Volume 54 Number 30 | July 27, 2009

# MARPAC NEWS CFB Esquimalt, Victoria, B.C. Serving the Defence Team of Greater Victoria | www.lookoutnewspaper.com





Mary Ellen Green, Lookout

After several weeks of fashioning perfect decorative knots, QL5 boatswain students from Canadian Forces Fleet School Esquimalt returned refurbished kisby rings to the CFB Esquimalt Naval and Military Museum. The kisbey ring refurbishment is part of sprucing up the museum in preparation for next year's Naval Centennial.

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Base Administration has a new



**NEWS** 

Beards banned from naval ships



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# As Cdr MacKeen takes the watch outgoing commander reflects

**Mary Ellen Green** Staff writer

On a crystal-clear Thursday morning, in a brightly-lit room overlooking the Strait of Juan de Fuca and the Olympic Mountains, Cdr Doug MacKeen shook the hand of the man he was about to replace, saying; "You've left some big shoes to fill"

His predecessor Cdr Alex Inch replied: "I feel bad leaving you and the Base Administration Branch with unfinished business, but I'll get over it." Laughter filled the air.

Cdr MacKeen took command of the Base Administration branch, July 23 from outgoing Base Administration Officer (BAdmO) Cdr Inch in a change of command ceremony at CFB Esquimalt's Wardroom.

Cdr Inch is leaving shortly to join his wife and three children in Mons, Belgium, where he has a three-year posting to Budget Operations at NATO's Supreme Headquarters Allied Powers Europe, headquarters of Allied Command Operations, one of NATO's two strategic military commands.

"I'll be working in a role doing forecasting and budgets, liaising with the political headquarters in Brussels and various operational headquarters in Europe to make sure everyone has the people, money and hardware they need," Cdr Inch said.

He's excited to see his new home and visit some of the battlefields in Belgium. "The Battles of Waterloo and Mons were in Belgium, and the D-Day landing beaches and Dieppe in France are just two hours away. It's a half hour to Luxembourg and I could be in Germany in an hour. It takes almost two days to get out of Ontario when you leave Ottawa," he laughed.

"I'm very honoured to get the posting overseas; if it hadn't been for that posting I wouldn't want to leave this coast, and the family we've got here in the Formation."

Cdr Inch is going to miss the people who made doing his job a lot easier. "I didn't do it all alone," he said. "I worked hard, and I know you all did."

"What struck me most about the Base Administration branch is the breadth of the operations; all the way from newspapers to meals and making sure people have the right pay and allowances.

"The people in this branch do a great job and are absolutely essential in making sure that members are trained and mentally and physically able to man the ships and go to sea. And I am proud that most people know that."

Cdr Inch is also proud of some completed projects during his watch: the Naden Athletic Centre and Dockyard gym had over \$500,000 in renovations and new equipment installed, Nelles Block Pacific Galley had an award winning renovation, the Base Orderly Room was updated, and the Base Language Training Centre and MFRC have a new home at the Lampson School, complete with a new day care facility. A Base Logistics review was conducted and improvements are being made to the quality of base accommodations.

He is also proud of the work done on two new initiatives that have come down from Ottawa over the last year.

"We are the champions on base for quality of life," he said. "The Canadian Forces Health and Physical Fitness Strategy that came down in April 2008 has encouraged us to be mentally, physically and spiritually healthy. We really need to take time out to be active, eat right, and reduce our addictions, and I think we're going down that path.'

Another initiative that will be increasingly visible at CFB Esquimalt over the upcoming year is the Integrated Personnel Support Centre (IPSC), announced in May.

"The IPSC will be a one-stop shop for the care of the ill and injured CF members, veterans and their families. We hear a lot about the dead, but there are many injuries, especially with the current operation in Afghanistan," Cdr Inch said.

"We want to make sure we don't lose them and that they get care at every level possible.

"Everyone from veterans to regular and reserve force members on sick or medical leave for more than 30 days, to the cancer patient and the person who lost their legs in Afghanistan, and their families can expect to get care at the IPSC. Representatives from Veterans Affairs, the Military Family Resource Centre (MFRC), the Return to Work Program and clinicians and nurses will be colocated to provide the best level of service possible. The plan is casualty tracking, and it's very exciting because it will do a lot to improve our image, and our retention and recruiting."

The Chief of Military Personnel (CMP) detachment at CFB Esquimalt is working to acquire the necessary people and space to make the IPSC a reality. The Esquimalt IPSC will be the largest in the Pacific region, but another IPSC in Vancouver will service those members on B.C.'s mainland.

Cdr MacKeen will pick up where Cdr Inch left off, saying: "I'm going to try to keep up the momentum. It's a team effort and everyone here at the Base Administration Branch has done an outstanding job. I ask you to support me as much as you can, because I'm going to support you."

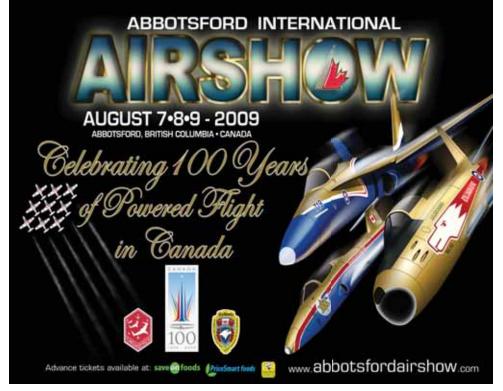


Mary Ellen Green, Lookout

**Above:** Cdr Doug MacKeen, incoming Base Administration Officer, addresses the crowd gathered to witness the Base Administration Officer change of command ceremony, held Thursday, July 23 at CFB Esquimalt's Wardroom.

**Below:** Cdr Alex Inch, outgoing Base Administration Officer (left) hands command of the Base Administration Branch to Cdr MacKeen, in a change of command ceremony presided over by Cdr Tim Howard.







LOOKOUT • 3 July 27, 2009



Formation Safety has noticed a rise in closecalls between pedestrians and motorists due to pedestrians wearing headsets that distract them and limit their ability to hear what's going on around them.

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# ATTENTION PEDESTRIANS:

# Hear this message loud and clear

**Mary Ellen Green** Staff writer

Pedestrians wearing portable music player headsets are becoming a familiar sight around dockyard and a frightening sight for those at Formation Safety and Environment.

As pedestrians mill about dockyard, music filling their ears, they are less aware of their surroundings and unable to hear the warnings of horns and shouts.

"It's becoming dangerous," says Jim Fisher, Formation Safety Programs

That danger was echoed by those who attended the last Formation Safety meeting on May 19.

"The issue is becoming more prevalent, and we've had numerous complaints coming from dockyard in particular. We've had a number of nearmisses, screeching brakes, frightened pedestrians, etcetera. We want to do everything we can to prevent a serious incident," Fisher says. "And we're seeing the same thing on bikes."

People should know it is illegal in B.C. to ride a bike while wearing a

Two main initiatives came out of the safety meeting to ensure members of the defence team and those visiting the base walk, ride and exercise safely.

Two entries have been made to the Routine Orders, June 30 and July 15, to warn defence team members of the dangers of wearing headsets in high traffic areas such as Naden and Dockyard.

An application has also been made to rewrite entry 2-537 from the Base

Standing Orders (BSO) - "wearing of commercial stereo headsets while on duty" - to include regulation on the use of personal headsets.

"The BSO is being rewritten to both remove the ambiguity over the word commercial versus personal headsets and to encourage all personnel to help enforce the order by speaking directly to offenders, reminding them about the order," Fisher said.

It currently reads: "The Directorate of General Safety and the Canada Safety Council (CSC) has issued a warning concerning the wearing of commercial stereo radio headsets, particularly in a traffic environment. The CSC cites the case of a Toronto teenager who was killed by a train at a level crossing, presumably because of the volume of the music and the ability of the headphones to block outside noise. Because hearing is second only to sight in the amount of information we take in for driving safety, it is considered necessary to issue guidelines respecting the wearing of these headsets within the CFB Esquimalt workplace."

For safety reasons, operators of DND Mobile Support and Material Handling Equipment, operating from or within the CFB Esquimalt area are not allowed to wear headsets.

Military personnel are also prohibited from wearing them while moving within or through the industrial areas of dockyard, except in office areas or other worksites deemed safe by the area manager.

While portable music players have not been banned outright throughout Maritime Forces Pacific property, the order states that area managers or supervisors need to use discretion in allowing employees to use them.

Hazards exist in work areas such as kitchens, construction sites, maintenance shops and the sea environment that can make headset use a danger.

"We wanted to stop short of an outright ban," Fisher said. "We have no issue with people listening to their music. It's only when they become distracted that they put themselves in harm's way."

The entry in the BSO has been edited to include the use of personal headsets and cites the case of a Cranbrook B.C. man crushed by a helicopter that crashed to the ground in May 2008. Reports indicated the man was wearing earphones and presumably didn't hear the helicopter spiralling earthward.

Fisher said a paragraph was also added to the BSO to encourage the community to partake in some enforcement of the new standards.

"In keeping with the philosophy that safety is everyone's business, individuals who witness persons in contravention of this order are encouraged to directly remind offenders of their responsibility under this order," it reads.

Fisher hopes that defence team members will be proactive with the new safety initiative and try to enforce it in the community.

"We don't see the problem going away. We want to encourage observers to speak directly to the offenders and to not be shy about doing that. We really want the community to engage in some direct enforcement, apply good common sense and behave responsibly."







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# **People Talk**



"There are great benefits, a good environment, and good people. We get paid as much or more than any desk job and you don't have to go through too much schooling."

> Megan Hickman, 18, **Paint Shop**



"I would show them my pay cheque. It's better pay than my summer job last year and it's in line with what I want to do. Some of my friends have jobs, but most of them just stay

> Alex Flatman, 16, **Boiler Shop**

working in the trades?

School Apprentice Program:

"The trades aren't for everyone. I've always been interested in working in the trades, and I thought it would work out and it did."

> Emma Slots, 17, **Shipwright Shop**



Lookout asked seven Fleet Maintenance Facility shop workers in the Secondary

How do you think you could get your friends interested in

"I would probably tell them about the pay, because it's been very good so far."

> David Moores, 18, Sheet Metal Shop 114



"I would encourage my friends to join some of the school programs and start there. I've got friends and family that work here and they told me what a great place it is to work. I'll try to get an apprenticeship for sure."

Kyle Owens, 17, **Boilermaker Shop** 



"I would talk to them about the opportunities here and show them my paycheque. Most of my friends are going to university right now and so they're struggling for money. In the trades you make money while you're going to school."

Adam Rainsford, 18, **Shipwrights Shop** 



"I would show them what they can do. The reason I'm in the trades is because I like the feeling of making something out of nothing. My friends are working at McDonald's and stuff like that just because they don't really know what they want to do. I love machining."

Quinn McCullough, 16, Machine Shop

# Got a **People** Talk question?

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# RAINticklers

# Can you spot 12 differences between these pictures?





iolution: 1. Tuft of lady's hair is hidden. 2. Shoelace loop appears. 3. Side of terminal building is colored in. 4. Pocket on lady's ackpack is colored in. 5. Flying plane has moved. 6. Label on parcel has moved. 7. Paper in tote bag has moved. 8. Item in uitcase is taller. 9. Crest on boot is different. 10. Extra flap under plane wing. 11. Windsock is reversed. 12. Lady's purse is taller.

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ANSWERS ON PAGE 19 Level: Beginne								

ANSWERS ON PAGE 19



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July 27, 2009

# FILM friday

# The Ugly Truth flops as romantic comedy

W. Andrew Powell

The GATE

Dating gets more difficult this week as Katherine Heigl and Gerard Butler star in the wannabe romantic comedy, *The Ugly Truth*. Also opening in theatres, a group of guinea pigs go top secret in *G-Force*, an adoption turns horrific in *Orphan*, and in select theatres look for the comedy, (500) Days of Summer.

#### The Ugly Truth

Date movies can be wonderful things when they're done right. The problem is that so few directors, or writers, seem to know what to do with them. In the case of *The Ugly Truth*, a film that desperately wants to be a little different, the whole movie comes across as a wolf in sheep's clothing, or even a failed crass crossover between *Superbad* and *Serendipity*, rather than a real romantic comedy.

Katherine Heigl stars as lovelorn morning show producer Abby Richter, the kind of woman who has to point out every flaw, never knowing that she's actually turning off every potential date. While her show tanks in the ratings, life gets a bit worse as her boss forces her to work with the crass, but insightful, Mike Chadway, played by Gerard Butler. Mike is the kind of guy who somehow seems to know all the ins and outs of relationships, without really believing in the idea himself.

They form an uneasy alliance, bringing Mike's late-night cable show, *The Ugly Truth*, to the morning show crowd. It's only when Mike is able to help Abby win over the cute guy next door that she realizes Mike may not be such a bad guy after all.

While the premise is clever enough, and some of the jokes are pretty funny, *The Ugly Truth* is a contrived, obvious story that leaves you rolling your eyes, especially in the climactic scenes near the end. For anyone who has ever seen any romantic comedies before, the story also hits all the major points you would expect on the path of Mike realizing he actually loves Abby.

It's also almost impossible to believe that Heigl is that hard to date, or that she really needs Mike's advice.

Where many date movies find a way of saving themselves, despite the script, mainly with the help of the cast, I found it hard to accept the film did anything right. It's far crasser than most romantic comedies, something that could have worked for it, but



Gerard Butter and Katherine Heigi star in The Ogly Truth

it's a tactic comes off feeling wrong in the end.

Most importantly, Heigl never inhabits her character, acting like someone who was forced to do the film, while Butler delivers a few great scenes, but never really does more than the "average misogynistic guy" routine

In all fairness, both actors have some great scenes, but the majority of the film feels like director Robert Luketic just didn't know how to inspire his actors. Heigl goofs her way through the film's silliest scenes, but it is always very clear she's acting.

Some day, I'll probably rewatch *The Ugly Truth* at home on a rainy Sunday afternoon when nothing else is on cable, but it is simply not a big screen film, or worth the price of admission.

Also opening this weekend...

### G-Force

Producer Jerry Bruckheimer, the master of explosions and action movies, switches gears this weekend, debuting his first animated film about a group of guinea pigs trained in the fine art of espionage.

Teamed up with spying expert Mooch the fly, and the computer expert Speckles the mole, the group has their work cut out for them as they take on a huge mission. Their goal is to take out billionaire Leonard Saber, voiced by Bill Nighy, who has a plan to destroy the world using household appliances.

With the voices of Sam Rockwell, Penélope Cruz, Tracy Morgan, Nicolas Cage, Jon Favreau, and Steve Buscemi, the film has an excellent cast.

#### Orphan

From director Jaume Collet-Serra comes the controversial horror film about a family who loses their unborn child. Opting to go a different route, the couple adopts a child from an orphanage. But when things start going really wrong at home, they realize they may have made a mistake in adopting the young, potentially evil, Esther.

With many adoption agencies decrying the film for painting adoption in a negative light, the film will draw in horror fans looking for a creepy tale.

#### (500) Days of Summer

Opening in select theatres, and already out in a few markets, comes the off-beat, but highly praised comedy about a couple rushing through a year-and-a-half love affair. On the one hand, there's the dreamy Tom, played by Joseph Gordon-Levitt, who hopes for a romance to end all romances. On the other hand there's Summer, played by Zooey Deschanel, the object of his affections who just doesn't see love the same way.

The word off-beat gets used a lot, but in this case it points to a film that is refreshing, and wonderfully honest, and getting solidly fantastic reviews.











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# No more beards for sailors at sea

**Darlene Blakeley** CMS PA

Sea-going sailors and beards – they seem to go together like salt and pepper, rum and coke, burgers and fries – but no more.

On July 14, the navy announced that effective immediately all persons serving in HMC ships and submarines are to be clean shaven. The decision was made for operational reasons – to ensure the safety of sailors using respiratory protection systems employed on board naval vessels.

"I know this decision may be difficult to accept, but it was not made lightly," says Command Chief Petty Officer, CPO1 Robert Cleroux. "It was absolutely necessary for operational reasons. Facial hair, beards in particular, prevent a proper face-to-face-piece seal when wearing respiratory protection systems. When the argument boils down to safety versus tradition, the safety of our sailors must remain paramount in all of our decisions."

The practise of sailors wearing beards at sea dates back to the era of wood-

en ships when there wasn't enough fresh water for sailors to shave properly, CPO1 Cleroux explains.

"On modern warships there are almost always sufficient quantities of fresh water for sailors to shave, and our sailors wear beards mostly for the sake of tradition. For hundreds of years sailors wore beards and put tar in their hair to keep it together – those days are long gone."

The tradition of allowing sailors to wear beards will be protected to some extent, as those serving ashore will still be able to wear them.

"This decision doesn't affect all navy personnel," CPO1 Cleroux says. "But it does affect sea-going billets where sailors are expected to participate in ship borne firefighting duties that necessitate the use of a self-contained breathing apparatus. A sailor must be able to wear the apparatus to protect themselves and others."

This decision only affects the wearing of beards; moustaches and sideburns can still be worn in accordance with CF dress regulations. Reasonable accommodation will also be made for personnel with religious and med-



Jacek Szymanski, DNews

CPO1 Robert Cleroux shaved his beard in support of at-sea sailors who must remove their facial hair.

ical exemptions.

Other navies, including the British and U.S. navies, already have this policy in place

CPO1 Cleroux admits that for those who have worn beards for most of their naval careers, the new policy will be difficult. But he is leading by example – he recently shaved off the beard he has been wearing for over 25 years. "I did it in support of sailors at sea, but also because it is getting very grey."

His wife, who is currently away tending to their daughter and a newborn baby, has not seen his newly shorn face yet. "She's going to be surprised," he says.



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### **INMEMORIAM**



Cpl Nicholas Bulger died July 3 when an improvised explosive device detonated near his armoured vehicle during a patrol in Afghanistan.



MCpl Charles-Philippe Michaud died July 6 in a Quebec hospital after sustaining injuries from an improvised explosive device in Afghanistan on June 23.



Cpl Martin Joannette died when a Canadian CH-146 Griffon helicopter crashed during take-off at a Forward Operating Base in Afghanistan on July 6.





Private Sébastien Courcy from 2nd Battalion, Royal 22e Régiment based in Québec City, Quebec, was killed in action on July 16 while serving in Afghanistan.





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OPENING CEREMONIES @ 11:00							
GAME #4	12:30 PM	PNWJLL	TOJLL				
GAME #5	3:00 PM	GWNJLL	HOST TEAM				
GAME #6	5:30 PM	WCJLL	PNWJLL				
	SUNDAY AUGUST 02, 2009						
GAME #7	10:30 AM	TOWJLL	HOST TEAM				
GAME #8	1:00 PM	GWNJLL	PNWJLL				
GAME #9	4:00 PM	HOST TEAM	WCJLL				
GAME #10	6:30 PM	GWNJLL	TOWJLL				
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# Aid mission broadens sailor's skills

**Shelley Lipke** Staff writer

The pirate-laden waters off the Horn of Africa proved to be a careerbuilding experience for Lt(N) Jennifer Savidge while serving on board HMCS Ville de Quebec last

The naval officer worked in the East Coast frigate as an intelligence officer during escort duty of merchant vessels carrying World Food Programme food aid to Mogadishu, Somalia.

Her work during the mission was recently recognized with a Commander Canadian Expeditionary Force Commendation.

"I really appreciate receiving this commendation," said Lt(N) Savidge, who works for HMCS Malahat and has 17 years in the naval reserves. "The naval reserve intelligence trade is a relatively new trade and I felt really lucky to have had the opportunity to work on this mission and to gain such great experience.'

For 73 days during the August through October deployment, she worked to enhance the Commander's situational awareness of the current state of piracy off Somalia's coast and other factors that could affect the mission.

"When a ship is on a deployment like this we need to be aware of where the piracy is happening, and other factors such as the political situation ashore in Mogadishu and the rest of Somalia that could affect our mission," she explains.

Prior to the Canadian Navy stepping in to escort merchant ships chartered by the World Food Programme, vessels carrying food aid were at risk of being attacked by pirates, as had occurred several times over the past few years.

"The World Food Programme was having trouble getting ships to sign up because of the huge rate of piracy, so we were tasked to escort the ships that were heading from Mombasa, Kenva to Mogadishu, Somalia to ensure the aid arrived safely."

As the mission unfolded, Lt(N) Savidge was shocked to see ship after ship hijacked.

"At one point 12 ships were being held hostage. The favorable weather conditions and calm seas made it easier for pirates to approach by speedboat and



Lt(N) Jen Savidge received a Commander Canadian Expeditionary Force Commendation for her work on HMCS Ville de Quebec while the East Coast frigate served as an escort for World Food Programme ships.

attack and board merchant vessels transiting through the Gulf of Aden, and later off Somalia's east coast."

The pirates had also likely gained confidence due to recent successes, she said.

"As the only intelligence officer on board, I was forced to learn about the environment quickly and I had to figure things out as I went-with a lot of help from ashore. I learned a lot about different aspects of intelligence work on the tactical level," she said.

Piracy originally started in the 1990s when Somali fisherman began giving informal fines to owners of vessels fishing illegally in their waters. With the lack of law enforcement in Somalia, it escalated into the huge problem it is today.

"The whole piracy thing in itself is disturbing and fascinating at the same time."



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Once a ship is hijacked, pirates demand a ransom from the shipping company, which is often in the millions, and the crews are held hostage for a month or more until the ransom is paid.

"It's very dangerous for other ships to get involved once a vessel is hijacked," said Lt(N) Savidge. "Our mission was to ensure the safety of the ships we were escorting, but it's a pretty weird thing to know that hijacked ships are out there and not be able to do anything."

The atmosphere on the frigate was tense when approaching Mogadishu. "Everyone's awareness was heightened and the crew was very motivated because they were doing something that was so important.

During the deployment Ville de Quebec safely escorted four ships on repeated trips delivering aid to Mogadishu and then saw the empty ships back to Mombasa or safe

"I know first-hand how intelligence can support operations. It was a really good feeling to be able to do something concrete and contribute to this mission knowing the food was successfully delivered to people in Somalia that really needed it," she said.

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# Apprentice helpers learn the ropes

Ten new Fleet Maintenance Facility Cape Breton apprentices toured HMCS Regina as part of their orientation to the Employment Equity Trades Orientation Program.

photos by Mary Ellen Green, Lookout



**Above:** Tour leader MS James Roberson shows Aggatha Siah how the ship is driven from the helm.

**Below:** Apprentice Randi-Lyn Ward signs herself into the ship's log before the tour begins.

**Right:** Fleet Maintenance Facility employee, Jamie Housser climbs through a hatch during the ship's tour.









Left: Apprentice Ricky Albany checks out the shell of a spent 57 mm round.

Right: Naval Weapons Technician MS James Roberson briefs apprentices on HMCS Regina's flight deck.

# Canadian police rev up for charity ride

**Shelley Lipke** Staff writer

The sound of motorcycles revving up in St. John's Newfoundland will echo through the streets on Aug. 15, marking the start of the Military Police National Motorcycle Police Relay Ride.

Riders from federal, provincial and municipal police forces will join the military police to raise money for both the Support Our Troops campaign and the Military Police Fund for Blind Children during the 7,392 kilometre

"This is the first year we're holding this and we hope to make it an annual event that grows bigger and better each year," said B.C. leg organizer Sgt Lamont French. "So far we have six riders from CFB Esquimalt and 14 others signed up for the provincial leg, which starts on Aug. 31 in Jasper, Alberta, and travels to CFB Comox where the ride ends on Sept. 2.'

As the bikers make their way across the provinces, they will transport their mascot – a stuffed military police polar bear.

"A few riders will ride the full distance, but the majority will ride through their province or local area," said Sgt French. At each of the seven provincial borders, incoming riders will greet the outgoing ones and take ownership of transporting the bear. The bear will be flown from Comox to Ontario, where it will be photographed during the cheque presentation to both charities.

"For the privilege of riding with us, each rider is expected to raise \$150 and each passenger is expected to raise \$25," said Sgt French. "This law enforcement relay is open to serving and retired RCMP, city police, commissionaires and correction officers. American police officers, the Golden Knights (the Ontario Provincial Police club), and the Blue Knights, an international police motorcycle fraternity club, have all shown interest in joining us for this ride," he said.

"Because it's a police oriented charity, we want some control of who is riding, so we are asking anyone who is interested in joining to contact us," said Sgt French.

"Individuals without a bike can be paired up with other riders and should contact their provincial coordinator through the website. We are treating each request on a case by case basis," he adds.

B.C. riders are responsible to get themselves to Alberta where the ride begins and pay for all associated costs of gas, meals, hotels and ferry crossings.

"As the provincial coordinator. I've been approaching businesses to try to obtain discounts on some of these costs. I've also looked at organizing for the riders to stay at Work Point barracks when we come through Victoria, and am applying for discounts with BC Ferries, gas cards, and looking for other support to offset our costs," he said.

Each member of the Military Police that will ride owns their own motor-

"I have a 2001 Honda Goldwing that I'll be taking my common-law wife Paulynn Jobin on. She has always been supportive of charity ventures I am involved in and this will be a great way to see what comes from being a volunteer for a great charity," said Sgt French. "We are encouraging people to bring their spouses and make it a family ride."

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For less experienced riders, the ride will provide the comfort of travelling in a pack and allow them to learn some tips from the more experienced riders.

"The route I picked is very scenic. In Jasper we'll meet and have a barbecue with the Alberta riders, and then pass through the interior onto the Sea to Sky Highway before reaching Vancouver, and then come across to the Island. I'm really looking forward to the ride. It's not so much about the destination. It's about the adventure of getting there."

For more information or to sign up or sponsor a rider go to www.mpnmrr.ca.

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∑ SHIP NEWS: MCDV TOWED UP ISLAND FOR MAINTENANCE

# Nanaimo benefits from refit

**Mary Ellen Green** Staff writer

HMCS Saskatoon is in the final stages of a month long refit at the Nanaimo Shipyard Group (NSG) facility in Nanaimo.

The \$700,000 contract to refurbish the 55-metre Kingston Class Maritime Coastal Defence Vessel (MCDV) was awarded to NSG, which created approximately 50 positions at the shipyard for the duration of the project.

A Glen tug from Queen's Harbour Master (QHM) towed the ship to Nanaimo on June 18.

However, Saskatoon sat tied to NSG's dock for two weeks, awaiting a sufficiently low wind and high tide in order to hoist the 900-tonne ship out of the water. Conditions were right on July 6 to haul out the ship, allowing work

to start on the hull.

SNC-Lavalin Defence Programs Inc manages the work on behalf of the navy under an in-service support contract, which includes MCDVs, QHM tugs and barges, and the Orca Class.

"This type of docking is routine work done every 60 months," said Norm

The only thing that's new this time around is this is the first time an MCDV has been docked on a marine railway on the West Coast.

-Norm Blatchford **SNC-Lavalin Local Operations Manager**  Blatchford, SNC-Lavalin's Local Operations Manager. "We bring the ships out of the water to do routine maintenance to the underwater hull and propellers. The only thing that's new this time around is this is the first time an MCDV has been docked on a marine railway on the West Coast."

This is also the first time an MCDV refit contract has been awarded to NSG, and Saskatoon is the heaviest ship they've worked on at that facility.

Saskatoon will have the hull power washed and repainted, the propellers cleaned and polished, and new anodes installed. Underwater valves penetrating the hull were also removed for routine maintenance and pressure tested.

Saskatoon is expected to be ready to return to the water this week, subject to low winds and a high tide.

### Another mess closes for summer

Due to a significant increase in operations and training at CFB Esquimalt this summer, there has been a significant increase in the number of diners. This situation, combined with a current shortage of cooks in the Formation, renders Base Foods unable to maintain operations at all six galleys without impacting on the quality of customer service.

As such, the Chief and Petty Officers' galley will be closed for six weeks beginning after supper Friday, July 24, and the Wardroom will reopen Saturday, July 25 for the breakfast meal.

During the C&POs' closure, diners are

invited to visit the Wardroom Mess, the Naval Officer Training Centre galley or Nelles Pacific Galley for their meals.

Please note the galley closure dates as outlined below:

• Wardroom Galley Closure: Friday June 12 - Friday July 24 \*

• C&POs' Galley Closure: Saturday July 25 – Monday Sept. 7 \*\*

\*Galley/Dining Room will re-open for breakfast on Saturday 25 July 2009

\*\*Galley/Dining Room will re-open for breakfast on Tuesday 8 September 2009

Mess-sponsored and catered activities will not be affected by galley closures.



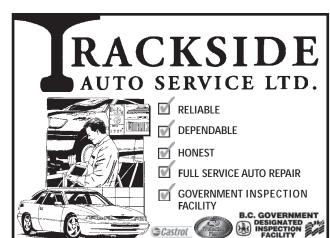
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# **Base triathletes excel at Nationals**

LS Kris Langford Contributor

On July 11, 13 CF triathletes from the Pacific region competed in the Triathlon de Gatineau, which was used as the forum for this year's CF nationals.

CF national competitions determine who will be selected for further training and competition at the CISM level.

At the crack of dawn, the peloton of athletes left the University of Ottawa for the race site in Gatineau, Quebec. With ominous weather brewing, most were hoping it would hold at least for the bike portion. To further complicate issues, due to the overly warm water temperature, wet suits were not allowed.

The Olympic distance (1500 m, 40 km, 10 km) was given its own special military heat, while the sprint competitors raced alongside their civilian counter parts. Both Olympic and sprint distances were run on the same course, with the sprinters completing less laps. The 1500 m swim was two 750 m laps, which required swimmers to actually stand up, round a buoy and then re-enter the

The bike course was eight loops of an out and back course that had a

180-degree turn at one end followed by a tight s-bend turn near transition. Although the straight-a-ways allowed for some good sprinting and high top speeds, poor road surface, pounding rain, TT bikes and a technical course were not conducive to safe racing. This led to some nasty crashes and the non completion by some top CF athletes.

Pacific region was not to escape this tribulation as one of our CISM males dropped his bike, gave himself a nasty case of road rash and was unable to fin-

As for team West Coast sprinters, the only mishap other then a few flat tires was Jeremy Davidson miss counting his cycling laps leading him to complete five instead of the specified four laps, leading to a longer finishing time. But with true fortitude and determination he still managed to finish in 1hr, 39 min.

The 10k run was a 2.5 out and back course as well. CPO1 Ron Mierau, who finished 2hrs 26min making him third overall in the senior class (50+) and Pacific region's top senior, had this to say about the run course, "What is it with these damn sharp turns? Sure slows the

Congratulations to the West Coast ath-

letes, they endured treacherous weather and a tough and a technical course. Pacific regions top open (39>) males were David Dallin with a time of 2hrs, 18 min, and George Beatteay at 2hrs, 20min. Lucie Tremblay, a member of CISM, finished in 2hrs, 31min giving her a third place in the female open class.

Other Olympic times were Daniel Bouchard with a 2 hours 28 minutes, Michael Lawless 2 hours 38 minutes. Kris Langford 2 hours 39 minutes and Josee Proulx coming in at 2 hours 52 minutes. Shawn Hommersen, a member of CISM, did not finish due to a crash.

In the Sprint distance (750 m, 20 km, 5 km) Mark Ritchie proved west is best when he trounced his competition in the master's category (40-49). Finishing in a smoking 1 hour, 14 minutes Mark was the golden boy for the day taking his rightful place at the peak of the podium and placing 5th overall. The top open finisher was Chad Phipps with a 1hr 14min time coming in 4th. Jennifer Savidge finished in 1 hour, 31

With nationals completed, some will be looking forward to a spot with the core CISM team, while others will hope to keep theirs.

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# Women's Tritons win slo pitch regionals

**Shelley Lipke** 

Staff writer

The CFB Esquimalt Tritons women's slo pitch team emerged as 2009 regional winners after playing three games against the CFB Comox Totems June 17 to

"We never played a game until we got to regionals and we really didn't know how the team would operate together," said team co-captain PO2 Amanda Holt. "Half of our players are new to the team, so we were happy our practices paid off."

After several months of biweekly practice on the Colville field, where they practiced slo pitch fundamentals such as fly balls, infield plays and grounders, the team felt prepared for game one against CFB Comox Totems.

It was a perfect balance of offense and defense for the Tritons and the team played strong and hard throughout the game. PO2 Christina Wruck made a remarkable catch at short stop that impressed teammates when she dove for the ball. Tritons fielder SLt Kelsey Dauphinee was named most valuable player (MVP) and the Tritons celebrated their first win with a score of 18-8.

During game two, the Totems battled hard to make a comeback from the devastating first loss and left the Tritons struggling to get on base. The Totems took a 12-0 lead early in

the game and Triton's fielder SLt Dauphinee took a ball in the face, which resulted in a black eye. She treated her eye and went back into the field of play.

Late in the third inning, with the Tritons at bat with two out, the Totem pitcher began struggling and the Tritons walked in eight runs to close the gap for a close final score of 12-9.

Then in game three the Tritons brought back their

Totems struggled to get on base in the last two innings, and PO2 Shields caught a pop fly on the last out of the game to win 8-4 and bring home the title of regional champs. LS Steph Masciotra was named MVP for the final game and SLt Dauphinee was named tournament MVP.

win after a hard battle. The

"We were ecstatic to win," said PO2 Holt. "It is very rewarding to see hard work go somewhere and everyone was

aging to see how the newer players fit into the team. OS Malisa Ogunniya had never played baseball before and she improved exponentially with every practice. A/SLt Andrika Dutka wasn't able to play at regionals but she came out to every practice to help the team out. Our team is proud of the progress we

made this season.

very happy to play so well,

especially for their first series

of games. It was also encour-

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# **HMCS Protecteur to celebrate 40 years**

Lt(N) Jim Smith HMCS Protecteur

This year marks a major milestone in the life and history of HMCS *Protecteur*.

On Aug. 30, the ship will celebrate the 40th anniversary of her commissioning into the Canadian Navy.

Since commissioning, Protecteur has been used not only as a supply ship, but also as a flagship and a sealift platform for troops, military vehicles and bulk Protecteur equipment. and sister ship Preserver were designed and built in Canada at the Saint John Shipbuilding facility, and they provide the Canadian Navy the ability to deploy and sustain a task group anywhere in the world.

The first 23 years of her life were spent stationed in Halifax along with *Preserver*, but she was transferred to the HMC Dockyard Esquimalt in 1992 as *Provider* neared the end of her service in the Canadian Navy. The move ensured both coasts would retain the capability of re-supply, not only to the Canadian Fleet but to our allies around the world. To date *Protecteur* has sailed



more than 800,000 nautical miles and has supplied countless number of ships with dry cargo, fuel, ammunition and even fresh water.

On Sunday, Aug. 30 there will be a celebration barbecue to mark *Protecteur's* 40th anniversary, held at the Naval Officer Training Centre's (NOTC) Gunroom from 11 a.m. to 3 p.m. As space is limited for this event, all former shipmates who wish to be a part of this celebration are asked to email (with name, position held

on board and time served with unit) Lt(N) Alister Lombardo at Alister. Lombardo@forces.gc.ca by Aug. 25 to indicate their interest in attending.

The barbecue will be casual dress with activities for children and families and an opportunity to reminisce with old acquaintances and friends from *Protecteur* over the years. There will be a nominal fee of \$10 to help offset the cost of the event.

During the event, *Protecteur* will unveil the design for its 40th anniver-

sary logo and the design for a commemorative coin that will be on pre-sale. Should enough interest be generated by the commemorative coin, the project will move forward to production. Other initiatives for the anniversary will be presented during the barbecue.

Protecteur has had a long and illustrious career and this promises to be a wonderful opportunity to celebrate both the ship's history and all those who made her the best ship in the fleet.

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Come to the 2009 DND/CF Health and Safety Seminar where we will work toward "Finding the Balance", the theme of this year's event.

Scheduled to take place in Halifax from October 27 to 29, the Seminar is open to all DND civilians and CF members who work in health or safety, *regardless of programme*.

To fill out the registration form, visit: http://vcds.mil.ca/dsafeg/intro\_e.asp



Soyez des nôtres au **Séminaire** sur la santé et la sécurité 2009 du MDN et des FC, au cours duquel nous tenterons de « trouver l'équilibre », comme nous y invite le thème de cette année.

Le Séminaire se tiendra du 27 au 29 octobre prochain à Halifax, et est ouvert à tout le personnel civil et militaire du MDN et des FC ayant un emploi en lien avec la santé ou la sécurité, peu importe le programme.

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# Sailor's uniform from HMCS Esquimalt donated to naval and military museum

**Mary Ellen Green** Staff writer

The square rig uniform and skimmer cap of former Able Seaman Albert Bruce Campbell was donated to the CFB Esquimalt Naval and Military Museum last Tuesday, after he died June 22. AB Campbell was 94 years old.

"They had his uniform on display at his funeral in Quesnel, and his oldest surviving sister, Leone Curtis, asked me if I would bring it to the museum to include in their display," said Allan Fleury, President of HMCS Esquimalt Memorial Association, and long-time friend of AB Campbell.

"What makes this uniform

unique is the story behind it, and it's in wonderful condition," said museum curator, Debbie Towell.

At age 29, the sailor was on board the former HMCS Esquimalt when it was torpedoed by German submarine U-190 in the early morning hours of April 16, 1945.

The acoustic homing torpedo struck Esquimalt on the starboard quarter astern, ripping a hole in the hull and causing the ship to lose all power, leaving no chance of sending a distress call. The ship sank in less than five minutes.

While AB Campbell wasn't wearing the heavy woollen jumper and trousers in the ship's last hour,

the donated Seaman's cap is the same one he wore for six hours in the icy waters in the approaches of Halifax Harbour, while awaiting rescue by HMCS Sarnia.

"The stitched lettering on the cap is green and tarnished from the salt water, so you can tell he was wearing it when he went over the side," Fleury said.

Only 27 of the 71 officers and ranks aboard survived; the majority succumbed to exposure while awaiting rescue.

AB Campbell was mentioned in despatches for his actions that day: "Able Seaman Campbell, by his cheerfulness and his cool and collected attitude, was an inspiration to the others

in his carley float after the sinking of HMCS Esquimalt. By his example, he was probably instrumental in saving several lives. His gallantry in action was credit to the high traditions of the Royal Canadian Navy."

AB Campbell was the second last living survivor of the sinking of Esquimalta Bangor class minesweeper that was the last Canadian warship to be lost in action with the enemy in the Second World War.

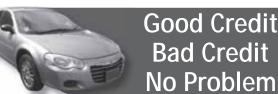
After the war Campbell returned home to Quesnel, B.C., and worked in the logging industry. His funeral was held Thursday, July 2, 2009.

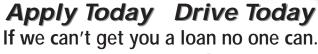
With notes from 2LT Trevor



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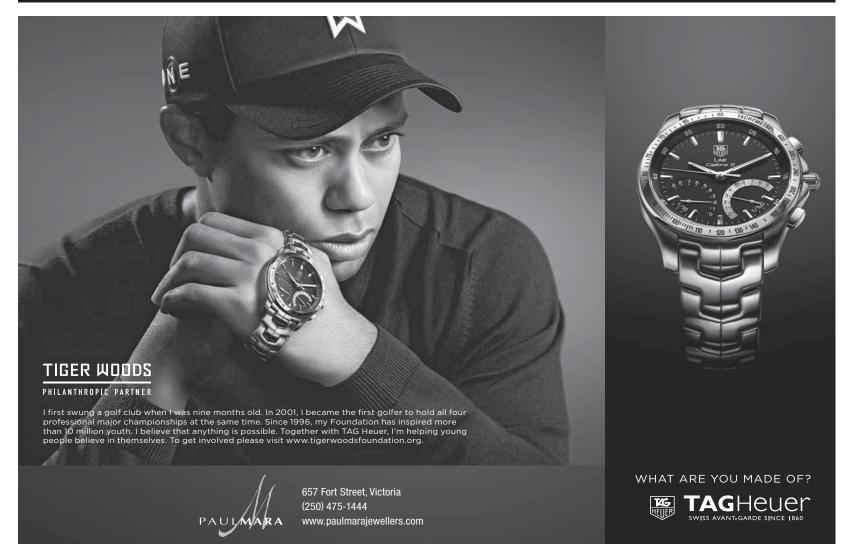
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# Play it safe for summer

**Mike McLean**Base Fire Inspector

Summer is a great time to spend with family and friends barbecuing in the backyard, or relaxing at the cottage or campsite. It's important to remember some safety basics

As they are used throughout the summer, barbecues can get dangerous with grease left over from cooking. Keep the barbecue clean to avoid any dangerous flare-ups, and at least three metres away from your home. Follow the instructions carefully when starting up the barbecue.

Gasoline is a common fuel around the home or cottage and has only one purpose: to power an engine. Using gasoline for anything else is asking for trouble.

Store fuel containers in a detached garage or shed, and well away from heat sources including direct sunlight. Use only approved containers or tanks for gasoline storage purposes. Look for the Canadian Standards Association (CSA) or Underwriters Laboratories (UL or ULC) symbols. Have a multi-purpose dry chemical extinguisher (ABC) handy when using fuel products.

Remember the dangers of carbon monoxide. Many RVs and trailers have interior appliances powered by propane. Cylinders should be located outside the vehicle or in a gas tight compartment. Keep a carbon monoxide alarm with your unit and make sure everyone knows what to do if there is a leak. Get outside to fresh air as soon as possible and notify authorities.



Duncan Ayre, NPAO

LCdr Joanne Steinmetz (left) promotes MCpl McLean to Sergeant with the help of Sgt McLean's wife Tami and son Brett.



Duncan Ayre, NPAO LCdr Mark Lynam receives his new shoulder slip-ons from Cdr Guy McCue and LCdr Wade Thornhill.



Fleet Maintenenace Facility Group Manager Dan Deringer was awarded the Maritime Forces Pacific (MARPAC) Bravo Zulu certificate by RAdm Tyrone Pile, Commander MARPAC/ Joint Task Force Pacific (ITFP) for his longstanding efforts in support of MARPAC/JTFP, particularly his fundraising efforts within FMF.



RAdm Tyrone Pile (left) enlists the help of Rose (right), Doug O'Reilly's wife, in promoting him to Capt(N) on July 7th. He is currently working as both the Engineering Manager for FMF Cape Breton and Deputy Chief of Staff (DCOS) Formation Technical Authority (FTA).

# Whidbey Island has new Canadian leader

On July 21, the latest addition to Naval Processing Ocean Facility Whidbey Island (NOPFWI), LCdr Peter Sproule, assumed command of MARPAC's Canadian Detachment at Whidbey Island. Located on the edge of Puget Sound, roughly halfway between Vancouver and Seattle, NOPFWI is home to 265 U.S. naval personnel and 37 CF sailors and their families, and is the terminus for acoustic data from around the Pacific Ocean.

The Canadian Navy and the U.S. Navy have been working together and supporting continental defence from Whidbey Island since 1987 by prosubmarine threats.

Charged initially with detecting Soviet nuclear subs during the Cold War, NOPFWI has assumed the difficult task of tracking modern diesel submarines in the western Pacific by analysing acoustic data collected from fixed arrays on the ocean floor, as well as Surveillance Towed Array Sensor System (SURTASS) ships.

Seamlessly integrated with their USN colleagues, the Canadians are an integral component of the unit and provide insight and experience while expanding their knowledge in passive acoustics.

In addition to its military role, NOPFWI also contributes to civilian scividing early warning of entific pursuits by pro-



LCdr Peter Sproule relieves LCdr David Finch as Commanding Officer of Canadian Detachment Naval Ocean Processing Facility Whidbey Island (NOPFWI) with Cdr David Skipworth (USN), Commanding Officer NOPFWI presiding.

viding assistance in such diverse areas as environmental oceanography, nami detection.

whale migratory research and early earthquake/tsu-

# Cadet promotions and awards

During the first parade of the summer at the Air Cadet Summer Training Centre near Victoria on June 24, LCol Steven Deschamps handed out promotions and awards. Photos by Capt Jen Taylor



Second Lieutenant (2Lt) Duncan Chan receives his Commissioning Scroll, a certificate that officially declares him an officer in the Canadian Forces, from LCol Deschamps. 2Lt Chan is a Reserve member of the Cadet Instructors Cadre branch of the CF. He is employed at the training centre this summer as a Flight Commander for the General Training Course, where he will lead a group of air cadets learning about teamwork, aviation and being a cadet.



Maj Richard Mudryk is awarded a Certificate of Appreciation by LCol Deschamps for his dedication as Commanding Officer (CO) of 205 Collishaw Squadron, Royal Canadian Air Cadets, in Nanaimo. Maj Mudryk has been the training centre's Deputy CO for the past three years and a member of the Cadet Instructors Cadre branch of the Canadian Forces for over 15 years.



Cadet Emilie Wong of 89 Pacific Royal Canadian Air Cadet Squadron commands the first graduation parade of 2009 at the Albert Head Air Cadet Summer Training Centre on July 17. Cadet Wong acts as Cadet Squadron Commander for the General Training and Introduction to Survival Training Courses. The 13-year-old was selected amongst 190 of her peers as having the top drill, voice commands and bearing.



Lt Kevin Cheung receives his promotion from LCol Deschamps. A member of the Cadet Instructors Cadre, Lt Cheung will spend eight weeks leading one of six General Training Courses, where air cadets learn about teamwork, aviation and being



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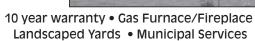
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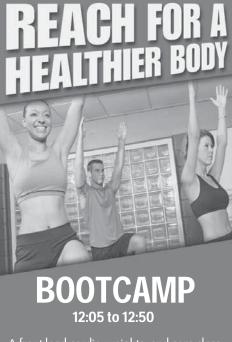


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