

Volume 55 Number 5 | February 1, 2010

LOOKOUT



MARPAC NEWS CFB Esquimalt, Victoria, B.C.

Year of the Canadian Naval Centennial



Olympics set to ignite

Andrea Kelly carries the Olympic Torch while riding in a Bison from Tilley Ave to Champlain St. in Gagetown, NB. A team of 20 runners was chosen to run on the base during the 2010 Olympic Torch Relay. The Olympic Torch Relay has been crossing the country since Oct. 20 and will end on Feb. 12 in Vancouver.

Private Shellie Cyr, CF Imagery Technician

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NEWS 6
Reservist has front seat at Olympics



FEATURE 8
Life and death a reality for rescue coordinators



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Olympic defenses



Sergeant Paz Quillé, Combat Camera

Above: Simulating an attack scenario on force protection members, MCpl Frédéric Tremblay (left), from Canadian Forces Support Unit Ottawa, demonstrates a self-defense technique against Cpl Jeff Frouws, from CFB Borden. The exercise was part of security training for military police working in Joint Task Force Support Element for Operation Podium, the CF contribution to overall security of the Vancouver 2010 Olympic and Paralympic Winter Games.

Below: LS David Leigh, a member of the Combined Operational Dive Team, checks the watery underbelly of Canada Place in Vancouver Harbour for dangerous items using "Scooter," the Dive Xtras CUDA underwater propulsion device.



MCpl Chris Ward, Combat Camera

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Decorative plates celebrate military service

Carmel Ecker
Staff writer

A self-taught artist from Saskatchewan is using her talents to promote Canada's Navy.

Bonnie Saunders has spent the last year and a half creating unique art pieces that feature military badges and ship crests.

Her canvass is an eight-inch clear glass plate. Using decoupage and paint, she hand-makes each piece, which are framed in a shadow box lined with a rich red ultra suede.

A signed and dated bilingual certificate of authenticity is included with a custom-ordered plaque engraved with a name and rank or congratulatory message that is fixed to the bottom of the frame.

front of the plate smooth, providing depth to the art below.

With the images in place, Saunders begins several stages of painting and curing before the plate is sealed and framed.

Saunders' idea for the plates began when she saw a similar product on TV about 15 years ago. Once she decided to try it for herself, it took five years to perfect her technique.

She originally began her business with plates featuring her own coloured pencil artwork that were complemented by her trademark: a rich faux crackle background that she continues to use on the military plates.

As she goes through the process, which takes several days, Saunders must be dili-



"I'm a one person show so it's a lot to coordinate, along with the family life that includes two children and a husband, but it's worth it. I really enjoy it. I have met some wonderful people along the way, which makes it even more rewarding," she says.

Saunders first explored the use of commemorative plates while looking for a niche market to expand her sales. She asked the RCMP for permission to use their crest to make unique commemorative plates.

The success of these, often being purchased as graduation gifts for new officers or as retirement gifts, led Saunders to approach the Canadian Forces about making a similar product.

It took nine months to obtain a licensing agreement through Crown Copyright and Licensing, who is her liaison with the Department of National Defence. The approval process to obtain badge images has shortened immensely and now takes between two to four weeks.

As each badge request comes in, and is approved by the Commanding Officer of each unit or branch, it is added to her sizable repertoire that spans units across all three environments.

Some of her plates have ended up in prestigious hands.

Saunders presented her first military badge plate, the Canadian Forces Crest Plate, to Gen Rick Hillier

in June 2008 just before he retired as Chief of the Defence Staff.

Saunders says she was pleased he was the first recipient, since he is the creator of the Military Families Fund, a fund that Saunders supports with the sale of each CF badge plate.

"I never imagined I would be presenting it to him in person at a Military Families Fund Gala. He was so worthy to receive it - it was a very memorable occasion that I will cherish," she says.

Other notable people to receive her work include Prince Edward, Earl of Wessex; the Premiers of Western Canada; and hockey hall of famer Paul Coffey.

Saunders says she is very proud to be able to provide her heirloom quality mementos to commemorate CF members' service to Canada.

"They are ideal for so many occasions, such as change of command gifts, graduation gifts, tributes to veterans and personal keepsakes, to name a few. My hope is that I am creating something that will be cherished and passed on to family members for generations. The testimonials I have received from recipients are very heartwarming."

Plates can be ordered through Saunders' website, www.forces-memorabilia.com.

My hope is that I am creating something that will be cherished and passed on to family members for generations.

-Bonnie Saunders
Artist

The whole package costs \$149.

Saunders is elusive about her 14-step process to make the plates and no one is allowed to enter her country studio, which is located in a century-old church in Frenchman Butte, SK.

"It's a unique trade secret so I can't give you the details," she says.

Sparse with the finer points, she says each piece starts with cutting out a paper copy of the high-resolution image, which is applied to the plate from the back.

"It's done in an upside down backward process," she says, which leaves the

gent to keep her studio at the right temperature and humidity. If either of those elements strays too far from ideal, it ruins her work and she has to start over.

But those aren't the only things that can go wrong. A simple dust speck or loose paintbrush fibre on the plate's surface can spoil it.

Because of this potential for disaster, when Saunders gets an order for a plate, she makes three at the same time so she has backups.

The learning process has been tedious at times, but Saunders says she enjoys it. She builds her own websites and does her own marketing.

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WHO WE ARE

MANAGING EDITOR

Melissa Atkinson 250-363-3372
melissa.atkinson@forces.gc.ca

STAFF WRITER

Shelley Lipke 250-363-3130
shelley.lipke@forces.gc.ca

PRODUCTION

Carmel Ecker 250-363-8033
Shelley Fox

ADMINISTRATIVE ASSISTANT

Kate King 250-363-3014
kate.king@forces.gc.ca

ACCOUNTS

Kerri Waye 250-363-3127
kerri.waye@forces.gc.ca

SALES REPRESENTATIVES

Ivan Groth 250-363-3133
ivan.groth@forces.gc.ca

Joshua Buck 250-363-8602
joshua.buck@forces.gc.ca

EDITORIAL ADVISOR

Lt(N) Michael McWhinnie 250-363-4371

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CFB Esquimalt, PO Box 17000 Stn. Forces,
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WHAT SAY YOU

Signals Operators: You can talk about us, but you cannot talk without us

Cpl Jeffery Stewart-Taylor
Joint Task Force Afghanistan

I laughed to myself when I read the basic requirements of a Signals Operator (Sig Op) on the Canadian Forces recruiting website some time ago.

Among the obvious requirements for this trade, such as good manual dexterity (typing), learning and retention skills, I thought the need to be "loyal" and "psychologically stable" were odd traits to state.

In fact, no other description of a CF trade that I could find on the website includes these qualities.

I didn't stop laughing until I reached Afghanistan and began to understand why these characteristics were required to be a good signaller in a combat zone.

From a technical perspective, the smooth transition of voice and information across the airwaves depends on our ability to maintain the various communications network systems, such as Combat Network Radios (CNR), telephone systems (VoIP), and computer hardware and software packages, to name a few. However, all this advanced technology is absolutely useless if the Sig Op is not mentally prepared to accept responsibility for staying calm and cool in the face of chaos. This is where psychological stability is an absolute must!

No matter where you are — whether you are maintaining the radio traffic logs in the Tactical

Operations Centre, monitoring frequencies and equipment in a remote radio-rebroadcast station, maintaining a communications link between a command post and a LAV III rolling down the highway in convoy, or under enemy fire while on a dismounted patrol — you must be able to stay focused on transmitting clear and accurate information at all costs.

Our own lives, let alone the lives of others, depend on it!

The loyalty aspect of the Sig Op trade could be said to be the same, being psychologically stable; in that in the face of diversity you are dependable on getting the message out. However, this trait goes beyond the ability to handle any given situation and still be mentally capable of functioning effectively.

Loyalty is a further display of your faithfulness to the given and expected commitments and obligations, even in the face of certain peril.

The Sig Op is steady, firm, unwavering, dutiful and dependable. All the soldiers around him, from the highest ranking officer to the lowest ranking non-commissioned member, know that support for their lives and their mission are in the trustworthy hands of individuals who will, at all costs, get the message through.

Yes, ours is a service trade. We may not directly engage the enemy with munitions like our frontline brothers and sisters, but we are first and foremost soldiers and we are there in the thick of it all. We make sure that the right

people know exactly what is going on around us under any and all conditions.

Ladies and gentlemen, I give you the unsung heroes of the battlefield: the psychologically stable and loyal Signal Operator of the Canadian Forces! You can talk about us, but you cannot talk without us.



Cpl Jeffery Stewart-Taylor, JTF-Afg
A Signals Operator at work in Afghanistan performing antenna maintenance.

Cost effective ways Canadians can help Haiti

The best way for Canadians to help is to donate money - not clothing or food - to experienced humanitarian organizations. Canadians are invited to consult the DFAIT web site at www.international.gc.ca/humanitarian-humanitaire/earthquake_seisme_haiti_help_aide.aspx.

Cash donations are the fastest, most efficient way to get help to people affected by a disaster. They allow relief agencies to quickly purchase supplies based on the specific needs of the affected population.

Cash donations allow relief agencies to procure goods and services in the affected country or neighbouring areas. In other words, your financial contribution is helping to get assistance

to affected populations as quickly as possible, and restart the local economy, which may have been seriously affected by the disaster.

In most cases, it is more cost-effective to procure goods locally than to airlift supplies from far away, as fuel and aircraft costs can be very high. In addition, local goods can be procured in much less time than it takes to organize the logistics of an airlift from a distant country.

Culturally appropriate, locally procured goods can best respond to humanitarian needs, as well as provide a small sense of comfort or normalcy to traumatized and displaced populations, whereas foreign, unfamiliar goods may not.

In order to ensure that your donations help meet these urgent needs, we urge you to check to see if your preferred charitable organization is registered before you give by checking the Canada Revenue Agency website.

Donors are also encouraged to check with their registered charity of choice to verify they have launched a charitable campaign for Haiti. Eligible donations made in response to appeals for Haiti will be matched by the Government of Canada.

Canadians can get involved at home at the local level. Canadian NGOs or the local affiliates of international organizations may need assistance staffing phone lines during fundraising drives or organizing fundraising events

in your community. Check their websites regularly.

In order to ensure that your donations help meet these urgent needs, we urge you to consult the Canada Revenue Agency Charities Listings (www.cra.gc.ca/charities) to verify that the organization is a registered charity in Canada and to find additional information on how you can help - www.cra.gc.ca/charitieshaiti.

You can also verify a charity's registration by calling 1-800-267-2384. Our toll-free telephone service is available weekdays from 8 a.m. to 8 p.m. Eastern Time, Monday to Friday, and as a temporary measure, on weekends, from 9 a.m. to 5 p.m. Eastern Time.

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on the front lines

Disaster response team in the thick of Haiti emergency

Capt Mark Peebles
Joint Task Force Haiti

Two weeks after an earthquake devastated parts of Haiti, and a week after arriving in the town of Jacmel, the Disaster Assistance Response Team (DART) is hitting its stride in helping Haitians.

DART commanding officer LCol Bruce Ewing says that, with their mission maturing, he will look to areas outside Jacmel to see how he and his soldiers can help Haitians in the countryside.

LCol Ewing and his reconnaissance team arrived in Port-au-Prince on Jan. 13, the day after the quake, and the advance team arrived the following morning. Almost instantly upon reaching the embassy, DART personnel set up facilities and started treating Canadians at the embassy who were injured during the quake and were looking to return to Canada.

While the command team met with Haitian officials and aid organizations to assess the situation, search and rescue technicians

searched for survivors and medics went out daily to a hospital in Port-au-Prince to treat the injured.

Less than a week later, helicopters began flying people and supplies into Jacmel, a beautiful seaside town that was rocked by the quake and needed medical assistance and clean water.

Jacmel had a population of about 25,000 in the city, and about 40,000 in the entire surrounding area. The estimate was almost 500 were killed.

As a CH-146 Griffon and a CH-124 Sea King shuttled between Port-au-Prince and Jacmel, DART personnel fanned out. Some went to the town jetty where shore parties from *HMCS Halifax* had just arrived. Others went to the Minustah compound by the airfield to set up operations, and a third group began setting up the main DART camp 10 km east of the town.

Within days, the air force had set up an operational aerodrome for CF, allied and civilian air personnel who unloaded supplies and humanitarian assistance to waiting aid organizations.

At the same time, sailors from *HMCS Halifax* were digging latrines at displaced persons camps and working with soldiers from the DART to provide security at a World Food Programme feeding station.

The DART's medical personnel started helping at the Hopital St. Michel in town almost upon arrival until the DART clinic was set up a few days ago. Since then, the numbers of Haitians treated by the medics at the clinic have risen sharply, and it is now operating near its capacity of 250 patients a day.

After some initial maintenance, the DART's well-known Reverse-Osmosis Water Purification Units (ROWPUs) are now pumping out clean water from the ocean at the jetty for distribution by aid organizations once the water is deemed

clean enough.

Engineers continue to clear rubble from town streets while firefighters survey buildings that remain standing for damage.

LCol Ewing says his team has had an effect since it first got on the ground, an effect that has grown bigger than its size.

"[The people of Jacmel] need our help and every little bit helps, and every member of my team, every member of *HMCS Halifax* who has come ashore to help, all the air crew that are helping to fly supplies in here, everybody is contributing to the greater good," he said. "So one person maybe can't do very much, but when we all work together we can have an effect on the ground."

LCol Ewing notes that as medical personnel become available he intends to get



Cpl Julie Bélisle, Combat Camera

Members of the Disaster Assistance Response Team (DART) make a human chain to carry rations to a food and water supply tent. The DART is providing relief to the population of Haiti. The effort is part of Operation Hestia, the Canadian Forces participation in humanitarian operations conducted in response to the catastrophic earthquake that struck Haiti, on Jan. 12.

mobile medical teams out to the communities in the mountainous areas in the region to help those who can't get in to Jacmel where Canadian soldiers, sailors and air force personnel stand ready to help.

Engineers continue to clear rubble from town streets while firefighters survey the buildings that remain standing for damage.

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COMMUNITY NEWS: 2010 OLYMPICS



Lt(N) Fiona Milne holds up her pass that will get her into the Olympic spotlight.

Shelley Lipke, Lookout

Reservist gets dream job

Shelley Lipke
Staff writer

When the biathlon competition gets underway at the Olympics in two weeks, the athletes will be closely watched by Lt(N) Fiona Milne.

The naval reservist won't be on the sidelines cheering. She'll be among those assigned to officiate the event.

As the athletes shoot at the target in their lane from a 50 metre distance, Lt(N) Milne, along with other officials, will record their results.

It's an exciting and adrenaline-charged sport to watch and judge, she says, and she's counting down the days for the games to begin.

For 20 years she's been active in the sport, coaching and officiating. For the past 15 years, as a reservist, she's taken on training Victoria, lower mainland and Calgary sea, air and army cadets in the sport.

"I have trained for this and now it's time to put it to the test," she says. "When it was announced that 2010 was awarded to Vancouver, I set my sights on working to be a part of this, and it's paid off."

For three weeks during

the games, she will join 400 other officials to assess the athletes' performance in biathlon.

Biathlon combines cross-country skiing and rifle shooting. The word "biathlon" comes from the Greek word for "two tests." Today, biathlon consists of 10 separate events that involve both cross-country skiing and target shooting. The objective is to complete the course in the least amount of time, hitting as many targets as possible to avoid time penalties.

"This sport involves cross-country skiing that has developed into skate skiing. It's faster, more powerful and involves a longer stride. You ski like crazy, come into the range, get your heart rate down, and fire clean. Ski and shoot. Ski and shoot. It's an extreme sport. You have a high cardiovascular performance and then must be able to drop your heart rate to fire accurately," she explains.

Each race varies in length based on age, gender and race category, but the idea is the same.

"Each competitor performs a lap of varied terrain ski course, and then in the range they remove the .22 calibre rifle from their

back to engage in small bore marksmanship."

The targets are different sizes: 115 centimetres while in the standing position, and 45 centimetres while shooting prone (lying down). "If the competitor misses a target they either get a time penalty or are assessed a penalty loop, dependant on the race," says Lt(N) Milne.

As an official she must remain impartial.

"I have eight firing lanes to observe and record, but each time a Canadian comes in I'll be holding my breath and hoping they they shoot clean."

During the Olympics she'll be joined by 11 other Cadet Instructor Cadre Officers (CIC) from across Canada to officiate the biathlon. These 12 officers were selected by the Directorate of Cadets in Ottawa.

Lt(N) Milne says without the support of her employers, Doug and Andrea Bateman and the Canadian Forces, she wouldn't be able to take time off to do this.

"I'm very thankful. I think it's finally starting to sink in that I am part of the 2010 Winter Olympics. I never thought I would do it, and I'm amazed and proud to be part of it."

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Cdr Allen James assumed command of the Queen's Harbour Master and Port Operations and Emergency Services Branch from Cdr Tim Howard, who is retiring after more than 34 years of service. The handover took place on Dec. 18, 2009. Base Commander, Capt(N) Marcel Hallé (centre) was the reviewing officer.

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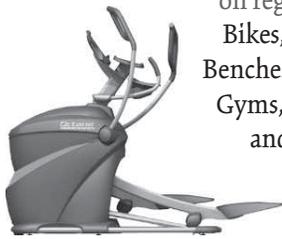
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Life and death:

A tough day at the Joint Rescue Co

Carmel Ecker
Staff writer

For most people, work is about deadlines, emails and pushing paper. No one's life is on the line when decisions are made.

But that isn't the case for those in the rescue business.

For search and rescue technicians at CFB Comox, and staff on the ground at the Joint Rescue Coordination Centre (JRCC), on any given day, death is a possibility.

Two weeks ago, rescuers faced two fatalities, and saved three lives during two extraordinary emergencies.

On Jan. 18, a man flying home to Castlegar crashed his plane in the barren winter landscape. Injured, cold, and alone he made a desperate call for help on his cell phone.

Just as search and rescue crews located the plane, three snowmobilers, surprised by an avalanche near Sicamous, tried to get a signal on their satellite phone and call for help.

"It was a rough day and a rough night," says Maj James Pierotti, Officer in Charge for the Joint Rescue Coordination Centre Victoria.

In the air

The alarm bells started to ring at 4 p.m., just an hour before the switch from day to night shift at the JRCC.

An aircraft in distress call came in from 911. Simultaneously, the Search and Rescue (SAR) satellite

system started relaying data from the aircraft's Emergency Locator Transmitter.

Soon after, the Vancouver Area Control Centre received a message from the pilot of a "high flyer" (a commercial airplane) that it looked like a plane was going down.

Capt Ridler, the day shift air coordinator at the JRCC, quickly ramped up from an investigative state to a distress state and told the crews of a Cormorant helicopter and a Buffalo airplane from 19 Wing Comox to get ready to hit the runway.

With search and rescue air crews preparing for action, the B.C. Ambulance Service called to confirm a plane had crashed between Nelson and Castlegar, B.C.

The pilot had called 911 on his cell phone and told them his plane had caught fire, and he crawled away suffering a broken leg and a broken jaw. Likely concussed and with shock setting in, he was also having difficulty communicating.

"He didn't know where he was, but he was on the side of a mountain," says Maj Pierotti.

Complicating matters, the plane's locator beacon had stopped transmitting, having been damaged either by the crash or the fire. So crews were working from the pilot's information and the last data the satellites received from the plane.

The two stories didn't match up.

The pilot said he was travelling from Nelson to Castlegar, but the

SAR Satellite pinpointed his last known location in the opposite direction, between Nelson and Kaslo.

Going on the pilot's word, ambulance and police crews from Nelson started driving up and down the roads, sirens blaring while the officer talking to the pilot listened for when the sirens sounded loudest through the phone. The tactic, along with the pilot's description of what



he could see from his position, helped them narrow down the search area.

With no time to lose, the Cormorant and Buffalo were on their way, but there was a tough choice to make.

The Buffalo had only enough fuel to get to the site and make one pass, launching a single flare to illuminate the search area. Refuelling would have taken an extra 20 minutes.

Capt Ridler and the Buffalo pilot decided speed was more important than fuel. Daylight was fading fast and there was only going to be one chance for the search and rescue technicians to parachute in before



Carmel Ecker, Lookout

Capt Aaron Twa, an air coordinator at the Joint Rescue Coordination Centre, says days like Jan. 18 are thankfully rare, but that doesn't make the job easy. It's difficult everytime the search and rescue teams aren't able to reach someone in time.

Coordination Centre



darkness fell. As they waited for the military aircraft, the RCMP chartered a private helicopter to search the area using the last of the daylight. "It was an outstanding idea," says air coordinator Capt Twa, who would soon relieve Capt Ridler. Heavy cloud cover forced the experienced pilot to stay higher than needed to find the small burned out white plane with only a speck of red to set it apart from the bleak win-



ter landscape. The pilot would later return to the site, and estimates he came within 200 vertical feet of the crash. The searchers aboard simply couldn't see it through the clouds and fog.

Though they didn't spot the wreckage, the air search did help. The RCMP member talking to the pilot could hear the helicopter getting louder and softer through the phone. Using that information the ground crew narrowed their search to one and a half square miles on the north side of the Kootenay River.

This is the scene Capt Twa walked into as he entered the JRCC just before 5 p.m.

Capt Ridler quickly briefed him and Capt Twa settled in for a three-hour ordeal.

As they scoured the area, ground crews reported smelling aviation fuel and knew they were close.

By 5:30 p.m. the Buffalo arrived and made a pass. Unable to locate the crash site in the fading light, they dropped a single flare, which parachuted to the ground and offered roughly five minutes of light for searchers.

Out of fuel, the crew headed to the Cranbrook airport to refill.

"We took a risk, but didn't pay off," says Capt Twa.

Further illumination would have to wait until the Cormorant arrived with its search light and the crew's night vision goggles.

The Cormorant arrived at 7 p.m. after battling 300 nautical miles of inclement weather. The crew was exhausted, having been on duty since 7 a.m. and flying for the past two-and-a-half hours with night vision goggles.

Air and ground crews worked together for the next 30 minutes before the Cormorant needed to refuel. As the helicopter crew headed to the tarmac in Castlegar, the ground

searchers stumbled onto the airplane, and the lifeless pilot.

A member of the ground crew began CPR, but suspecting their efforts were in vain, they contacted a local doctor who, after hearing the details on the pilot's condition, told them to stop.

Though disheartened, Capt Twa wasn't surprised. Two hours earlier, the RCMP reported they had lost contact with the pilot.

The heartbreaking part of Capt Twa's day was about to come.

The pilot had called his wife shortly after the crash and she had been checking in with the JRCC for updates. Now, Capt Twa had to give her the news.

"I get choked up just thinking about it," he says.

The RCMP's victim services went to the house, but she wouldn't let anyone in.

"That just left her and I," says Capt Twa. "She was quite upset, but at the same time she was so thankful. At the end of the conversation she just wanted me to thank everyone involved."

On the ground

As the search mission for the pilot was wrapping up, four snowmobilers enjoying the backcountry near Malakwa, about 20 kilometres North East of Sicamous, suddenly saw a wall of snow barreling toward them.

Stranded at the bottom of a mountain with one man dead and another with two broken legs, there was no hiking out of the situation. Without emergency locator beacons, no one knew they were in trouble, or where to find them.

With a satellite phone as their only hope, one of the two uninjured men set off on a four hour hike to the nearest ridge to get a signal.

Though JRCC is only responsible for aircraft and salt-water marine vessels, they often step in when B.C. Ambulance Service can't reach the victims.

"If they can't drive the ambulance there, then they need help," says Capt Twa.

Sending in ground searchers was deemed impractical. It would take 12 to 14 people to pack an injured person out of the backcountry, says Capt Twa, and given the unstable snow pack, rescuers could succumb to another avalanche.

"It was a good mission for a helicopter," says Capt Twa.

The snowmobilers were lucky there was a secondary Cormorant available to take the mission, as the crew from the earlier plane crash was out of crew day and was grounded in Castlegar.

Secondary aircraft aren't always available due to repairs or other mis-

sions, says Capt Twa. The two aircraft from Comox deployed: a Buffalo tasked with finding the snowmobilers and marking their position, and the Cormorant to pick them up.

But, finding them was going to be tricky.

By the time the hiker got a signal it was 11 p.m. and pitch black. He was calm as Capt Twa asked him questions about his position, but he didn't have a GPS location and didn't know the number to the satellite phone, meaning Capt Twa couldn't call him.

Trying to find one guy in the dark in the woods with an airplane is difficult. I can't even describe how difficult that is.

-Capt Aaron Twa
JRCC Air Coordinator

"Trying to find one guy in the dark in the woods using an airplane is difficult. I can't even describe how difficult that is," says Capt Twa.

But he had an idea to overcome the obstacle - a conference call between hiker, the Buffalo and the JRCC.

Capt Twa instructed hiker to call the JRCC when he heard the Buffalo and direct the pilot to his position.

"It's really cool. We're talking on satellite phones and conference calling to another satellite phone," says Capt Twa.

The plan worked. The other uninjured snowmobiler had lit a bonfire, which was easily visible with night vision goggles.

As soon as the Cormorant arrived, the two survivors at the bottom of the avalanche were hoisted to safety and the hiker was directed toward a cabin.

By the time Capt Twa finished his 14-hour shift, he had mixed feelings about the day.

"It was a bad good kind of night," he says.

He just knows that a few years ago it could have been all bad news. Technology has changed the success rate for search and rescue.

Flying Labrador helicopters shortly after he joined search and rescue 20 years ago, there were no cell phones, no satellite phones, no night vision goggles, no GPS.

Now someone can be patched straight through from 911 to the JRCC, which coordinates all the available resources.

"Technology has completely changed how we do business," he says.



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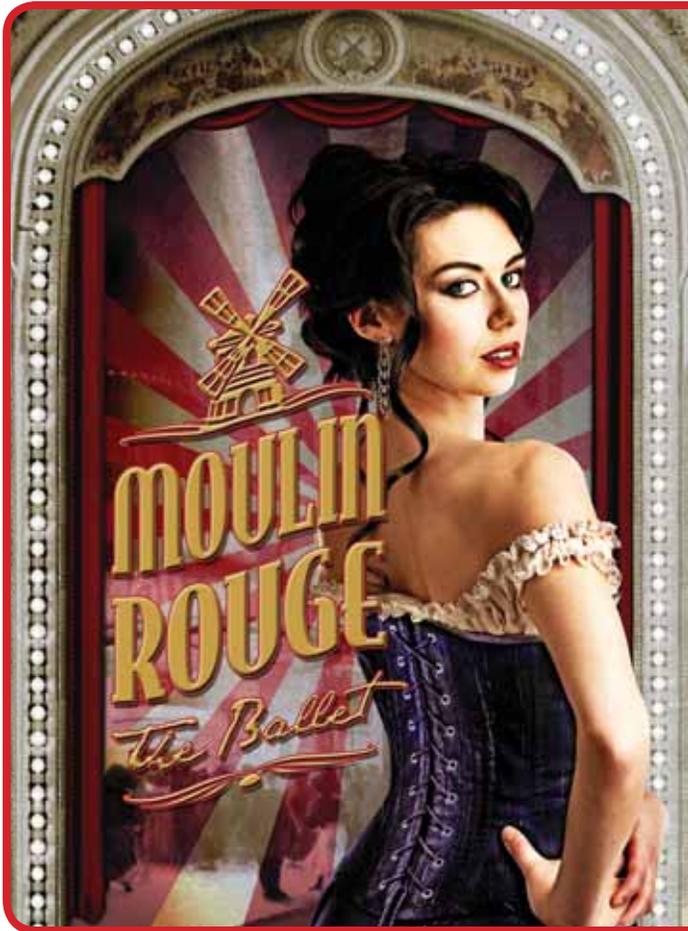




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More growth in dockyard

Shelley Lipke
Staff writer

More construction is about to develop in dockyard as the consolidation of ship repair units advances.

D141 is set to come down this year as part of Phase IV of the Fleet Maintenance Facility (FMF) Cape Breton Shop Consolidation Project.

"This building is currently being used as a storage area for submarine parts and also by the group working on HMCS Victoria's extended docking work period," says facilities project coordinator Mark Corkery.

Fabricators, electricians, material management staff, and mechanical and diesel fitters working on the submarine refit will be relocated in preparation for the teardown.

"The deconstruction begins Feb. 28, and two things will happen with this move," explains Corkery. "Building D527, near the corrosive fluids facility on the top of Signal Hill, has been renovated and will be used to store the majority of the materials and submarine parts stored at D141. And workers from Base Construction Engineering (BCE) have been retro-fitting D83 over the past six weeks and the groups will

move into this building." People travelling through dockyard should be wary of traffic and sidewalk changes.

"Some walkways will be blocked off on one side of D250 and fences will go up around the site," says Corkery.

Replacing D141 will be a new section of the ever-growing D252 that will accommodate shipwrights, inside riggers, life raft, boat repair, and canvas work-cells.

Phase IV also includes a modernized CANEX facility, a rooftop antennae farm, and the deconstruction of D213, D264 and D265.

The housing of ship repair shop under one roof is a 20-year project and is expected to be completed in 2018.

Upon completion, the production workforce at FMF will be divided into five work centres.

D252 will house independent work centres such as life raft repair, canvas fabrication, shipwrights, furniture painting, and bench rigging.

Shops that work together on ship repair will be in D250.

"The idea is to consolidate FMF into a single ship repair zone," says Corkery.

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Crew practices working in reverse

Lt(N) Laurene Drapeau and Lt(N) Nick Kovacs
HMCS Algonquin

The sun was cresting the horizon on a clear bright morning two weeks ago as HMCS Algonquin closed up special sea dutymen, part ship hands, and force protection for entering Esquimalt harbour.

Having just successfully completed air work-ups, the crew was eager to get back home. However, before Algonquin could throw for all lines and double up for the weekend, there was still one more seamanship evolution to conduct, a med moor (Mediterranean mooring) on F Jetty.

A Med Moor is when the ship backs up to the jetty, using the anchor to steady the bow, so that only the stern is along the jetty face as opposed to coming along the side of the jetty, which takes up a lot more space. Once the stern is secure and up against the jetty, the brow is sent out to permit shore access. Normally this type of moorage is used in places where jetty space is at a premium.

Planning for the evolution was intense. Numerous ideas were discussed between the ship's Deck Officer, Lt(N) Nick Kovacs, the ship's Chief Bos'n Mate, CPO2 Scott Morley, and the Sea Training Pacific Chief Bos'n Mate, CPO2 David Morse. Weather proved to be the deciding factor as a single plan was agreed upon and presented to the Captain at the Navigation and Seamanship brief. As the Captain looked over the plan he stated, "If we can do this, we can do any kind of seamanship evolution."

As the ship entered the harbour, the ship's Navigating officer, Lt(N) Matt Arthur, sighted his anchorage position. He knew this would not be like a regular anchorage as it called for ship to pivot in position then drop her anchor.

"Let Go," was finally given and a quick rumble resonated throughout the ship as the anchor dropped. Then the Captain began to back the ship up to F Jetty, ensuring the ship's anchor chain or cable was properly laid out on the bottom of the harbour.

On the flight deck, the ship's Executive Officer, Cdr Lorne Hartell, waited patiently. He could see F Jetty clearly and passed on updates to the Captain on how Algonquin was doing.

Slowly Algonquin began to close in on the jetty. As



Sailors work the lines as the crew performs a Mediterranean mooring at F Jetty.

the ship closed, recommendations for engine movements began to fly back and forth. Suddenly a shot was heard as the quarterdeck line throwing gun launched a gun throwing line over to the eagerly awaiting berthing team. Sailors on the quarterdeck continued to check away hand over hand as the first line went to the jetty bollard. Next came the second line, and finally the third line.

Though everything was proceeding as planned, there was a slight problem; Algonquin was not flush with the jetty. The ship was crooked. More discussion ensued. Lines were heaved in under power, straining to bring the bow around and opposing engines movements were tried, but no luck. Algonquin was stuck.

Before all hope was lost, the Captain had an idea. "What if we try to use the anchor chains to steady us out?"

The order was given and slow clunking of the anchor chain being brought back on board was heard. Suddenly the ship's bow began to



come around. Algonquin was now flush with the jetty and in position.

Afterwards, as Algonquin prepared to leave F Jetty, the Commanding Officer of Sea Training Pacific, Cdr Hugh Fitzpatrick commented that this evolution would be useful in such places as Port au Prince, Haiti, where jetty access may be limited or not stable enough for the entire

length of the ship. CPO2 Morse also stated that to the best of his knowledge, Algonquin was the first ship to successfully complete a Med Mooring since F Jetty was rebuilt. As a Med Mooring is part of any ship's work-ups program, sailors should expect to see more ships tied up outboard of F Jetty, bow out, stern in, moored the Mediterranean way.

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Bravo ZULU

Base Commander Capt(N) Marcel Hallé made several presentations during Ceremonial Divisions at the Naden Drill Deck on Jan. 21.

Photos by Pte Malcolm Byers, Esquimalt Imaging Services



CPO1 Peter Ford accepts the second clasp of the Canadian Forces Decoration for completion of 32 years of loyal service.



WO Bill Cameron receives the first clasp of the Canadian Forces Decoration for completion of 22 years of loyal service.



Cpl Alex Croskery, an Imagery Technician at CFB Esquimalt Imaging Services, receives certificates recognizing his achievements with the 2009 DND Photo Contest. Cpl Croskery received first place in the Amateur - Military Life category for his work entitled "Workin' the Bird." He took the photo while employed in his previous trade as a supply technician.



Major Steve Sawyer, Base Operations Officer, receives the Base Commander's commendation in recognition of his initiative, dedication and professional ethos that are in keeping with the highest standards of our profession, which directly contributed to a highly professional and respectful farewell to Lt Nuttall, a fallen comrade.



Mark Hill, a civilian with Base Construction Engineering, receives the Base Commander's commendation for his willingness to go beyond normal duty requirements in order to ensure the proper coordination of various special events/projects as the BCE Special Events/Projects Coordinator.



Graham Smith, a civilian with Formation Safety and Environment, receives the Base Commander's commendation in recognition of his outstanding commitment and support as the Acting Formation Safety and Environmental Officer.



2Lt Trevor Reid accepts certificates recognizing his achievement with the 2009 DND Photo Contest. 2Lt Reid received second place in the Amateur - Military Life Category for his work entitled "Watch on the Mudwall." He was also awarded an honourable mention in the Amateur - Military Life Category for his work entitled "Night LAVs."



PO2 Stephen Curtis receives the first clasp to the Canadian Forces Decoration for completion of 22 years of loyal service.

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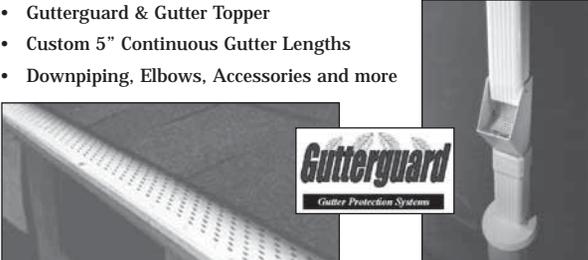
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THIS WEEK IN *history*

- February 8, 1943 - The Flower class corvette HMCS Regina (K234) sinks the Italian submarine Avorio in the Mediterranean off the coast of Algeria.
- February 8, 1944 - The "F" class destroyer HMCS Qu'Appelle (H69) commissions into the Royal Canadian Navy. She is paid off Oct. 11, 1945.
- February 10, 1942 - The Flower class corvette HMCS Spikenard (K198), senior ship of the escort for convoy SC.67, was torpedoed and sunk by the submarine U-136 south of Iceland, with a loss of 77 of her crew.
- February 11, 1957 - The aircraft-carrier HMCS Magnificent (21) arrives in Port Said, Egypt, carrying Canadian personnel, vehicles and store to aid United Nations in controlling the Israeli and Egyptian border conflict.
- February 14, 1945 - Most vessels of the 29th Motor Torpedo Boat Flotilla, based at Ostend, Belgium, and commanded by Lieutenant-Commander Tony Law, Royal Canadian Navy Volunteer Reserve, were destroyed by an accidental fire and explosion. Only three boats were saved, 12 boats were lost and over 60 members of their crews were killed.
- February 15, 1965 - At noon the White and Blue Ensigns were lowered for the last time in Her Majesty's Canadian Ships and shore establishments, and officially retired. They were replaced by the new Canadian Flag that was used both as ensign and Jack. The new Maritime Command Jack was introduced in 1968.



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COMMUNITY NEWS: NAVY CENTENNIAL

Everything's rosey for the Navy's 100th

Brad Densmore
Contributor

The arrival of spring will be marked by the new Canadian Naval Centennial Rose's arrival at greenhouses across the country.

The rose was selected by the Wren Association of Toronto and named "Navy Lady" to recognize thousands of Canadian women who served in the Women's Royal Canadian Naval Service – nicknamed "Wrens," after the similar British auxiliary.

Naval Rose committee member Joan Balch of Wrens Toronto saw an opportunity to engage Canadians on the Navy's 100-year birthday. "As a tribute to the naval community, we hope to emphasize the role of women in the naval forces, both historically and in the present," she says.

Developed by Agriculture and Agri-Foods Canada for May 4, 2010, the date of the Canadian Naval Centennial, the flower is dark red, has a mild fragrance and several bloom cycles throughout the summer. Balch anticipates Navy Lady blossoms bringing the navy to the gardens of Canadians for years to come.

The rose bush is grown exclusively by J.C. Bakker Nurseries in St Catharines, Ontario, and will be distributed by nurseries across

the country. Balch hopes to see the rose planted alongside all major Centennial celebrations. "The navy community can plant the rose at commemorative ceremonies in 2010 and continue to plant the rose in years to come."

The Second World War saw 6,781 women from across Canada enlist voluntarily as Wrens. They provided non-combatant duties in 39 occupations including servicing anti-submarine equipment, aircraft maintenance, ciphers, communications, signalling, wireless telegraphy and driving. While they were recruited for the purpose of reallocating manpower for sea-duty, the Wrens did the same work as men and were recognized for their invaluable service.

Training at HMCS Conestoga at Galt, ON, (now Cambridge), their commander was Lieutenant Commander Isabel Macneill – the first female Commonwealth officer entitled to a captain's reception during formal engagements. While the Wrens were demobilized at war's end, their mark had been made and in 1951 the Women's Reserve was established. Balch is a member of one of five Wren organisations across Canada.

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