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Chief of the Maritime Staff Vice-Admiral Dean McFadden receives the first Navy Centennial 2010 silver dollar from Ian E. Bennett, President and CEO of the Royal Canadian Mint.
See the full story on page 7.



photo by MCpl Roy MacLellan, DND

Big money

<p>NEWS 3</p>  <p><i>Boy needs life-saving medical aid</i></p>	<p>COMMUNITY 8</p>  <p><i>Innovators ensure submarines a safe workplace</i></p>	<p>FEATURE 9</p>  <p><i>CE Trouble Desk staff ready to take your call</i></p>
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Cpl Roderick Hopp, Base Imaging Services Esquimalt

PO2 Chris Lloyd and LS Rime El-dada patrol the RCMP-designated security perimeter surrounding the temporary accommodation vessel Staten Dam on Jan. 12 in Vancouver Harbour. The Staten Dam is the first of three contracted temporary accommodation vessels to arrive in Vancouver for the Olympics. They will house security personnel.

Olympic preparations are booming

Shelley Lipke
Staff writer

Vancouver harbour is quickly transforming for the 2010 Olympic Winter Games. One of three vessels, contracted to house security personnel for the next two months, is now berthed at Ballantyne Pier.

Part of the landscape also includes a massive floating barrier that will encircle the ships.

Installation was tasked to CFB Esquimalt's Queen's Harbour Master (QHM) staff with support from Fleet Maintenance Facility riggers.

The security boom was deployed using the 55-year-old steam crane YD 250.

"Queen's Harbour Master has the tugs, the barge and the people who are experienced with laying mooring buoys, and were the right people to do this job," said Cdr Dan LeBlanc, Chief of Staff to Maritime Component Commander.

Construction and installation of the barrier began Dec. 1 when 25 flatbed trucks arrived in Vancouver with an estimated 70 tonnes of above-water equipment needed to install the barrier. In addition, QHM shipped ground tackle, anchors, and chains on their barge from Esquimalt.

"The load on the barge was right to the limit," said QHM manager Doug Kimmitt. "We took over in excess of 250 tonnes of underwater equipment and support vessels, and we also had to transit our

smaller tugs to and from Vancouver for this job, which we usually don't do in the winter time."

Anchors were arranged on the ocean floor, with chains attached to floating buoys on the surface.

Kimmitt says it was challenge to place the anchors in the right place to ensure the buoys would allow the placement of a series of long black cylinders.

"The placement of the buoys was very critical," said Kimmitt. "The cylinders in-between the buoys all had to fit perfectly in sequence, if they were too close or too far apart they wouldn't form a complete barrier."

Using the tug boat Glendyne's navigational system and a portable back up GPS, QHM staff placed each anchor arrangement within one metre of the plans and then began attaching the cylinders to the buoys.

Last week, the Maritime Component's Combined Operational Dive Team secured the last two buoys, which were added late to avoid hindering the Vancouver rail shipping system.

One of the links on the security barrier can open to allow the other accommodation vessels entrance to the pier.

QHM will install one more security barrier later in

January near Cambie Street Bridge, controlling marine access to False Creek, home of the Olympic Athlete's Village.

Most Operation Podium contingents have arrived in Vancouver to provide security support to the RCMP-led 2010 Olympic security efforts. The remainder will arrive later in January.

"We have trained for this and we are confident that we have the right people and right equipment to handle assisting the RCMP with security," said Cdr LeBlanc. "This is one of the largest domestic operation ever conducted in Canada, involving more than 4,500 military."



Doug Kimmitt, Contributor

Queen's Harbour Master (QHM) mooring officer Ken Butler, and QHM employees Rick Carson and Jim Andrews prepare to install a massive security boom in Vancouver. The boom will protect the three security accommodation vessels during the games.

COMMUNITY NEWS: YOUR HELP IS NEEDED

Family struggles to save their son

Shelley Lipke
Staff writer

MS Quinton Combdon and his wife are turning to their military family for help sending their son to the U.S. for life-saving medical treatment.

Diagnosed with a rare gastro intestinal disease at birth, six-year-old Ashton Combdon has lead a life far different than other kids his age.

Making countless trips to the hospital, often unable to eat for weeks and missing school are all regular occurrences for the boy. Because of this disease, called colonic pseudo obstruction, Ashton is much smaller than other children his age.

"Because he can't digest his food fast enough to get the proper nutrients he needs, he gets fed through a tube," explains his aunt Katie Bennett. "He also has a second tube that gives him medicine so that he can go to the wash-room."

The solution Canadian doctors are recommending is surgery at the Nationwide Children's Hospital in Ohio with Dr. Di Lorenzo, a gastro intestinal department specialist.

"He is one of the few doctors in the world who



Ashton Combdon cuddles with his puppy Tucker. The six year old has a rare gastro intestinal disease and is awaiting treatment by a U.S. specialist that has been recommended by his Canadian doctors. His family is fundraising to help pay for the costly treatment.

surgery knowing exactly what portion of the colon needs to be removed.

"This doctor has worked with other children who suffer with this disease and has made great headway with them," said Bennett.

But the cost to send him to the U.S. is substantial.

"We began trying to raise money in October when we found out about the doctor in Ohio that could help. Medical care in the States is very expensive,

contacting radio stations, the fundraising is ongoing, and individuals and organizations have stepped up to help.

An event at the Pacific Fleet Club on Jan. 9 provided a much-needed boost.

"During this event we raised \$14,655 for Ashton's surgery and one woman who won the Sooke Lioness Lions Club 50/50 draw donated the winnings back to the family," said Bennett. "The Esquimalt Legion donated \$3,000, the Fleet Club donated \$1,000 to cover the cost of renting the hall, and Help Fill A Dream showed up and offered to pay airfare and accommodation for the Ohio trip. My whole family was in awe of the immense support that we received, and continue to receive, from the entire military and civilian communities. It was really inspiring to see everyone come together to help out a local child in need," she said. "We'd really like to thank everyone for their

support and let them know that it means a lot to us and to Ashton."

The family made a DVD of Ashton's thoughts regarding the Ohio trip and his hopes to get better. This DVD will be distributed as a personal way of saying thanks to the community and businesses that came forth to help.

Since the family first learned of the Ohio doctor, they found that following the Ohio surgery, Ashton will need to see a genetics specialist in Chicago.

Because they are unsure of the costs associated with both appointments, they are continuing with their fundraising efforts.

Ashton understands that people are coming together to help him. "He hopes that his tubes will come out forever," said Bennett.

People wishing to help in any way can search for Ashton Combdon on Facebook or email his family at Kbennett1@live.com or call 250-642-0203.

Medical care in the States is very expensive, and part of the problem is that we don't know to what extent his care will cost.

-Katie Bennett
Ashton's aunt

can do this procedure," says Bennett. "This doctor will go in through Ashton's two tubes and test with cameras to pinpoint the part of his colon that is causing him problems." Then Canadian doctors could perform

and part of the problem is that we don't know to what extent his care will cost," said Bennett.

The family estimates \$30,000 is needed.

Through a Facebook group, silent auctions, handing out letters and

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

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

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



Circulation - 4,500

One year subscription - \$35.31

Six month subscription - \$17.66

Three month subscription - \$11.77

A Division of Personnel Support Programs
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People Talk

Lookout asked this question:

If you could eliminate one habit, what would you stop doing?



I'd eliminate spending money frivolously and stop buying cars. I have a jeep and three sports cars and my wife has a mini van. So with the money I'd save from not buying cars I'd build a five or six car garage to put them all in.

Kurk MacKay,
Electronics Technician



I would stop throwing garbage in front of the passenger seat in my car. It drives my wife crazy and this, in turn, drives me crazy. It's a nasty habit.

Court Russell,
Sonar Technician



I'd quit smoking. I'd quit for cost and health reasons. I've never tried to quit before, and would probably talk to my physician to see what he recommends. I've been a smoker for 20 years and I think in about a year I'll be ready to quit.

Darek Literowicz,
Electronics Technician



Smoking. I should knock that off because it's a nasty habit, and I've been smoking for 20 years now.

LS Sheldon Parsons,
Communications Technician



Napping during the day. When I nap during the day I can't sleep at night and just watch TV. I usually have a nap every couple days when I'm lazy after work, and then I can't sleep.

MS Devon Larson,
Communications Technician



FINANCIAL TALK

Understanding credit: Part one

Carl McLean

Credit availability has become more and more abundant in our society and as such, your credit report and thus your credit rating affects all aspects of your financial activities. Your credit rating also has the ability to affect the job you get, the apartment you rent, and even the ability to open a bank account. Your credit report is simply a listing of all of your consumer debt.

Here in Canada, the two main credit reporting agencies are Trans Union and Equifax. Both agencies have a credit history file on anyone who has ever borrowed money. Every time you borrow money, or make a payment on a loan or credit card, the lender reports the information about the transaction to these two agencies. In addition to credit information, you will also find liens and judgments on your credit report as well as your address and your work history. The accumulation of all of this information is called your credit report.

The information on your credit report varies based on your creditors and what they have reported about you. Potential lenders and others, such as employers, view your credit history as a reflection of your character. Whether we like

it or not, our financial habits have a lot to say about the way in which we choose to live our lives.

One thing that many people do not know is that you have the legal right to obtain a copy of your credit report. A mortgage professional can help you obtain a copy of this report and go through it with you to verify that all of the information is true and correct.

The good news is that your credit report is a working document. This means that you have the ability over time, to repair any damaged credit and increase your credit score.

What is a credit report? A credit report is a snap shot of your credit history. This can be the deciding factor on whether or not lenders will entertain your request and at what level. It is essential to understand that all items (good and bad) stay on your report for 7 years. Credit or beacon scores range from 300 to 900, the higher your credit score the better. The mortgage products and interest rate that you will qualify for are often determined by your credit score.

When is a credit check made? Every time you seek to borrow money a credit check is done.

Whether you are seeking a car loan, personal loan, credit card, or mortgage, lenders will want to ascertain that you are reliable, credit worthy and capable to repay the loan. Landlords, employers and insurance providers may also request permission to check your credit file. In all, lenders want to ensure you are not a high risk, and their loan will be repaid on time.

How is your credit rated? Your credit is rated by a combination of a letter and a number. The letters are "T" which indicates that the source of credit is repaid by installments. That is, you have borrowed money that is being repaid over a specific period with specific payment amounts. The next letter is "O" meaning open credit. This type of credit includes items such as lines of credit and student loans. For this type of loan, you have only a minimal amount to repay monthly and you can pay more if you wish. The last letter is "R" which stands for revolving credit such as credit cards. On these accounts, you can borrow up to the credit limit and make any payments you want as long as the minimum payment required is paid.

Following each letter is a number

and they range from 1-9. Lenders will want to see a number 1 because it indicates that you repay your debt on time and according to the contract. A number 2 indicates that you are more than 30 days behind in making a payment. Number 3 means you are 60 days and so on. Lenders may often refuse to lend the full amount you requested when they see higher numbers on a credit score. When reaching number 6, items usually make their way to collection agencies and this can become uncomfortable for everyone involved. Number 7 indicates that you are now under a consumer debt proposal and working at repaying the debts. The number 8 will see your beloved car repossessed and number 9 let's lenders know that the charge was written off and this will cause you nothing but grief when seeking credit for at least the next seven years.

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AFGHANISTAN NEWS: FROM THE FRONT LINES

Clearing mines, making roads, Badger does it all in Afghanistan

Cpl Jason P. Lafrenière and Sapper James N. Percy
11 Field Squadron

Armoured engineers have one of the most important roles in Afghanistan today. They are combat engineers who have been trained to use the armoured engineer vehicle (AEV), also known as the Badger.

Although it is a piece of equipment with many years of service, the Badger is one of the most important assets currently in theatre. The Badger is a heavily armoured engineer tank built on the chassis of the Leopard 1 main battle tank and equipped with a twin super-charged 840-horsepower engine.

The Badger has many capabilities, including a large dozer blade, a telescopic excavator arm, a capstan winch capable of a constant pull of 35 tonnes, and a welding system. It can be driven cross-country, even at night using light-amplification optics. On every mechanized operation the Canadian Forces conducts in

Afghanistan, you will find the Badger as one of the lead elements in the combat team. Following a tank equipped with a mine roller, the Badger uses its dozer blade to breach a safe lane for other combat vehicles.

Mines and IEDs are a threat to all coalition vehicles in Afghanistan, and the Badger helps to reduce this threat by bulldozing combat roads.

Another important task the Badger does in Afghanistan is creating roads through otherwise impassable terrain. One terrain feature in particular that proves difficult for wheeled vehicles is the wadi, a small river-like channel used by the locals to irrigate their crops. Wadis can be quite deep and filled with water. A Badger deals with a wet wadi by placing a fascine in it to "breach" the wadi and create a road. The fascine is a 2.5-tonne piece of equipment made of reinforced piping linked together with chains. The Badger operator drops the fascine into the wadi and pushes dirt on top of it to provide traction for wheeled vehicles while water passes through the fascine

underneath.

Another task assigned to the Badger is scraping leaguers. A leaguer is a defensive position the combat team uses while out on operations. In the leaguer, the Badger digs hollows in the ground to provide some protection from enemy fire for sleeping troops and combat vehicles such as the LAV III. These are just some of the many tasks performed by armoured engineers. A Badger crew consists of two people, the operator and a crew commander. The operator's job is to drive and operate the hydraulic controls. The crew commander's job is to command the vehicle while monitoring the radios and handling the C6 machine gun.

The Badger works hard in Afghanistan, and after each operation the vehicle usually requires at least 24 hours of maintenance before it can be considered fully operational again. The maintenance tasks include inspecting the track, applying the appropriate torque to road wheels and shock absorbers, and cleaning air and fuel filters.



Courtesy 11 Fd Sqn

The Badger's large dozer blade, used to breach safe lanes for other combat vehicles, and the telescopic excavator arm make this armoured engineer vehicle an essential piece of equipment in Afghanistan.

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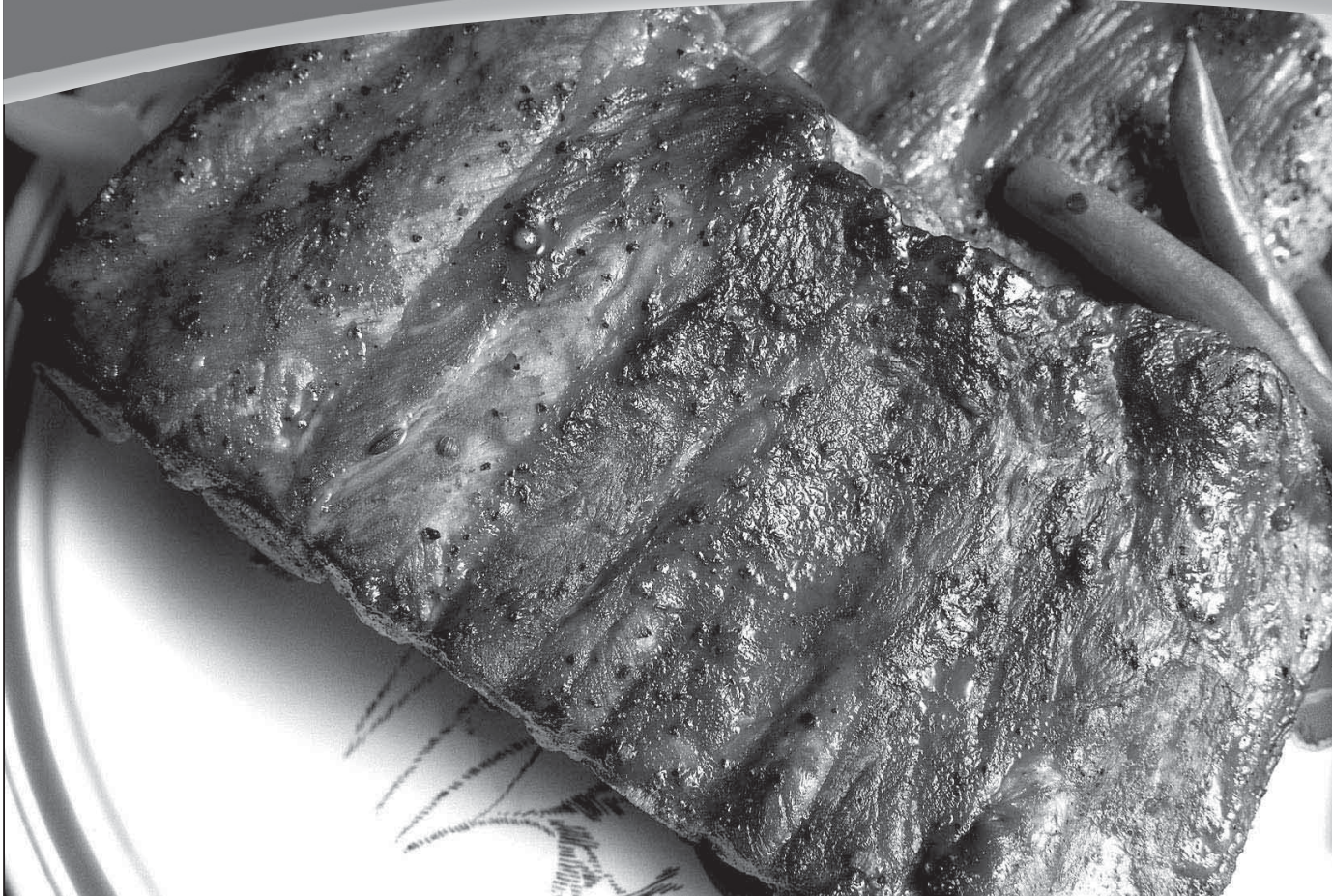
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Mint releases centennial coin

The Royal Canadian Mint has chosen the Navy Centennial as the theme of its 2010 silver dollar.

The coin displays the image of HMCS Sackville, one of 122 Flower-class corvettes in operation by the end of the Second World War, when Canada boasted the third largest navy in the world.

Designed by Nova Scotia artist Yves Bérubé, the sterling silver dollar features HMCS Sackville in action on the high seas, surrounded by the Navy's motto "Ready Aye Ready/Prêt Oui Prêt" engraved in Morse code. Canada's last surviving corvette now serves as The Canadian Naval Memorial, berthed in Halifax Harbour as a living museum.

"The Royal Canadian Mint is proud to celebrate Canada's heritage, culture and values through the rich and excit-

ing variety of collector coins it produces every year," said Ian E. Bennett, President and CEO of the Mint. "In 2010, Mint employees are honoured to pay tribute to the distinguished celebration of the centennial of Canada's Navy."

Limited to a mintage of 50,000, the 2010 Proof Silver Dollar is available for \$47.95. The brilliant uncirculated version of this coin also retails for \$39.95 and is limited to a mintage of 30,000. The same design is reproduced on a selectively gold-plated proof dollar coin, which is exclusive to the Mint's 2010 Proof Set. Only 55,000 sets with a suggested retail price of \$99.95 are available world-wide.

For more information about purchasing the centennial silver dollar, visit www.mint.ca.

New at the Base Library

DVDs

- The Hurt Locker
- District 9
- Paranormal Activity
- 500 Days of Summer

Books

- *Honor of Spies* by W.E.B. Griffin
- *Altar of Eden* by James Rollins

- *The Help* by Kathryn Stockett
- *New York* by Edward Rutherfurd
- *Stones into Schools* by Greg Mortenson
- *Debt-Free Forever* by G. Vaz-Oxlade
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Shelley Lipke, Lookout

Mechanical fitter Rick Hartley, technician Barry Ross and machinist Mike Bozman are the proud developers of a new safety device that ensures caps on valves don't blow off and injure workers.

Innovation alive and well in dockyard

Shelley Lipke
Staff writer

An innovative safety device that took three years to design and manufacture is now being used by Fleet Maintenance Facility mechanical fitters working on HMCS Victoria.

Last November trades people began using the "bonnet restraint" device that ensures their safety when working on the submarine's high pressure valves.

The initiative and creativity of the dockyard trio who created the device has not gone unnoticed. They each received an award recently for outstanding dedication to safety.

"We have 30 mechanical fitters on the sub repair project and they have welcomed this engineered safety measure with open arms," says mechanical fitter, and device creator, Rick Hartley. "They are glad to have a safety device to use so no one gets hurt."

Hartley, technician Barry Ross and machinist Mike Bozman took on the project following an accident three years ago when a bonnet covering a valve ejected under high pressure, injuring the worker.

From the incident new safety measures were implemented, including developing an engineered device that would protect them when working on valves.

"It needed to be small enough that mechanical fitters could work around

tight spaces on the submarine, and also be strong enough that if a bonnet on a valve ejected under pressure, the device would take the pressure and prevent the worker from being injured," said Ross.

The bonnet device is specific to valves used on the submarine and since there are three sizes of valves, they created three device sizes. The restraint also includes a jacking mechanism so workers can remove the bonnet without damaging the valve.

The mechanism has two collars that go around the flange of the bonnet, and locking pins are used to join the collars. Then jacking bolts are used to extract the bonnet in a controlled manner. "With this device workers can extract the bonnet easily, to the point they can hear the pressure backing off," says Ross.

It was a team effort, Ross says, and while the three worked together for the entire project, they received help from others. Industrial projects engineer Gordon Hardy spent six months engineering the restraint strap that absorbs the pressure and stretches to seven times its size to keep the bonnet from fully ejecting should there be a release of pressure.

"We went through four prototypes and four revisions before we had a final design solution, and by no means was it an easy device to create," said Ross. "A lot of research and develop-

ment went into it, and it was difficult because the amount of force involved to stop one of these bonnets was a factor; so we needed the proper material to absorb the energy," said Ross.

The mechanical fitters are delighted with the new bonnet restraint, says Hartley. "It gives them real piece of mind when working on the valves, and the timing is crucial because they are entering a work period involving putting things back on the boat and charging the systems, so they are using it a lot."



Shelley Lipke, Lookout

It's small and innocuous, but this newly developed device will ensure worker safety.

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Carmel Ecker, Lookout

Left: Annette Fletcher, Dorothy Popolow and Lance Jesson form Construction Engineering's Trouble Desk team.

Above: Capt Sophie Nadeau, CE's Customer Service Officer.

Turning negatives into positives

Life at the CE Trouble Desk

Carmel Ecker
Staff writer

A cubicle on the second floor of building D575 is the front line of building maintenance and repair at CFB Esquimalt.

Three people at the Construction Engineering (CE) Trouble Desk answer calls ranging from plugged toilets and injured wildlife to requests for major renovations.

If it's on base property – not in the water, as in the case of a dead seal last fall – the CE Trouble Desk is the place to call.

Able to see CE's current and past jobs with a few keyboard strokes, Lance Jesson, Annette Fletcher and Dorothy Popolow form the link between CE and its customers.

Each morning they get a list of available trades people and have the task of dispatching these people to emergency jobs as

calls come in for buildings in dockyard, Work Point, Rocky Point, and everywhere in-between.

They must stay in sync with each other so they don't call out the same person to two different jobs at the same time.

Since days can get quite busy with 50 to 75 calls a day, the team has several time-saving tools around the office, including a quick reference whiteboard covered edge to edge with codes for

Every call I get is a negative – 'I have a broken thing.' We're trying to turn those negatives into positives.

Lance Jesson
CE Trouble Desk

regular maintenance such as changing light bulbs and cleaning gutters.

A memory for details, good communication skills and a pleasant demeanor are necessities for a good day on the job, says Jesson, the team's senior member with 12 years of experience.

"Every call I get is a negative – 'I have a broken thing,'" he says. "We're trying to turn those negatives into positives."

As he talks animatedly about his job, Jesson's phone rings. He answers with a casual friendliness that matches his jeans and t-shirt. Though it's late in the day, he assures the client on the other end that help is on the way: "I'll dial and smile and we'll make something happen for ya."

People at the other end of the phone can sense it when you're smiling, he says. It puts clients at ease and makes CE trades people

more willing to put in extra effort to get something fixed sooner.

Anyone can make the call when a building needs repairs or maintenance, but it's best to go through a unit representative, says Capt Sophie Nadeau, CE's Customer Service Officer.

"We appreciate it when they go through the unit representative because it avoids us getting five or six calls for the same toilet," she says, referring to one of the most common calls.

Capt Nadeau also advises providing as many details as possible, whether clients are calling in a problem or checking up on the status of a job.

Details help the clerks accurately log new jobs in their database, and when someone calls for an update, job details help them to quickly find the correct entry.

On a day with a high volume of calls, expediency is key.

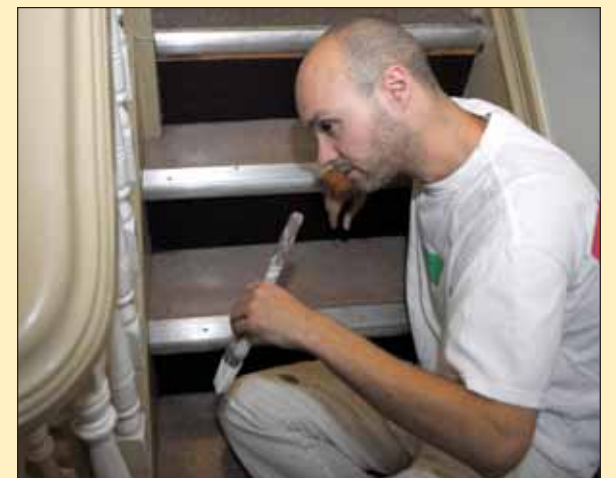
The number of calls to the Trouble Desk fluctuates primarily due to weather, on which Jesson keeps a close eye. High winds or cold weather often mean more calls due to building damage or cries for more heat in buildings.

While the Trouble Desk clerks can quickly take care of small emergency jobs, larger tasks such as renovations over \$10,000 are passed up to one of three analysts who assess them based on need and financial constraints.

Jobs are recommended to CE Executive Officer Maj Peter Weatherley who has the task of balancing the needs on the base with the money he has to meet them. That job has been more challenging than usual under current budgetary constraints.

Repairs or upgrades that affect health and

Maintain and Repair



Shelley Lipke, Lookout

Base Construction Engineering employees keep CFB Esquimalt in tip top shape, performing maintenance and repairs ranging from painting to roadwork.



safety always get done as do requests that effect the ships' ability to sail, says Capt Nadeau.

If there is extra time and money, usually at the end of the year, items on the want list are prioritized.

With roughly 900 buildings and thousands of peo-

ple to cater to, CE staff have no trouble staying busy throughout the year.

"It's a challenge to keep things in top working condition," says Jesson. "It's just the nature of the beast. We have a big property and there's lots of infrastructure."



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Photos courtesy of CWO Riley Dunlop

Above: Cadet CWO Riley Dunlop crosses a rope bridge over New Zealand's Makutituki River Valley.

Right: Cadet Dunlop is at the centre of the group displaying the Army Cadet banner at Dragonfly Peak in Mount Aspiring National Park.

Cadet adventure pays off

Shelley Lipke
Staff writer

Eighteen-year-old army cadet Riley Dunlop of Victoria spent his Christmas break traversing the rugged, remote, mountainous New Zealand terrain with 15 other cadets from across Canada on the 2009 International Cadet Expedition.

Being involved in the Victoria cadet corps has always been Dunlop's passion and this expedition was the "icing on the cake" of his sixth and final year with cadets, and a great way to celebrate his last cadet involvement before he joins the army.

"Cadets is the best youth program in Canada, and when I found out I was selected for this expedition I was so excited," said Dunlop. "I love that cadets provides the chance to lead, and the chance to learn from the different adventures."

The Cadet International Expedition has taken cadets to countries such as Costa Rica, Hawaii, France, and Morocco over the past eight years. This program is geared to army cadets ages 16 through 18, and is set up to foster, test and mentor their leadership, problem solving, self confidence and communications skills in a fun, challenging environment while they enjoy outdoor pursuits.

The adventure began on Dec. 27 when cadets from across Canada, and as far as Yellowknife and Newfoundland, flew to Vancouver and prepared for their flights. Each cadet was given a rucksack and money to purchase hiking boots.

"We had been given an itinerary and a website to look at, so we had an idea of what we'd be doing. Everyone was very excited to travel through the South Island of New Zealand while hiking, sea kayaking and meeting the New Zealand cadets," said Dunlop. "During our hiking expedition we slept in tents or mountain lodges."

Along with three cadet cadre officers, and local New Zealand guides, the group took on demanding day hikes and a three night trek of the world-renowned Routeburn Track through Mount Aspiring National Park.

This hike was a highlight for Dunlop. For six to 10 hours a day they slugged up mountains, crossed bridges, and shared stories and laughs while passing glaciers, waterfalls and stunning landscapes.

"We saw rock walls, waterfalls and mountain peaks. This was my first trip to New Zealand and the scenery was amazing," he said.

As they pushed their mental and physical abilities while climbing mountains, they marvelled at how hiking in New Zealand was different than Canada.

"I'm used to looking out for bears and not leaving food out at the campsites, but here there are really no threats like bears, or poisonous insects. It was so safe."

The last time Dunlop had kayaked was in a white-water setting, so the tandem sea kayaking in the calm aqua waters off New Zealand is another memory that he holds of this trip. Although the cadets were badly bitten

by sand flies, the experience only brought them closer as a group for the laughter they shared.

A large portion of the trip was geared to cultural outreach and experiencing New Zealand, and for this cadets teamed up with their New Zealand counterpart for a barbecue and game of cricket. While the Canadian cadets were clueless on how to play the game, they rose to the challenge and learned the game.

Then a photo scavenger hunt was used to build camaraderie among the corps.

"In Christchurch we broke into groups and were teamed up with two New Zealand cadets and we had to use clues to find different things within the city. Once we found each item, we had to ask a person on the street to take a photo of us with the item. The first team back with all the correct photos was the winner," said Dunlop. "This was a really fun way to experience the community of Christchurch and get to know the New Zealand cadets."

Dunlop said this expedition was a great ending to a wonderful cadet career and he was fortunate to be given this opportunity. He's wanted to join the army since age 10, so he is eagerly awaiting this next challenge.

Next year the venue for the International Cadet Expedition is set to see army cadets climb to the base camp at Mount Everest. For more information on the cadet program for youth ages 12 to 18 or the army cadet expedition go to www.cadets.ca.



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Three members of 44 Engineer Squadron 39 Combat Engineer Regiment joined a civilian for a dip in the chilly on New Year's Day waters of the Columbia River near Trail. The squadron organized the Trail annual Polar Bear Swim and ensured there was a bonfire on the beach to keep participants toasty warm outside the water.

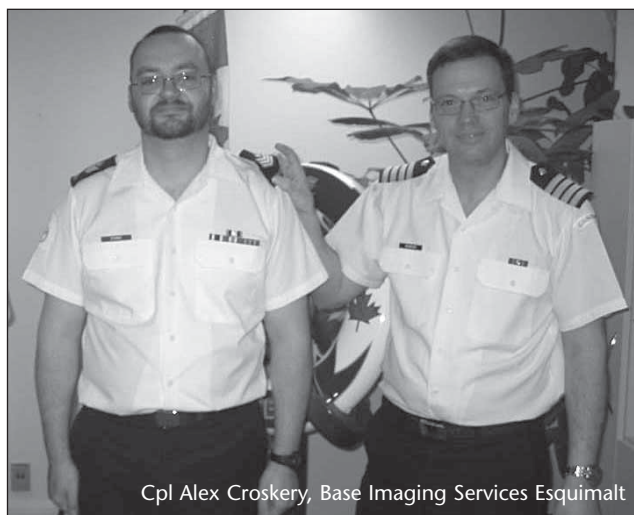
Mike England, Contributor



Left: RAdm Nigel Greenwood and Japanese Maritime Self-Defense Force Rear Admiral Tomohisa Takei exchange gifts on his visit to Maritime Forces Pacific.

Below: LCdr Graham Collins, Combat Training Officer at CFNOS Halifax, presents LS Jonathan Rielly (HMCS Winnipeg) the Top Student Award in recognition of his hard work and dedication to his academic achievement while attending the Sonar Operator QL5A course.

Below left: MS Evans is promoted to Petty Officer Second Class by Capt Martin Adamson.



Cpl Alex Croskery, Base Imaging Services Esquimalt



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Shelley Lipke, Lookout

Thirty employees at the Base Logistics clothing store enjoy an assortment of Subway sandwiches and a live radio broadcast from dockyard's clothing store on Jan. 8. Kellee Battie was able to treat her co-workers to the unique lunchtime treat after applying online for the 100.3 the Q radio station's Rockline on the Road contest. Two deejays hosted the program while playing 10 songs Battie requested.

Sailors will soon dress to the "T"

Shelley Lipke
Staff writer

Sailors won't have to roll up their sleeves anymore when they're digging deep into their work.

They are now being issued five black t-shirts as part of their naval combat dress (NCD).

The new top wear is part of the naval improvement clothing and equipment (NICE) program.

"It's been a long time coming," says base clothing

stores chief, CPO2 Brian Clouter. "The air force and army always beat us to the punch when it comes to new clothing and equipment."

The army has green t-shirts and the air force blue ones.

Most sailors involved in Operation Podium have received their t-shirts, and Clothing Stores is scheduling each department and ship on base to pick up their t-shirts. A message on the MARPAC Notice Board

and through routine orders will alert departments of their pick up time.

The black shirt will help distinguish navy from army and air force when sailors are wearing Canadian disruptive pattern (CAD PAT) dress.

Other clothing incentives are in store for the navy through the NICE program.

"We'll start to see other new equipment on our shelves like a replacement for our wet weather

gear and new two-in-one raingear, which is a totally waterproof walking-out dress for the navy," said CPO2 Clouter.

The NICE program started nearly three years ago to improve and introduce new naval dress and the majority of the trial clothing had very favourable feedback. The wheels of progress move very slowly when new clothing is being brought into the system so patience is a virtue," says CPO2 Clouter.



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All Serving and Retired Members of the Military Photographic Community

Whoever said that Vancouver's 2010 Olympics was the most important event of the year did not know about Milfoto 2010! So mark your calendar now and reserve the weekend of **August 20-22, 2010** for a good time and get together with your fellow photographers at the 11th Milfoto Reunion. Having received very positive comments regarding our 2005 Reunion at 8 Wing Trenton, we decided to book the same facilities. Trenton's central location, the Wing's ability to accommodate large groups, reasonable cost of facilities, food, and accommodation was a deciding factor in our choice. Add to that the great memories it will bring back for most military personnel that transited through Trenton at one point in their career.

In preparation for this Reunion, the organizing committee has been hard at work since spring 2008. The full schedule has yet to be finalized but here are some of the events already planned:

Friday, 20 August • **Meet and Greet**
Saturday, 21 August • **Golf (9 holes, best ball)**
 • **8 Wing Imaging section & Air Force Museum tours**
 • **Baker Island BBQ and equipment display**
 • **Dinner and Dance**

Sunday, 22 August • **Sunday Brunch and departure**

Your registration cost for this event will cover the following meals: Friday Meet & Greet, Saturday Lunch (BBQ) & Dinner, and Sunday Brunch. Golf and accommodation are not covered by your registration. Early-Bird registration using the enclosed form would be greatly appreciated. Additional information regarding reunion activities, accommodation, transportation, and car rental will follow in our second communiqué scheduled for the beginning of May 2010.

We would like to communicate with you by email if possible. Please provide us with an email address at your earliest convenience. We are still trying to locate fellow photographers, so spread the word around or send us their address and we will gladly contact them. We would like to see as many photographers as possible attend.

For more information, please contact any committee member or visit our web site at:
www.milfoto.ca

Your fellow military photographers and I look forward to seeing you there!

Lise Gallant
 Lise Gallant
 Chairperson
 613.830.8942
Lise.gallant@forces.gc.ca

Michel Roy
 Michel Roy
 Vice-Chairperson
 613.990.2305
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Fire alert: Stay warm and safe

Mike McLean
Fire Inspector

We have all seen and heard many reports of home and apartment fires happening around this time of year, in our local and national news reports.

Heating equipment is a leading cause of home fire deaths. Almost half of home heating equipment fires are reported during the months of December, January and February. Some simple steps can prevent most heating related fires from happening.

Safety Tips

- Keep anything that can burn at least three feet away from heating equipment, such as the furnace, fireplace, wood stove or portable heater.

- Never use your oven for heating

- Have a qualified professional install stationary space heating equipment, water heaters or central heating equipment according to the local codes and manufacturer's instructions.

- Maintain heating equipment and chimneys by having them cleaned and inspected annually by a qualified professional.

- Turn any portable heaters off when leaving the room or going to bed. Only use portable heaters that have an automatic shut-off function, in the event of accidental tip over. We always stress how important this tip is for any office space or building around CFB Esquimalt.

- Only use heating equipment that has the label of a recognized testing laboratory.

- Make sure the fireplace has a sturdy screen to prevent sparks from flying into the room and burn only dry seasoned wood. Allow ashes to cool before disposing in a metal container, which is kept a safe distance from the home.

- For wood burning stoves, install chimney connectors and chimneys following manufacturer's instructions or have a professional do the installation.

- Make sure all fuel-burning equipment is vented to the outside to avoid carbon monoxide poisoning.

- Install and maintain carbon monoxide (CO) alarms to avoid the risk of CO poisoning.

- If you smell gas in your gas heater or anywhere in the house, do not attempt to light the appliance. Turn off all the controls and open doors and windows. Leave the house, and call your local fire department and gas supplier.

- Test smoke alarms at least monthly. It is a great idea to have alarms that have a battery back-up function. Just in case the power goes out, we have all experienced losing the power at some point in time.

If you have any questions or concerns please contact the CFB Esquimalt Fire Prevention Branch at 250-363-1538.

Maintain heating equipment and chimneys by having them cleaned and inspected annually by a qualified professional.

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