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NEWS 3

A change in Australia



FEATURE 10-11

Military teen gallops for cancer



FEATURE 12

Students spruce up kisbys



Cpl Tanya Tobin, CFSU (O) Photo Services

Military personnel gathered at the Cartier Square Drill Hall to witness the Chief of the Maritime Staff change of command, from Vice Admiral Drew Robertson to Vice Admiral Dean McFadden. The ceremony concluded with VAdm Robertson and his wife Christine boarding a small vessel to take them down the Rideau Canal as spectators gave three cheers as a final farewell.

VAdm Dean McFadden takes the watch

Darlene Blakeley
 CMS PA

"Hoist my distinguishing flag. Sir, I have the watch."

With these words, Vice Admiral Dean McFadden took command of the Canadian Navy during a ceremony at Cartier Drill Hall in Ottawa, June 22.

With a large crowd that featured three former commanders of the navy, two senators, several attachés, senior military and civilian leaders, representatives of

industry, special guests and family members looking on, VAdm McFadden signed the change-of-command certificates with former Chief of the Maritime Staff VAdm Drew Robertson, and Gen Walt Natynczyk, Chief of the Defence Staff.

"Today we mark a major milestone in the history of Canada's Navy," said Gen Natynczyk. "The transfer of our navy's command from one outstanding leader to another."

This is, in fact, the second time

VAdm Robertson has turned over the watch to VAdm McFadden – the first was aboard HMCS Kootenay nearly 25 years ago.

"When taking over the watch at sea, the off going watch's chart work shows the oncoming where they think they are," explained VAdm Robertson. "The oncoming watch verifies and proceeds. As I hand over to VAdm McFadden, a fix on the chart allows me to assess that we're making way in some important areas, while working hard to get underway in

several others."

He mentioned specifically contracts for the modernization of the Halifax-class frigates and the periodic refits of Victoria-class submarines.

"These contracts provide, quite literally, the bridge to future fleet effectiveness for governments for years to come," he said.

VAdm Robertson is confident that he is passing the navy's future into capable hands.

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Exercise Talisman Sabre – sharpening sailors' skills at sea

Mary Ellen Green
Staff writer

Following a week of rest in Melbourne, Australia, *HMCS Winnipeg's* crew is set to start Exercise Talisman Sabre, a U.S.-led, Australian-supported training exercise.

The Canadian frigate will integrate into an American destroyer squadron with the U.S. 7th Fleet and sail alongside the Royal Australian Navy in a combined maritime task force.

The exercise aim is to improve combat training, readiness and interoperability, across the spectrum of military operations from conventional conflict, to peace-keeping to humanitarian aid.

"*Winnipeg's* main purpose is to integrate with naval units of the U.S. and Australian Navies to exercise and strengthen the Canadian naval forces' ability to operate with allied nations in a combined maritime task environment," said Lt(N) Mike Williams, Maritime

Forces Pacific Fleet Scheduling Officer. "The air detachment can expect to be employed across the spectrum of maritime air operations, including surveillance, surface and undersea warfare, logistics support and search and rescue."

More than 20,000 U.S. and 10,000 Australian soldiers, sailors and air personnel will be participating in the exercise, being held in and around Australia from July 6 to 26.

The first week consists of work ups and integration training to help the three militaries act as a single cohesive and coherent force.

The live phase of the exercise, conducted from July 13 to 25, will consist of free play with some structured events scheduled to ensure all training objectives are met: to train at sea, in the air and in the field, to practice unique activities such as amphibious landings, urban operations, airfield/runway construction and special forces activities.



WO Carole Morissette, Combat Camera

HMCS Winnipeg has been operating with foreign navies throughout its deployment.

Winnipeg may also conduct live-fire events during the exercise.

During the last four days, *Winnipeg* will participate in Ship Anti-Submarine Readiness Effectiveness Measuring (SHAREM), a warfare development exercise conducted by the U.S. Navy's Surface Warfare Development Group.

"SHAREM is a structured and free play exercise that concentrates on the testing and development of surface ship anti-sub-

marine warfare tactics," said Lt(N) Williams. "Participation in SHAREM presents an excellent opportunity for *Winnipeg* and the embarked air detachment to engage in high end, focused anti-submarine warfare tactical development, testing and training."

It is the first time a Canadian ship has been invited to fully participate in the joint exercise. Canada has participated in the past (1999 and 2001 with a tac-

tical maritime component) but only in an opposing force capacity. Canada accepted an invitation to observe Talisman Sabre 2007, and was offered an opportunity to fully participate in 2009.

TS09 is the third in this series of Australian-United States bilateral exercises. Held biennially, the exercise is conducted primarily in Australia but also involves participation in scenarios and real life training in Hawaii and main land United States.

Winnipeg's main purpose is to integrate with naval units of the U.S. and Australian Navies to exercise and strengthen the Canadian naval forces' ability to operate with allied nations.

-Lt(N) Mike Williams
Maritime Forces Pacific Fleet Scheduling Officer.

New top sailor for Canadian Navy, farewell to VAdm Robertson

From page 1

"I could not be more confident in the leadership of our service or its contribution to the CF as [VAdm McFadden] works alongside our colleagues, Generals Andy Leslie and Angus Watt. A friend, shipmate and colleague for 30 years, Dean is an officer of immense talents," he said.

His final thoughts as his flag was about to be lowered for the last time were with the navy's sailors at sea. "I conclude where I began – with thoughts of those far distant ships and submarines, away from home, and the sailors, airmen and women, who every day work for our nation's security and defence while underway at sea."

As VAdm McFadden took to the podium for his

first address as Chief of the Maritime Staff, he reflected on the past, but with an eye firmly fixed on the future and next year's Navy Centennial.

"I am but one in a line of admirals whose title has changed but whose focus has remained almost unaltered: the building of ships and the assembling and training of officers and sailors to put them to sea, to demonstrate this country's resolve, to help enforce her laws to prevent conflict where possible, but to prevail in combat when necessary," he said. "As a result of this appointment, I have the great honour of standing in that line, which stretches back to Adm [Charles Edmund] Kingsmill, and I recognize the debt I owe to those who have gone before,

as well as the responsibility I owe to those who will follow."

Following the ceremony, VAdm Robertson made his way to the banks of the Rideau Canal, the closest waterway available to a sailor in downtown Ottawa. As he stepped aboard a small blue and white barge to conduct the ritual sail past, he passed from the navy's most senior sailor to its most recently retired.

With three cheers led by Command Chief Petty Officer Robert Cleroux echoing in his ears, VAdm Robertson, for the last time, sailed past many of the men and women he has served with over his 36-year career, as well as those he commanded as Chief of the Maritime Staff for over three years.



Cpl Tanya Tobin, CFSU(O) Photo Services

The new Commander of Maritime Command, Vice Admiral Dean McFadden; Chief of the Defence Staff, General Walter Natynczyk; and Vice Admiral Drew Robertson, who served as the Chief of the Maritime Staff from January 2006 to June 2009 sign the paperwork at the change of command ceremony held at Cartier Square Drill Hall.



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SHIP NEWS: **COMMAND CHANGE FOR FRIGATE**

New boss reflects change for Winnipeg

SLt Michael McWhinnie
HMCS Winnipeg

The coolness of the afternoon was an unmistakable sign of Australian winter as the sailors and airmen on board *HMCS Winnipeg* assembled for a ceremony scheduled during the first day of their port visit to Melbourne.

The unsettled weather seemed to reflect the bittersweet mood as the crew prepared to bid farewell to their relinquishing Commanding Officer, Commander Craig Baines, and welcome the officer who would accept command, Commander Robert Ferguson.

Commander Canadian Fleet Pacific, Commodore Ron Lloyd presided over the ceremony. He addressed those assembled and spoke about the nature, importance and responsibility of command before wishing success to Cdr Ferguson. He also relayed to the crew how a great number of Canadians had been following the ship's mission and how well their efforts had reflected on the Canadian Forces.

To underscore this last point, the Commodore recalled Cdr Baines to the dais along with Executive Officer LCdr Chris Moore; Coxswain CPO1 David Bliss; and Master Seaman and Below Mess President MS Brian Chapman, to accept on behalf of *Winnipeg* a Chief of Defence Staff Unit Commendation.

Shortly thereafter, the scene of three senior officers at a table signing Change of Command certificates, so familiar to experienced naval personnel, was performed once again: three certificates, three signatures, and it was done.

A fair number of people present were able to recall a similar ceremony held on June 15, 2007, when Cdr Baines accepted command of *Winnipeg*. The ceremony took place at the Naval Officer Training Centre – Venture in Esquimalt. The ship was completing an extended work period and would not be released from Victoria Shipyards Co. Ltd. for almost two more months.

Cdr Baines led the ship through the following year-and-a-half of work, training and exercises to achieve the high-readiness state that was the precursor to its current deployment. In addition to those who had been a part of that long journey, almost all present had experienced the intensity of recent operations that featured nine weeks of unique counter-piracy activity as part of the NATO-led mission Operation Allied Protector.

"These past two years, culminating in our counter-piracy operation were the highlight of my career. I could not have asked for a better ship or finer crew and it is with great pride and affection



With all head's of department on board, Cdr Craig Baines is rowed ashore after relinquishing command of HMCS Winnipeg during a ceremony in Melbourne, Australia.

I will look back and reflect upon what we have accomplished together," said Cdr Baines.

But change is as much about future possibilities as past accomplishments. When Cdr Ferguson lifted his pen to sign his acceptance of command, not only did he become the eighth Commanding Officer of *Winnipeg*, he also began to author his own personal chapter in the history of that ship.

"Command of a warship is both a privilege and a burden. In assuming command, you pay respect to the traditions of the navy and to those who have gone before you. At the same time, you must look to the future and cultivate those maritime capabilities that Canada will need to rely upon. I look forward to building upon the culture of excellence instilled in *Winnipeg's* ship's company," said Cdr

Ferguson. One of Cdr Ferguson's first challenges will be commanding *Winnipeg's* participation in Exercise Talisman Sabre, the biennial Australia and U.S. Navy training activity that aims to improve combat training, readiness and interoperability across the spectrum of military operations, from conventional high end war fighting, to peacekeeping, to humanitarian aid. The exercise runs through July and will require *Winnipeg* to integrate into an American destroyer squadron.

As Cdr Baines descended the accommodation ladder to be "rowed ashore" by a crew of Heads of Departments, all present sensed the end of a period of time or experience in their lives that would be defined by their old Commanding Officer's leadership.



Outgoing Commander of HMCS Winnipeg Commander Craig Baines (left) relinquishes command to Cdr Robert Ferguson (right) under the presence of Cmdre Ron Lloyd, Commander Canadian Fleet Pacific, during a port visit in Melbourne, Australia.

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matters of OPINION

FILM *friday*

Transformers plot takes back seat to special effects

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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'OAFCS7.5. 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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Victoria, BC V9A 7N2

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W. Andrew Powell The GATE

Opening this week, Optimus Prime and his Autobots are back in the big-budget action adventure *Transformers: Revenge of the Fallen*. Also opening, two sisters face life bound together as one suffers from leukemia and the other is forced to save her in *My Sister's Keeper*.

Transformers: Revenge of the Fallen

[Also in IMAX]
Michael Bay's massive Transformers sequel is hardly the type of film that needs more publicity. Anyone who wants to see *Revenge of the Fallen* probably knows more about the film than they need to, or has completely avoided anything that might spoil the film for them.

For anyone else, it's safe to say you probably know enough to figure out the plot takes the back seat to the constant explosions, special effects, and Megan Fox's curves.

The studio has also been incredibly vague about the film's plot. All we know for sure is most of the cast returns, including Shia LaBeouf as Sam Witwicky and Fox, and that a swarm of Decepticons are headed to Earth to conquer the planet and hunt for Sam. Meanwhile, Sam is having visions, seemingly brought on by the shard of the AllSpark that was left over from the battle in

the last film, and he's trying to figure out what they mean.

My Sister's Keeper

Switching gears completely, director Nick Cassavetes debuts his latest film, and it looks like he's ready to push your teary buttons, again.

Best known for directing *The Notebook*, Cassavetes' latest is based on Jodi Picoult's novel about two sisters tied together by love and sickness. Informed that their daughter suffers from a rare form of leukemia, the parents decide to have another child using in vitro fertilization, but specifically if their sick child ever needed help, they would have a donor.

Over the years the two girls, played by Abigail Breslin and Sofia Vassilieva, constantly face the same turmoil, where younger sister Anna is forced to help her older sister Kate. Life becomes more difficult for Anna when Kate goes into renal failure and Anna is expected to donate a kidney.

This is just too much for the child, and she seeks legal counsel to sue her family for medical emancipation.

Featuring Cameron Diaz, Alec Baldwin, and Jason Patric, the film is sure to be a touching, emotional story about family and sisterly love.

Much like *Transformers 2*, *My Sister's Keeper* is clearly aiming for a built-in audience, offering



Photo courtesy of Paramount Pictures

The Autobots are back in Transformers 2.

them everything they want with a two-hour ride on an emotional rollercoaster.

Coming in July to theatres...

July 1

Ice Age: Dawn of the Dinosaurs

The usual suspects are back again for a third film. This time the prehistoric group are searching for Sid the Sloth who has gone missing in a strange underworld land filled with even stranger animals.

Public Enemies

With its cast of heavy-hitting actors, *Public Enemies* looks back at bank robber John Dillinger's infamous time in the spotlight as J. Edgar Hoover and the FBI sought to bring him to justice. Johnny Depp plays the clever Dillinger, while Billy Crudup takes the role of Hoover and Christian Bale plays

head agent Melvin Purvis.

July 10

Bruno

Sacha Baron Cohen takes on America one more time as he slips into the role of an outrageous gay Austrian fashionista. At least partially filmed covertly, the new film is sure to cause an uproar, but it's also bound to be one of the funniest, albeit raunchy, films of the summer.

July 15

Harry Potter and the Half Blood Prince

Lastly, one of the biggest movies of the year is sure to be the sixth film in the Harry Potter franchise, which has Harry learning about Voldemort's past as he and Dumbledore try and discover the dark wizard's plans. David Yates directs once more and the film opens in IMAX on July 31.

ComParrot by Bonnie J. Malcolm

Can you spot 12 differences between these pictures?

Solution: 1. Gumberbund is shorter. 2. Lace on wedding dress is missing. 3. Part of cake ornament is missing. 4. Tie on heart banner is missing. 5. Flower in bouquet is colored in. 7. Flower in gift's hair is missing. 8. Design on tablecloth has moved. 9. Heart has moved. 10. Groom's coat is longer. 11. Ribbon on bouquet is longer. 12. Streamer is longer.

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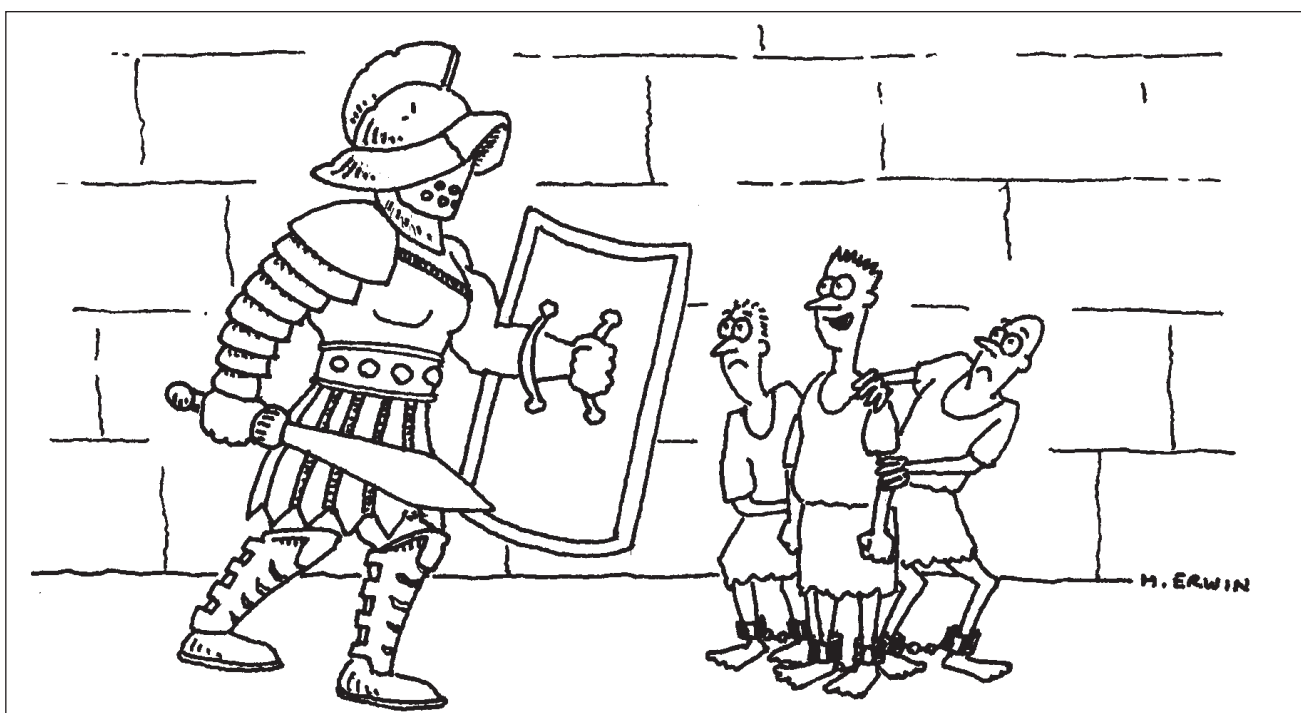
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SPORTS trivia by PO2 Bill Sheridan Contributor

Sports Movies

QUESTIONS?

1. What was the type of dive that Rodney Dangerfield's character completed in Back to School?
2. What sport is the movie Kansas City Bomber about?
3. With which sport does Forrest Gump win a scholarship?
4. Who was Daniel Eugene Ruettinger?
5. Who is Ernie Pantusso?
6. What sports star died of embryonal cell carcinoma?
7. Who was Jerry McGuire's sole client?
8. What movie became known as "Top Gun in Race Cars"?
9. What sport was portrayed in Kingpin?
10. In Tin Cup what is Roy McAvoy's score on the 18th hole?
11. Who is Gordon Bombay?

ANSWERS
1. Triple Lindy; 2. Roller Derby; 3. Football; 4. His story was told in the movie Rudy; 5. Coach on Cheers portrayed by Nicholas Colasanto; 6. Brian Piccolo, in Brian's Song; 7. Rod Tidwell; 8. Days of Thunder; 9. Bowling; 10. 12; 11. Emilio Estevez's role in the Mighty Ducks

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3	7				9		5	

ANSWERS ON PAGE 19 Level: Beginner

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by Penny Rogers

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IN BRIEF

Temporary Dockyard Dental Clinic closure

From July 1 to Aug. 31 the Dockyard Dental Clinic will be closed. All members who currently receive treatment at the Dockyard clinic will report to the Naden Dental Clinic for sick parade (7:30 a.m.) and for regularly scheduled appointments. When calling to schedule an annual dental exam or for any other inquires, please

contact 250-363-4149.

SOSO Intersection Summer Hockey League

Anyone looking for a Summer Officiated Shinny Opportunity (SOSO) should look no farther than Naden's Wurtele Arena.

For the first time, four-on-four ice hockey will be played in the arena during summer afternoons

and evenings from July 21 until Sept. 3. Games will be played between 4:15 and 9:45 p.m.

The league is open to individual registrants from the military, public service or Non Public Funds (NPF). Registrants will choose to play in Tier 1 or Tier 2, and teams will be formed randomly.

Any interested players should register at the Naden Kiosk before July 14. Registration is \$75.

A brief meeting will be held for any interested players at the Wurtele Arena, Tuesday, June 30 at 4 p.m.

For more information, contact the league director, Roger D'Amour at 250-363-4297.

Canadian Naval Centennial merchandise available

Shelley Lipke Staff writer

With the Canadian Navy Centennial on the horizon, official merchandise with the CNC identifier has hit the shelves.

Swag like ball caps, stickers, backpacks, t-shirts, pins, gym bags and sports gear is now available at CANEX stores and can be ordered on the Canadian Naval Centennial website at www.canadiannavalcentennial.ca.

[canadiannavalcentennial.ca](http://www.canadiannavalcentennial.ca).

More exclusive items like glassware, decanters, commemorative plaques, and high-end souvenirs will be available for order online at www.navy2010giftware.com.

Among the keepsakes found in the catalogue on this website are giftware such as swords, commemorative plates with gold edging, stainless steel rum flasks, men's ties and ladies

scarves that all boast the CNC identifier.

Also on this site is information on how to order a set of six official prints of paintings that were commissioned in honour of the navy centennial. These prints can be viewed online and are sold as a set depicting various eras of naval service during the last 100 years. Only 500 signed sets of prints will be made available.

Some items involving co-branding are being accepted. For example if a department wanted their logo, along with the CNC identifier, on a t-shirt or hat, or other piece of merchandise, this can be arranged. All details are on the CNC website.

Both websites selling the CNC merchandise are partially blocked by the DWAN/DIN system and are better accessed directly through the Internet.

Eighth Annual Formation Appreciation barbecue

**Wednesday, July 15
 11:30 a.m.- 1 p.m.**

Duntze Head

In recognition of National Public Service Week, the Eighth Annual Formation Barbecue will be held on Wednesday, July 15 to honour the achievements of the Maritime Forces Pacific

(MARFAC) Defence Team.

This year the barbecue is themed "Hawaiian Luau", encouraging all to wear their brightest Hawaiian clothing and flower leis.

Hamburgers, hot dogs, veggie burgers and pop will be provided. In order to reduce plastic waste, please bring

your own personal water bottle.

Activities of this year's barbecue include:

- Welcoming address given by Commander of MARFAC/JTFP, RAdm Tyrone Pile.

- Master of Ceremonies will be the Chief of Staff,

Captain(N) Alex Rueben.

- Musical entertainment by Lori Murphy and her award-winning singing barbershop quartet "Euphoria" and a local radio station.

- Environmental, EAP, DAG and organ donor displays.

- Sumo Wrestling challenge, \$5/participant to be donated to the United Way

- Fire Brand and tug boats will conduct a demonstration off Duntze Head.

Unit Commanding Officers are encouraged to support maximum participation. As in the past, leaders (COs, Branch Heads, Union Executives) are asked to demonstrate their cooking expertise - 20 volunteer leaders are requested to assist cook. Please contact Alanna Kostiw, 3-7626, Kostiw.AE@JTFP@Esquimalt to book a time.

Volunteers, your support equates to the success of the event. Your assistance is required in the following areas:

- Set-Up: 20 people at 8 a.m. on July 15;

- Tear Down: 20 people at 1:30 p.m. on July 15;

- Cooks helpers: 15 floater cooks needed for 1 hour durations.

- Photographers: three people throughout the duration of the barbecue

Please lend a hand; contact barbecue coordinator Megan Rendell: Rendell MN@JTFP@Esquimalt.



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Q&A

Protecteur sailor reflects while en route home

The crew of HMCS *Protecteur* is arriving home Monday after three-months on the WestPac Oiler deployment performing replenishments at sea (RAS).

Lookout asked Lt(N) Jim Smith, unit public affairs representative for the ship, these questions as they make their way home.

Q. What was the highlight of this deployment for *Protecteur's* crew?

As with every deployment of this type there are several highlights that leave lasting impression on each member of the ship's company.

There was the International Fleet Review in Qingdao, China, in which *Protecteur* had the honour of being Canada's representation to an event with worldwide participation, and where the crew not only had the chance to immerse themselves within an ancient culture and society, but was given the opportunity to visit and mingle with the crews of ships from New Zealand, Australia, Thailand, Singapore, Russia, Bangladesh, South Korea, Mexico, Brazil, and India, to name just a few.

Sasebo, Japan, was memorable for the historical significance; many of the crew took the opportunity to catch a train to the nearby City of Nagasaki, which of course was the sight of the second and final atomic bomb of the Second World War.

Another bonus of Sasebo was its proximity to the City of Fukuoka, home of the Soft Bank Hawks, a professional baseball team of the Japanese league, and the dome in which they played was a miniature version of the Sky Dome in Toronto. The last memory of the baseball

game was the energy of the crowd from the first pitch until the end of the game; the fans in the stadium were nearly as entertaining as the game on the field.

Recent memories are always the freshest in people's minds, and *Protecteur's* extended port visit in Pearl Harbor will be one to remember for some time to come. Due to an unforeseen engineering difficulty the ship ended up with a 10-day port visit in Hawaii, which also included the arrival of about 30 family members.

Twenty friends and family members of the crew are taking part in a "Tiger Cruise" where they will sail back to Esquimalt from Pearl Harbor and get a feel for life at sea in a Canadian warship, thereby dispelling the mystery that sometimes exists when a sailor tries to explain what it is they do.

Q. Do you have a summary of how many RASs you did and was there one in particular that stands out?

In total *Protecteur* completed seven RASs and three dry hook ups during this deployment, and while that number doesn't sound high, the amount of fuel transferred is impressive. In total, over 6.3 million litres of fuel were pumped to some very appreciative customers. *Protecteur* remained at 30 minutes notice to RAS when, and if, a call ever came in.

There was one RAS that does stand out from all of the rest. It occurred on May 23 during the transit from Guam to Tokyo. It was with USNS Alan Sheppard, a Lewis and Clark dry cargo vessel displacing over 35,000 tons compared to *Protecteur's* 25,000 ton displacement.

She was a large ship and required a lot of fuel. It was a RAS that is called a consolidation in which one tanker supplies another tanker, and this marked one of the few occasions when *Protecteur* was called upon to be the supplying ship during a consolidation RAS. It normally is the other way around. At the end of seven hours, *Protecteur* pumped over 2.7 million litres of fuel to Alan Sheppard and as with every other RAS completed by *Protecteur* and her crew, it was text book and made it look easy by a skillful group of boatswains and engineers.

Q. What constitutes an efficient RAS?

It is a RAS where *Protecteur* is on station at the right place; she is closed up and in all respects ready to RAS at the right time. It is when all lines are passed on the first go, it is when the probe is seated on the first attempt, it is when all of the motors and pumps work flawlessly, it is when all of the commodities and quantities of liquids are delivered just as asked, it is when there are no impeding shipping ahead that requires the RASing ships to alter course, it is when the helmsman is able to maintain a rock steady course, it is when all communication equipment works perfectly, and most importantly it is when the customer ship breaks away satisfied that they received what they needed and will pull up alongside of us anytime needed.

Q. Were there any special celebrations with the crew?

The ship was away for several holidays during this deployment, including Easter and Victoria Day.

But most notably as we crossed the International Date Line located at about mid point in the Pacific Ocean, the ship lost a day, April 11, while heading west. On the return transit we gained a day, so this year there were two June 7, which also meant that LS Tommy Hamel celebrated his 26 birthday twice.

This trip has also been a unique opportunity for CPO2 Eric Meredith and OS Chris Meredith who happen to be father and son. While they are not the same trade, CPO2 Meredith is the chief cook, and his son is a boatswain, it still makes for interesting times having a father and son sailing on the same ship.

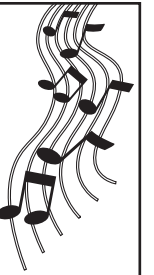
Q. How would you describe the success of this deployment, and what the crew looks forward to next?

This deployment showed Pacific Rim nations that Canada has strategic and economic interests in this part of the world, and actively pursues avenues to further relations with our allies and other partners in bilateral cooperation.

Most important for many of the crew is to be able to show what they do best: replenishment at sea. Each nation operates their oiler in their own way and we are proud in being able to serve our consorts in a most professional and efficient manner.

We are now coming back from a three-month deployment and many of the crew are looking forward to spending their much deserved summer vacation with friends and family, as this was not possible last summer when the ship was deployed on Operation Altair in the Arabian Gulf.

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The Veterans Health Centre at The Lodge at Broadmead needs **volunteers to socialize** with elderly veterans on:

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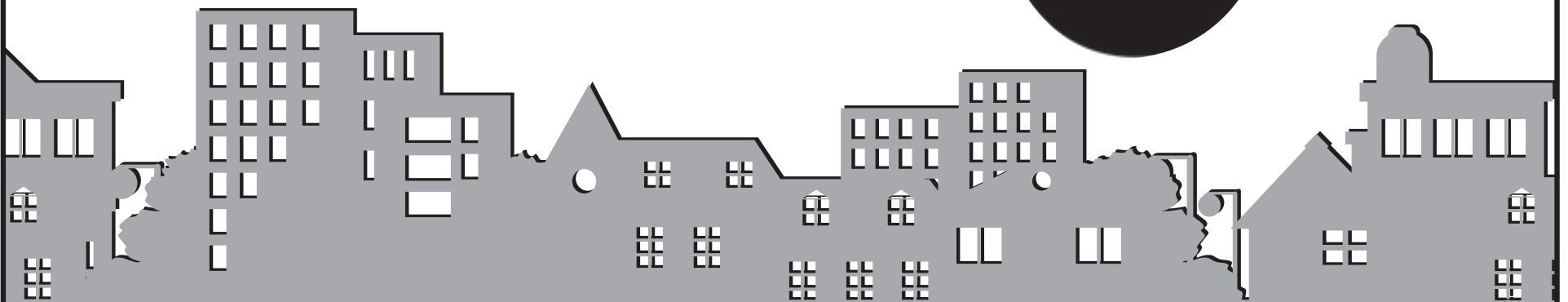
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Aboriginal Day

AT CFB ESQUIMALT



During DND's National Aboriginal Day on June 24, children took to the stage in front of a large audience to dance a ceremonial closing dance wearing costumes while drummers drummed after the speaker series. This year's focus was centred on Honouring Aboriginal Women.



Above: Ashley Mickey from Port Alberni dressed as an eagle for the ceremonial dance.

Left: Kaitlyn Fred, dressed as the wolf, performs a ceremonial dance.

Below: Aboriginal children dressed in a black bear and a masked portrait costume sway and crawl on all fours to rhythmic drumbeats during the celebrations.





HAPPY CANADA DAY FROM HMCS WINNIPEG

<http://www.youtube.com/profile?user=NavyWebmaster&view=videos>

Canadian Forces (CF) Combat Camera has produced video footage of CF personnel aboard HMCS Winnipeg offering Canada Day greetings. In addition to the national message, crew members recognize their friends and family in their hometowns.

The featured members are as follows:

<p>SL Allan Wilson - Calgary, Alta.</p> <p>PO2 Derek Card - Victoria, B.C.</p> <p>MCpl Jake Anderson - Victoria, B.C.</p> <p>LS Beaudex Louis - Trois-Rivières, Que.</p> <p>LS Phillip Rideout - Conception Bay, N.L.</p> <p>LS Melvin John Thibaud - Victoria, B.C.</p>	<p>LS Matthew Blais - St Bernard, Que.</p> <p>LS Joseph Csiki - Shellden, Ont.</p> <p>LS John-Paul Daigle - Penetang, Ont.</p> <p>LS Grant MacDonald - Lake Cowichan, B.C.</p> <p>LS Chris Leger - Victoria, B.C.</p> <p>LS Chris Hennebury - Miramichi, N.B.</p>	<p>LS Duane Cutrell - Victoria, B.C.</p> <p>Cpl Samantha Sanheim - Winnipeg, Man.</p> <p>Cpl Rick Ayer - Tatamagouche, N.S.</p> <p>AB Robbie Morris - Sault Ste. Marie, Ont.</p> <p>OS Andrew Bishop - Ottawa, Ont.</p>
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OPEN FIRE BAN

Open burning is banned on all DND properties all year. This includes the use of fire pits and outdoor fireplaces. The use of fireworks is also banned, unless at DND sanctioned events or base sponsored events, when it may be authorized by the Base Fire Chief. Contact the Fire Prevention Branch at 363-5448 or 363-1538 for a fire permit.



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Spirit of the West

13-year-old barrel racer teaches other youth to ride horseback

Shelley Lipke
Staff writer

Breaking out of the chute at a hand gallop to the beat of thundering hooves is second nature for 13-year-old Mylissa Bloom. She's been horse riding since age two, and is an up-and-coming pro at the western gymkhana sport of barrel racing.

But she's not keeping those skills to herself.

She and mother Sharon have created Spirit of the West – a summer camp that teaches children who don't own horses and can't afford riding lessons how to ride.

"I don't think it should be about money," says Mylissa. "There are a lot of kids who can't afford riding lessons and don't have a horse, so it makes me feel happy to see these kids having fun on our horses."

Three years ago the mother-daughter team, along with some other interested parties, started the South Island Rough Rider's Gymkhana Club, which allows riders to meet and play games such as barrel racing and pole bending on their horses.

"We noticed that it was intimidating for kids who didn't have funds to play, and they would hang on the fence watching. We wanted them to have an opportunity to ride and teach them how to play the gymkhana games," said Sharon. "We decided we would set up a summer camp."

They contacted social workers, rounded up sponsors to feed the kids and sought permission from the Metchosin Farmer's Institute to use the Luxton Fairgrounds to hold the camp.

"My husband David just signed up with the military, and both of my sons Josh and David are in the Navy, so we contacted the Military Family Resource Centre and handed out brochures to let people know about our camp. We received a lot of interest. The camp is now into its third week and the students really love it," said Sharon.

Each Saturday and Sunday they trailer their Morgan Arabs Joey and Sundance, along with their 39-year-old Morgan mother Jipper, to the fairgrounds with an assortment of tack, grooming supplies and helmets.

Assisting them is a very dedicated group of volunteers. "We simply couldn't run this camp without our camp cooks and our lead line coaches who faithfully put their time in to help these kids learn about horses and how to ride," said Sharon.

"We have six kids each day from 10 a.m. to 2 p.m. and we rotate them on our horses with half hour lessons," said Mylissa. "Joey is a very loving and easy horse to ride. Anyone can ride her and because she is very gentle, she adapts to their level of riding. The other two are best suited for a rider with a bit



Shelley Lipke, Lookout

Thirteen-year-old Mylissa Bloom is an up-and-coming pro in the western gymkhana sport of barrel racing. She is using her knowledge to pass on to children who can't afford riding lessons or horses, in a camp called Spirit of the West, held each weekend at Luxton Fairgrounds.

more experience. My mom teaches the ground skills like grooming, tacking up, and leading the horses to get the students comfortable around the horses, and I teach them to ride."

But students learn more than riding, they also learn horsemanship.

"We gave them a booklet to study, which taught them about conformation, feeding requirements and horse care," said Sharon.

Since the Blooms grew up ranching in Northern Alberta, they want to share as much historical and cultural knowledge of horses with the kids as they can.

"It's important for the kids to understand horses aren't just pets, they are working animals. Our concern is that urban children think eggs and meat come from a grocery store, and they have no concept of how the food gets there

and how horses are involved in work and ranching," said Sharon.

Once the students learn the basics of ground work and are comfortable around the horses, they take hold of the reins and climb into the saddle with Mylissa's guidance.

"The first thing I teach during the lessons is proper balancing. I work them on a lunge line and as they go around in a circle I have them close their eyes and tilt side to side, bend backward and forward, which allows them to feel their muscles and be relaxed with the natural movement of the horse. Then when they trot they hang onto the horn and squeeze with their legs."

After the students are comfortable on a lunge line, they are set free around the ring to practice their leg and rein commands on their own.

"Some of these kids are naturals," said Sharon. "It's very empowering for a child of eight to 14 years old to get on the back of a horse that is 1,200 pounds and get it to do what they want it to. These kids are amazing. Last week was their second time on a horse and they rode by themselves," said Sharon.

From the fence line the students learn a lot from watching Mylissa ride.

"The most important aspect of barrel racing is to keep your balance and shift your upper body weight around the barrels. And it's also important to look where you are going. If you are looking to the next barrel, your upper body and lower legs are already in a balanced position and your horse will know which direction you want to go."

During a barrel race the fastest racer around the barrels wins. However, to a rider navigating

the course, there are some technical skills required to properly accomplish this.

After the rider leaves the chute, and their horse gallops over the start line, the timing begins. The order that the horse's feet strike the ground in gallop pace is critical. Called a right or left lead, this order determines the horse's balance as it makes a tight turn around a barrel.

"There are three barrels that we must go around, and our horses are trained to go around the first barrel to the right and around the next two to the left," said Sharon. "This means the rider must change their hands holding the reins and also ask the horse to do a flying change of lead. If you knock a barrel over you receive a five second penalty."

As the students learn these technical riding skills, they will have an opportunity to play the gymkhana games at the monthly gymkhana events held through the summer.

"The games are good exercise for both horse and rider. They allow green, or inexperienced, horses to learn desensitization with obstacles like golf balls, poles and flags that are flapping, so that when riders go out to ride, their horses don't spook," said Sharon.

As the summer continues with riding lessons, the students couldn't have a more accomplished and experienced coach teaching them.

"This spring Mylissa took barrel racing lessons from the four-time world champion barrel racer Jerri Duce Phillips," said Sharon. "After four lessons, Jerri told her there was nothing more she could teach her, and that she was pro material."

While Mylissa can't compete professionally until age 18, she has gone up against pros in Alberta and beat them with a consistent time of 16 seconds. The Calgary Stampede professional barrel racers range between 15 to 17 seconds.

"Mylissa's gone against professionals with \$30,000 horses and won on a horse that we raised in Northern Alberta," says Sharon.

Also added to her list of accomplishments are two recent awards that bring pride to both mother and daughter.

"Mylissa is a sea cadet and she won the best overall junior cadet award and was also nominated by one of her officers for the Amazing Kid Award, which she won," said Sharon. "This was because of her attitude, demeanor and enthusiasm in cadets, and because of her involvement teaching the children to ride," said Sharon. "I'm very proud of what she is doing."

While this year's Spirit of the West camp is full, Mylissa and Sharon are hoping to do it again next summer. Interested kids or parents can go to the South Island Roughriders Gymkhana Club website at www.southislandroughriders.webs.com and send an email from there.

Riding for a reason



Shelley Lipke, Lookout

July 4 fundraiser aims to help women living with breast cancer

Shelley Lipke
Staff writer

Cowboys and cowgirls will don pink riding attire and saddle up their horses in support of breast cancer research during the Run for Survival Barrel Race.

Riders from the South Island Rough Rider's Gymkhana Club have joined the Metchosin Farmer's Institute to present the gymkhana event on July 4 at the Luxton Fairgrounds.

"I came up with this idea because I rode in a Run for Survival last June in Alberta, and when our next door neighbor got breast cancer, I wanted to help," said 13-year-old organizer Mylissa Bloom. "This was one way I could contribute."

The event begins at noon, and any rider and horse combination or team is encouraged to join. Entry fees for pewee \$10, junior \$15, youth \$20, and adults \$30 will all go to the B.C. Cancer Society.

Riders can register online at www.runforsurvivalbarrelrace.tk or just show up on race day with pledge forms and pay their entrance fees.

"Online registration is preferred, as it cuts down on paperwork and the sponsors will automatically receive a tax receipt," says Mylissa's mother Sharon.

Non riders are asked to support this cause by making a donation in person on race day or on the website.

Many members of the horse community have pitched in to get this event off the ground.

"The Metchosin Farmer's Institute, who owns the Luxton Fairgrounds, has donated the use of its facility for the event, and the competitors are welcome to camp on the fairgrounds that evening," said Sharon. "Mylissa has painted the barrels pink and white with the pink breast cancer ribbons."

Usually at barrel races a portion of the entry fees goes into the prize pool, but for the Run for Survival all prizes have been made or donated.

"We have pounded on doors to get some really nice prizes. Our grand prize was made by Rick Wassing, who got a whole bunch of used horse shoes from the farrier, cleaned them up and powder coated them in an antique finish to make a beautiful saddle rack," said Sharon. "He's even welded the pink breast cancer research ribbons on it. Mylissa and I collected sea glass and have made nightlights. Each competitor will receive a prize."

During the day, Judy Krajnc, the Blooms' neighbour that survived

breast cancer, will be there with her "titter knitters" – a knitted bra for women who have had a mastectomy. "Many women can't afford \$500 for a breast prosthesis that will last for two years and is not very user friendly," said Krajnc. "My husband and I winter in Mexico each year and I wanted to do something to help the Mexican women who can't afford these bras. I found this knitted pattern and I now have knitters across Canada who are knitting these breasts for the women of Mexico."

Last year Krajnc was able to fit 278 ladies in Mexico with these bras and the Canadian Cancer Society has gotten a hold of her for this pattern. Anyone unable to attend the Run for Survival, who is interested in obtaining this pattern, can email judykrajnc@hotmail.com

News of the Run for Survival Barrel Race has spread through the horse network as far west as Manitoba, and the gymkhana club is hoping this event will be a success.

Anyone wishing to donate to this cause or requiring further information can email roughriders@winning.com, go to the website www.runforsurvivalbarrelrace.tk/ or phone 250-642-3571.



Shelley Lipke, Lookout

Gymkhana rider Rick Wassing created this saddle rack as the grand prize for the Run for Survival on July 4. He collected horseshoes from the farrier, shined and powdercoated them and welded on the pink breast cancer ribbons. **Top:** Mylissa Bloom painted the Run for Survival barrels that will be used in the July 4 race.

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Fleet School students refurbish base museum's kisby rings

Shelley Lipke
Staff writer

Fourteen kisby rings, yellow and worn from the elements, have been removed from outside the CFB Esquimalt Naval and Military Museum and taken to Fleet School for refurbishment.

Twelve boatswain students on a QL5 course at the Seamanship Training Centre have looped and knotted new rope into rosettes for the centre of the rings.

The gleaming new rings adorned with Canadian warship names are part of sprucing up the museum for next year's naval centennial.

"It's been years since the 14 kisby rings that hung outside the museum's entrance have been refurbished," said Instructor PO2 Andre Leger, who assessed the students' rope work. "They lacked consistency and were looking a bit worse for wear, so when my QL5 students heard about this project, they jumped at the chance to refurbish them."

Most students have been in the navy for several years, but don't often get an opportunity to practice decorative rope work.

Some students followed written instructions on how to coil and intertwine the white ropes, while others tied them off quickly and effortlessly.

"The instructor gave us the hand-outs and left it for us to explore and figure it out on our own," said LS Justin Schnob. "It takes a lot of patience to make them. If you rush you won't get a nice product."

The hours spent creating the rosettes was well worth the effort say the students.

"It's fun to be involved and leave your mark because these will be on display for the next 40 years before they are redone," said LS Schnob.

"Being a part of 100 years of history is a big thing for the navy and being a part of this project is a pretty memorable experience," said LS Ryan Hart.

The QL5 course is a six-month course, and students will juggle this decorative rope work project along with other studies and hope to have the kisby rings completed by the end of June.



Shelley Lipke, Lookout Boatswain AB Nadine Brideau ties knots during her QL5 course at Fleet School's Seamanship Training Centre.

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COMMUNITY NEWS: BE PATIENT

Summer construction halts traffic

Mary Ellen Green
Staff writer

With the summer construction season underway, roads and bridges around the city are undergoing significant changes that may affect the way defence team members drive, ride or walk to work.

Starting last Monday, June 22, the bridge over Colquitz Creek on Admirals Road was closed to all traffic, causing a major impact on commuters coming from the Trans Canada Highway and West Shore communities.

The original bridge, built in 1952, is beyond repair, and must be demolished before a new bridge is built.

Non-motorized traffic will be detoured through Cuthbert Holmes Park to the existing footbridge at the east end of Dysart Road. For a map of the detour go to <http://www.saanich.ca/resident/roads/pdfs/BridgePedandBikeDetour.pdf>

The bridge is expected to remain closed to all traffic until September 2009.

"For base traffic and folks working at dockyard, a full road closure means there will be a significant impact, and we are very sensitive to those concerns," said Colin Doyle, Director of Engineering at the District of Saanich. "By implementing a full road closure, we can do the work twice as quick as we could with alternating one-way traffic."

Signal timing adjustments at key intersections will be made and will be monitored and re-adjusted as required throughout the duration of the closure.

The new structure will have proper bike lanes and



pedestrian sidewalks on both sides, a left turn lane for motorists turning on to Esson Road, and a bicycle turn lane into Colquitz bike path.

To find out more about the District of Saanich's Admirals Road Bridge Replacement Project, go to www.saanich.ca/resident/roads/projects.html.

Admirals Road is one of two access roads for CFB Esquimalt, and the bridge closure will mean additional traffic flow through other areas around the base.

Craigflower Road

Excavation has begun on the section of Craigflower Road that spans Garthland Road to Burleith Crescent, through the Craigflower Road - Tillicum Road intersection.

Will Wieler, Senior Engineering Technologist with the Township of Esquimalt, says the contractor has been noti-

fied there will be additional traffic flow through the area because of the Admirals Road bridge closure, and they've agreed to reschedule some of the work to accommodate the changing traffic patterns.

Before 9 a.m. and after 3 p.m., one lane will be open to traffic flowing in each direction. Between these peak times, a flagger will be on hand to direct traffic.

A 30 km/hr construction speed zone is in effect. Phase 1 of the Craigflower Road Upgrade Project is expected to end in November 2009. Phase 2 will begin in 2010, and will take place along a one-kilometre stretch of Craigflower Road between Garthland Road and Admirals Road. The project will include a complete repaving of the roadway surface, median islands, centre lane for left hand turns, marked bicycle lanes, continuous

sidewalks along both sides of the road, a new traffic light, street lighting, and an improved storm water management and treatment system using underground structures and a rain garden.

For more information about the Craigflower Road Upgrade Project, go to www.esquimalt.ca/news/news01200901.aspx.

Colville Road

Another project to look out for is the update of the intersection at Admirals Road and Colville Road at the entrance to the Esquimalt Graving Dock. This intersection has been a safety issue for many members of the Esquimalt community, including DND, over many years.

A new traffic light, rail crossing gates and two left turn lanes will be installed in the intersection over approximately nine months. Naden Way will also become a dead end, which will greatly improve traffic conditions for those living in the area's residential housing units.

Work began last week to prepare utilities, underground chambers and poles for new rail signals.

Beginning in July, the first phase of construction will see Southern Railway of Vancouver Island provide maintenance to their rails and install signalized rail crossing gates in the intersection. The intersection may be closed to traffic for one day during work to the rails.

Once they're done, the Township of Esquimalt will tender the work and award the contract to finish the road.

Work should be complete by Jan 2010.

For base traffic and folks working at dockyard, a full road closure means there will be a significant impact, and we are very sensitive to those concerns.

-Colin Doyle
Director of Engineering at the District of Saanich

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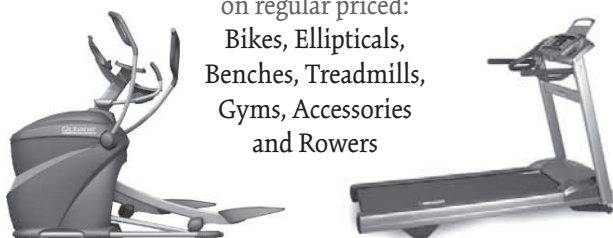
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Troop returns home after lengthy, successful deployment

Shelley Lipke
Staff writer

Following eight months in Afghanistan, the Pacific Naval Construction Troop (PNCT) returned to work with a bit of military praise.

On June 1, outside the Hood Building, Base Commander Capt(N) Marcel Hallé officially welcomed them back and congratulated them on a successful mission.

The 10 Base Construction Engineering (BCE) members put their military training and skills to use during their deployment to the Middle East, where they co-ordinated infrastructure projects in the region and kept Canadian camps in top shape.

"It was a very rewarding experience to see the projects from beginning to end," said Capt Sophie Nadeau, second in charge of the Specialist Engineering Team. "It was my first deployment and I was given the opportunity to work with a great group. I was excited to finally be there to help with the mission and to put all of my training to use."

The Esquimalt contingent split into two groups: the Specialist Engineering Team established at the Kandahar Provincial Reconstruction Team, which hires local contractors to build everything from wells to schools to police stations. The other PNCT engineers joined the team charged with the daily maintenance and operation of Canadian camps found in Kandahar.

PNCT members are normally employed at BCE as plumbers, electricians, mechanical or refrigeration technicians, but in the Specialist Engineering Team,

they acted as project managers to mentor Afghans and expand their construction capabilities.

"Schools are a big target in Afghanistan. We completed many projects to help increase their security, including the construction of a three-kilometre perimeter wall around the Kandahar City University," said Capt Nadeau. "Our team also worked on the Sarpoza Prison in order to fix walls, doors and upgrade the plumbing to improve the quality of life for guards and inmates."

Stationed at the Kandahar Provincial Reconstruction Team, the Specialist Engineering Team relied heavily on infantry support to get to the different job sites.

"This deployment gave me the opportunity to learn a lot about the infantry trade," said Capt Nadeau. "They go on patrols every day and night, respond to improvised explosive device calls daily, and safely got us to the site we had to inspect. Each time the infantry moves they must plan a route, an alternate route, and keep a 360-degree watch around the convoy. And they have to be prepared for anything to happen. They have a very important and extremely dangerous job to do."

Communication and culture was sometimes a difficult issue. The team had to negotiate contracts, often through an interpreter, which was a new experience. "Because of the completely different culture, local contractors have a different perspective on things like timelines and deadlines, which did cause some problems," said Capt Nadeau.

Once the Specialist Engineering Team secured a contractor, the contractor hired

as many people as they needed for the job.

"We would monitor their work to ensure it was meeting specifications outlined in their contracts. We had a lot of issues with the difference in construction standard, the biggest being electrical work because of their inexperience in that area. Our team often had to reject their work for safety issues," said Capt Nadeau. "In a lot of cases our team ended up mentoring the contractors and labourers on everything from electrical work to teaching them how to properly pour concrete."

Capt Nadeau relished meeting Afghan women during her deployment. "This was really exciting for me and you could see the excitement in their eyes too. It did raise a mix of emotions though. I was shocked to see the man who brought the female contractors over to visit me, who I had met many times and had always been respectful, was still unconsciously treating them as inferiors. These women were looking at me in such awe to be walking around among the Afghan men with a weapon, but really I was the one inspired by them. It seems they have their whole world working against them; however, they are still incredibly strong and standing up for themselves despite the daily death threats in hopes to create education opportunities for women in the area."

Once home, Capt Nadeau reflected on the lengthy deployment. "When I returned to Canada, I felt so grateful just to be born here and have the opportunity to live the life I want for myself," adding she would go back to work at the Kandahar Provincial Reconstruction Team anytime.



Cpl Andrew Saunders, Combat Camera

Above: Capt Sophie Nadeau accepts a General Campaign Star Medal at Kandahar Airfield for her work in Afghanistan with the Pacific Naval Construction Troop.

Right: Base Commander Capt(N) Marcel Hallé recognizes Cpl Joel Wood, who was advance promoted to Cpl during this deployment, one of 10 members of Base Construction Engineering who recently returned from an eight month deployment to Afghanistan.



Shelley Lipke, Lookout

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COMMUNITY NEWS: RECRUITS DROP IN



Shelley Lipke, Lookout

As Naval Cadet D. O'Connor steps out on to the helicopter skid, he gets a few words of advice from Warrant Officer Jason Street during rappelling training. Naval Cadet O'Connor is a candidate under training in the Basic Military Officer Qualification at Work Point.



FAREWELL ANN

Surrounded by her family Ann Andrews celebrated her retirement at the Wardroom on June 25 with friends and colleagues after over 36 years of public service. Her final posting was as Executive Branch Administration Officer at the Base Commander's headquarters.



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Bravo
ZULU



LCdr Brennan Blanchfield, J37, SO SSR, is promoted by Capt(N) Les Falloon with help from LCdr Richard.



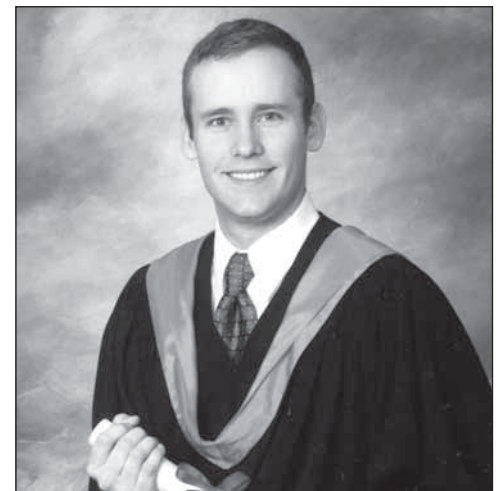
MCpl Degranpre receives new shoulder slip-ons from Cdr Clark, Commanding Officer of Maritime Forces Pacific/Joint Task Force Pacific Headquarters (MARFAC/JTF HQ), with help from Maj Henry, Executive Officer MARFAC/JTF HQ.



Pte Carbe Oreliana, CF Joint Imaging Centre Ottawa
Retired Colonel Marc Rouleau, former CF Public Affairs Branch Advisor, presents Northern Region Cadet Public Affairs Officer, Capt Cheryl Major with the Top Candidate Trophy at the graduation ceremony for the Reserve Basic Public Affairs Course in Ottawa on June 21. Capt Major lives in Whitehorse where she is the Regional Cadet Public Affairs Officer for the Territories.



Shelley Lipke, Lookout
At the Base Logistics summer barbecue on June 12, Cdr Steve Irwin and his replacement Kathleen Ballantyne, hold a plaque marking the official launch of the Continuous Improvement Initiative, part of CFB Esquimalt's strategic plan. The program helps provide enhanced logistics support to military members.



Cpl Michael Meehan of 741 Reserve Communications Squadron received his Bachelor of Electrical Engineering at the University of Victoria on June 16. Cpl Meehan has joined Power Tech Labs Incorporated of Vancouver, B.C. as an electrical engineer.

J1 Joggers do it for dad

PO2 Shanna Wilson
Contributor

On Father's Day, June 21, a team of five Maritime Forces Pacific members, aptly named the J1 Joggers, came together at Royal Roads University to participate in an 8K race to support prostate cancer.

Traditionally known as The Do it for Dad - Take a Step to Fight Prostate Cancer, this year's race was a national event dubbed The Safeway Father's Day Walk/Run for Prostate.

This year's race didn't include the dreaded Heartbreak Hill, but it was not without its challenges, as noted by Cdr LeBlanc - they lied about "no hills." Echoing the Commander's sentiments about the demanding nature of the course, LS Dalzell declared "I think I'll take the elevator Monday."

The aim of the race was to support disease awareness and knowledge of local resources, such as the local Prostate Centre in Victoria. Fundraising efforts of the 600-plus participants achieved over \$75,000 for cancer research.

Prostate cancer is the most common form of cancer in Canadian men, with the majority of cases falling into the category of adenocarcinomas or glandular cancer. Prostate cancer originates in the tissue of the prostate, a gland located in the male reproductive system. In 2008 an estimated 24,700 Canadian men were diagnosed with prostate cancer, with a 4,300 fatality. This accounts for approximately 11 per cent of all deaths in men attributed to cancer, or one in 27 men.

While there is no single cause attributed to the development of prostate cancer, factors such as age (after 60 accounts for 80 per cent of cases), familial genetics, and lifestyle (obesity, high fat diet, sedentary lifestyle, exposure to nonferrous metals cadmium) can increase risk.

To reduce the risk men should avoid smoking or exposure to second hand smoke, limit alcohol consumption to one to two drinks per day, and reduce exposure to barbecued meats. This method of high temperature food preparation creates chemicals called heterocyclic amines (HCAs), which form when the amino acids (building blocks of protein) react with creatine found in muscle at high temperatures. HCAs are known carcinogens, and 17 different HCAs have been identified in this method of food preparation. Men should also be physically active on a regular basis, and eat a healthy diet with the aim of five to 10 servings of vegetables and fruit a day, whole-grain fibres and keep fat intake low.

Most importantly, men over 50 should be aware of available tests for early detection including the Prostate Specific Antigen test (PSA) and the Digital Rectal Examination test (DRE). Men at higher risk of developing prostate cancer due to family history should discuss testing with their doctor at an even earlier age. As the development of prostate cancer demonstrates modest progression, patients are afforded a window for early detection and metastatic prevention. Early detection is key.



During Operation Trackshoes, held at the University of Victoria on June 13 and 14, volunteers from 443 Maritime Helicopter Squadron helped competitors with events such as leap frog, high jump and long jump. Volunteer Kate King (left) handed out ribbons for the Junior Girls' Sportsmanship trophy. The annual event allows physically and mentally challenged people enjoy a sports-oriented day of fun.



CPO2 Hunder (right) receives his Canadian Forces Decoration 2 from Cdr Lewis-Manning for 32 years of military service.

Education program helps local employee

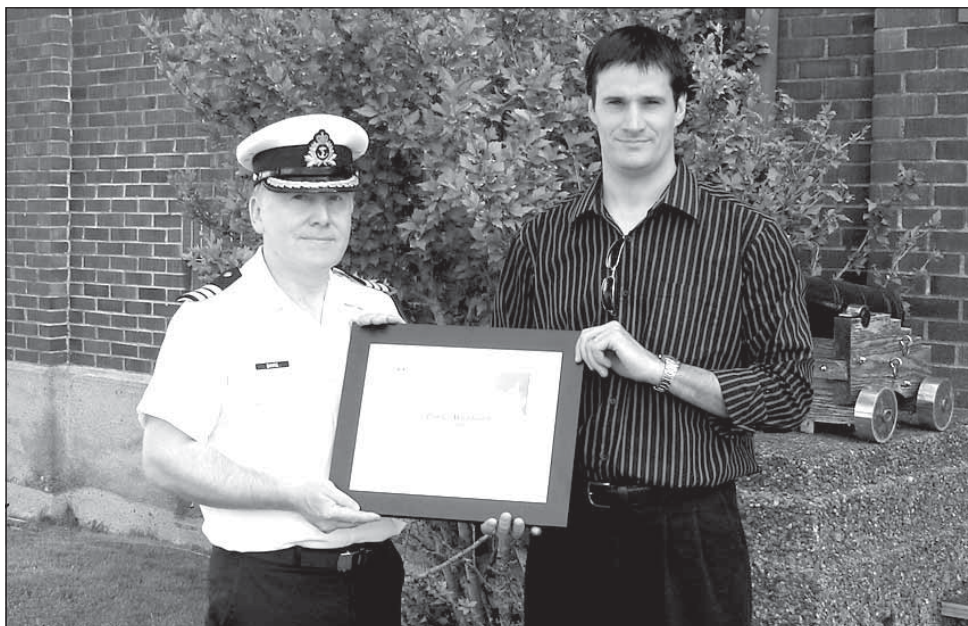
LCC

Once again CFB Esquimalt has a successful recipient of the DND Civilian Personnel Education Support Program (CPESP). The winner for 2009/10 is Darren Woodland, an IT Support Supervisor at Fleet Maintenance Facility (FMF).

CPESP runs each year and provides the opportunity for approximately nine or 10 DND indeterminate civilian employees to apply for financial support to obtain a degree, diploma, certificate or accreditation through full-time studies at a recognized Canadian educational institution. Candidates selected for the CPESP also receive an allowance equivalent to 100 per cent of their salary for up to 12 consecutive months between Aug. 1 of the current year and Aug. 31 of the following year.

Receiving the CPESP award will allow Woodland to finish his diploma in "Computer Systems Technology" from Camosun College with the goal of working his way into an IT management position in the near future. He has been working on the diploma part-time for the past two years, but juggling work, home and school at the same time can be tough.

In the past 10 years CPESP has awarded educational funding to 133 civilian DND employees across the country. Sheryl Francis, a previous recipi-



Darren Woodland (right) accepts his Civilian Personnel Education Support Program certificate from Cdr Derek Davis.

ent from FMF, was able to complete the final year of a Master of Arts Program in Leadership from Royal Roads University.

"My career benefited immediately upon completion of the program. I was deployed into a position by a manager that was looking for the specific skills my

education provided," says Sheryl Francis. "Since then I have progressed up two levels of management."

CFB Esquimalt has had three other successful candidates receive this funding over the last several years.

"The program is a great success and really benefits civilian employees. When I

talk to the recipients, they are thrilled to pursue their education full time. So many people are juggling work, family and advanced education. This program allows them to really focus on their education and then return to DND with great a new skill set." says CPESP Coordinator, Mark Jeckway.

The program is launched annually in December with deadlines for applications usually in March. For more information go to the HRCIV Website at: http://hr.ottawa-hull.mil.ca/hrciv/dglpd/dlpdps/cpesp/en/home_e.asp?reference=110780001 or contact a Learning Advisor at the Learning & Career Centre: Mark Jeckway at 250-363-7032 or Judy Valois at 250-363-4351.

So many people are juggling work, family and advanced education. This program allows them to really focus on their education and then return to DND with a great new skill set.

-Mark Jeckway
CPESP Coordinator

Stay fire safe while camping this summer

Mike McLean
CFB Esquimalt Fire Inspector

Now that the kids are out of school, camping season will be in full swing.

Let's start and finish the season off safely.

Every year forest fires are started by human carelessness and accidents.

An out control campfire can cause costly fires, ruin forests and parks, not to mention costing the taxpayers millions of dollars to control and eventually repair.

Here are a few tips to make this season as safe as possible:

- First of all, make sure there are no

campfire bans in your camping area.

- Start fires with paper and/or kindling, never with flammable liquids.
- Build outdoor fires in safe places, within approved containers, in a proper campfire area at least 10 feet from any flammable material, and on either sand or other mineral soil.
- Be sure the fire can not spread vertically or laterally.
- Never leave the fire unattended.
- After putting your campfire out, stay until the ashes are cool to the touch.
- Keep some simple fire fighting equipment, such as brooms, shovels, rakes and pails of water or sand within

easy reach.

- Do not let children play with any fire and absolutely no horseplay. Children should always be supervised.
- Don't reach into a fire to rearrange wood, only use the proper tools. Do not wear loose clothing that can easily catch fire.
- Make it fun for everyone, and safe.

You can contact the BC Forest Service to ensure there are no campfire bans in the area you are the visiting. If you do spot a fire dial 1-800-663-5555 (Provincial Forest Fire Emergency).

Any questions or concerns, contact the CFB Esquimalt Fire Prevention Bureau at 250-363-1538.

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

PUZZLE ON PAGE 5



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Military medal found June 13 near Esquimalt and Macaulay Roads.

Call 250-363-3050 to identify & claim.

Have you lost your important note pad???



A Notepad was found at the Metchosin Arena on Sunday (Sooke Saddle Club Horseshow and Farmers Market were both on that day). It was turned into Announcer's booth at our horse show. It is a small (CFB Esquimalt Lookout Newspaper and Creative Services) notepad, containing what I think are sensitive contact information. No owner's name or phone number. Please contact **Gail** at **250-642-4515**, or email at nashramblers@hotmail.com to claim.

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The 2009 vehicle's Powertrain components are covered by a limited Powertrain component warranty for up to 5 years or 160,000 km, whichever comes first. See Retailer for details and conditions on limited warranty and customer assistance/service features. You should know this: *Cash purchase price includes discounts or other incentives which are only available where consumers opt for cash purchase price. By selecting purchase financing offers, consumers will be foregoing such discounts and incentives, which will result in higher effective interest rates. \$1,000/\$2,000/\$2,000 is a manufacturer to consumer incentive (tax inclusive) available on the 2009 Saturn ASTRA 5-Door XE/2009 Saturn VUE XE FWD/2009 Saturn AURA XE models and is reflected in offers in this advertisement. Example: \$10,000 purchase price, after tax price is \$11,200 (\$10,000 plus \$1,200 applicable taxes). After applying \$1,000 credit, after tax price is \$10,200 (\$885 reduced purchase price plus \$115 applicable taxes), with the \$1,000 credit being the \$885 reduction from the purchase price and the \$115 reduction in taxes which would have otherwise been payable on the full purchase price. Such credit may be applied only to the purchase/finance/lease of a new 2008 or 2009 Saturn delivered between March 10, 2009 and June 30, 2009. Offer applies to current owners/lessees of any Saturn vehicle; vehicle must have been registered and insured in customer's name for previous consecutive 6 months. Conditions and limitations apply. See Retailer for details. *Freight (\$1,400/\$1,300/\$1,350) on 2009 Saturn ASTRA 5-Door XE/2009 Saturn VUE XE/2009 Saturn AURA XE included. Taxes, licence, insurance, registration, administration fees, fees associated with publication/filing at the movable property registry/PPSA, duties, and optional equipment extra. PDI included. Retailers are free to set individual prices. Retailer trade may be necessary. Purchase price includes \$3,500/\$5,500/\$5,000 manufacturer-to-retailer delivery credit (tax exclusive) available on 2009 Saturn ASTRA 5-Door XE/2009 Saturn VUE XE FWD/2009 Saturn AURA XE. Offers apply as indicated to the 2009 Saturn ASTRA 5-Door XE/2009 Saturn VUE XE FWD and the 2009 Saturn AURA XE models (excluding hybrid models) and apply to qualified retail and eligible fleet customers in the Western Marketing Association Area only. See your Retailer, visit saturn.ca or call 1-888-4SATURN for conditions and details. °Based on 2009 Natural Resources Canada Fuel Consumption Guide. Applies to 2009 Saturn ASTRA XE with manual transmission/2009 Saturn VUE XE FWD/2009 Saturn AURA XE (excludes hybrid models). Your actual fuel consumption may vary. See Retailer for details. *The 2009 VUE earned the IIHS "Top Safety Pick" based on 2008 IIHS testing. GM reserves the right to amend or terminate these offers and/or the program for any reason, in whole or in part, at any time, without notice. ©2009 Saturn Corporation. Saturn and its logos are registered trademarks of Saturn Corporation. All Rights Reserved.



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2009 ASTRA® 3-Door XR model shown

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HWY - 6.1 L/100 KM (46 MPG)[°] CITY - 8.5 L/100 KM (33 MPG)[°]

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- 2009 TOP SAFETY PICK AWARD winner from the Insurance Institute for Highway Safety[¶]
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2009 AURA® XR model shown



2009 AURA XE

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