where they were heading, as well as their purpose, which when compiled over a number of approaches will help us to differentiate between people involved in innocent activity in this area and people who might be engaged in piracy," he said.

The third objective is to make it known they are Canadians. "We seek to make it known to everyone we interact with that we are Canadian, in the hopes they will consider meeting us a positive experience and thereby hold a positive view of Canada. A little good will goes a long way sometimes."

It was soon determined there were 51 people on the skiff, all refugees heading to Yemen.

Judging by the smiles and banter between the people in the boat, the boarding party was fairly certain the people weren't being held against their will and thought it safe to send them on their way.

"The easiest way to tell is to look at their faces, and particularly their eyes. If you see fear, then you know something is wrong," says Lt(N) Baker. "Although activities like this are not new to our navy, which has been providing assistance to those in need at sea throughout its history, it certainly does provide a certain sense of accomplishment to do so ourselves. That said, it was also a sobering reminder of the lengths to which some of our fellow human beings go for a chance at a better life."



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YOLUNTEER



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The Old Car Detective Bill Sherk



1947 Chevy for \$200

Jack Glover is a greeter at Wal-Mart here in my home town of Leamington, ON. He is perfect for that role because he is always smiling and cheerful and always happy to help customers find what they are looking for.

I was in the store one day and asked Jack what he could tell me about his first car. It was a lime green 1947 Chevrolet 4-door sedan in running condition. He bought it in the early 1950s for \$200 while living in southern Manitoba between Morden and Winkler.

His car was equipped with a vacuum-assisted three speed gearshift on the steering column ("three on the tree" as we used to say) and the vacuum assist was designed to make gear changes almost effortless. This feature was installed on the car at the GM factory and no doubt worked properly when the car was new. By the time Jack got the car, shifting gears in the dead of a Manitoba winter was a real chore because the vacuum assist was no longer of any assistance.

He also remembers installing storm windows on the car. They were held in place with rubber suction cups and came from the local Canadian Tire store.

Under Jack's hood was the famous "Blue Flame" overhead valve six cylinder engine with 216 cubic inches cranking out 90 horsepower at 3300 rpm. It was not an oil burner and

the previous owner probably took good care of it.

The car ran fine till one day it popped a piston. Jack and his friends parked the car in a barn and took the engine all apart to fix the problem. They managed to get it put back together but now it ran even worse than before. Finally, Jack took his car to a licensed mechanic to have it fixed properly.

Jack never took a photo of his car and never saw it again after his sold it over 50 years ago. Is there any chance it might still be around? My work as the Old Car Detective often takes me to old vintage auto wreckers in out-of-the-way places. I often photograph the derelict cars slowly rusting away and wonder who was behind the wheel when they were last on the road.

In the photo you see here, I'm crouching beside a lime green Chevrolet 4-door sedan of around 1947 vintage at an old wrecking yard in eastern Ontario. Could this be what's left of Jack's car? If not, it's definitely a close cousin to the car he owned long ago.

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 your stories or photos e-mail billtsherk@ sympatico.ca or write Bill Sherk, 25 John St., P.O. Box 255, Leamington, ON N8H 3W2.



The Old Car Detective alongside what might be Jack Glover's first car.

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

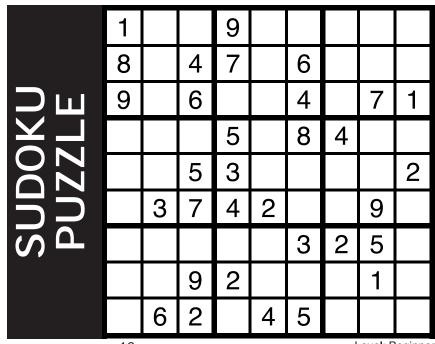


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Solution: 1. Leaf appears behind stump. 2. Sail on windmill is missing. 3. Flower stem in hand is missing. 4. Knothole on stump is colored in. 5. Flower beside girl is colored in. 6. Leaf beside girl is different. 7. Grass under basket has moved. 8. Fold in girl's apron has moved. 9. Fence is taller. 10. Knothole in tree is larger. 11. Neckline on dress is lower. 12. End of hair braid is different.



answer on page 12

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WHAT SAY YOU

Integrating into the naval environment

Cpl Marc Gagnon HMCS Winnipeg

When I first learned I would deploy with HMCS Winnipeg on the current Operation Sextant, I was not sure what to expect.

My apprehensions ranged from seasickness through all the unknowns of shipboard life to living and working with 200 people from a completely different element.

I knew the navy and air force both have long histories of accomplishment of which sailors and airmen and airwomen are justifiably proud.

I wondered how those identities would affect the interaction between the ship's company and the air detachment team.

Winnipeg's 20-strong air detachment includes four pilots, three navigators and two sensor operators (AESOPs) organized in two flight crews, and 11 maintainers who are either avionics systems (AVS) or aviation systems (AVN) technicians.

With our Sea King helicopter, Palomino16, the air detachment is responsible for search and rescue capability, performs proximity surveillance, and operates in the antisubmarine-warfare role. The helicopter adds some 400 miles to Winnipeg's ability to "see" surrounding shipping, and a corresponding promptness to react at those

It was a great morale booster when we learned Winnipeg's mission would include counter-piracy.

We removed the bathtub (a water-proof liner) from the helicopter, installed flare launchers, and mounted the C6 machine-gun in the starboard door position, giving Palomino 16 a new look that all the technicians enjoy.

Now, more than ever,



SLt Michael McWhinnie, HMCS Winnipeg PAO

Aviation systems technician Cpl Carl Simoneau services the intermediate gearbox of Palomino16, the ship's embarked Sea King helicopter.

we take pride in the helicopter's capabilities. Most of the maintenance we do on the Sea King is pre-

The maritime environment means the Sea King is susceptible to corrosion because of constant exposure to salt water. For that reason, several routine inspections must be carried out with great vigilance to keep the helicopter ready to fly at all

All of us working on Palamino16 are highly committed to conducting quality work. We know the potential consequences of mistakes, and the pressure of knowing that lives are at stake is all the motivation we need to ensure that everything is done diligently, precisely, meticulously and thoroughly.

Aviation systems and avionics systems technicians differ in their training and the systems for which they are responsible. AVN techs work on the mechanics of the aircraft such as the engines, the gearbox and the flight controls. AVS techs work on the electronics that comprise the sensor, navigation, communication and stabilization systems.

When the Sea King is unserviceable for any reason, we share the obligation to work around the clock to get it back in the air.

When I joined the air force, I never thought I would end up visiting the world aboard a navy ship.

My initial fears have dissipated. I have adapted to the ship's movements, and I find that sailors not only understand and appreciate our presence, but often show great interest in the helicopter and the work we do.

The two years it took me to gain my qualifications to work on the Sea King were worth every minute.

Aboard Winnipeg, I find my job exceptionally satisfying. The experience and knowledge I will gain on this deployment will allow me to perfect my skills as a technician, and the ship's mission to deter and disrupt piracy makes us all proud to be part of Canada's commitment to international peace and stability.

We work long days, but it's worth it to know we are all part of a navy-airforce team effort that keeps the ship in peak condition for her NATO mission here off the Horn of Africa.

It was a great morale booster when we learned Winnipeg's mission would include counter-piracy.



Aviation systems technicians Cpl Marc Gagnon and Cpl Rory Bentley inspect a drive shaft on the Sea King helicopter.

> SLt Michael McWhinnie, **HMCS Winnipeg PAO**

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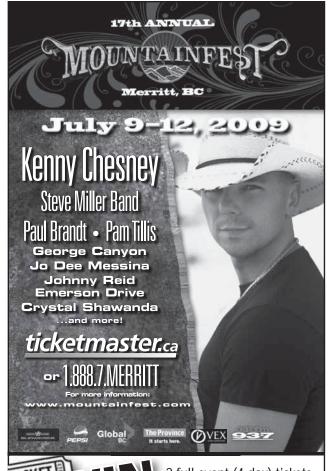
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April 14, 2009 LOOKOUT • 7



Members of 443 Maritime Helicopter Squadron gathered in the squadron's hanger for the investiture of a new Honorary Colonel for the Squadron on April 3.

From Left: Jeff Morris, incoming Honorary Colonel for 443 Maritime Helicopter Squadron (MH Sqn), Lieutenant Colonel Ian Lightbody, Commanding Officer for 443 MH Sqn, and Robert Glazier, outgoing Honorary Colonel for 443 MH Sqn, sign over Honorary Colonel status to the new Honorary Colonel.

> Private Malcolm Byers, **Esquimalt Imaging Services**

New HAZMAT facility taking shape

Shelley Lipke Staff writer

Construction of a modern hazardous material (HAZMAT) facility inside Dockyard's Canteen Road access gate has broken ground and the building is slowly taking shape.

Once completed, the facility will replace 16 smaller buildings located throughout Dockyard and Colwood that currently warehouse hazardous materials.

The consolidation of HAZMAT storage and disposal into one contemporary facility will cut down on the transporting of hazardous materials between base properties.

The new building will implement a cradle-to-grave system, where all hazardous materials arrive and depart from one central location. This will ensure it is handled safely and stored effectively.

The \$14.5 million contract to build the 2,657 square metre building was awarded to Kinetic Construction of Victoria. Work is scheduled to end in May 2010 when all existing facilities are consolidated into the new

Some of the more progressive environmental technology to be incorporated into the site includes a barrel crusher and washer that cleans then crushes 45 gallon oil barrels into pancake sized discs, which reduce the amount of recycling.

This project is the second phase of a larger project that began in April 2005, when the corrosive fluid facility was built on Signal Hill to store and charge submarine batteries. Previously, there was no facility at CFB Esquimalt capable of handling the large volumes of sulphuric acid needed for commissioning and maintaining submarine batteries. The corrosive fluid facility is also used for general management of other HAZMAT products.

The third and final phase will take place after the opening of the new HAZMAT building when the existing smaller buildings currently used for HAZMAT are deconstructed.

Yarrows site nears completion

The clean up of the polluted former Yarrows Shipyard is now complete.

An accumulation of fuel and scrap metal left behind from 100 years of shipbuilding had to be excavated and removed off site for proper disposal.

"Poor environmental practices carried out by Yarrows Shipyard in the 1920s created this contamination on the land that spans the shoreline at this site," said Duane Freeman, project manager.

The clean up began last September by Quantum Remediation Inc., and finished recently.

A barrier wall was built to separate the land from water so excavation could take place below the high tide line.

B Parking Lot was used to store and test the soil, and construction crews worked seven days a week in order to meet the completion

A day shift excavated and a night shift loaded the soil and shipped it away on barges for disposal.

DND purchased the Yarrows site in 1996 for \$5, and assumed liability for any land or sediment contamination

That year, all visibly contaminated surface soil was excavated and put into a waste containment cell, then later sent offsite for licensed disposal.

"During this work a series of monitoring wells were installed to sample the ground water quality and ensure there were no contaminants in ground water," said Rob Griffiths, project technical officer.

The site was then capped with gravel and was used

oil in ground water, which indicated there was still contamination.

was required at the site.

the creation of the Yarrows Remediation Plan, a \$9.4 million dollar project funded through a Treasury Board program called the Federal Contaminates Sites Action Plan, which funds remediation at sites that were con-

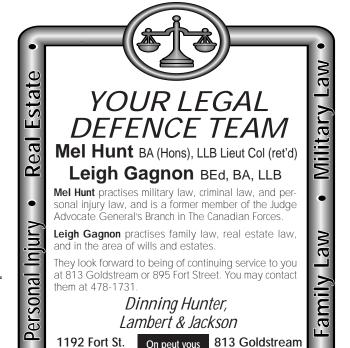
When the Yarrows Remediation Project is complete, DND will review plans in preparation for building a small boat float for the Orca training vessels, said Freeman.

for several years to store sheet metal and cables, and house the spill response

However in 2003, the monitoring wells detected

An environmental site assessment was done with assistance from Health Canada and Fisheries and Oceans Canada to determine what level of action

This site assessment led to taminated prior to 1988.



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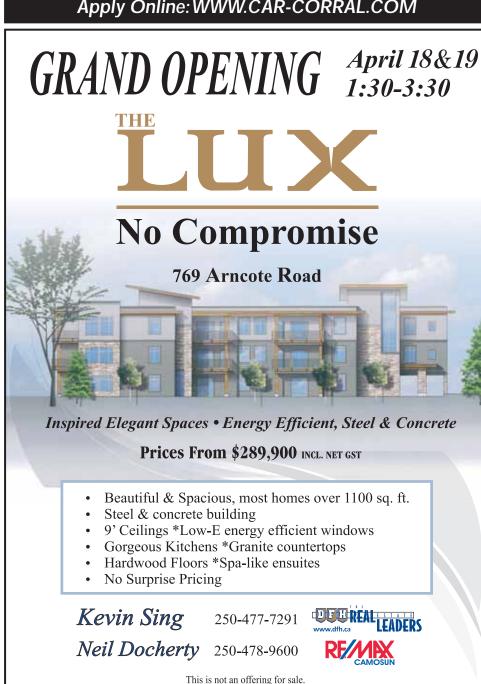


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Battle rages around UN Military Observers in southern Sudan

Task Force Sudan

The United Nations Observers Military (UNMOs) serving with the United Nations Mission in Sudan (UNMIS) at the teamsite in Malakal will never forget the last week of February 2009, when the region was engulfed in a battle fought with weapons ranging from small arms to main battle tanks.

Located on the banks of the White Nile, Malakal is the capital of Upper Nile State in southeast central Sudan. It is dominated by three armed groups: the Sudan People's Liberation Army (SPLA, the regular force in this area), with about 4,000 troops in two divisions deployed around the region, and two Joint Integrated Units (JIUs), each with about 1,500 troops. Created under Comprehensive Peace Agreement, the JIUs stood up all over Sudan in 2005. They are made up of soldiers from militias operating in the area where they are based, some associated with the Sudanese Armed Forces (SAF, the army of the Muslim Arab national government, with its power base in the north) and others from the Sudan People's Liberation Army (SPLA, the black African

Lt(N) Paul Morrison to be the basis of a national army for a unified Sudan. The Malakal JIUs, called the SAF JIU and the SPLA JIU, are misleadingly labelled. First, they are anything but joint or integrated — they camp at opposite ends of town and generally avoid each other. Also, the soldiers of both units are southerners, members of two ethnic groups with a long-standing rivalry.

Tribal issues are para-

A firefight raging around the UNMOs, they all lay on their bellies on the floor as tanks manoeuvred outside their front door. An RPG exploded so close to the back wall that fragments scattered inside.

mount in Malakal politics. Consequently, when the civil war began, the tribes aligned with the opposing factions and carried on their feud within the larger

Late in the evening of Feb.

UNMOs – learned that SAF General Gabriel Tang was in Malakal. General Tang is commonly regarded as the instigator of the November 2006 battle that claimed more than 150 lives.

The battle begins

At 2230 hours, Major Ahmed Ibrahim, Egyptian UNMO living in Malakal, radioed the teamsite duty officer to report that he saw troops in town and believed they were SPLA regulars. At about 0830 the next morning, Maj Ibrahim was back on the radio reporting small-arms fire near his house, and the sound of tanks on the move. I am the G1 (personnel officer) and one of only two anglophones on the team, so I got on the radio and started calling all 36 UNMOs posted to Malakal. Eighteen of them were in town, concentrated in three houses. They were told to stay indoors and wait to be escorted to safety. The small-arms fire continued until 0900, when T-55 tanks deployed by the SPLA along two of the main roads began to fire their heavy machine-guns and main armament. The teamsite's force protection provided by the Indian Army - took their three BMP armoured personnel carriers to defend the UN air installation at Malakal Airport, where they arrived at about 0930. At 0950, they began receiving smallarms fire, but stood fast until mortar rounds and rocket-propelled grenades began falling on the airport. They then withdrew to defend the teamsite.

At the teamsite, three kilometres away from the airport, we could see the bombardment and recognize that the fire was very inaccurate. (Later, we learned that some mortar crews simply fired into the air with no idea where the rounds would land.) We put on our flak jackets and helmets. As the attack continued, we received reports of rounds landing in villages on the other side of the Nile, missing the airport by more than a kilometre.

Convoy out of Malakal At about 1030, an SPLA

battalion began to assault the JIU Headquarters camp with small arms, heavy



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Lt(N) Paul Morrison, Task Force Sudan

Above: Outside the World Food Programme compound, the UNMIS convoy integrated civilian vehicles carrying aid workers from GOAL Ireland. Shortly after this photo was taken, small-arms fire began and the local residents vanished. Below: Lt(N) Paul Morrison (centre) with UN Police officer Arild Smedsvik of Norway (left) and LCol Aldo Pulgar of Peru.

machine-guns and mortars. At 1045, UNMOs living north of the JIU HQ reported explosions right in front of their house, followed by the passage of two SPLA tanks. At the same time, I was on the radio with one of the UNMOs in a house right next to the SAF JIU camp on the north side of Malakal. A firefight raging around them, they all lay on their bellies on the floor (the house has no basement) as tanks manoeuvred outside their front door. An RPG exploded so close to the back wall that fragments scattered inside. At 1115 the teamsite leader ordered me to broadcast to all UNMOs to get ready for evacuation. One group reported that the fighting was still heavy in town, especially around their house, so the initial plan was to deploy Force Protection Company with their BMPs. In the end, only two BMPs left camp at 1515, and the UNMOs in Malakal had to drive to the teamsite in their personal vehicles (none of them armoured, of course) in a convoy escorted by the two armoured vehicles, one at each end of the column. The risk of getting caught in crossfire was enormous, but

the convoy arrived at the teamsite without incident. The evacuated UNMOs told us how exploding ordnance and the discharge of heavy weapons literally shook their houses on their foundations. Some who had been under fire before said this experience was worse than combat because it was so random and unpredictable; most shots fired in this clash were aimed poorly, if at all, and the UNMOs understood that it was simply a matter of chance that none of their houses were hit. One group of UNMOs reported a particularly disturbing incident. Realizing that the SPLA had occupied their neighbourhood and would probably target SAF personnel, including the National Monitors (liaison personnel from each of the opposing factions), they went to the SAF accommodations and offered the SAF National Monitor the protection of the UN flag. On their way to the UN house, they were seen by an SPLA soldier who seized the SAF National Monitor and executed him right there on the street.

Tiptoeing into a tribal throwdown

The next day, Feb. 25,

I was assigned to a patrol tasked to go into Malakal to pick up aid workers from the World Food Programme and GOAL Ireland who missed the evacuation convoy. We were also to assess the security situation, especially troop movements. The patrol leader was Lieutenant-Colonel Aldo Pulgar of Peru, and we were accompanied by a UN police officer, Arild Smedsvik of Norway.

We had Force Protection Company's three BMPs, so I could choose my seat: either on the benches in the back, with no windows, or on top in the crew commander's hatch. I put on my flak jacket and helmet, climbed up on top, and got my camera ready. On the main road, we saw the first signs of troops about one kilometre out of town: an SPLA battalion had established a defensive line across the fields. From the dead soldiers still lying where they fell, we concluded that the fighting continued. The road was blocked by a truck armed with a heavy machinegun and we expected to be stopped, but the soldiers made room for us and waved as we passed



we saw SPLA in company strength sheltering behind a drainage ditch dug only the it seems suspicious that a drainage ditch was dug in the middle of the dry season in a perfect spot for a defensive line.

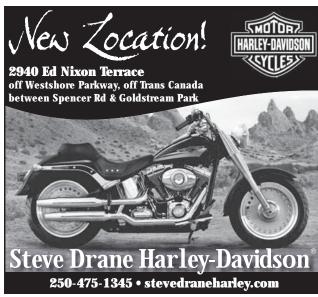
Once the patrol was in Malakal, residents of the side streets began to come out of their tukuls (thatched houses) and yards to wave at us. In stark contrast, the main streets were nearly empty, except for SPLA soldiers who had established defensive positions at main intersections throughout town. At the largest one, we saw a company of troops with two vehicle-mounted heavy machine-guns, two

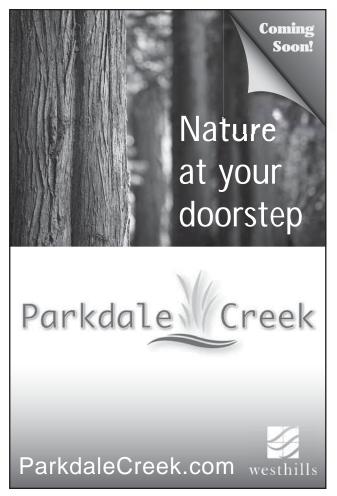
launchers. Turning into a side street, we saw a T-55 tank two blocks away, likely the same tank that was in action the day before. It sat in the middle of the road with its main gun pointed directly up the street we had just turned off. The GOAL Ireland and World Food Programme compounds were two blocks apart in the same side street. We reached GOAL first, and the development workers promptly got themselves into their vehicle and joined the convoy between the BMPs. There was a delay at the World Food Programme compound, where two more vehicles were being prepared to join us, and the BMPs had to stop in the

middle of an intersection. Almost immediately, smallarms fire erupted very close behind us, and all the civilians watching us in the street disappeared into their fenced yards. Suddenly we were all alone, wondering if there was more to come, but we could not see anyone with a weapon. We decided that the shots were warning us to get out of there. When we finally got under way, we saw SPLA soldiers approaching. With the convoy complete, we headed back to the teamsite, staying on the side streets to avoid confrontations. We arrived safe and sound with more than 20 aid workers, the last international staff evacuated to the teamsite from Malakal.









Marching groups have priority

CPO1 Brian Lake CFFS(E)

Due to the nature of CFB Esquimalt's training environment (CF Fleet School and The Naval Officer Training Centre) and the continuous foot movement of our students, it is the responsibility of every officer, sailor and civilian employee to remain vigilant at all times. Safety is a line responsibility and is the heart of due diligence

To ensure our students enjoy a safe environment it is imperative that compliance is paid to all posted traffic signage in or around CFB Esquimalt. In particular "Marching Groups Have Priority."

There have been several incidents reported in the past few weeks where vehicle traffic has failed to yield to marching groups, regardless of the signage.

Failure to heed to this posted signage will lead to a Contravention Act violation ticket pursuant to Schedule VI, Part I National



Defence Act. s.296 (b) Interrupt Canadian Forces while on the march & (b) Hinder Canadian Forces on the march, both of which hold a fine of \$100.

These are ticketable offences regardless of where they take place and tickets will be issued accordingly by the Military Police when such complaints are

A safe working and training environment is only possible through individual attention, diligence and awareness. All personal are

to familiarize themselves with BSO 2-126 paragraph 11: "Marching contingents have the Right of Way over all vehicles, with the exception of police, fire, ambulance or other emergency vehicles in the pursuit of their emergency duties."

INBRIEF

Women gear up for hockey tourney

Mary Ellen Green Staff writer

While there was no first place win, the CFB Esquimalt Women's Hockey Tritons still have much to smile about.

The team returned two weeks ago from the Canadian Forces National Hockey Finals in Shearwater, NS, and are proud of the way they played, staying competitive right down to the final buzzer.

While they were not victorious in the four games played, the point spread was

"We were very surprised because the calibre of play is at least one and a half times what it was last year, and we're seeing a lot more young players," says coach Sgt Patrice Massé.

Now that the team is back home, they're gearing up for their next ice time slot – the second annual Cook Your Own Damn Dinner Cuz Tonight I'm Playing Hockey Tournament at the Wurtele Arena, April 23-26.

Fourteen teams have already registered for the tournament that will feature competitive senior women's hockey, a skills competi-

tion, 50/50, beer tent and barbecue serving breakfast lunch, dinner and all-day snacks. Teams are coming from across Vancouver Island as far away as Comox, Nanaimo and Mill Bay.

The Women's Tritons are looking for volunteers to help with music, food services and timekeeping. If you would like more information about the tournament, visit www.cookyourowndamndinner.ca or call 250-360-1262.

Dockyard Gym closed Dockyard gym will be closed from April 9 to 27.

Construction

Engineering is painting the gym and the hallways during this time. The Naden Athletic Centre gymnasium is available during the clo-

Ball Hockey try outs

CFB Esquimalt Men's Ball Hockey team is recruiting players. Contact PO1 Darren Fogarty at Fogarty PO1 DC@HMCS Vancouver@Esquimalt for more information.

The CFB Esquimalt Women's Ball Hockey team is also looking for players. Contact MS Gillian Herlinger at gilltodd@shaw.

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HMCS ESQUIMALT MEMORIAL SERVICE

THE HMCS Esquimalt Memorial Association will hold a short memorial service commemorating the loss of the Esquimalt.

> April 16 6 pm

HMCS Esquimalt Cairn adjacent to the Esquimalt Town Hall

LOOKOUT • 11 April 14, 2009

SPORTS: NATIONAL SWIM MEET REINSTATED

Patron resurrects national stage for CF swimming

Mary Ellen Green Staff writer

Two CFB Esquimalt's military swimmers took event-saving action when it seemed the Canadian Forces national swimming competition had flat-lined.

It had been seven years since military athletes were pitted against each other in swim lanes, including the Royal Military College, which also cancelled their intercollegiate team.

Col John McManus, CF Patron of Swimming, and local swim team manager, Lt(N) Tony Zezza decided to pump life into the national contest. Under the authority of patron, Col McManus lobbied senior CF Personnel Support Programs leaders, asking them to give swimming another chance at the national level.

The role of a CF Sports Patron is to foster, promote and develop their sport at the regional and national level within the Canadian Forces. A patron recognizes the value of fitness and sports in the CF and supports the objectives of the CF Sports Program. As the sport's ombudsman, and by virtue of their rank, CF Sports Patrons are in a unique position to solicit and elicit change within their sport, to encourage participation, and to resolve issues on behalf of the athletes they represent.

His lobbying worked.

CFPSA saw the benefits of a national swim meet and on March 20-23 it was held in Nepean, ON.

Shortly after Col McManus won approval for a national CF competition, Lt(N) Zezza set up training development camps in every region to get swimmers ready with qualifying

"Most of our swimmers here in Esquimalt do three or four swim meets per year. But since some bases don't have a team, Lt(N) Zezza set up time trials at the development camps to make sure we had enough swimmers to qualify for the competition," says Col McManus.

The CF National swimmers took home 37 gold medals and a total 109 medals from the Ontario Masters Swimming Championships, which ran concurrently with the CF National Championships. Eleven swimmers from CFB Esquimalt qualified for

It's hard to get motivated when you haven't experienced competition at that higher level.

-Col John McManus, **CF Patron of Swimming** the CF nationals, and they brought home 11 gold medals, including six by Lt(N)

Now Col McManus and Lt(N) Zezza have their sights set on the CISM World Military Swimming and Lifesaving Championship in Montreal from Aug. 5-14, 2009. More than 200 athletes from 20 countries will take part in the first world military swimming event hosted by Canada. The CF will enter a 12-person team of six men and six women swimmers.

As swimming patron, Col McManus also plans to work with the RMC Commandant to consider reinstating both water polo and swimming as sanctioned intercollegiate sports to help build a strong base of swimmers for international competition.

"Right now at RMC they have a water polo club, not an inter-collegiate team. The swimmers train on their own time. Over the last 10 years, more than two thirds of the CF CISM team had ties to RMC. These young leaders go to bases across the country and tend to be the kind of people who would set up teams. It's hard to get motivated when you haven't experienced competition at that higher level."

For more information about the CFB Esquimalt Navy Masters Swim Team, contact Lt(N) Zezza at 250-363-2970.

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What is NAOSH Week All About?

The goal of the North American Occupational Safety and Health (NAOSH) Week is to focus the attention of employers, employees, the general public and all the partners in OS&H in the three countries on the importance of preventing illness and injury in the work place. This continent-wide event is an excellent opportunity to reinforce and strengthen commitment to occupational safety and health by increasing public

Within MARPAC, all units are encouraged to do something special in support of safety during NAOSH Week. A number of safety events and courses are planned.

This year's NAOSH theme is "make it home safe every day."

Thank you all for your continued support and participation in the MARPAC safety program. Again, I ask that each of

you do your part to keep the emphasis on Safety and Occupational Health. For individuals, you owe it to yourself, your family, and those you work with to work safely. For military and civilian managers, supervisors and union leaders, you owe it to the people in your sphere of influence to always ensure that safety and occupational health are integral components of all activities.

Unfortunately, in most cases, it is seemingly insignificant mis-steps or breakdowns or other small issues that ultimately culminate in tragic consequences. DND is and has always been at the forefront when it comes to safety. Be proud of what you have accomplished, but do not let up. Please, keep safety and occupational health programs moving forward.

> Thank you, Gerry Webb Formation Safety Officer





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Photos by Duncan Ayre, Navy Public Affairs



LCdr Rob Gillis of Maritime Forces Pacific/Joint Task Force Pacific Headquarters (MARPAC/JTFP HQ) receives the first bar to his Canadian Forces Decoration, for 22 years of service, from Cdr Guy



CPO2 Bret Tisdale, who works at MARPAC/JTFP HQ, receives the second bar to his Canadian Forces Decoration, for 32 years in uniform, from Cdr McCue.

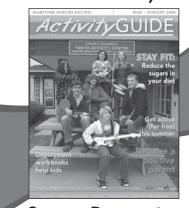


MS Dominique Gougeon receives her new shoulder slip-ons from Maj Henry, MARPAC/JTFP HQ HQ Executive Officer, Maj Henry, who is assisted by Executive Officer, with the assistance of LCdr Gyorkos.



SLt Stanislas Jacques is promoted by MARPAC/JTFP Lt(N) Prowett.

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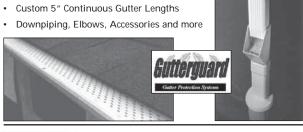
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April 14, 2009

Civilians, sailors riding to conquer cancer

Mary Ellen Green Staff writer

Five men from CFB Esquimalt are putting their mind and bodies to the ultimate test of endurance when they cycle 250 kilometres from Vancouver to Seattle.

Shawn Creamer from Base Construction Engineering, fire fighters Ron LaRoy and Matt LeBlanc, and PO2 Dave Davies and MS Brian Allen of CFFS Communications Training Centre will saddle up for the first annual B.C. Ride to Conquer Cancer on June 20 for a two-day fundraising ride to the States.

Creamer is riding in honour of his younger sister who struggled with leukemia as a child. As a teenager he vowed to take every opportunity to raise money for cancer research.

"I told myself that any chance I was given to help this cause that I had to do it; big words for a then 14-year-old boy. That was over 20 years ago and I am glad to say my sister has been cancer-free and is now the very proud mother of two amazing little boys,"

he said.

Creamer met and surpassed his fundraising goal of \$2,500 on the 22nd anniversary of his sister's remission.

LaRoy is also riding for his sister who is battling brain cancer. "I thought the ride was something I could do that would give me a sense of helping in some small way. When someone close to you receives that kind of news, it can leave you feeling helpless," he says.

He has not yet reached the minimum goal of \$2,500. If he doesn't, he won't be able to ride in support of his sister. "That would be heart breaking for both of us."

When fellow fire fighter LeBlanc heard about LaRoy's sister's battle with brain cancer he wanted to do something to help cancer research. It was amplified when he received an email from a friend fighting spinal cancer.

"I hope to bring awareness to people about the B.C. Cancer Foundation and its progress in cancer research, and to reach my fundraising goal of \$5,000

in hopes that it will be enough to make an impact towards finding the cure," LeBlanc said.

PO2 Davies and MS Allen view the Ride to Conquer Cancer as a call to action because over the years they have had family and fellow CF members lose their battles with cancer. They have both set a goal of \$3,200, and know giving in hard economic times is tough.

"With everyone else asking for your hard-earned money and with everything else that is going on in the world aren't you giving enough? Yeah, you probably are. But we'll take whatever you can give," says MS Allen. "If you think it won't make a difference you're wrong. You're probably thinking 'I'll sponsor them closer to the event.' but what if you don't? What if we don't raise enough money? What if people keep getting can-

To make a donation to any of the riders, go to www. conquercancer.ca. Click on Sponsor a Participant, and enter their name. Each rider has a profile page with a short bio, offering their reasoning for their participation in the ride. Riders also keep blogs, which keeps track of their training and fundraising efforts.

Credit card donations are collected online and are updated automatically into the riders' running total. A tax receipt is issued to the donor within 24 hours with an online donation.

Cheque donations can take up to six weeks to process and could mean the difference between a rider participating or not.

Cash donations will also be accepted by the riders, who will in turn make the donation on their personal credit cards.

LaRoy and LeBlanc are accepting cash donations at the Fire Hall. If they aren't there, donations or contact information can be left with the watchman, who will forward it on to them.

All funds raised will go to the B.C. Cancer Foundation, which is committed to raising funds to reduce the incidence of cancer, the mortality rate from cancer, and improve the quality of life for those who live with cancer.

For more information, go to www.conquercancer.ca.

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Orientation available for co-op students

Judy Valois CHRSC(P)

The New Employee Orientation Program (NEOP) is a two-day course provided to new civilian employees on base to help familiarize them with the many facets of military culture, services, policies, regulations, safety and to welcome them and inform them about the base community.

Upon hiring, a new DND public service employee is given a Civilian Employee Orientation Guide that provides them with information. The new hires are required to read the orientation guide before attend-

ing the NEOP.

New employees are also required to complete the Canadian Forces 101 for Civilians online course at DND Learn before attend-

The NEOP touches on topics ranging from ethics to benefits and includes time to complete the standard WHMIS training. Each topic is covered by an expert from their respective departments and provides an overview and point of contact for new DND employees.

The NEOP should be completed by all new DND public service employees within the first six-months of employment.

As well, CFB Esquimalt's Learning and Career Centre (LCC) is offering a one-day version of the NEOP for Co-op students this spring.

On May 21, more than 40 students starting their Co-op work terms will converge on the LCC for a full day of orientation that includes presentations on DND culture and structure, programs and services available to these students They will also get a visit to the Naden Gym, an opportunity to lunch at Nelles Block Pacific Galley and a guided bus tour of the entire base.

This is the first time co-op students will be provided with Orientation training when they start their work terms.

"This is a pilot program," said Judy Valois, Learning Advisor with the Civilian Human Resource Services Centre (Pacific). "We feel a one day orientation is appropriate since the students don't have all the same benefits as a full-time public service employee and at the same time, we want to make them feel welcome, comfortable and part of the organization and communicate to them the various services and programs they can access during their work term.."

To register for the oneday co-op student orientation, please contact your unit training coordinator.



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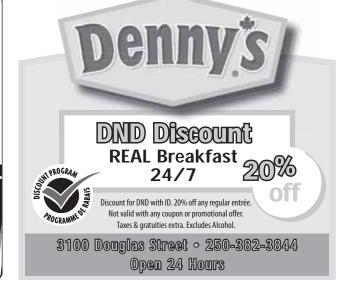




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Fate exists, or so the story shows

Shelley Lipke Staff writer

An incredible tale of fate three years ago led Victoria resident Leo Demay to experience three life-changing moments: to connect with his long-lost biological mother, to find the gravesite of his biological father in Korea, and to land a job at the Korean cemetery where his father is interred.

In 2006, an adoption agency notified him that his birth mother wanted to make

"The minute I heard her voice it was as if I knew her," said the 55-year-old.

Reconnecting with her also filled in the blanks to a lot of unanswered questions.

His mother was 16 when she became pregnant, and his father, a 20-year-old soldier in the Canadian Forces, had left for Korea. It was Sept. 5, 1952, and the war was raging full tilt when Pte Andre Regimbald of the Royal 22nd Infantry Vandoos died in battle on Hill 355.

"My mother was one month pregnant at the time," said Demay. "Being a single mother wasn't an option in Quebec, especially coming from a Roman Catholic family, so she left home, and sought help from an orphan-

His mother knew very little about his father's death.

Demay wanted more information, so he and his half brother began searching. Their investigation led them to the Chapel of the Dead in Ottawa's Parliament Building where it pinpointed his gravesite. But there were no details surrounding his death.

As fate would have it, the two siblings stopped at a pub in Hull for a pint when Demay noticed a man with a Korean War Veteran hat. He was compelled to ask the question: "Did you know of my father?"

"When I said my father's name and that he was with the Royal 22nd Infantry, the veteran repeated the name back to me, including my father's middle name," said Demay. Not only had the two men known each other, but they were also schoolmates, and Demay's father was to report to this veteran in the chain of command.

During the conversation, Demay learned an artillery shelling had killed his father, and the following day it was this veteran who took care of his remains to ensure he would have a proper burial.

"It was unbelievable that 53 years later I was having

a beer with the fellow who had taken care of my father's remains," said Demay.

He and his birth mother organized a trip to Korea through Veteran Affairs revisit program. Again, fate would intervene.

"When I called the revisit program to organize the trip I spoke to a veteran who had been in Korea." he said. Demay told his story to the veteran, and learned the voice on the other end had also fought on Hill 355. In fact, he had been beside Pte Regimbald in the trenches when he died.

The veteran clearly remembered Demay's father, but it was very emotional for him to talk about it. "These guys carry memories like it was yesterday," says Demay.

At his father's gravesite at the United Nations Memorial Cemetery in Busan, Korea, he laid two roses, one for his mother who could not make the trip due to illness.

"It was a very strange moment, and that is when I decided I would come back. I wanted to see for myself if the Korean people were worth fighting for. Sixteen countries getting together and fighting a war under the United Nations banner was something that had never been done, and I wanted to find out for all the people who had died," he said.

Demay retired early from his job with the City of Victoria, cleaned up his affairs and bought a ticket in November 2007.

"I found a job teaching English and I got to know the staff at the United Nations Memorial Cemetery in Korea, and started proofreading there on a part-time

A chance opening led him to the position of Director of International Affairs at the cemetery.

"I got the job because of my dedication and because the personal stake I had in being there was obvious," he

He now helps people from 11 countries who have loved ones interred at the cemetery and spends his days dealing with embassy staff, ambassadors of the respec tive countries, diplomats and

Each year 300,000 visitors come to the cemetary to pay their respects to those who died in battle. There are 371 Canadian graves and Demay is the only non-Korean staff working at the cemetery. He recently gave the crew of HMCS Winnipeg a tour when they visited last



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