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Cpl Frieda Van Putten, Esquimalt Imaging Services
Above: Lieutenant Governor of B.C., Steven Point stops to inspect Cpl Tyler Doucette, a member of the Guard of Honour from Canadian Forces Base Esquimalt. LGov Point opened the first session of the 29th Parliament at the British Columbia Legislature on Aug. 25.

Right: Members of the Guard of Honour stand in formation during the legislature opening.



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Catch the Rounders bus between Dockyard and Naden:

*Leave Dockyard once an hour starting at 9:50am and ending at 2:50pm, with stops at Bldg D211 & D575
Leave Naden Drill Deck once an hour starting at 10:20am and ending at 3:20pm*

Former Rocky Point residents return to the homestead

Mary Ellen Green
Staff writer

Five fruit trees stand in a grassy field next to where 93-year-old Walter Parker's family farmhouse used to be more than 50 years ago.

The twisted apple, plum and pear trees are the only things left from the Parker's 800-acre homestead at Rocky Point in Metchosin, where they used to farm vegetables and raise cows, sheep and chickens.

Sitting under the fruit trees he planted as a child, he said: "Everything has changed so much."

It's the first time in about eight years that the Parker family and close friends visited Rocky Point, the site of B.C.'s Canadian Forces Ammunition Depot (CFAD).

Piled into two vans, they took a tour of the peninsula where the family boat-house was kept at Becher Bay, to the sites of Parker's uncles' farms a short drive away.

Although Parker, who uses a walker, wasn't mobile enough to manoeuvre down to the bay where he used to fish, he did get out of the van to see the fruit trees he planted in his former garden. His daughter-in-law ate a plum and put the pit in a re-sealable bag in hopes of growing her own Parker plum tree at her home in Cadboro Bay.

The tall prairie grass, brought in with the original settlers, has overtaken the foundations of the former structures, leaving few signs that hard working families used to labour on the land.

"We had no electricity, no power at all," Parker recalled. "It's amazing how

it's changed. I used to shoot cougars over here and help the Indian Chief herd his sheep."

Parker's mother was a school teacher in a local one-room school house. Children had no choice but to walk back and forth to class.

Parker left his family farm when he was 19 in 1935. Less than 20 years later, the Parker family sold their farm, and Rocky Point was re-developed as a military ammunition depot. The remote location, serviceable by road, rail and sea transport, made Rocky Point a suitable site.

Now the 2,000 acre peninsula is home to CFAD, a small field training area and two Aboriginal reserves.

CFAD ammunition technician, Glenda Larocque led the Parker's tour of the grounds and facility. She is the local history expert on base. "I used to be the base explosives inspector, and I



We had no electricity, no power at all. It's amazing how it's changed. I used to shoot cougars over here and help the Indian Chief herd his sheep.

-Walter Parker

had to verify that ammunition was free from explosives. I was stumped when it came to the old ammo at the museum. When they let me into the archives I caught the bug. I've been really interested in history ever since," she said.

Larocque did her research at the local Metchosin School Museum with help from files at CFAD.

"It was a hard life. To live out here, you would have had to become a jack-of-all-trades and a master of none."



Mary Ellen Green, Lookout

Top: Glenda Larocque shows Parker family friend Doreen Gilbert some artifacts found at Canadian Forces Ammunition Depot Rocky Point.

Above: Walter Parker is surrounded by family and friends underneath the pear tree he planted in his family's garden as a child.



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FROM FLEET HEADQUARTERS

Ships reduce home port duty watch

CP01 Paul Helston
Fleet Chief

One of the last initiatives of the Fleet Efficiency Working Group (FEWG) before it was stood down, and the first of the Fleet Commander's implementation plan to be put into effect, is the new Home Port Duty Watch construct.

Previous trials have been conducted within the last eight years; however, world events such as 9/11 caused those trials to be aborted.

Nonetheless, the data collected in this trial is similar to data collected from previous trials. Faced with the realities of personnel shortage pressures in all ships, Sea Training studied the potential to more effectively employ members in Home Port Duty Watch, such that better watch rotations could be realized while maintaining the necessary capability to respond to emergencies and maintain security.

This change would see the reduction of the number of personnel required for a 24-hour watch from 10 to seven in all

destroyers and frigates.

This seven-person duty watch was trialled in *HMCS Algonquin*, *HMCS Calgary*, and *HMCS Regina* and was set to run until fall of 2009; however, it was assessed that sufficient data existed to conclude the trial at the end May, and it was subsequently implemented navy-wide this past June.

HMCS Protecteur will implement a similar trial for its class of ship to validate a seven- or eight-person duty watch due to its unique shipboard systems.

Reducing to a seven-person duty watch is achieved by eliminating the Master Seaman of the Day position and by reducing watchkeeper positions from 1-in-3 rotation while on duty to 1-in-2 rotation. All other positions remain the same, with the Duty Coxswain assuming or delegating the duties no longer conducted by the Master Seaman of the Day, which are primarily supervisory in nature.

Included in this new duty watch program is a training program issued by Sea Training to assist ships in increasing their

readiness in response to any potential emergency that may arise. The trial itself revealed no reduction in readiness from the 10-person watch once new procedures were put into place.

The net result was a significantly improved watch rotation for Master Seaman and below, and due to the 1-in-2 rotation they have been afforded the next day off to recuperate. There has been some initial concern by supervisors about lost productivity due to time off or unavailability during their duty watch to do departmental work, however the trial revealed these are minor losses and the gain in quality of life far out weigh this factor. In the past Master Seaman could not stand a position of higher authority or responsibility other than the Master Seaman of the day.

In the new construct, deserving and experienced Master Seamen may challenge the Duty Coxswain or Duty Technician boards if selected. This initiative is consistent with the navy motto, "Our Ships, Our Sailors, Our Selves."

WHAT SAY YOU

Navy 10k would draw more runners if held on a weekday

This is in response of the Aug. 24 "What Say You" from PO1 A.W. Specht.

I think that the problem with the Navy 10k was that it was held on a weekend. A lot of military personnel are busy on weekends, especially the ones with families and children. And with all the sailing and deployments, most of us want to spend a maximum of time with our loved ones on our own time.

I am a good runner and I usually run around eight kilometres on lunch time twice a week. When I heard about the Navy 10k, I went online to subscribe because I thought it was a great idea. But as soon as I saw the date, I abandoned the idea because it was on a Sunday and I already had plans.

And I was not

the only one in the same situation, I had a couple of co-workers that would have run with me if it would have been on a week day.

In my opinion, the run should be on a Friday. It could even be organized on a Friday afternoon, when a lot of personnel on base are on sliders. I am positive that if this event is held on a week day next year you will see an increase in the number of participants.

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Can you spot 12 differences between these pictures?



www.comparrotpuzzles.com

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Solution: 1. Rope on tent is missing. 2. Axe handle is shorter. 3. Branch on log is missing. 4. Knuckle on log in fire is missing. 5. Branch on tree is missing. 6. Extra rock in firepit. 7. Bush beside man is different. 8. Flame is missing. 9. Cloud behind tent has moved. 10. Grass behind stump has moved. 11. Handle by axe head is different. 12. Extra tent peg beside tent.

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The Old Car Detective

Bill Sherk



My first car had no engine

In the spring of 1959, a janitor at the Leamington high school owned the sexiest looking car in town: a tomato-red 1940 Mercury convertible, nosed and decked and lowered with air scoops in the hood, running boards, electric push-button door handles, a '49 Ford push-button radio, a '51 Studebaker V8 under the hood, three whitewall tires, and a gaping hole where the rear window used to be.

It also had a bullet hole through the top. The owner had gone duck hunting the previous fall with his rifle propped up on the front seat. When he bounced over some railway tracks, the gun blew a hole through the roof.

He told me I could buy the car for \$600. I was still in school and didn't have much money. Then he offered to take out the engine so I could buy the car for "only \$150." How could I resist? I was only 17.

I couldn't get to the bank fast enough. I borrowed Mom's 1957 Buick Century that morning but didn't tell her or Dad what I was up to. A retired Studebaker dealer came along to help me push the '40 Merc home.

We found my dream car parked in the mud behind the high school football field. Sure enough, the engine was gone. The transmission, radio, and battery were gone too. And with no



That's me, the future Old Car Detective at 17, wondering what kind of engine to drop into my 1940 Mercury convertible.

battery, the electric door handles no longer worked. I had to crawl in through the driver's window to get behind the wheel. That's when I noticed the steering column was attached to the dashboard with coat hanger wire.

Because it was my first car, I wanted to steer it while my friend pushed it with my mom's Buick. He had to ram into it fairly hard from behind to dislodge it from the mud. The front bumper of the Buick went up over the rear bumper of the Merc and put a big dent in the trunk lid, but we were moving!

A few minutes later, my engineless car coasted to a stop in our family driveway. Then Dad came home

for lunch, took one look at it, and told me to get rid of it. But when he saw it had no engine, he let me keep it. How could I get into any trouble with a car that didn't run?

Before the end of the summer, it was on the road with a '57 Chev V-8 with three carburetors, but that's another story...

As a thank you, if your story is published in this column, you will receive a copy of Bill Sherk's book: "60 Years Behind the Wheel: The Cars We Drove in Canada 1900-1960." Do you have any car stories or photos to share with our readers? Email: biltsherksympatico.ca or write Bill Sherk, 25 John St., P.O. Box 255, Leamington, ON N8H 3W2.

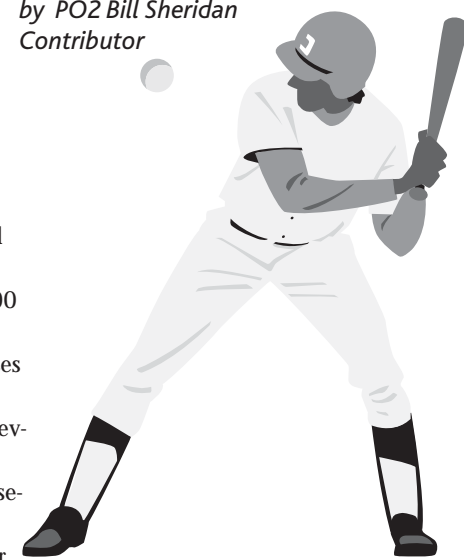
SPORTS trivia

by PO2 Bill Sheridan
Contributor

Baseball Greats

QUESTIONS?

- Who was caught stealing the most bases?
- Who holds the record for the most grand slams?
- Who is the only player to steal at least 100 bases for three consecutive years?
- Who is the leader for both leagues in bases on balls by a hitter?
- Who pitched in the most games by a reliever?
- Who has struck out the most times in baseball?
- Who walked more players than any other pitcher?
- Who has the most doubles?
- Who was Commissioner of baseball for the longest period of time?
- Ted Cox hit this many times consecutively to begin his career?
- Who has the most plate appearances?
- What is an HBP in baseball stats?
- Who has the highest career slugging average?
- Who was the Georgia Peach?
- Who retired the most consecutive batters?
- The leader in intentional bases on balls is who?
- What was the highest number of innings played in a game?
- Who threw the first no-hitter for the Blue Jays?



- ANSWERS
- Rickey Henderson
 - Lou Gehrig
 - Vince Coleman
 - Al Babe Ruth, NL Barry Bonds
 - Jesse Orosco
 - Reggie Jackson
 - Nolan Ryan
 - Tris Speaker
 - Kenesaw Mountain Landis
 - 10.6
 - Pete Rose
 - Hit By Pitch
 - Babe Ruth
 - Ty Cobb
 - Mark Buehrle
 - Barry Bonds
 - 17.26
 - Dave Stieb

CORRECTION

Lookout inadvertently demoted Cdr Kelly Larkin in the photo caption of last week's newspaper, page 12. Our apologies.

SUDOKU PUZZLE

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

ANSWERS ON PAGE 19

Level: Beginner

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Mary Ellen Green, Lookout

CFB Esquimalt Base Commander, Capt(N) Marcel Hallé, Esquimalt Mayor Barb Desjardins and Member of Parliament Gary Lunn officially break ground on the Admirals and Colville Roads intersection improvements. The estimated cost of the project is \$4 million, of which 60 per cent is provided by DND.

BIS hunts for school supplies

Mary Ellen Green
Staff writer

For some children, going back to school means more than new teachers, new tests and new friends. It means going to school without school supplies, or even a lunch.

With the school year fast approaching, the team at Base Information Systems (BIS) has begun collecting school supplies for students in inner-city elementary schools.

"There are a lot of children in our area that go to school on the first day without school supplies or even a decent breakfast or lunch," said Louise Lansdowne, a Finance Clerk in

BIS Telecommunication Accounts.

Her colleague, Angie Lavergne contacted School District 61 to offer the donations. While they've agreed to accept the donations, a beneficiary school has yet to be named.

"We're looking for basic elementary school supplies and some non-perishable food for snacks like peanut butter, granola bars and Cheez Whiz," Lansdowne said.

"We prefer new school supplies, but we will accept some used things like backpacks if they're in really good shape," she added.

Donations can be dropped off at building 199 in Dockyard in room

100D. The last day to donate will be Sept. 8.

"The children in need would appreciate your assistance."

The school board recommended the following items:

- Crayons
- Rulers
- Markers, thick and thin
- Glue sticks
- Granola bars,
- Jar peanut butter
- Jar Cheez Whiz
- Scissors, kids sizes
- Exercise books, interlined, half-page interlined
- Pencils
- Duo tangs
- Math set
- White erasers
- Canadian Oxford dictionary



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<p>2007 Toyota Avalon XLS Stk. #X5815 V6, auto, leather interior, htd seats, loaded. Was \$32,995...Now \$28,888</p>	<p>2005 BMW X5 Stk. #X7048 Loaded, 4.4, sunroof, power group, black. Was \$35,995 Now \$31,888</p>	<p>2004 Hyundai Elantra Stk. #10185A 4 cylinder, automatic, 4 dr. sedan, black. Was \$7995.....Now \$5,888</p>
<p>2006 Mazda 6 Stk. #X7001 4 Door Sedan, A/C, alum wheels, p.group. Was \$16,995 Now \$13,888</p>	<p>2003 BMW X5 Stk. #X7091 4.6is, blue, auto, navigation, leather, sunroof. Was \$36,995. Now \$32,888</p>	<p>2002 Chevrolet Blazer LS Stk. #6760A 4WD, running boards, p. group, A/C, only 62k. Was \$10,995 Now \$9,888</p>
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War artist shares his vintage craft

Mary Ellen Green
Staff writer

Sixty-five years ago, the Steveston Lifeboat was built by the United States Navy in Pearl Harbor as an Admiral's barge, reportedly used by Admiral Nimitz as his launch at one time.

In 1988, the classic wooden craft was purchased by marine artist and official Canadian naval war artist, John Horton, who uses it as his research vessel to this day.

"We've sailed this vessel over 40,000 miles from Grays Harbour to Juno, Alaska," says Horton. "We visited almost every nook and cranny that Captain Vancouver went to."

When Horton, 73, isn't cruising the coast doing research for his next painting, he sails the Steveston Lifeboat on the Fraser River, where the striking orange and blue paint is a familiar sight as it conducts search and rescue and safety patrols, and escorts commercial fishing traffic along the busy waterway.

Flying the flag of the Canadian Lifeboat Institution, the Steveston Lifeboat operates out of its home port of Steveston, south of the Vancouver International Airport in Richmond, B.C., not far from where Horton lives with his wife and manager, Mary.

Horton is a member of the Royal Navy Sailing Association, based out of Naval Reserve Division

We've sailed this vessel over 40,000 miles from Grays Harbour to Juno, Alaska. We visited almost every nook and cranny that Captain Vancouver went to.

-John Horton
Canadian Naval War Artist

HMCS Discovery in downtown Vancouver. The Steveston Lifeboat has a rich history with the Canadian Forces; it is used during training exercises whenever Horton and his crew are available.

"One exercise in particular stands out as a very interesting example of cooperation," says Horton. "We were in a waterway close to Vancouver and were requested to deliver a landing party of 35 armed Seaforth Highlanders to a power station at 4 a.m., then wait and return them after the exercise."

"We loaded the group and I requested my crew ensure the heavily armed and solid reservists were positioned to balance our craft, which is only 52-feet long. They were scattered appropriately around the ship on the outbound trip; however, on the return trip I was quite curious as I couldn't



Cpl Roderick Hopp, Esquimalt Imaging Services
Steveston Lifeboat, belonging to Canadian naval war artist John Horton, sails past HMCS Calgary as Prince Edward, Earl of Wessex, stands on the navy ship's starboard side during a recent trip to Vancouver.

see any of them on the outer decks. I looked below in the mess and there, standing and wedged together in a solid mass, was the whole party, most of them sound asleep as they had been on their feet for many hours and the pleasant motion of the ship rocked them gently to sleep!"

Horton also had the pleasure of being a part of the centennial salute to His Royal Highness Prince Edward, Earl of Wessex, when a naval mast was erected at Stanley Park's Prospect Point to kick off the Canadian Naval Centennial celebrations in June.

"*HMCS Calgary* brought the Prince over to Vancouver," recalls Horton, who was waiting in formation alongside vessels from the Royal Vancouver Yacht Club to greet the royal guest of honour.

"We all lined up and

Calgary steamed down the line. They weren't even 50 feet away from us when he took the salute."

Horton had the pleasure of returning the salute by lowering the ensign. He still managed to snap a few photos with his free hand.

In June, Horton was presented with the Governor General's Caring Citizen Award at Government House in Victoria. Lieutenant Governor Steven Point made the presentation on behalf of the governor general.

The award was given for over 30 years of volunteer work in marine search and rescue on the Fraser River, of which Horton has been involved in over 750 incidents.

The Steveston Lifeboat is making its way to Victoria next weekend to partake in the 32nd annual Victoria Classic Boat Festival, taking place from Sept. 4 to 6 in the Inner Harbour. The ship will be open to the public for tours.

HMCS Oriole will be the saluting vessel for the festival for the seventh consecutive year. For more information about the Victoria Classic Boat Festival, go to www.classicboatfestival.ca/index.htm. For more information about John Horton, visit www.johnhorton.ca.

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Duncan Ayre, NPAO

Leanne Kopp, member of the Military Family Resource Centre (MFRC) Board of Directors, unveils the MFRC Family Covenant with the help of RAdm Tyrone Pile, Commander Maritime Forces Pacific/Joint Task Force Pacific, at Duntze Head on Friday Aug. 21.

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NEWS FROM AFAR: WHIDBEY ISLAND

An Impeccable summer of sailing

LS Roland Wink
Contributor

For the last few months two Canadian sailors from the Canadian detachment of the Naval Ocean Processing Facility Whidbey Island have been forward deployed at sea on board USNS Impeccable, a surveillance towed array sensor system vessel operating in the western Pacific.

Leading Seamen Roland Wink and Dwayne Worrell were fully integrated into the crews of this modern ocean surveillance ship that is responsible for locating and tracking ships and submarines over vast distances. What follows is LS Wink's report on life on board with the US Navy.

"During my tour of duty at Whidbey Island in the United States I had the rare opportunity to spend the summer months serving on board USNS Impeccable operating in the western Pacific.

During our deployment we conducted theatre anti-submarine warfare operations in collaboration with other U.S. naval surface and subsurface units, with real time acoustic analysis support from Naval Ocean Processing Facility Whidbey Island.

Our mission was to locate and investigate both surface and subsurface

The port visits were few and far between, and being out to sea for almost two months before seeing land or having a port visit was new experience for me.

contacts by use of both passive towed array and low frequency active sonar systems.

Life on board a USNS ship is different from serving in an HMC ship as the majority of the crew are civilians from Maersk Lines Limited.

However, some aspects of life at sea remain the same, such as taking part in ship's evolutions, stowing supplies, and doing deck evolutions as line handlers for entry and exit of harbour.

Now life within the hull is different. Instead of living in a 12-person mess deck, LS Worrell and I shared a stateroom built for three. The crew of 50 is small enough to get to know everyone aboard pretty quickly, from the Captain all the way down to the last deckhand.

Being part of the crew

also meant deploying and retrieving the arrays and getting our hands dirty with the Surtass Operations Center Technicians, otherwise known as SOC Techs. Taking part in this gave me a greater respect and understanding of the Sonar Technicians in our fleet and the hard work that is involved in their duties.

As with any ship there are the daily cleaning stations and general maintenance that is always required. In part to prevent homesickness we did just that, and dragged out the grinders and needle guns and got to work. Apart from the usual everyday grind, I did get to stand watch on the bridge from time to time, as well as operate the helm on a few occasions.

The highlights of the deployment were being able to serve with the crew on board and to operate in the western Pacific. As I am originally from the East Coast fleet based in Halifax; I had not had the opportunity to sail the western Pacific.

The port visits were few and far between, and being out to sea for almost two months before seeing land or having a port visit was new experience for me. However, the opportunity to visit places such as Japan and the Philippines, and to see the differences in culture was more than worth the long days at sea."



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Lt Wright Eruebi
1 CMBG HQ

A week-long exercise detecting and defeating Improvised Explosive Devices (IEDs) ended without fanfare for 50 soldiers in Gibbons, AB. two weeks ago, just the way Explosive Ordnance (EOD) troops like doing business—quietly—away from media and public scrutiny.

“The only time you hear about us is when something goes wrong,” said Sgt Sean Mills of 2 Combat Engineer Regiment, Petawawa, ON, who came to lend a hand with the training in Gibbons.

Sgt Mills and other soldiers experienced in the hunting and defusing of devices in Afghanistan brought recent lessons learned to Exercise Sherlock Sapper II, so deploying troops would be safer.

One device favoured by the insurgency against Afghans and coalition forces alike is the infamous “yellow jug” or the “18-litre keg.” The insurgency has used it with deadly results. IEDs account for 80 per cent of Canadian fatalities in Afghanistan.

Under scrutiny, the yellow jug is a relatively easy contraption, which might explain its proliferation. According to Sgt Mills, “They come in different sizes and makes, including kitchen pots, water kegs or jerry cans.”

Sgt Mills, who admits to handling dozens of IEDs during his recent tour, said, without being specific, “The fuel is the main ingredient, then they cram it full of every crap



Lt Wright Eruebi, PAO 1 CMBG HQ

Soldiers prepare a colleague for the delicate job of detecting and disabling an Improvised Explosive Device (IED) during a simulation exercise last week in Gibbons, AB. In Afghanistan, it will be for real.

they can think of and away they go.”

Maj Chris Durant, Officer Commanding the Defeat The Device Centre of Excellence at the Canadian Forces School of Military Engineering, Gagetown, NB, said, “A single device like the 18 litre keg usually has a relatively low kinetic yield, but it’s a different equation when they bundle several kegs together, then you have something,” he said.

Maj Durant, who also came to render support in Gibbons, said, “All hands are on deck to stem the loss of life in Afghanistan. Little is known that we do defeat 98 per

cent of the devices we find, but when one goes off before we reach it, or when some innocent locals or coalition troops trip them, the world hears about it.”

He admits EOD personnel have nerves of steel and generally loathe the lime-light. “It is the nature of the beast we deal with. Best to let the results speak,” he said.

The Officer Commanding Sherlock Sapper II, Maj Chris Cotton said it was crucial that lessons brought back from around the world are adopted quickly during training. “Gibbons went as planned, I am satisfied we learned some valuable lessons here,” he said coolly.

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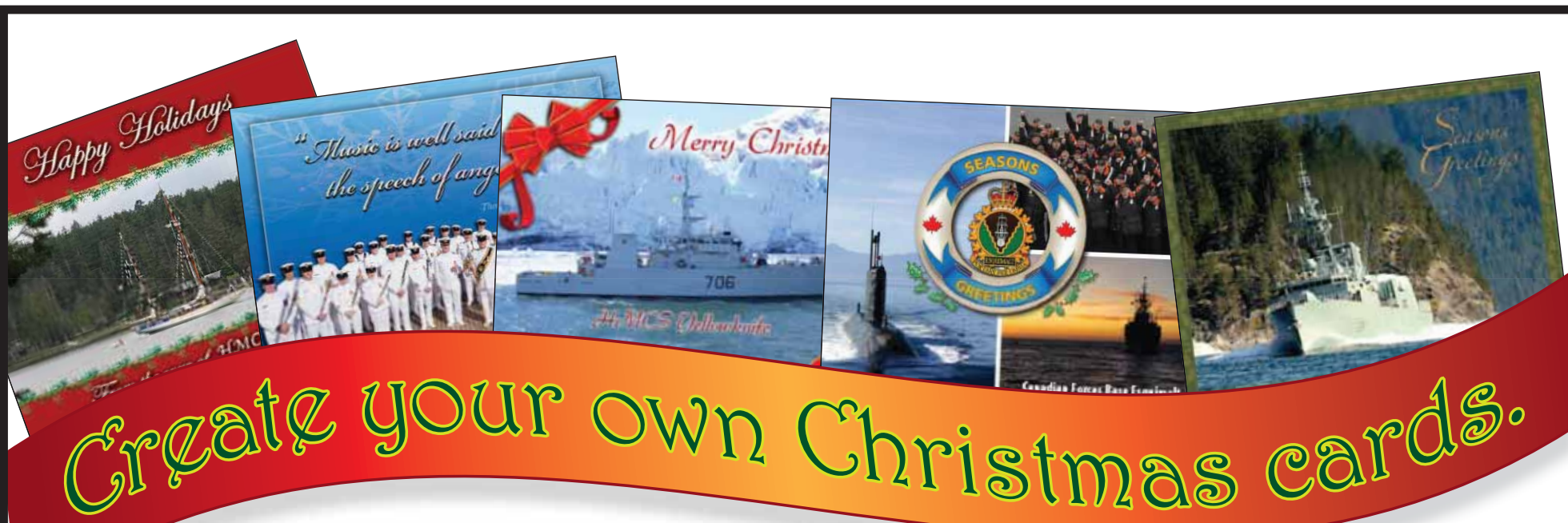


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SPORTS: NAVY A PADDLING FORCE



Navy Dragon Anchors (Lane 3) inch ahead of the Portland Fire Dragons and Calgary's Crew Yahoo to take first place overall at the Victoria Dragon Boat Festival.

Navy Dragon anchors take Victoria

Bruce Johnson and Rob Grigor
Contributors

The 15th Annual Canada Dry Victoria Dragon Boat Festival played host to 78 teams and a field of 2,000 competitors over the Aug. 15 weekend.

Adventurous paddlers from B.C., Alberta, Ontario, and south through Washington, Oregon and California, joined local teams in the 500 metre races.

The Navy Dragon Anchors made a strong showing in their hometown, both on and off the water. Although their weekend began on Friday, setting up the 80-plus mod tents for the Paddlers Village, preparations for this event began months earlier with practices twice a week, sponsorship drives and charity fundraising.

The weeks of hard work and preparation paid off.

As the races played out on Saturday, it quickly became apparent that the Navy Dragon Anchors were the team to beat. In Round Two, the team posted the fastest time of the day with 2:06.59 minutes.

Sunday's races commenced with semi-finals in the morning and the finals in the afternoon. In the semi-final round, Navy Dragon Anchors finished first, placing them in contention for medals in the top-rated Platinum

Division. During that race the team also set the fastest time of the weekend with 2:04.94 minutes.

The line-up of the final race placed the navy in the centre of the pack, surrounded by four of the best teams at the festival. In the nail-biting finish, the Navy Dragon Anchors won, taking the top spot of the Victoria Dragon Boat Festival for the first time in their nine-year history, finishing 53/100th's of a second ahead of the Portland Fire Dragons, with Calgary's Crew Yahoo bringing up a very close third.

In addition to a great weekend of racing, the team's charity fundraising efforts collected nearly \$3,000 in donations for their favourite charity, the

B.C. Cancer Foundation. It was a great weekend for the team, but perhaps even better for the BCCF, which also benefited from the nearly \$22,000 raised by local teams and businesses.

The Dragon Anchors have two remaining festivals this year. In Portland,

Oregon, they will fight off powerful teams, well aware of the ever-growing target on their backs. The last festival of the season takes place in Kelowna, B.C., where the defending champions intend to have their name engraved on the festival's trophy for the second year in a row.

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Mel Hunt practises military law, criminal law, and personal injury law, and is a former member of the Judge Advocate General's Branch in The Canadian Forces.

Leigh Gagnon practises family law, real estate law, and in the area of wills and estates.

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Vancouver connects across the Strait

A/SLt Trevor Robinson
 HMCS Vancouver

The officers and crew of *HMCS Vancouver* strengthened relations with their namesake city on July 16, by giving Friends of Vancouver and Royal Columbian Hospital members a first-hand look at the navy's new patrol craft training vessel.

Guests arrived at the Burrard Street pier for a day sail from North Vancouver to New Westminster via the Fraser River.

Not long after PCT Orca departed, several guests were beaming to have taken the helm in hand, learned about the computer navigation system, and taken bearing of other ships using the bridge pelorus.

Additionally, members of the ship's company provided tours of Orca - one of eight patrol craft training vessels built by Victoria Shipyards and accepted into the navy in 2006.

The scenery of the Fraser River was quite unique and the tem-

perature very hot. Guest and crew - many on the Fraser River for the first time - saw fish farms, a B.C. Ferries "graveyard" for retired vessels, and police recruits training at the Justice Institute of British Columbia.

The photo opportunities continued when Lt(N) Mike Wills, Officer-In-Command, showcased the maneuverability of the vessel to the delight of guests and crew members. Crew and guests ate an excellent meal made by the galley team prior to taking group photos as Orca arrived in New Westminster.

The fun was not over with the completion of the day sail. Members of the ship's company were invited to watch a lacrosse game between the New Westminster Salmon Bellies and the Victoria Shamrocks. Following a moment of silence for fallen comrades, the Royal Westminster Regimental Band played for the opening ceremonies and later gave a spectacular intermission performance.

During the second intermission,

Vancouver's Executive Officer, LCdr Dan Salvage, presented a gift to the President of the New Westminster Salmon Bellies. A Canadian Forces appreciation event, the crowd, which included regular and reserve force navy, army, and air force members - saw the Salmon Bellies slam the Victoria Shamrocks 13-6 in a packed arena. *Vancouver's* officer and crew appreciated the Royal Westminster Regiment's hospitality during a post-game after-party over pizza and sociables.

Although PCT Orca 55 is not the largest vessel in the Canadian Navy, it played a large role in showcasing the navy to the public. Through coordinated community activities, uniformed Canadian Forces members are able to educate Canadians on CF missions, its capabilities and its roles in Canadian society.

The officers and crew of *Vancouver* were able to answer many questions from the guests during the day sail and lacrosse game, and by doing so furthered the navy's relationship with Vancouver.

Seattle Seafair: warships join review

AB Dylan Clarkson
 HMCS Naniamo

For 60 years the Seattle Seafair has been as regular as the tides.

For many years the Canadian Navy has been a part of it, a long standing tradition that was honoured once again this year.

Two Canadian Warships, *HMCS Nanaimo* and *HMCS Brandon* joined the American Navy and Coast Guard at Pier 28, just minutes from downtown Seattle, during a record-breaking heat wave.

Intense heat, mingled with sailing orders for the morning, kept the night a quiet one on the pier. Some sailors ventured out on the town but many elected to stay behind in the cool

comfort of the ships.

The next day brought more activity to the ships as they took on guests and slipped from the pier, heading out to sea to form up for the parade of ships that would pass a reviewing stand of American and Canadian flag officers, along with local dignitaries.

The line of ships passed without incident, escorted by fire tugs and ever vigilant Coast Guard boats that darted about the harbour warning civilians to steer clear of the navy ships.

Upon return to Pier 28 passengers taken on earlier in the day were bid farewell, even as the awning was put up on the foc'sle of each Canadian ship.

The days to follow saw sailors

exploring Seattle and all it had to offer as they embarked on white water rafting, water park visits, mountain fishing trips and much more.

For those back on the ships, the daily routine included giving tours to throngs of curious visitors who flocked aboard every one of the five ships to explore and learn about them.

The sail happens to be the last for *Nanaimo* before it enters a state of extended readiness that will leave it alongside Y-Jetty in Esquimalt Harbour.

Upon returning to Esquimalt *Nanaimo's* commanding officer, LCdr Shawn Connelly, addressed the ship's company, thanking them for their hard work and dedication.




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SPORTS: BASE ATHLETES SHINE

CF triathletes race with Olympians

LS Kristopher Langford
Contributor

The weekend of Aug. 21-23 saw the annual Pushor Mitchell Kelowna Apple triathlon host the Canadian National Triathlon Championships.

This race had six members of the Canadian national team competing in the elite Olympic distance event: Simon Whitfield (1:53:32), Kyle Jones (1:53:50), Paul Tichelaar (1:53:50) and Brent McMahon (1:53:55), and from the women's team Lauren Groves (2:05:00) and Kathy Tremblay (2:05:07).

Along with these Olympic greats were CFB Esquimalt Triathletes MCpl Kelly Carter of 74 Communication Group Headquarters and LCdr Ellen Mariano from Maritime Operations Group Four. Both competed in the sprint distance, which consisted of a 750-metre swim in Okanagan Lake, a 20-kilo-

metre bike, and a 5k-run through the streets of Kelowna and along the lake front.

"Two time Triathlon Olympic medalist Simon Whitfield congratulated me at the finish line and asked me how the race went at the Subaru West Coast Triathlon Series Race at Shawinigan Lake in May. Brent McMahon ran up next to me and pumped me up during the run," beamed MCpl Carter.

He completed the sprint in 1:19:50 making him eighth in the male 45-49 category. MCpl Carter is hoping for a chance at the 2010 International Triathlon Union world championships in Budapest, Hungary.

LCdr Ellen Mariano placed seventh in the 30-34 female class with a time of 1:28:06. This accomplishment was amplified by the fact that this is her first year as a triathlete. LCdr Mariano is also a member of the navy Masters Swim team.



www.marathon photos.com
MCpl Kelly Carter of 74 Communications Group Headquarters competed at the Canadian National Triathlon Championships. He completed the race with a time of 1:19:50.



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MFRC: NEWS

Tips to reduce back-to-school stress

Sarah Jenkinson
 MFRC

Returning to school or starting school for the first time can be a source of stress and anxiety, especially for military families who may be new to the community. However, parents can help empower their children to feel confident and in control. The following tips can help build resilience when faced with challenges.

Reduce unfamiliar elements

When children don't know what to expect on the first day of school, they may feel fearful. Parents can help to reduce unfamiliar elements by taking the child on a tour of the school or for a visit to

the school playground. For older children and teens, you can explore the school website together to learn about courses and extracurricular activities.

Get to know the teacher

Prior to the start of classes, give your child the opportunity to meet his or her teacher and to ask questions. This will increase your child's comfort with the teacher.

Get into a school routine

Before school starts, ease your child into a consistent school night routine, and give them the chance to practice and get familiar with it. Setting up a routine that allows children to choose their clothes and organize their backpacks the night before will reduce morning stress for everyone involved.

Dress for comfort on the first day

When young children

are dressed comfortably in clothes that allow them to dress and undress easily and independently, they will feel confident and in control. For teens, drop by the malls or youth centres to check out the local styles.

Communicate

Keep the lines of communication open with your child and provide opportunities for them to talk with you about how they are feeling and what they are experiencing. Be an active listener. When children approach you to talk, show interest in what they are telling you and give them your full attention.

Be supportive

For the first week of school, try to arrange your evenings so that you can provide as much attention as your child needs. You can expect your child to be overexcited

and tired.

Keep it positive
 Focus on the positive things about going back-to-school such as seeing old friends and making new ones.

Create connections

It can be helpful to create connections between a child's home life and their life at school. For example, physical reminders of your presence like a note in their backpack can remind them that they are secure and loved.

If you are concerned about your child and you would like to find out about resources or supports in your community, contact your MFRC at 250-363-2640 (toll free: 1-800-353-3329).

Sarah Jenkinson is the Intake and Assessment Coordinator at the Esquimalt MFRC and a Registered Clinical Counsellor.

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Early bird gets the prize

Sara Mansi and Jon Chabun
 MFRC

By registering for Pacific Women's Day before Sept. 12, one lucky woman will win \$800 towards a new look. The new clothes, accessories, hair and makeup are part of the early bird draw for the MFRC's annual women's conference.

The prizewinner will meet with image consultant Hilary Jordan at the Bay where they will shop together and buy up to \$500 worth of clothes and/or accessories. The week before Pacific Women's Day, the winner will go to Applause Hair Studio to have her hair cut, styled and coloured.

The day of the event, she will have her

makeup done, wear her new outfit and be "revealed" at the event. The winner will have a picture taken before and after the event to help chronicle the transformation.

Pacific Women's Day takes place on Nov. 7 at the Laurel Point Inn. Registration fees are \$50 before Sept. 12 and \$55 after the early bird deadline. Each registration includes three workshops, a buffet lunch and the keynote speaker. For learn more on how to register, visit www.esquimaltmfrc.com or phone 250-363-2640 (toll free: 1-800-353-3329).

The MFRC will announce the winner of the makeover at West Coast Welcome on Sept. 12.

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Divers make a splash at graduation



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The Clearance Diver Course graduation parade was held at the Fleet Diving Unit (Pacific) and was reviewed by Capt(N) Paul Dempsey, Deputy Commander Canadian Fleet Pacific. Nine students graduated and received their dolphin pins.

Top left: Clearance Diver Course students and instructors, following a celebratory swim.

Bottom left: Following the graduation ceremonies, Clearance Diver Course 0003 students and instructors take a celebratory dip.

Top right: LS Drew Griffiths gives the thumbs after being presented with dive dolphins from former clearance diver Darryl Skaalrud.

Bottom right: Lcdr Jean Couillard, Commanding Officer of FDU(P), presents the Top Student Award to LS Ryan Burrell.

Bravo
ZULU



MCpl Victoria Bouchard of the Acoustic Data Analysis Centre (Pacific) is promoted by Maj Mike Verville and CPO2 Mike Vincelette.



Cadet Denby Nelson-Cossey receives the top cadet award in the Basic Pipes and Drums Course at Vernon Army Cadet Summer Training Centre from Reviewing Officer Major (ret'd) Roger Prouse, Vice President of the Army Cadet League of Canada, B.C. Branch.



General Walt Natynczyk, Chief of the Defence Staff signs for the new tow airplane at the Regional Gliding School.

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OBITUARIES

ANAKA, William 'Bill'

William Anaka passed away peacefully on August 17, 2009. He was born in Canora, Sask. on December 13, 1918. Bill will be missed by his wife, Jean Anaka; brother Eli (Liz), sons Lyle (Nora), Jim (Marian), Greg (Karen); daughters Candace Paulsen (Henry) and Tammy Lata (Rick); Grandchildren: Cindy, Connie, Carla, David, Ryan, Jennifer, Merissa, Stacie, Sarah, and Christopher; his 8 great grandchildren.

The family would like to thank the staff at Broadmead and Sunset Lodge, Dr. Neil Crofton and Beverly, VIHA and Veteran Affairs for their special care over the last few years.

A gathering in Bill's remembrance was held Saturday August 22, 2009 at 1 pm at the Somass Legion #169, 4680 Victoria Quay, Port Alberni. A second gathering was held at 2pm on Saturday August 29, 2009 at 123 Cheltenham St., Victoria, BC. In lieu of flowers donations can be made to the Royal Canadian Air Cadets, 1979 DeHavilland Way, Sidney, BC, V8C 5V5.

Bill is predeceased by his grandson Brian Anaka, brothers Steven, Peter and sister Mary. Bill was a decorated RCAF veteran.

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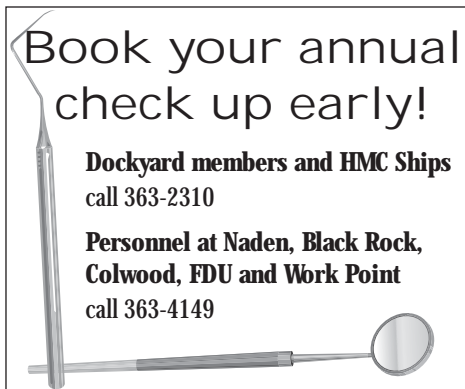


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 MORTGAGE TEAM
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Book your annual check up early!

Dockyard members and HMC Ships call 363-2310

Personnel at Naden, Black Rock, Colwood, EDU and Work Point call 363-4149



REACH FOR A HEALTHIER BODY



BOOTCAMP

12:05 to 12:50

At Dockyard Tuesday & Thursday
 At Naden Monday to Thursday

Give your business a **BIG BOOST** for a **SMALL PRICE**

Lookout classified ads offer great value for your small business.

Call 363-3014 for information about rates and advertising packages available.

Base Library Catalogue Online

<http://library.esquimalt.mil.ca>

Holds cannot be processed online at this time. If an item you want to borrow is out, call 363-4095 or email irwin.sl@forces.gc.ca to place a hold.

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Westwind Taxi

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SUDOKU SOLUTION

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

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142ND SAANICH FAIR

WESTERN CANADA'S OLDEST CONTINUOUS AGRICULTURAL FAIR

September 5 - 7, 2009

"HOW THE WEST WAS FUN"

FEATURED ENTERTAINMENT! See the complete list at:
www.saanichfair.ca

SATURDAY	6:00 pm	Que Bola Magic Show
	7:00 pm	The Timebenders
SUNDAY	6:30 pm	Honey Loaf
	7:30 pm	McQueen

See the complete list at:
www.saanichfair.ca

SAANICH FAIR HOURS! SAT. & SUN. 8 am - 9 pm
 MON. 8 am - 6 pm

NEW!

Duct Tape Contest sponsored by JACK FM 103.1
 Buy Local-Eat Natural-Real Cream Sampling
 Telescope viewing of the sun and stars 9 – 9
 Cupcake Eating Contest on Sunday
 Container Gardeners' Display
 Island Savings Penny Smart Shows & Booth
 Brand new Zipper, Scrambler & Roller Coaster

COME & SEE!

30 Added Attractions
 28 Midway Rides
 71 Corner Market Booths
 Over 500 chickens in the Poultry Barn
 5000 plus Exhibits
 Ethnic food from around the World
 & MUCH, MUCH MORE!

ADULTS: Sat. & Sun \$9 Mon. \$8
SENIOR/YOUTH: Sat. & Sun. \$6 Mon. \$5
CHILDREN (6 & Under): FREE

RIDE ALL DAY MIDWAY WRISTBANDS:
 Sat. & Sun \$29, Mon. \$24