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Powerful demonstration

Shelley Lipke, Lookout

Lt(N) Clay Cochrane, Fleet Diving Unit (FDU) Operations Officer, inspects a van blown up using an extraction tool during a demonstration for Exercise Desert Rat. FDU headed the two-week exercise, which educated and re-certified CF Explosive Ordnance Disposal technicians. The car explosions were used to demonstrate how a variety of tools can render a vehicle safe by creating a smaller explosion to disarm the bomb. The use of these remotely controlled tools allows everyone to remain in a safe zone away from the blast.

SHIP NEWS 3
HMCS Chicoutimi in Victoria for maintenance



SHIP NEWS 6-7
Winnipeg hard at work fighting terrorism



Exercise Desert Rat starts off with a bang

Shelley Lipke
Staff writer

Standing 500 metres away in a safe zone at Rocky Point, all eyes were focused on the Toyota minivan as Fleet Diving Unit Pacific's operations officer, Lt(N) Clay Cochrane called out, "fire, fire, fire." Within seconds of his call, a huge explosion rocked the vehicle, sending the van's rear end a few

metres off the ground. A cloud of smoke billowed from the explosion and dirt and debris scattered in every direction, marking the launch of Exercise Desert Rat's demonstration day on April 16. The 10-day exercise, which wrapped up on Saturday, brought together personnel from all three branches of the Canadian Forces along with the RCMP and U.S. Navy to hone their skills at domestic bomb-disposal.

The three groups used Desert Rat as a chance to review explosive device disposal equipment and techniques in order to better work with each other in the future. "The demo day allowed all the improvised explosive device operators to have a professional development day and to see the different products and tools that are used," said Lt(N) Cochrane. The car explosions were used to

demonstrate how a variety of tools can render a vehicle safe by creating a smaller explosion to disarm the bomb. "While it looks like we're creating an explosion with the tools, the idea is to disrupt the circuitry and defeat the explosive, preventing it from going off," he said. Two vehicles met a mangled demise during the demo day to show how explosive experts deal with car bombs.

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Classifieds..... 14-15

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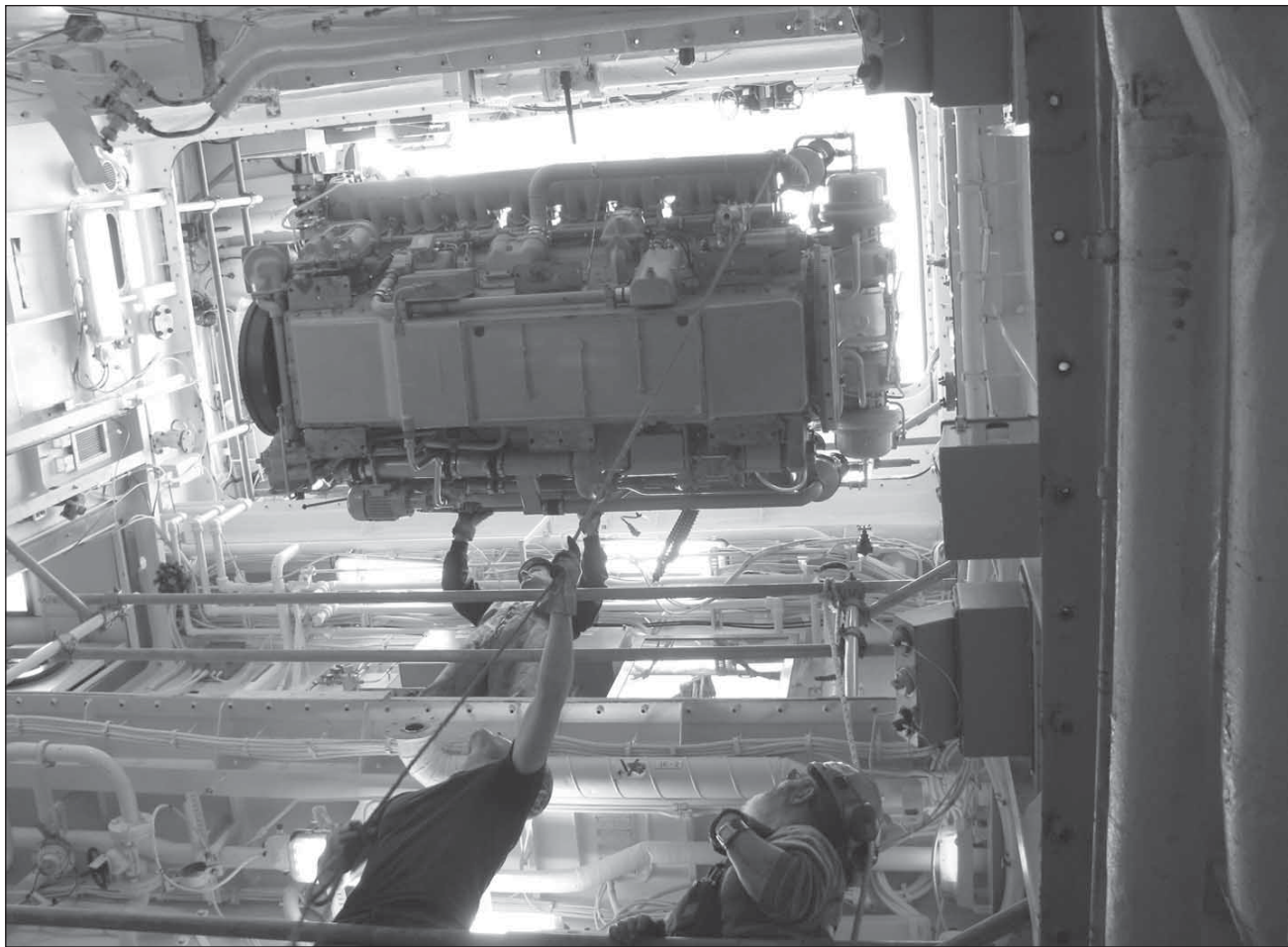
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LS Rogers, HMCS Calgary

From the vantage of HMCS Calgary's Forward Auxiliary Machinery Room, this photo shows one of the ship's diesel generators being installed after the unserviceable one was removed at the beginning of a short work period in March. The massive generator was slowly lowered through the forward soft patch, which meant three deck patches had to be removed, along with all piping and systems. The generator will now undergo trials to ensure it's working properly.

Chicoutimi in town for extensive refit

Mary Ellen Green
Staff writer

After a month-long voyage through the Panama Canal on a heavy-lift ship, *HMCS Chicoutimi* will arrive in Esquimalt Harbour this week.

The diesel-electric submarine will undergo a 24-month extended docking work period (EDWP) by Victoria Shipyards Co. Ltd.

The Victoria In-Service Submarine Contract, otherwise known as VISSC, is expected to create up to 175 jobs over 15 years.

Cdr Christopher Earl, Submarine Class Manager for the Director General Maritime Equipment Program Management Submarine, said the arrival of *Chicoutimi* "will be significant for Victoria."

"One benefit of VISSC is the generation of a submarine maintenance centre of excellence," Cdr Earl said.

The initial five-year contract to refit and maintain the four Canadian submarines was awarded to the Canadian Submarine Management Group (CSMG) in June 2008, a joint

venture company formed by Babcock Marine and Weir Canada Inc.

A number of extension options exist that could bring the total contract length to 15 years.

CSMG intends to sub-contract EDWP work to Victoria Shipyards of the Washington Marine Group. This work will be supported by BMT Fleet Technology, and by CSMG's head office in Ottawa.

"The big advantage of VISSC is that potentially all future Victoria Class submarine EDWPs will be conducted in one facility," Cdr Earl said.

After *Chicoutimi* arrives in Esquimalt harbour, it will be transferred from the heavy-lift ship to a temporary hard stand on the Public Works Government Services Canada jetty.

"CSMG and its subcontractor, Victoria Shipyards, will then continue limited maintenance until the EDWP starts in January 2010," Cdr Earl said.

The limited maintenance includes inspections and operability checks. "It's the sort of limited maintenance

you would do if you had something in preservation for an extended period of time," Cdr Earl said.

After entering the EDWP the actual work will address three major areas. "The first is the normal third-level activity that we refer to as deep maintenance," Cdr Earl said. "All systems are maintained to ensure they will operate for five or six years after completion of the activity."

Secondly, *Chicoutimi* will undergo modifications (known previously as the Canadianization work period to modify some systems to meet Canadian requirements and allow interoperability with Canadian allies.

Finally, *Chicoutimi* will undergo fire damage repair as result of a fire that she had in October 2004 that claimed the life of Lt(N) Chris Saunders.

Chicoutimi is expected to be back in the water by mid-2011, six months before the end of the EDWP, when it will undergo set-to-work activities and harbour acceptance trials. *Chicoutimi* is scheduled to rejoin the operational fleet in 2012.

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Published each Monday, under the authority of Capt(N) Marcel Hallé, Base Commander. Le LOOKOUT est publié tous les lundis, sous l'égide du Capt(N) Marcel Hallé, Commandant de la Base.

The editor reserves the right to edit, abridge or reject copy or advertising to adhere to policy as outlined in CFAO 57.5. Views and opinions expressed are not necessarily those of the Department of National Defence.

Le Rédacteur se réserve le droit de modifier, de condenser ou de rejeter les articles, photographies, ou annonces publicitaires pour adhérer à l'OAF57.5. Les opinions et annonces exprimées dans le journal ne reflètent pas nécessairement le point de vue du MDN.



Circulation - 4,500

One year subscription - \$35.³¹

Six month subscription - \$17.⁶⁶

Three month subscription - \$11.⁷⁷

A Division of Personnel Support Programs
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People Talk

Just before the start of Exercise Desert Rat two weeks ago, Lookout asked explosive ordnance device (EOD) technicians:

What are you most looking forward to with this year's exercise?



"I've been diving for 10 years and have been involved in three Desert Rat exercises. This year I'll be part of the red team, which is the terrorist team. I'll be making bombs and writing the scenarios for the different teams to exercise in. I'm looking forward to seeing how the different mindsets tackle our problems. This is the first time the RCMP has a team involved, so it will be interesting. I'm most looking forward to seeing how their operational mindset works to evaluate the scenarios to bring them back to normal compared to how we operate."

PO2 Mike Hales
Clearance Diver



"As an IED (Improvised Explosive Device) operator, every three years I have to go through a testing scenario to ensure I maintain my skills; so this year I'll be revalidating them during Desert Rat. There will be five scenarios that I'll take part in. During these exercises I'll respond to a dispatch call and act as if it was a real occurrence, coordinating with police and emergency services. I think it will be a good exercise because the events are being held downtown at places like City Hall and Save-on-Foods Memorial Arena and we will be incorporated with civilians. At each of these events, we'll have to respond to a dispatch call saying a device was found and we'll then have to take the necessary steps. During the exercises, an observer/controller will be watching and assessing me, and I'll have to ensure I don't fail critical items. I've spent the last two weeks practicing, so my skills are honed and I feel confident."

LS Bob McConnell
Clearance Diver



"For this exercise I'm an assessor as part of the Observer Control Team. I have been doing EOD for 20 years and because I have toured overseas in this capacity, I'll be evaluating the operators who will be doing the exercise for recertification. I will grade them on their progress and be looking for a sequence of procedures to ensure they carry out all the threat assessments and techniques safely. This is the second Desert Rat I'm involved in and I'm looking forward to being in a downtown setting. Most of the time we would come to Albert Head and pretend to be in a domestic environment, and previously Desert Rat exercises have been geared to overseas operations. But this year it is geared more to domestic operations and we are actually dealing with civilians and police, so the guys are getting so much more from this training."

MCpl Irwin Stewart
Air Force EOD Operator
Trenton



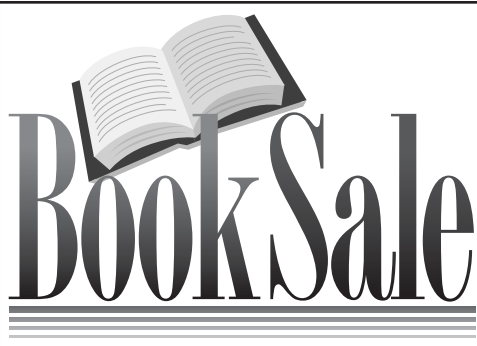
"I'm up here serving in the capacity of Observer Control Team (we call it readiness in training in the U.S.) A number of us work in that division and we are responsible for the training and certification of deployable platoons. I was here in 2006, which was the first Desert Rat hosted at Fleet Diving Unit Pacific, and I worked in the same capacity then. I'm most looking forward to the less experienced folks getting more interoperability and getting to witness new tactics and procedures. It's also good that the teams can get experience with the Canadian tools and, on a larger scale, operations like this contribute to our national strategic vision in that it is a good shaping opportunity with partner relations, and it will deepen the ties we have with Fleet Diving Unit Pacific."

Senior Chief E8 Rob McCormack
EOD Technician
Whidbey Island, WA



"My involvement in Desert Rat is reporting to the CF EOD organization, which is the managing authority for all EOD operations in the Canadian Forces. I'm here to observe the conduct of the exercise. We need the IED operators to be able to handle domestic and overseas operations, so this testing is necessary. This is my first Desert Rat, but I've been involved with a sister exercise called Ready Hammer, which is hosted by Fleet Diving Unit (Atlantic). I'm looking forward to our operations employing the skills safely and effectively during this exercise."

LCdr Bob Klein
Canadian Forces EOD
Policy and Regulations
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WHAT SAY YOU

From the Fleet Chief: A changing fleet

CPO1 Paul Helston
Contributor

Good day all. I have been in the job now for two years and unless something changes I will be here in 2010.

In the last article I wrote, I provided an update on the Canadian Fleet Pacific (CANFLTPAC) Fleet Efficiency Working Group (FEWG). This article is intended to bring you up to speed on some very recent changes in Canadian Fleet Pacific.

On March 13, RAdm Nigel Greenwood conducted his change of command in HMCS *Protecteur*, which was attended by hundreds of personnel including the Minister of National Defence, the Chief of the Defence Staff, numerous dignitaries and personnel from the Fleet.

During his tenure in command, RAdm Greenwood focused not only on opera-

tions, but also on people. Though not everything he did at his level was transparent to everyone; he led the FEWG, championed changes to terms of service, refocused the readiness and sustainment policy to the personnel challenges we face today, and numerous other initiatives. The good news is with his promotion he goes to Ottawa as the Assistant Chief of Maritime Staff to continue these efforts for the betterment of the Navy and its sailors.

The new Fleet Commander, Commodore Ron Lloyd, is someone I have a long association with, going back to when we commissioned HMCS *Calgary* where he was the Combat Officer and I was the PO1 director. He, as expected, has brought his engaging and energetic style of leadership to the Pacific Fleet, as he did in his previous Command of Canadian

Fleet Atlantic.

He has indicated from the out set his number one priority is people, and in his initial guidance to the Commanding Officers he indicated he understood the pressures in the Fleet, and provided the following sayings in no particular order:

- "Look after your ship's company and they will look after you."
- "I fail and the team succeeds as opposed to you/the team failed and I succeed."
- "The more you sweat in peacetime the less you bleed in war."
- "Train as you fight."
- "There is a time and a place for everything."
- "Fail to plan, plan to fail"
- "Flexibility is the key to sea power."
- "Communication is the key to success."
- "If in doubt, do what you think is the right thing

to do."

In the first week in command, the fleet has instituted the Sailor of the Quarter/Year Award, which is a West Coast variation of an East Coast initiative. Guidance and direction has been released to ships to curtail unnecessary attach postings, and justify those that are operationally sound. A new fitness policy with new initiatives will be promulgated shortly. He has approved the FEWG initiative to trial for a reduced homeport duty watch, consisting of seven personnel. I expect the FEWG itself will soon cease to exist, but will be rolled up into a Fleet implementation plan that will be posted on our website in the coming months.

Lastly, Fleet units will see the Commodore and I in the very near future as it is his aim to visit every ship and speak to every mess in the Fleet.

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All photos by WO Carole Morissette, Combat Camera

During counter-piracy operations in the Gulf of Aden, HMCS Winnipeg escorts a United Nations World Food Programme ship carrying urgent humanitarian supplies to Somalia.

Not just another day at the office ...

Winnipeg crew experiences intense day of counter-piracy action

SLt Michael McWhinnie
HMCS Winnipeg

A day of piracy ended badly for seven men who unwisely attacked a Norwegian oil tanker in the Gulf of Aden, near coalition and NATO warships conducting counter-piracy operations.

On April 18 at about 3 p.m. local time, the MV Front Ardenne and the British fast fleet tanker RFA Wave Knight were transiting the main shipping channel between Somalia and Yemen when seven pirates in a blue skiff raced up to the merchant vessel. Pirates in this area usually seek opportunities in waters free of naval patrols, so the men in the blue skiff probably mistook Wave Knight for another merchant vessel. In fact, she is an armed Royal Fleet Auxiliary crewed by trained naval personnel, who immediately fired warning shots at the pirates attacking Front Ardenne.

Radio communications from Wave Knight elicited a quick response from the Standing NATO Maritime Group 1 (SNMGI) task force that eventually developed into a coordinated effort by five ships and two helicopters. The SNMGI watch team in the flagship NRP Corte Real orchestrated the operation, maintaining continual visual and radar tracking for seven hours as the pirate skiff fled south toward the Somali coast and the promise of safety.

Meanwhile, HMCS Winnipeg was escorting the World Food Programme freighter Abdul Raman to Bosasso, Somalia. Closely paralleling the coastline, Winnipeg's route put the frigate right between the pirate skiff and its destination. As Winnipeg's air detachment scrambled to launch the ship's CH-124 Sea King helicopter, Palomino16, arrangements were made to stop the skiff for an eventual boarding. Palomino16 rapidly covered the 60 miles between the Canadian frigate and the skiff, and immediately began tracking it. "From the moment we began to react to the unscheduled order to flying stations,

we could sense that something interesting was about to happen," said MCpl David Tillotson, Palomino16's sensor operator. "We quickly got airborne and busted [flew at top speed] to the scene. The fleeing speedboat being chased by a 30,000-ton auxiliary vessel was an impressive sight." Orders were passed to the helicopter's crew commander to stop the pirates.

"You could feel the adrenaline flowing inside the aircraft, but everyone followed their training and moved smartly. We could see the pirates and their equipment clearly. We knew they were armed and, as they refused to stop despite our warnings, it became clear that they were also desperate or reckless — or both. We continued collecting imagery and I readied myself at my position behind the C6 machine-gun," said MCpl Tillotson. As repeated warnings by radio were producing no result, the helicopter crew was ordered to fire warning shots ahead of the skiff.

"I felt as though I was in a heightened state of alertness and focussed on the task at hand and the careful application of fire. I saw the rounds from our gun rip through the water ahead of the skiff. After the fourth set of warning shots, it became clear that these guys were desperate to reach the Somali coast and had decided to just put their heads down and run," said MCpl Tillotson.

Palomino16 was eventually relieved of tracking duty by Smart Guy, a helicopter from the guided missile frigate USS Halyburton. The sun set, and the pirates continued on in darkness toward the Somali coast, and the waiting Winnipeg. From his position in Winnipeg's Operations Room, Lieutenant (Navy) Christopher Nucci played a central role in organizing the action. "From a tactical perspective, there were a lot of balls in the air. As we tracked the skiff and Wave Knight on their southbound course, co ordinating instructions were coming across the radio to pass

our escort duties to the USS Halyburton. The air picture was very fluid as we coordinated refuelling the two helicopters, who alternated between supporting the chase and covering the Abdul Raman," he said.

Winnipeg was on course to intercept the action and, as she approached visual range, her commanding officer, Commander Craig Baines, ordered all the lights extinguished. As Winnipeg prepared to pounce, Wave Knight and Smart Guy drove the skiff towards her. Eyes on the bridge boring into the blackness were soon rewarded by the appearance on the horizon of two white pinpricks — the masthead steaming lights on Wave Knight — and, above them, Smart Guy's blinking red warning lights. As the lights grew stronger, staying fine on the starboard

bow, the bridge was so quiet everyone could hear the planned manoeuvre. "Green to green at 1,000 yards. Once we pass, we will both turn hard to starboard," said Cdr Baines, directing the naval communicators to pass the signal to the quickly closing Wave Knight.

"You could hear a pin drop as the ships approached at a relative closing speed of over 40 knots. The plan was to get in close unnoticed, a difficult trick for a 450-foot frigate. We kept ranging down on our displays as the distance between us diminished and, as we passed our closest point of approach, everyone held onto their chairs as the ship heeled hard to port during the starboard turn. I hurried to the bridge in anticipation of close action," said combat officer Lt(N) Al Compton.

Continued on next page



Two days following an encounter with pirates in the Gulf of Aden, public affairs officer Capt Adam Thomson and Combat Camera imagery technician Sgt Edward Whitmore prepare for a live double-ender interview with CNN and Winnipeg's Commanding Officer, Cdr Craig Baines.

I saw the rounds from our gun rip through the water ahead of the skiff. After the fourth set of warning shots, it became clear that these guys were desperate to reach the Somali coast

From page 6

Achieving complete surprise, *Winnipeg* was within several hundred yards of the skiff when her high-powered Xenon search-light captured the pirates in its solid white beam.

"When I got to the bridge, I expected pandemonium but was surprised by the calm. There must have been 20 people there but all was strangely quiet. The CO issued a stream of commands to manoeuvre the ship and keep the skiff on the port beam," said Lt(N) Compton. "The entire scenario was surreal. The search-light operator struggled to keep the altering skiff illuminated as pre-recorded Somali commands were transmitted to the pirates over a loudspeaker. The occasional parafflare lit the area like day for brief periods before being swallowed back into darkness. But the feature of the engagement was definitely the .50-calibre warning shots." Orders were passed, and five sets of warning shots were eventually delivered before the pirates complied. All the while, they were jettisoning their weapons and the ladder they used in their attack on *Front Ardenne*. "With the bridge doors open, our ears rang each time the heavy machine-guns thundered away. Each burst sent streams of light into the night and we all watched fixated as tracers pierced the black water astern of the skiff," recalled Lt(N) Compton.

Some of the skiff's occupants made gestures of surrender, but a few minutes passed before the driver stopped the boat. The pirates lifted their arms and the boarding party was ordered over the side. As the boarding party's rescue diver, Leading Seaman Joseph Csiki was responsible for covering the approach with his C8 rifle.

"There was an added sense of intensity among the boarding team as we approached the skiff, due partly to the night-time setting, but mostly because we knew what these guys had gone through before finally relenting," he said. "The smell of gas was very strong and I was shocked and concerned that some of the pirates were preparing to light cigarettes while ankle-deep in gas."

The two boats came together. The boarding team took control of the skiff and its occupants, and began their search.

"We knew what they were but, like most criminals, their first act was to profess innocence. They were quite adamant in their denials but their expressions changed when we showed them the aerial photos we had of them with their hooked ladder and assault rifles, all of which they had discarded during the chase. When one of our guys discovered an overlooked rifle grenade you could see the resignation in their eyes. They sat impassively from that point on," said LS Csiki. As well as the rifle grenade, the search yielded knives, a GPS device, some cellular telephones, and a small quantity of drugs. Once it was determined that the pirates had been disarmed and no longer possessed the means to threaten shipping, they were released. "It was very gratifying to board, search and seize materiel from a vessel that we knew categorically had been involved in piracy. We train and prepare for the worst-case scenario, but our job is certainly made easier by their habit of tossing their weapons in the ocean whenever we get close," LS Csiki pointed out. It is said that a warship is no ordinary office. By the same token, a Canadian sailor has no ordinary job — on this day, especially.



Above: PO1 Joseph Scheubel, a sonar operator and underwater warfare director, operates the torpedo weapon systems and directs all surface/air assets to defend HMCS *Winnipeg* against the possible threat of a submarine attack.

Below: MCpl John Hall, flight deck director (left), directs Cpl Adam Struthers, avionics systems technician, to remove a torpedo from a Sea King helicopter for storage on board *Winnipeg*.



Canadian sailor airlifted to hospital by Chinese helicopter

NPAO

Last Thursday, a Canadian sailor who was experiencing difficulty breathing was evacuated to a local hospital in Qingdao, China, from HMCS *Protecteur* by way of a Chinese People's Liberation Army (Navy) helicopter.

The sailor, currently in stable condition and under observation in hospital, will return to Canada as soon as arrangements can be made.

Protecteur was at anchor near Qingdao, China, after participating in an International Fleet Review to celebrate the 60th anniversary of the formation of China's Navy when the incident occurred. Within 30 minutes of *Protecteur* requesting assistance, the Chinese helicopter landed

on the Canadian warship's flight deck, a first between the two navies, and proceeded with the medical evacuation.

"The tremendous response from the Chinese search and rescue organization is an excellent example of what can be achieved when navies

This type of cooperation is just one of the benefits of improved navy-to-navy relationships in the Asia-Pacific region

-RAdm Tyrone Pile
Commander Maritime Forces Pacific

develop working relationships," said Rear-Admiral Tyrone Pile, Commander Maritime Forces Pacific. "This type of cooperation is just one of the benefits of improved navy-to-navy relationships in the Asia-Pacific region."

A naval conference on maritime international security issues was held in conjunction with the International Fleet Review, providing an opportunity for 29 navies of the Pacific region to foster bonds of friendship and share views on common maritime issues.

Protecteur will now proceed to sea and provide oiler services for replenishment at sea (RAS) of allied navy warships in the western Pacific operating area, before returning to Esquimalt in early summer.



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Shelley Lipke, Lookout

Glen Smith, a mechanic at Transport and Electrical and Mechanical Engineering (TEME), services the front end of a vehicle during TEME's oil change day. Every six months, TEME offers a 25-point vehicle inspection, oil change, car wash and vacuum for \$25, which also includes a barbecue.

Local cadets brave the North

Cadets and Officers of 220 Admiral Budge Royal Canadian Sea Cadets Corp (RCSCC) travelled to Yellowknife, NWT, where they were hosted by the cadets and officers of 2837 Royal Canadian Army Cadet Corp during an interprovincial cadet exchange.

For five days, 220 RCSCC

experienced several local activities including dog sledding, snowmobiling, snowshoeing, the Caribou Carnival, the Snow King Castle, teachings by an elder of the Dene Nation, and eating heated maple syrup poured on the snow. The cadets met the Mayor of Yellowknife, had lunch with the Premier of the

Northwest Territories and attended a mess dinner with Brigadier General Miller.

The cadets also experienced what -22 degree temperatures felt like, what walking on an ice road was like, seeing how the local people worked and enjoyed living in the North.

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EXERCISE DESERT RAT makes for an unusual hockey

Shelley Lipke
 Staff writer

Clad in a 50-kilogram bomb suit, the same weight as a medium anchor, each step was slow and laboured for Constable Nigel Blake as he made his way into the Save-On-Foods Memorial Arena last week.

Clutched in one hand was a special tool used to render a bomb safe.

Following his every weighted step were men with clipboards, jotting down notes as he passed Salmon King players whizzing by on the ice rink. His final destination: a potential explosive device half-way up the bleachers.

Under the scrutiny of the evaluators, Constable Blake set up his bomb disposing equipment.

The RCMP Constable was one of more than 100 Explosive Ordnance Disposal (EOD) technicians who took part in Exercise Desert Rat – an exercise led by Fleet Diving Unit (Pacific) that trains and re-certifies Canadian Forces EOD operators.

The exercise team used the Royal Athletic Park, the Canadian Coast Guard Station, old Esquimalt City Hall and Save-On-Foods Memorial Arena as back drop to test individual and team bomb disposal skill sets.

“In the history of the Canadian Forces, we have never done this type of intense training using live ammunition and explosives at these types of venues, and to take part in this type of training in a civilian envi-

ronment is a valuable experience,” said Fleet Diving Unit Operations Officer Lt(N) Clay Cochrane.

For this particular scenario, security forces have found an unattended camcorder in section 106 of the arena, and since there have been three similar hoaxes in the past week at the arena, the EOD team have been called in.

With the equipment in place, Constable Blake secures the arena for the blast, sending Lt(N) Cochrane to momentarily halt the Salmon King’s practice. With sticks in hand, the players huddled at the far end of the rink, curiously waiting in anticipation of the blast.

“It’s very important to note that this exercise is simulated,” said Lt(N) Cochrane. “If this was real, the whole arena would be evacuated, and the Salmon Kings would not be practicing in here.”

Each day during the exercise, six similar scenarios were underway at locations throughout the city.

“They begin with the Observer Control Team (OCT) who sets up the bombs, and meets with the property managers face to face an hour before each scenario,” said Lt (N) Cochrane. “Once the scenario is set, the call is placed to the tactical operations centre and an EOD team is briefed, given the scenario and dispatched from Albert Head. They arrive on the scene as if it were a real bomb. In this scenario we took a Sony

digital video camera and pulled out some circuitry to put a bomb in it. Each component in the bomb is real except the explosive charge.”

Because each scenario is unique, the EOD operator has to make critical decisions.

“In this case, Constable Blake received a location that has many stairs. It would be difficult to send a robot into this location, so he had to wear a bomb suit to set up the tool himself. There were also two targets today and the operators sometimes tend



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practice

to get so focused on one target, they don't see the other one. But having a second target happens all the time in real life and is realistic so we've included it in this scenario."

During this exercise, the EOD technician had to quickly assess the situation, taking only one to two minutes to physically stand over the bomb and get as much information as possible before setting the tools up to effectively disrupt the device. Outside, at least 10 people served as security guards to ensure any civilians and bystanders remained in a safe zone.

The whole evolution took around four hours.

"When the EOD team completed their job, the evolution entered the forensic phase," explains Lt(N) Cochrane. The lead person, still dressed in a bomb suit, walked around with a bucket collecting debris from the bomb. "It is like CSI Miami, because every piece of the bomb is secured, bagged and tagged and then taken to a lab in Albert Head where it is photographed and analyzed," he said.

As Desert Rat continued and the EOD teams gained more practice, the scenarios they were given became more involved.

"The training the operators are getting with this exercise is invaluable. You can't make this work without all the different organizations coming together and supporting us, and we are very thankful for this," said Lt(N) Cochrane.



Shelley Lipke, Lookout

Above, top left: Dressed in a bomb suit, Constable Nigel Blake from Vancouver RCMP, enters Save-On-Foods Memorial Arena during Exercise Desert Rat. His job is to safely and successfully disrupt the Improvised Explosive Device that was planted in the arena for this exercise. Members of the CF, U.S. Navy and RCMP took part in the exercise held April 14 to 26 at locations throughout Victoria.

Bottom left: Salmon Kings players paused their practice and stood at the far end of the ice while an EOD team disrupted a simulated bomb that was found at the arena. After the bomb was rendered safe, the players returned to their practice.

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As part of the DND civilian employment equity and diversity program, ADM (HR-Civ) will be conducting a series of regional focus groups. Civilian employees in specific occupational groups will be invited to register and participate. In Esquimalt, focus groups will be held during the week of May 4 for occupational groups: SRELE, SREEW, SRMAM, EG, GT and GLMDO.

The purpose of the focus groups is to identify barriers to employment, so DND can implement positive policies and practices to eliminate gaps in the representation of designated groups (women, Aboriginal peoples, persons with disabilities and visible minorities).

While only civilian employees in certain occupational groups can participate in the focus groups, military and civilian managers can also play an active role by rallying and supporting civilian employees to register and, if selected, take part in an interview.

Focus groups will be conducted in the following locations: NCR, Esquimalt, Edmonton, Suffield, Shilo, Borden, Kingston, Montreal, Valcartier and Halifax.

For information on the focus groups, contact Sylvie Lalonde, Defense Scientist, ADM(HR-Civ), Directorate Diversity and Well-Being (DDWB), at (613) 944-7056.

To participate in one of our focus groups, please consult the promotional posters at your location or your Human Resources service center. You can also register by sending an e-mail to the Diversity mailbox at: +Diversity-diversité@ADM(HR-Civ) DDWB@Ottawa-Hull.

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New fitness standards for EXPRES testing

Mary Ellen Green
Staff writer

As of April 1, military members aged 56 to 60 must pass the EXPRES test at the same standards as those in the over-35 age group.

As per CANFORGEN 220/08, sent out in December 2008, CF members over the age of 55 are now required to meet the same minimum physical fitness standards as those 35 and over and will now face the appropriate administrative action if they fail to pass.

"We want to make sure everyone is aware of this new policy and that they start training to be ready for their test," said Penny Murphy, Personnel Support Programs' Fitness and Sports Director. "We are here to work with them to train to pass the test, because otherwise there could be career implications."

When the Canadian Forces changed the com-

pulsory retirement age from 55 to 60 in July 2004, no new EXPRES test standards were created for the new age group.

In 2006, the CF began a study to determine whether a separate standard for members over 55 was feasible and justified. The study determined that the existing over 35 standard could be used for those over 55.

Preparatory development classes are available at the Naden Athletic Centre at lunchtime and dockyard in the mornings five days per week. Classes provide practice and feedback on training methods, evaluation protocols, and technique for different components of the CF EXPRES test. More information about courses is available in the CFB Esquimalt Activity Guide.

To view the minimum physical fitness standards for the CF EXPRES test, go to the PSP website at <http://esquimalt.mil.ca/badm/psp/EXPRES.htm>.

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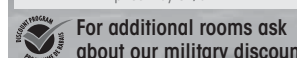
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Cpl Frieda Van Putten, HMCS Protecteur

Above: Canadian naval ambassadors of HMCS Protecteur give three cheers for the International Fleet Review to celebrate the 60th anniversary of the People's Liberation Army (Navy).

Below: Team Protecteur takes part in the Sampan race during the International Fleet Review in Qingdao, China.



Chinese Navy celebrates 60 years with Fleet Review

Lt(N) Jim Smith
HMCS Protecteur

After 19 days at sea and a bumpy transit across the Bering Sea, *HMCS Protecteur* arrived at the Chinese port of Qingdao shrouded in fog. The supply ship carefully threaded its way through a myriad of fishing vessel and ferries to get to the jetty that would be home for the next four days.

Waiting on the jetty was a welcoming committee, the likes of which is usually set up for heads of state. Lining the pier two deep was a contingent of sailors from various Chinese ships based in Qingdao and a band representing the People's Liberation Army (Navy) (PLA(N)).

Protecteur and Commander Maritime Forces Pacific, Rear Tyrone Admiral Pile, were in port as Canada's naval representative for the International Fleet Review, part of the PLA(N)'s 60th anniversary celebrations.

Protecteur's Commanding Officer, Commander Ian Wood, was greeted by the official Chinese Navy delegation and received a beautiful bouquet of flowers presented by two Chinese children.

As with every port visit, there was a buzz of activity for several hours before the ship's company heard the magical words of "secure", freeing them from the ship. For many, this was their first opportunity to experience the culture and traditions of China.

After the fleet review opening ceremony, a fireworks display took place illuminating the night sky for nearly a half an hour. Once the smoke cleared, the first of many official cocktail parties took place. This marked the opportunity for *Protecteur's* company to experience food and friendship from foreign naval

ships from Russia, New Zealand, Australia, South Korea, Singapore, Mexico, Thailand, and France. RAdm Pile also hosted a cocktail party in *Protecteur*.

On the fourth day *Protecteur* put together basketball, soccer and Chinese Sampan boat race teams for competition with the Chinese and other visiting navies. In basketball, *Protecteur* won their first game against the Australians, but succumbed to a well-rested group from the USS Fitzgerald. The team taking part in the Sampan race placed fifth out of 12 teams with a final sprint just metres ahead of the French team from FS Vendemiaire.

The morning of April 23 came early for everyone, when a 4:30 a.m. "wakey, wakey" was piped, bringing the ship to life for a journey 20 miles off of the coast of Qingdao for a ceremonial anchorage with other ships in preparation for the official sail past of the Chinese Command platform.

With all available members of the ship's company lining the upper decks dressed in their tunics and peak caps, Executive Officer, Commander Frédérick Caron, gave the order to pipe the still marking Canada's official salute. After the carry on pipe, the decks erupted with three cheers of hip-hip-hooray to honour the Chinese hosts and pay respects to their navy.

The anchorage marked the end of PLA(N) celebrations and *Protecteur* left for duties in support of the American 7th and 3rd fleets as one of the auxiliary oiler replenishment ships operating in the south western Pacific. Also to come is the second phase of the directed work ups program, with the familiar sight of the red hats from Sea Training Pacific back to put the crew through their paces during a number of replenishments at sea before the next port visit in Sasebo, Japan, later in the month.



Commander Ian Wood scans the horizon during the People's Liberation Army (Navy) Fleet Review. Beside him is liaison officer assigned to HMCS Protecteur during the port visit in Qingdao, China.



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Civilians wanted for Urban Search and Rescue

Mary Ellen Green
Staff writer

Ten new positions have been approved for this fiscal year for the CFB Esquimalt Urban Search and Rescue team (USAR), and the application deadline is fast approaching.

Operations and Training Officer Glenn Cooper said he's considering extending the April 30 deadline because he wants to make sure the team gets the cream of the crop.

"Hopefully we'll find a good mechanic because that's something we desperately need," Cooper said. "And if some people with a supply background were to apply, that would be great because that capability is extremely important to the team's operations."

The USAR team is a combined civilian and military group that specializes in structural collapse rescue at CFB Esquimalt if the need should ever arise due to emergency or natural disaster.

The team's Rescue Squad is made up of front-line members that specialize in technical search, building breaching and shoring, heavy lifting, confined space entry and victim rescue techniques. The Logistics Support Squad is made up of personnel specializing in mechanical equipment repair, heavy equipment and rigging, supply, finance and medical support. The team has three HAZMAT technicians, six high-angle rope technicians and three technical search specialists.

All members of Base Construction Engineering's Pacific Naval Construction Troop form the base of the USAR team, augmented by both military members and civilian DND employees with various skill sets and areas of expertise.

The team trains locally 20 days per year in their training area in Work Point, which was designed and built in 2001. The training area is made up of sea containers and concrete vaults. "It has great versatility, so we can change the layout every time we're in there, so the team never faces the same situation twice," Cooper said. Six B.C. Ambulance Paramedics also train with the team.

All potential applicants must have their Commanding Officer's

approval to apply for the USAR team. They must also be willing to volunteer to train and respond on a 24/7 basis to any authorized urban rescue situation without changes to pay or job classification, and agree to a minimum five-year commitment to the team.

"It takes two years before a new team member is trained up and is fully operational and certified. So we're hoping to get a minimum three years of use out of these new members," says Cooper.

Some of the current 40-member team have been around for 10 years and are getting older and closer to retirement, so Cooper's looking for some younger people to fill the open spots.

More than 1,000 emergency planners and building, floor and unit evacuation coordinators on base have been trained to the standards of Base Operations' Light Urban Search and Rescue (LUSAR). Cooper says the LUSAR team spends a full day training with the USAR team to familiarize themselves with the team and their equipment.

"They're a great resource for us because they've all been trained to a certain level," Cooper said.

The USAR team is also awaiting the arrival of two new 26-foot trailers, each with command and control posts.

"The old 14-foot and 20-foot trailers are too small and do not fit all our gear. The new trailers are longer and both have command and control posts so they can be split up and sent to different locations and still have those capabilities," says Cooper. The new trailers should be



Mary Ellen Green, Lookout

Above: A firefighter and a paramedic attempt to breach a building by pounding a hole through the concrete wall in order to evacuate a casualty.

Below: A team of search and rescue technicians lift an 8,000 pound slab of concrete.

Bottom: A B.C. Ambulance paramedic looks for a casualty who has been trapped by a structural collapse in the training building.



delivered this summer.

For more information about the USAR team, contact Glenn Cooper at glenn.cooper@forces.gc.ca or by

phone at the office 250-363-2774, or cell 250-213-8853.

The application form can be found on the DWAN Splash Screen.

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A fond farewell to a beloved sailor

NOTC Venture

The Naval Officer Training Centre Venture (NOTC VENTURE) had the honour of showing the demands of MARS training to the family of the late Lt(N) Cameron Tkachuk from Feb. 25 to 28.

Lt(N) Tkachuk succumbed to cancer on Aug. 31, 2008.

The family (Cam's father Don, his brothers Michael and Les, as well as Les' wife Christine) escaped the frigid Saskatchewan winter to embrace the warmer, though wet, Victoria climate. A busy three-day visit fulfilled Cam's final wishes: to honour a valued instructor and remember our friend.

The visit began with a forenoon sail in PCT Cougar to observe a combined MARS III and NETPO course at sea. Lt(N) Stephane Beaudoin and his crew provided manoeuvring demonstrations, completed navigational passages and conducted a detailed tour of this new vessel to the family.

Upon return to Esquimalt, the family headed to NOTC for one of two formal ceremonies. Following a meet and greet with Commander Kelly Larkin, the school's Commanding Officer, everyone proceeded to the Gunroom for a dedication ceremony.

For all that knew Cam, his natural forum was the Wardroom. A natural comedian and outgoing officer, his strong leadership of students was equal to his leadership in the mess. An appropriate way to immortalize his contribution to NOTC was the dedication of the Snake Pit as "TKs."

Capt(N) Salchert, Cam's executive officer in HMCS Algonquin and his commanding officer at NOTC, spoke about Cam's influence on his peers and to the morale of the mess. Capt(N) Salchert's emotional recount of Cam's vigour, outgoing personality and contribution to those at Venture effected all in attendance. Upon completion, Commander Larkin renamed the snake pit and unveiled the plaque. The family had the honour of being the first to enter "TKs."

Once inside, Cdr Larkin presented the certificate of service and a shadow box to Cam's father Don.

Cam, the consummate planner, organized this event as his departure RPC. He commissioned a



Photo courtesy of NOTC Venture

Don Tkachuk took the helm in Patrol Craft Training Cougar during a visit to CFB Esquimalt for his deceased son's posthumous RPC.

print of naval artist John Horton's to be presented to the Gunroom on his behalf. The print shows a dhow boarding with HMCS Algonquin in the background. Photos of Cam in action as "A1" during Operation Apollo and an article about boarding operations, printed in the Saskatoon Star Phoenix newspaper, flank the print.

Upon completion of this final presentation, the RPC commenced with Cam providing a final meal and beverage to his friends and family.

The following day, the family received a tour of NOTC's training facilities prior to unit divisions. During divisions, the Trincomalee Award for the Instructor of the Year was posthumously awarded to Lt(N) Cameron Tkachuk. A proud father, Don, received the award from the Reviewing Officer, Cmdre Kelly Williams. During his address to the students on Divisions, Cmdre Williams focused on the qualities of a junior officer and the challenges they face. To the surprise of all, Cmdre Williams

used Cam as an example of what the students should strive to emulate.

The remainder of the visit was busy with informal gatherings focused on getting to know Cam's friends and peers in Victoria.

Early on Sunday morning, the family departed sunny Victoria en route to -35 Saskatoon and Regina with fond memories of Victoria and NOTC Venture.

Cameron may be gone but he will forever be a part of NOTC, a loving son and an excellent friend.

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