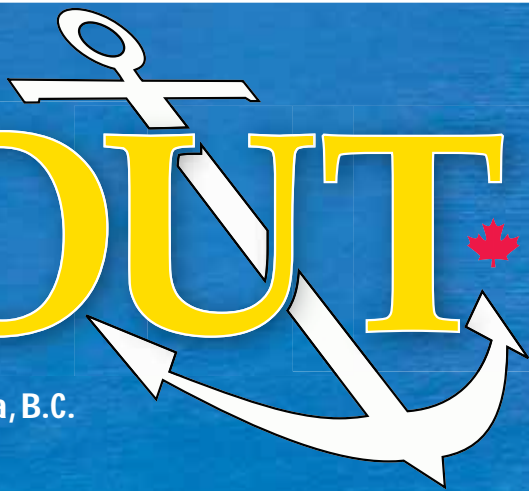


# LOOKOUT



**MARPAC NEWS** CFB Esquimalt, Victoria, B.C.

Year of the Canadian Naval Centennial



## VISIONS OF VANCOUVER

**Shelley Lipke**  
Staff writer

With an ear-to-ear grin artist Sherry Lynn Ewacha-Poole stood on the flight deck of *HMCS Vancouver* in

front of the entire ship's company last Tuesday to unveil and dedicate a work of art.

Her painting "Vancouver MMX", or Vancouver 2010 in roman numerals, was painted to honour the ship and its namesake city of Vancouver in the excitement of the 2010 Winter Olympic Games and the Canadian Naval Centennial. It is also a heartfelt tribute to the Canadian Forces from the artist.

See Art page 2

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### FEATURE 7

*Local medic shares his Haiti experience*



### NEWS 8

*Model enthusiast to create mini fleet review*



### NEWS 17

*Raising flag an Olympic honour for sailor*



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THE MEMORY PROJECT

Canada



It was a proud moment for artist Sherry Lynn Ewacha-Poole and husband Raymond when she presented her painting "VancouverMMX" (2010) to Vancouver's Commanding Officer, Cdr Robert Lewis-Manning.

Shelley Lipke, Lookout

## Art honours ship and Centennial

From page 1

As she addressed the ship's company, it was evident it was an emotionally charged moment for her, and that a year's work coming to fruition in front of these sailors meant a lot.

"I wanted to paint something that would honour the men and women who protect our country each day," said Ewacha-Poole. "I admire the military and what they do for us, and because Vancouver is our area, I wanted to honour this ship with this painting."

Commanding Officer, Cdr Robert Lewis-Manning gleamed when he saw the newly revealed painting.

"This is fantastic," he said. "I'm happy the whole ship's company could see this today. It comes in great time for the 2010 Vancouver Olympics and our Naval Centennial."

It will be displayed on the ship in the canteen flats for maximum exposure.

"Vancouver MMX" began with a lot of research.

"I thought about 2010 and the events that were coming to Vancouver, and I wanted that background in the painting, but I had to find a skyline of Vancouver that the ship could fit into," said Ewacha-Poole.

With help from Base Imaging she reviewed photographs of the ship and the skyline where the ships dock in Vancouver, and then her creative talent took over, selecting the perfect combination to put her paint and

brushstrokes to work.

For Ewacha-Poole, it was a labour of love. During morning coffee and breakfast she would stare at the acrylic painting propped on her easel, critiquing every aspect and pondering what artistic aspect she would add next.

And from her balcony window, the ships that stared back at her from the jetties continued to inspire her.

"I also wanted the Snowbirds to be in it, so I went to the library to research the patterns they would fly for the Olympics."

As the months passed her work continued to take on more detail, until one day she stood back and realized it had reached perfection.

"I just don't stop until it looks and feels right," she said. When she finally cleaned her brushes and admired her work she felt proud. "It turned out better than what I pictured in my mind," she said. "I especially like the flow of the composition."

The print given to Vancouver was one of 331, the number on the frigate's hull. This made a limited edition number of prints. The original is still for sale.

Instead of using canvas, she painted on wallboard to achieve a smoother, softer blended consistency.

Ten per cent of the proceeds from print sales will go toward the base museum and the ship's canteen fund.

The remaining signed

prints are for sale through the CFB Esquimalt Naval and Military Museum and through Ewacha-Poole's website [www.astarvingartist.ca](http://www.astarvingartist.ca). They are double matted at 18 by 24 inches, a standard size of frame.

Her husband Raymond works at Base Logistics, and submitted the print to Ottawa to see if it could become a Canadian national stamp.

"It usually takes a few years, but they have received my portfolio and are reviewing it, so I hope to see it in a stamp someday," she said.

Ewacha-Poole has been painting since 1999 and has completed 50 acrylic paintings to date. Now a full time career, her eclectic collection is a range of soft pastels to bright bold colours, to abstract and surrealism.

"I included fire trucks, airplanes and ships in my collection because these are some of the things I like to paint, which some people find unusual for a female," she says.

In 2005 she was commissioned to paint "Tour of Duty" for HMCS Winnipeg in honour of the ship's extended tour in the Persian Gulf.

"I appreciate what the military does for us and I'm pretty passionate about showing them this. Every little bulkhead I paint, I really feel the pride that they must feel when they are serving on the ships," she said. "I really put my heart right into it."



# Will you be ready for opportunity?

A new process has been initiated that has the potential to impact the careers of every non-commissioned member (NCM) in the navy and shape the way the institution grows and selects its future leaders.

Though succession planning itself is not new, its application to Maritime Forces Pacific (MARFAC) senior NCM cadre is a recent development.

The importance of this initiative to MARFAC sailors is reflected in command efforts to communicate its details. Commander Canadian Fleet Pacific, Commodore Ron Lloyd has addressed numerous groups during town hall meetings, and letters have been issued to unit commanding officers on behalf of Commander Maritime Forces Pacific, Rear-Admiral Tyrone Pile with the goal of explaining NCM succession planning and its future role in senior appointment selection.

This year's NCM Succession Planning Board is scheduled to start March 4. It is the second MARFAC board and the first to include Chief Petty Officers Second Class (CPO2). Formation Chief Bob Cookson, Fleet Chief Paul Helston and Base Chief Peter Ford are board members and play a central role in the development and implementation of the succession planning policy.

"The role of unit commanding officers is critical to succession planning process. There are a range of factors

to consider when nominating members including the candidates desire to pursue senior appointments," stressed CPO1 Cookson. Other qualities include breadth of experience, judgement and education.

"Seeking development opportunities outside of occupational disciplines and nurturing second language ability are two areas for improvement that were common to many of the files we reviewed during last year's board," added CPO1 Helston. "Beginning in 2011, a second language profile of BBB or above will be mandatory for consideration to any of the three Formation senior appointments."

"Each year we see progress regarding the CF's efforts to meet official languages policy goals," emphasized CPO1 Ford. "It is easy to foresee an increasing emphasis on appointing functionally bilingual NCMs into key appointments such as Sea Training coxswain, Fleet School chief or roles such as ship's coxswain. Succession planning will aid in prioritizing developmental opportunities such as attendance of OPME residential serials and French-language courses."

Chaired by Acting Fleet Commander Capt(N) Dempsey and incorporating senior MARFAC officers and NCMs, the board will review the files of those CPO2/CPO1s demonstrating the highest potential for institutional leadership roles.

"The short-term goal of the board is to identify the top third of CPOs and to provide recommendations to those individuals on areas of potential growth," said CPO1 Cookson. "The long-term aim of succession planning is to guide the professional development of naval NCMs to enhance both their capacity for leadership roles of increasing responsibility within the formation and their suitability for senior CF appointments outside of MARFAC," said CPO1 Cookson.

Results of the board will positively effect the personnel evaluations of successful candidates as results will be annotated in their annual reports. "Leadership and professional development is not something that starts at the CPO2/CPO1 level. Young sailors that aspire to future leadership appointments ought to familiarize themselves with the criteria for success and set appropriate goals early," advised CPO1 Cookson.

NCM succession planning has been endorsed as a yearly activity within MARFAC and is being studied for adoption by MARLANT and CMS. Formation leadership is examining the possibility of extending the process to include Petty Officers First Class as early as next year.

To find out more about succession planning NCMs can consult their MOC advisors or contact the Formation, Fleet or Base Chief.

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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 Wayne 250-363-3127  
kerri.wayne@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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## WHAT SAY YOU

# Wolfman offers underwhelming script

**W. Andrew Powell**  
The GATE

Opening this week in theatres: Benicio Del Toro stars in the horror-action film, *The Wolfman*; director Garry Marshall brings together a massive cast for the romantic comedy, *Valentine's Day*; and Logan Lerman stars in the adaptation of *Percy Jackson & the Olympians: The Lightning Thief*.

### The Wolfman

Universal Pictures' original 1941 film, *The Wolf Man*, is a classic piece of movie magic that earned itself a rightful spot on the list of influential and entertaining horror films for the ages. Between that film and the earlier *Werewolf of London*, Universal essentially created our modern image of the werewolf that has endured to this day.

For that reason, it was only a matter of time before someone realized a remake was long overdue, and apparently that someone was director Joe Johnston.

Benicio Del Toro stars as Lawrence Talbot, a man estranged from his family after the death of his mother when he was just a child. Now, many years later, Lawrence is drawn back home to help find his missing brother, where he once again connects with his father before an awful destiny takes hold of Lawrence's life.

Set in the 1880s, the film follows much of the original plot from the 1941 film, but with a much more modern and visceral approach.

Thanks to the terribly corny looking trailers, and a certain resemblance to the flop that was Universal's *Van Helsing*, it's hard to get excited about *The Wolfman*. Even with Benicio Del Toro in the lead, I'm a firm believer in the idea of a film's pedigree, and *The Wolfman* is a mutt at best.

As a director, Johnston is not exactly bad, but his biggest films have been *Jurassic Park III*, *Jumanji*, and *Honey, I Shrunk the Kids*. In fact, add in producers and writers with a number of equally mixed films, and *The Wolfman* starts to look

a little mangy.

### Valentine's Day

As Ebert's comment suggests, if reviews for *The Wolfman* have been underwhelming, then the critical response to Garry Marshall's *Valentine's Day* has been disastrous at best.

Bringing together a massive all-star cast, which includes more actors than really seems necessary, *Valentine's Day* seems to take the theme of a film like *Love, Actually* and run it into the ground.

Written by Katherine Fugate, whose biggest film credit seems to be the little known *The Prince & Me*, the film tells the intertwining story of a number of very pretty people living in Los Angeles.

Peering in on their lives as they enjoy romance, or heartache, the film's plot is entirely wrapped up in how a progression of stories that continually leads in circles. That essentially makes it impossible to hint at what the overall story is about, except that it is love in every shape, size, and texture, be it heart-warming or heart-breaking.

Marshall is a wonderful director who has made some great romantic comedies in his time, but *Valentine's Day* looks like a major dud by all accounts.

### Percy Jackson & the Olympians: The Lightning Thief

Lastly, from director Chris Columbus comes the adaptation of Rick Riordan's popular teen adventure novels about a teenager named Percy Jackson, who happens to be related to the Olympian god, Poseidon.

With the gods feuding once again, and a war brewing on Olympus, Percy must train to use his newfound powers so he can protect the planet from the wrath of the gods. Teaming up with another demigod, as well as a satyr, Percy must enter portals to visit both Mount Olympus, and the Underworld, if he intends to save the day.

Coming in with the best reviews this week, *Percy Jackson & the Olympians* is a good bet for anyone hoping to amuse the kids, although it's obviously not going to earn you any points for Valentine's Day.

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ANSWERS ON PAGE 15

Level: Beginner

## Correction



Canadian Forces Auxiliary Vessel master Dave Jones (left) pilots Firebrand while engineer Ken Hanson recreates a pose that appeared in Lookout's February 8th issue, incorrectly identifying him as Jones. Jones was awarded a United Way Spirit Award for Employee Campaign Chair of the Year, but illness forced him to miss the ceremony. Hanson accepted the award on Jones's behalf. Lookout extends our apology for the error and congratulations to Jones and his co-workers at POESB.



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COMMUNITY NEWS: TC 10K

# Military teams new for Victoria's largest race

**Shelley Lipke**  
Staff writer

This year's TC 10K run aims to be bigger and better than ever with a new military team category.

Ships and departments at CFB Esquimalt will be running for bragging rights and prizes on April 25.

Already more than 100 people on 10 teams from the base have signed up in the new military category.

"Each team must have at least 10 people on it, and the score of the first five racers on each team counts toward the team's placement," said assis-

tant race director Claire Hoffman.

This year marks the 21st anniversary of the race which saw 12,600 last year and aims for 15,000 this year.

"If the teams provide their team name and a black and white logo design they will receive personalized graphed team t-shirts," said Hoffman.

Registration fees for both individuals and teams are \$35 per person and participants can register through the website TC10K.ca but the team deadline is March 23.

This year prizes include a team spirit award for costumes, the fastest team

award, the biggest team award and other individual prizes based on results and age categories.

This year also has a firefighter and police category for military teams to contend with.

Team captains should go to the website to register their team, appoint a name, and once that team is established on the website, their team members can go on and register themselves under this name.

The race starts at 8 a.m. For more information or any questions email Hoffman at [claire@tc10k.ca](mailto:claire@tc10k.ca) or phone 250-744-5538.



The Victoria Navy League Branch is proud to introduce the new Royal Canadian Sea Cadet Corps Rainbow coin. This is a fund-raiser event to support Sea Cadet activities in the cadet movement such as sailing. This beautiful coin has the Rainbow crest on one side and the Sea Cadet crest on the other. For \$25 the coin comes in a case. Without the case, the coin is \$20. For more information or to purchase, contact Don Bendall at 250-384-6940.

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# Haiti from the eyes of a helper

Cpl Joel Redman describes life for military members and the Haitians they are helping in the aftermath of a 7.0 magnitude earthquake that rocked the country on Jan. 12.

**Carmel Ecker**  
Staff writer

A local medical technician has traded comforts of home for a sleeping bag and tent in order to help victims of Haiti's Jan. 12 earthquake.

In an interview with *Lookout* via satellite phone – one of the limited communication devices available – Cpl Joel Redman, a medical technician from CF Health Services Centre (Pacific), described what it's like in Léogane, where the Canadian Forces has set up a field hospital.

What he describes mimics the images seen on news channels around the globe. Roads are deeply cracked and lined with crumbled buildings, making the 40 kilometre journey from the airport in Port au Prince a bumpy two-hour drive. Buildings reduced to rubble will have to be hauled away to make room for new structures. Few are salvageable.

The human toll is also evident. Make shift homes have sprung up everywhere, including on the median of a highway. Their roadside homes destroyed, locals have set up camp in the only land available.

"It's a little shocking to see what people have to deal with on a daily basis," he says.

Cpl Redman has seen little of the country since he arrived at the Canadian Forces field hospital. Working 12 to 14 hour days, he is mostly surrounded by the army green of the 22 connected medical tents that make up the mobile hospital.

His time is split between attending to patients and managing the air-conditioned pharmacy, which protects equipment and medications.

"Some medication would melt if it was left out at 37 degrees," said Cpl Redman.

People are still lining up to have their injuries seen to by a medical professional.

"We're still seeing fractures that happened in the earthquake that haven't healed, wounds that have become infected," said Cpl Redman.

Injuries cover the gamut, including bone fractures, tetanus, malnutrition, heart conditions and respiratory problems.

And people are still being hauled from the wreckage. Some buildings didn't collapse, but suffered enough damage to trap people inside, explains Cpl Redman. A boy of about 12 came to the clinic last week after spending

nearly a month trapped in his home. People brought him food and water until rescue crews were able to get to him.

"He could move and everything, but he couldn't get out of the house," said Cpl Redman.

Other cases are heart wrenching, like a woman who came to the field hospital to give birth to twins. Her husband died in the disaster and she was left with no income, nowhere to live and two babies to care for.

Though it's difficult not to get choked up over the never-ending tragedies, Cpl Redman tries to focus on the overall mission. "They're people who need help and we're here to do that," he said.

It's why he signed up for the military life.

"Missions like this are the reason I joined as a medic. You can't really help people more than this."

And the people they help are grateful, he said.

"There's definitely a sense of appreciation. We always get the old guys coming through shaking everybody's hand after we've helped his son or daughter."

It's a gesture that overcomes the language barrier between the Creole-speaking Haitians and the Canadians who speak French and/or in English.

To achieve those thanks from the local population, CF members often work cooperatively with other militar-

ies and non-governmental organizations such as Doctors Without Borders. The priority is to provide all the equipment and personnel to help those who need it most, said Cpl Redman, so the different organizations often share resources.

"Everybody teams up and works together for everything," he said. "Everybody has different capabilities."

The CF field hospital provides the only full X-ray suite and the only orthopaedic surgeons in the area; so Cuban, Japanese, German and U.S. camps send people there to take advantage of those resources, he said.

This is Cpl Redman's first deployment with the Disaster Assistance Response Team, but not his first mission.

Last April, he returned home from Afghanistan. Working as a disembodied platoon medic prepared him for what he has witnessed in Haiti.

"You're ready for pretty much anything from someone who's cut their hand to someone who's lost their leg," he said.

The living conditions aren't as good in Haiti as they are in Afghanistan, where CF members have showers, hot meals and laundry service.

"I've eaten enough rations to kill an army," said Cpl Redman of the food in Haiti.

Military crews have been living in three-person recce tents that look a lot like the tents found in outdoor stores,

but army grade.

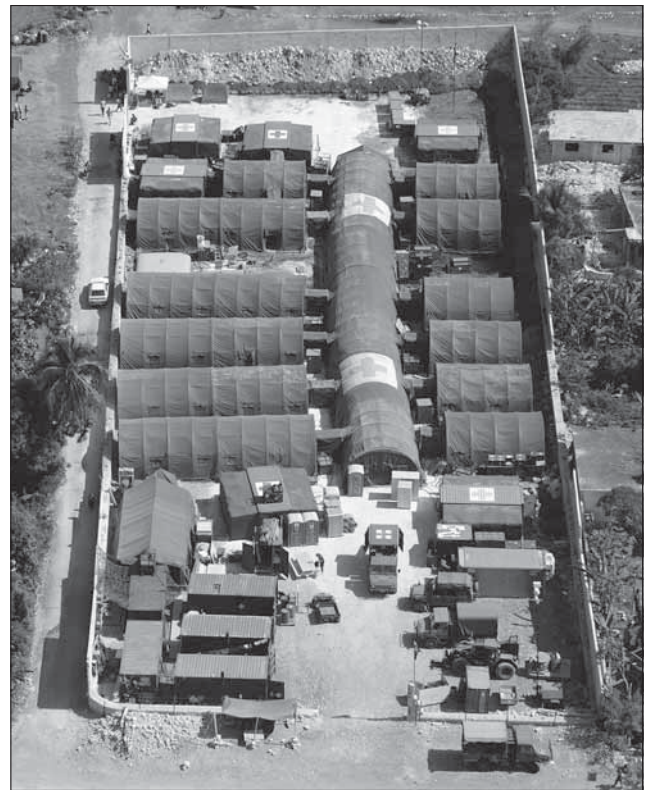
"It's pretty much like camping," he said.

The only thing missing is a campfire, but with 37 degree Celsius days that drop to the mid-20s at night, no one is interested in roasting marshmallows.

Showers are every other day from a "solar shower," a bag filled with water that is suspended in the air.

Each person hand washes their laundry.

"It's pretty austere, but it's not that bad," said Cpl Redman.



**Top:** 1 Canadian Field Hospital, located in Léogane, Haiti, provides Role 2 Enhanced to all members of the communities surrounding the city. Role 2 Enhanced is hospital level care complete with a laboratory, x-ray imaging, pharmacy, and dental services. The hospital has over 110 people consisting of around 35 different trades.

**Above:** Cpl Redman works in a hospital in Afghanistan in 2008.

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# Ship enthusiast to model the fleet review

**Shelley Lipke**  
Staff writer

"Salute to the Navy" is the Victoria Model Shipbuilding Society's scaled down version of the International Fleet Review.

It will see creators of remote control warships and submarines at the helm performing powerful manoeuvres and showing their skills to the public in honour of the navy.

As ships from nearly 30 Indo-Pacific nations gather in Esquimalt waterways to celebrate and commemorate the Canadian Naval Centennial, this smaller gathering regatta will take place in Harrison Pond on Dallas Road.

Model shipbuilding clubs from Nanaimo, Vancouver and the United States have been invited.

"Because the navy has invited Canadians to celebrate and commemorate the centennial and a number of our members are former navy personnel, I wanted to salute the navy in our own way," said Ron Armstrong, publicity director with Victoria Model Shipbuilding Society.

On June 13 from 10 a.m. to 4 p.m. Harrison Pond will see a fleet of wood, tin, fibreglass and styrene remote controlled ships refuel at sea and perform blind conning with two person teams

"We are also intending to mimic

the fleet review in the strait by having a parade of all the warship models and a retired admiral reviewing it," he said.

Like most modellers, Armstrong has a love for ships, and building the models can be a time consuming, challenging, but always a rewarding process.

"I build ship models because it's a way of preserving history that is long gone. It is a lot easier to build a model than preserve a real ship, and as long as the model exists that history lives too."

Armstrong is currently working on a six-foot destroyer made of tin.

"To me ships are a combination of beauty, power and grace. Yet as big and powerful as they are, they are still subject to the forces of wind and water" he said. It's a fact that keeps both full-size and model sailors humble.

The Victoria Model Shipbuilding Society was founded in 1978 and currently has 40 members. "It started as a static-only club, meaning models on mantelpieces, but broadened around 1984 into radio control models when radio sets became lighter, affordable and very reliable.

"We get a sense of what full size ship building is all about because we are solving some of the same problems and dealing with the same conflicting demands that



Bill Sturrock, Victoria Model Shipbuilding Society

The Victoria Model Shipbuilding Society builds models of warships, tugs, freighters and submarines. In honour of the Naval Centennial and in coordination with the International Fleet Review, they are hosting a special regatta called Salute the Navy. It will be held June 13 on Harrison Pond off Dallas Road. During the regattas, ships of all sizes and shapes compete in challenging manoeuvres while spectators look on.

face full size naval architects and master ship builders. Trim, stability, power, speed, and capacity are all factors we need to consider. We work from a plan but choose batteries, materials and motors to suit the model. The thrill of creation, along with problem solving is what it's about."

Some sophisticated model ships operate with accessories such as lights, whistles, and smoke or gun

turrets - anything to make the ship come alive.

"We all strive to have fun, and we are all proud of our creations in the end. During our meetings we have show and tell, and then a member will present an aspect of modelling. Some topics are how to use new materials, make a winch work, form propellers, or work with paints. We try to focus on helping people with their projects.

There are not enough books on model building so if people are interested in any aspect and have questions there are others with experience who can help."

The Victoria Model Shipbuilding Society meets the second Thursday evening of every month at the Garden City United Church, 4054 Carey Road. For more details go to [www.vmss.ca](http://www.vmss.ca) or call 250 387-1535.

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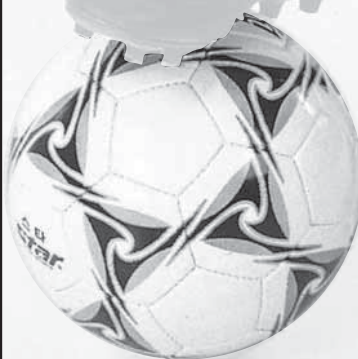
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# "Green" Ship Technologies

## New hybrid engine marks groundbreaking change in ship building

**Brett Witthoef**  
Contributor

In the summer of 2009, USS Makin Island made its maiden voyage from its shipyard in Mississippi. On the face of it, Makin Island would seem quite ordinary, but it is groundbreaking in naval terms, since it is the United States Navy's (USN) first surface ship to be equipped with a hybrid engine.

Makin Island and ships like it are the future of sea travel and operations.

U.S. Secretary of the Navy Ray Mabus outlined his vision for a more environmentally friendly navy on Oct. 14, 2009, when he pledged that a "green" strike group comprised of nuclear-powered aircraft carriers and submarines, hybrid support ships, and aircraft fueled by biofuels will be ready for deployment by 2016.

In addition to the "green" strike group, Secretary Mabus had four other goals for reducing the USN's dependence on non-renewable energy and shrinking its carbon footprint: taking into account energy used during the construction and life-cycle of equipment when awarding contracts; increasing land vehicles' fuel efficiency by 50 per cent by 2015; producing 50 per cent of the USN's shore-based energy requirements from alternative sources, such as solar and wind, by 2010; and increasing the use of alternative energy sources for at least 40 per cent of the Navy's total energy needs by 2020, from the current level of 17 per cent.

This article will take a look at recent projects such as Makin Island and other developments that will help enable shipping and navies across the world to function as they do now in a future of increasingly scarce and expensive conventional fuels, and ever-more stringent environmental guidelines.

### Makin Island and Beyond

Makin Island is much like other Landing Helicopter Docks (LHD), but what distinguishes her are her propulsion and engine monitoring systems. First, Makin Island's engines are not the traditional gas turbine-steam boiler configuration, but rather, gas turbines and the Auxiliary Propulsion System (APS). APS works in much the same way that a hybrid car does, with the electrical systems providing power at lower cruising speeds, and the gas engines operating at higher speeds. Makin Island's APS can be used 75 per cent of the time, and during her maiden voyage, it is estimated she saved over USD \$2 million – or 3.4 million litres – worth of fuel. APS is estimated to save about \$500,000 a year in fuel costs, based on \$1.71 per gallon, though current gas prices in the US are around \$2.50 per gal-



USS Makin Island is the first surface ship to be equipped with a hybrid engine.

lon, which will realize savings of at least \$1 million annually as oil becomes scarcer and more expensive. APS is to be deployed on the new Landing Helicopter Assault (LHA) ships replacing the Tarawa-class of LHAs, beginning with USS America, which is currently under construction, and plans to test APS on board Arleigh Burke destroyers are in the works.

Makin Island does not have steam boilers, and engine gauges are centralized and monitored by computer courtesy of a fibre optic cable network. This translates into fewer personnel needed to monitor the engines in hot, cramped quarters – Makin Island has 10 engineers, as compared to 25 on her sister ships – and savings over the life of the ship due to less frequent maintenance cycles.

Korean shipbuilders have also made significant inroads in hybrid ships. In mid-September 2009, Korea-based STX Shipbuilding announced its new crude oil tanker, the Green Dream ECO-Ship. The ECO-Ship boasts fuel efficiency of 41 per cent and a carbon emission reduction of 45 per cent since it can use biofuel instead of standard bunker oil. STX accomplished these improvements in several ways. First, the number of propeller blades was reduced to three and STX solved the problem of greater noise and vibration with fewer blades by a new, scimitar-shaped blade design. The ship has a new system that recycles waste heat from the engines into electricity generation. There are also wind and solar energy capturing systems on board, all of which lead STX to boast that the ECO-ship can save up to half its fuel costs.

Meanwhile, the Japanese have not been idle. Nippon Paint Marine began marketing a new

drag-reducing paint at the beginning of 2009. The company, which was inspired by tuna and dolphins, whose skin emits a mucous that significantly reduces water resistance, developed a hull paint a mere 150 microns thick. The paint contains a compound that turns into a gel when it comes into contact with water and reduces drag by four per cent. This four per cent increase in fuel efficiency roughly translates to five tons less carbon dioxide emitted daily on a 10,000-ton tanker, and Nippon Paint Marine boasts that the paint can be reduced to 100 microns in thickness in three to four years, promising an eight per cent increase in fuel efficiency.

Finally, the age of sail is making a revival with the German-built Beluga Skysails, a 10,000-ton commercial container ship. Beluga Skysails makes use of a computer-controlled, 160-square metre kite that increases the ship's fuel efficiency by 15-20 per cent. The kite, made of special multi-cell fibres and shaped like an airplane wing, is deployed to heights of 100 to 300 metres, where the strongest and most stable winds blow. Meanwhile, the Skysails computer monitors wind direction and speed and moves the sail around the ship on a rail to take advantage of the highest quality winds, no matter their direction.

### Alternative Fuels

On October 12, 2009, an F/A-18 Hornet was tested at the Patuxent River Naval Air Station in Maryland using a 50-50 blend of camelina biofuel and JP-5 jet fuel. The Hornet's engine successfully ran for over an hour and at afterburner speed at the same performance levels of pure JP-5. Camelina can be grown on mar-

ginal land, does not compete with food crops, and has been shown to reduce carbon emissions from jets by as much as 80 per cent. In fact, Continental and Japan Airlines both tested camelina-blend biofuels on unmodified aircraft in January 2009 and found that it was more fuel efficient than 100 per cent petroleum-based jet fuel.

To further add to the USN's green capabilities, the Office of Naval Research (ONR) is developing the Ion Tiger Unmanned Aerial Drone (UAV), which is powered by a hydrogen fuel cell. Ion Tiger is 37 pounds – as compared to over 1,000 pounds for the Predator – and can carry a payload of five pounds. During her test flight in October 2009, Ion Tiger flew for over 23 hours, an unofficial record for a hydrogen vehicle. Admittedly, Ion Tiger's light payload and short airtime – standard UAVs can stay aloft for over 30 hours – limit its practical application, but its light weight and small profile make it much less detectable than conventional UAVs.

### Green Sailing in the Future

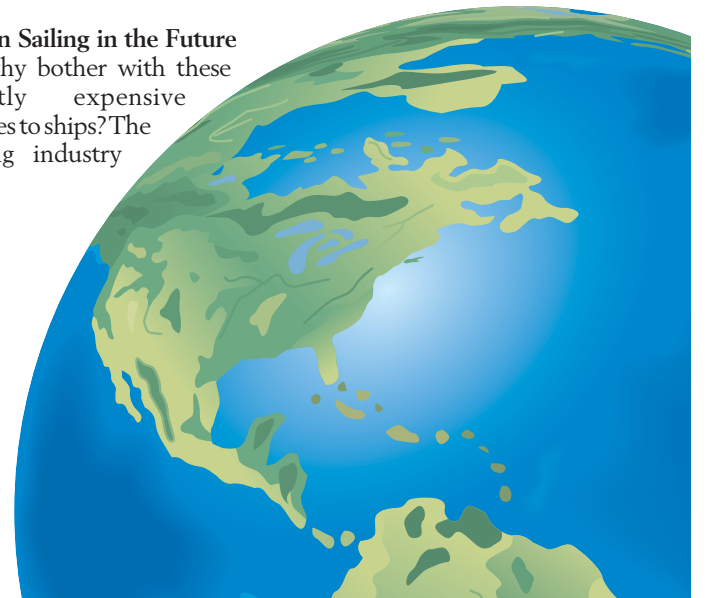
So why bother with these currently expensive upgrades to ships? The shipping industry

accounts for approximately four percent – or 800 million tons – of global CO<sub>2</sub> emissions annually, roughly double that of the aviation sector, which is more commonly attacked for its pollution. The Kyoto Protocol, which aimed to reduce countries' carbon emissions by around eight percent from 1990 levels, did not specify limits on international shipping due to the difficulty in attributing ship emissions to a specific country. The day will come, however, when maritime carbon emissions will be regulated. The International Maritime Organization, which regulates international shipping, has already been criticized for its lack of action since Kyoto.

Aside from the environmental reasons, adopting technologies that increase fuel efficiency and reduce dependence upon oil have direct economic and security benefits. First, increased efficiency directly translates into dollar savings. Although the current recession will pass, defence budgets worldwide – and Canada is no exception – are being cut wherever possible. Second, as accessible oil supplies begin to dry up, a reduced dependence upon fossil fuels will give more options to shipping and navies. For example, ship schedules are based in part around their fuel ranges, and a lessened need for fuel would remove the problem of stopping in less-than-optimal ports.

The advances listed above present the opportunity for shipping companies and navies to continue providing security and humanitarian assistance and disaster relief while reducing pollution and cutting costs. Truly, the colour of sailing in the future is green.

*Brett Witthoef is a Research Officer in the Office of the Asia-Pacific Advisor at Maritime Forces Pacific Headquarters (MARFAC HQ). The comments provided herein are exclusively the author's editorial views, and do not represent the official policy of Canadian Forces or the Department of National Defence.*



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# Celebrate

**Else Francis**  
Health Promotion

March is National Nutrition Month and Health Promotion would like you to join in with the campaign's goal of helping Canadian families make informed food choices to best support their health.

The 2010 Campaign is brought to you by Dieticians of Canada and focuses on key facts about Canadian farming and agricultural practices, food processing, food labelling and how these factors can impact nutrition.

**Background**

We are surrounded by messages encouraging us to become more aware of and understand where our food comes from. Topics such as local food, organically grown food and the 100 Mile Diet are becoming common discussions at home and the workplace.

The Canadian Community Health Survey (CCHS) 2.2 (Statistics Canada, 2006), is a study on the eating habits of Canadians which revealed among other things that the majority of Canadians do not eat enough fruit and vegetables. Children and adolescents consumed an average of 4.5 servings a day and adults consumed 5.2 servings a day. The recommendations depending on age and sex are at minimum seven servings a day.

**Where we eat**

On a given day, one quarter of Canadians eat food that was prepared in a fast-food outlet. Among youth aged 14-18 years, the figure is one third. One quarter (26%) eat out or order take out for lunch two or more times per week; 20 per cent eat out or order take out for dinner two or more times

per week. Lunch and dinner are the most popular meals for eating out while dinner is the most popular for take out (67 per cent order take out or delivery for dinner up to once a week (Canadian Council of Food and Nutrition, August 2009).

**Local Foods**

Eating foods raised and produced locally appeals to people for different reasons. Potential benefits from environmental, economic and social impact perspectives are also associated with local food systems such as sustainable agriculture, reduces packaging and waste, greater income for farmers, better prices for consumers and social bonding between farmers and consumers (Equiterre & The Centre for Trade Policy and Law, September 2009).

• What does local really mean?

The Canadian Food Inspection Agency guidelines define the terms "local", "locally grown", or similar terms. According to the agency, it means that the domestic goods being promoted originated within 50 km of the place where they are sold. An alternate definition is that the food is manufactured, processed, produced or packaged in a local government unit and sold only in that same government unit or in one or more immediately adjacent local government units. Terms such as "Buy BC" may be used to describe fresh produce which is produced and grown within the province but which does not meet the criteria for "local".

• Three examples of movements encouraging local eating:

1. 100-Mile Diet

The term that has come to describe buying and eat-

*Fresh is best but, it is not always easy, practical, necessary or affordable.*



ing food entirely grown, manufactured or produced within a 100-mile radius of the home of the person who will be eating it.

2. Slow Food

A non-profit, eco-gastronomic, member-supported organization founded in 1989 to sustain local food traditions and traditional food products and to promote an interest in where food comes from, how it tastes and the impact of food choices.

3. Community Supported Agriculture

An approach to farming and purchasing food that essentially makes shoppers members of the farm for a season through annual financial commitments in return for fresh, seasonal, local produce.

Fresh vs. Processed

"Fresh is best" is a phrase often echoed by various

*Continued next page*

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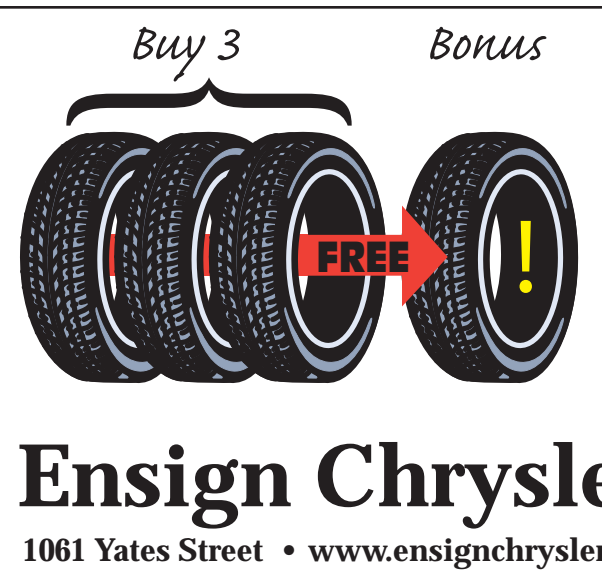
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# food from field to table



groups promoting local foods. However, it is not always easy, practical, necessary or affordable to purchase fresh foods. Processing is used to help make foods safe to eat after long journeys and it also makes certain foods available that would otherwise be available only during their peak growing season.

In order to get fresh fruits and vegetables to grocery stores, they must often be picked before their nutrient content has peaked. In contrast, canned and frozen items are preserved at their peak of ripeness offering a nutritious alternative to fresh.

When canned goods are heat processed, the food maintains its quality for more than two years (Can Manufacturers Institute, [www.cancentral.com](http://www.cancentral.com)).

However, in order to effectively preserve fresh produce, many canned items may contain more salt or sugar than their fresh counterparts. Frozen fruits and vegetables are often preserved without added salt or sugar. Reading labels can ensure you know what you are purchasing and eating.

### What is "fair trade"?

"Fair trade" claims on foods sold in Canada, provided they are not false or misleading and meet the requirements set out in all applicable food legislation guarantees that when the logo is used it stands for fairness and global social responsibility in international trade. In Canada, you can find the label on select brands of coffee, tea, chocolate, sugar, fruit (bananas and mangos), cereals (rice and quinoa)

and some spices (<http://transfair.ca>).

Intranet site for additional Nutrition Month materials and information: <http://hr.ottawa-hull.mil.ca/health-sante/ps/hpp-pps/nw-mn/nm-mn-eng.asp>

This page will include a link to the Dietitians of Canada nutrition month website, a link to the Weight Wellness Lifestyle Program, a page to introduce the nutrition working group members with a mix of their favourite kitchen tools, recipes, etc., and a calendar with nutrition tips following the theme "Celebrate food... from field to table. You will also be able to print the Calendar if you would like to distribute it.

To celebrate Nutrition Month, Health Promotion will be giving out re-usable fabric shopping bags on Monday March 1, between 11:30 and 1:00 in the main foyer at the Naden Athletic Centre. Drop by and collect yours.

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**Mike McLean**  
CFB Fire Inspector

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A recent fire at Work Point was caused by an appliance in a small kitchen area.

Luckily no one was injured because it happened in the evening when the occupants had gone home for the night. Firefighters did a tremendous job and prevented as much property loss as possible.

However, it resulted in damage and inconvenience for the occupants.

This particular building had a fire alarm system and the system did its job. Unfortunately, not all our buildings have an alarm system because of old building codes.

Department of National Defence does not have insurance on our buildings, so fire prevention is essential.

The following is in the Base Standing Orders (Fire Precautions-electrical equipment and appliances 2-318) and we encourage everyone to read them again.

Privately owned electrical appliances shall not be installed in DND buildings (other than RHU's) without prior permission of the BCEO or his delegated representative. Construction Electricians and fire protection person-



Privately owned appliances are not allowed in DND workplaces unless approved by the Base Construction Engineering Officer due to the fire hazard they pose.



nel on inspection duties shall order unsafe electrical appliances removed.

There are too many small kitchens within the buildings. With old microwaves, stoves, coffee pots, toaster ovens, toasters, brought in from home.

A good rule of thumb, if it's not good for the house it's not good for work.

With unsafe appliances, you are putting your co-

workers at risk and your workplace in danger.

Prior to close-up, all buildings shall be inspected by the occupants or duty person in charge of the facility to ensure that fire hazards do not exist, energy is not needlessly expended and essential security is maintained.

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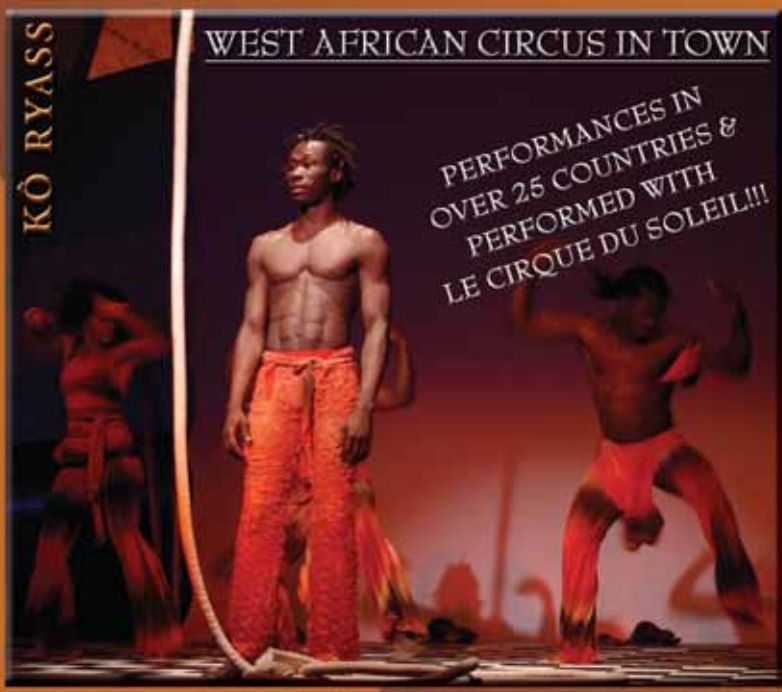
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CNC NEWS: CELEBRATING 100 YEARS

# Special tribute to First Nations

**Shelley Lipke**  
Staff writer

With 2010 comes countless naval centennial celebrations to commemorate the navy's past and present.

One initiative will be to honour the more than 300 communities who have warships named after them during the navy's 100 years of existence. As part of this initiative, Maritime Forces Pacific (MARPAAC) will honour several First Nations communities from Quebec to Vancouver Island by awarding namesake certificates for warships.

"These First Nations communities have been assigned to MARPAAC to recognize," said CPO1 Mark Moger, Canadian Naval Centennial Committee Chief Petty Officer.

"A small navy delegation will travel to the various First Nation communities to present a namesake certificate to the elders/council at an appropriate ceremony determined by that First Nation community."

During this ceremony each community will also be presented a framed photograph of their ship with accompanying historic text.

Communities are being contacted now and the Canadian Naval Centennial committee is hoping to have all namesake presentations awarded by the end of March 2010.

"I think it is very important that we recognize the various communities who have had a warship named after them. This gives the communities a sense of ownership," said CPO1 Moger.

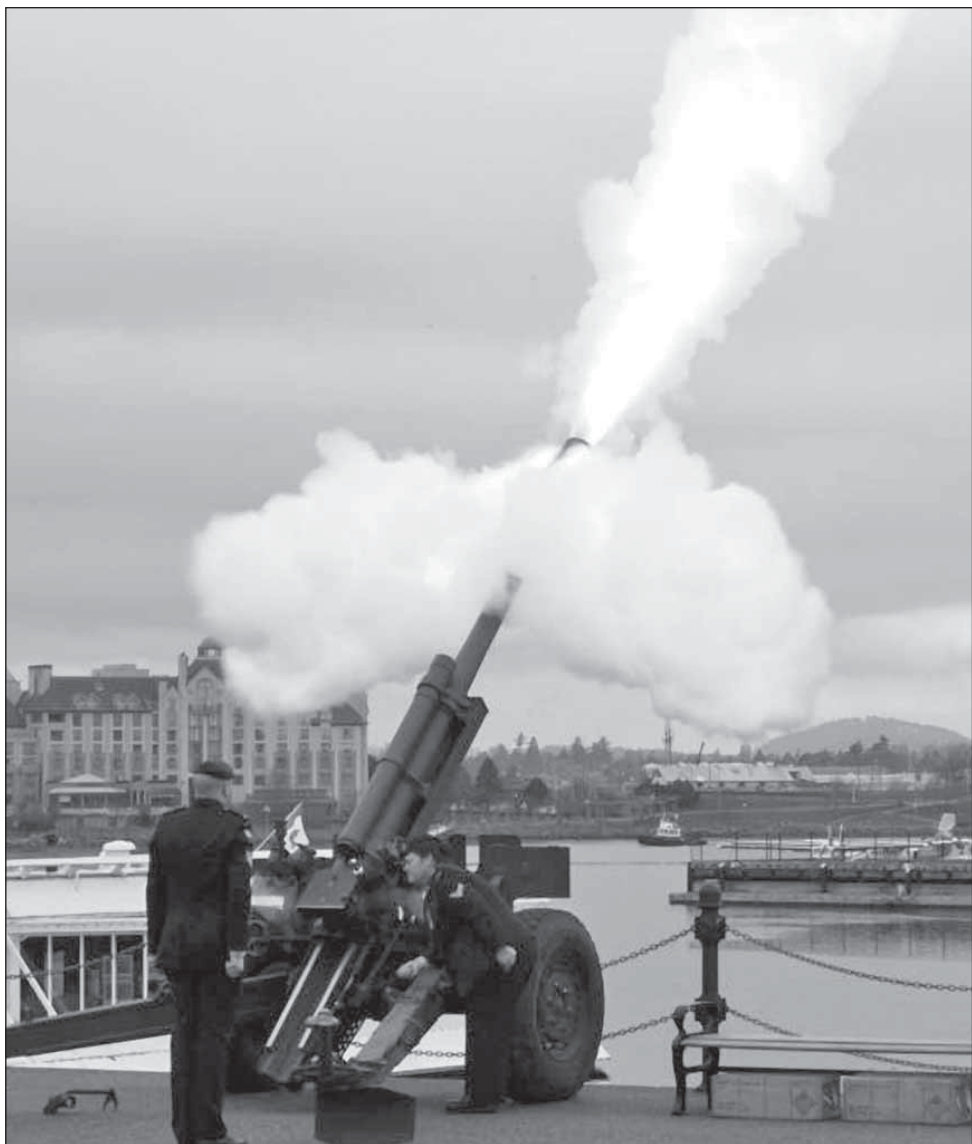
Over the years, Canadian warships have been named after First Nations communities, cities and provinces, as well as significant geographical features such as rivers, capes and bays. In 100 years of the Canadian Navy more than 30 ships have been named after First Nations Communities.

Centennial celebrations

across Canada will recognize all communities with ships named after them.

MARPAAC anticipates namesake presentations with:

- Algonquin Timiskaming First Nation, Notre Dame du Nord QC - HMCS Algonquin
- Algonquin Anishinabeg First Nation, Maniwaki QC - HMCS Algonquin
- Algonquins of Pikwakanagan First Nation, Golden Lake ON - HMCS Algonquin
- Ktnuaxa First Nation, Cranbrook BC - HMCS Kootenay
- Syilx Okanagan First Nation, Westbank BC - HMCS Okanagan
- Syilx Okanagan First Nation, Vernon BC - HMCS Okanagan
- K'omoks First Nation, Comox BC - HMCS Comox
- Yellowknives Dene First Nation, Yellowknife NT - HMCS Yellowknife
- Nuuchaltnan First Nations, Port Alberni BC - HMCS Nootka



Cpl Dawn Pap of the 5th Field Regiment pulls the lanyard of the battery gun under the direction of Sgt Jay Lenius for a 15 round Vice Regal Salute to honour the Lieutenant Governor, Steven L. Point the opening of the B.C. Legislature. As the Official Saluting Battery of B.C., the 5th has participated in every opening of the Legislature since July 29, 1878. The Salute on Feb. 9 was performed by a three gun troop commanded by Lt Andrew Jackson and WO Jason Street.

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# Civilian snaps a winning shot

**Capt Jeff Manney**  
Contributor

Deanne Gillespie was in her backyard, taking advantage of a beautiful fall day to photograph sunflowers, when a little serendipity flew across her lens.

It was a bee, heading straight for her subject.

"Beeline" went on to earn Gillespie first-place honours in the Environment category of the 2009 DND Photography Contest.

"It's a lucky shot, let's admit it," laughs Gillespie, who, since 2003, has been the Administration Officer for the Canadian Forces Maritime Experimental and Test Ranges (CFMETR), located at Nanoose Bay. But as the saying goes, you've got to be good to be lucky, and a growing list of awards for CFMETR's unofficial photographer says this was no fluke.

In fact, a second submission to the contest took third place in the Special Effects category. "Greeting Party" is a shot of three leering pumpkins perched on a fence. Gillespie ever-so-slightly manipulated the background clouds to heighten the effect of a gathering storm.

While these are her first DND awards, they aren't the only to grace her portfolio. Gillespie placed both first and second in contests hosted by mid-Island Oceanside Tourism, and she captured second place in a Victoria Tourism contest. Her shots have



Deanne Gillespie (left) was in the right place at the right time with her camera when she caught the above image of a bee headed for its big yellow target. Her luck earned her first place in the 2009 DND Photography Contest in the Environment category.

appeared in brochures and advertisements from both tourism bureaus, an Australian naval catalogue, two Nanaimo Area Land Trust calendars as well as in the December edition of Harrowsmith Country Life.

In keeping with CFMETR's military mission, she's been published numerous times in Jane's International, and provided the U.S. Navy with countless photos of its visiting warships.

In spite of that record, Gillespie says she's no professional.

"This is a passion. I'm more an 'obsessed amateur' than professional," she says. "Photography is an outlet that lets me express myself creatively and see the world in a different light. It's very therapeutic. If I had to do it as a profession, I think it would lose its spontaneous appeal to me."

It also requires a keen eye for something special, like

when a bee flits through the viewfinder into the embrace of a vibrant yellow sunflower.

"You know when you've captured a moment or a timing, when you've got something unique," she says. "I never take just one picture during any photo shoot, I take hundreds. And out of a hundred I might be happy with just one... but that's all it takes!"

Gillespie's work is available for viewing at [www.flickr.com/photos/deaneg](http://www.flickr.com/photos/deaneg)

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Canada's Prime Minister, Stephen Harper, tours the field hospital in Léogane, Haiti, where CF members are taking part in Operation Hestia. Canadian Forces members have been in Haiti for the past month to help Haitians recover from the catastrophic earthquake that struck their country on Jan. 12.

Cpl Julie Bélisle, Combat Camera

## Top-notch care for mainland military

**A/SLt Shawn Kalbhenn**  
CF H Svcs C(P)

You wouldn't be able to tell today, but two years ago the Canadian Forces Health Services Center (Pacific) ((CF H Svcs C (P)) Detachment Vancouver was operating at Jericho Garrison with just two Med-Techs and a Physician's Assistant.

Since then, they have become a full-fledged primary care establishment complete with mental health, case management and health records services, typical of the clinics on most bases.

In the past, the primary function of the clinic was to conduct deployment readiness checkups and coordinate care elsewhere within mainland B.C. Today, all 300 Forces personnel entitled to full care – Regular Force, Class B and C reservists – on the mainland of B.C. may now receive all the services typical of a military primary care establishment in Vancouver.

MWO Richard Kennedy of ASU Chilliwack, a recent patient, commented, "The CF Vancouver clinic provided excellent service and in my opinion, set the example of what continuity of care is really all about."

Jack Van Dyck, the clinic's healthcare coordinator, said the principal reason for the expansion was too many service members falling through the medical and administrative cracks.

Regular medicals and pre and post deployment check-ups were not being performed. Now, with two doctors, a social worker, and a case manager, the Vancouver clinic is fully equipped to deal with both occupational and routine medical services.

Increasing capacity has only been part of the success of the clinic, explains Van Dyck. "Reaching out and building trust with the 25 individual units we serve has been integral."

CF personnel on mainland B.C. have the option of choosing a civilian family doctor or use the CF health services. Because the Canadian Forces must be aware of any medical conditions, transferring files between care providers can be onerous. Members also miss the advantage of dealing with medical profession-

als who are knowledgeable about how their health can impact their careers, and often must have two doctor visits instead of one. In addition to those who can receive full health care benefits from the clinic, there are about 1,600 reservists living in the greater Vancouver area or mainland B.C. At any given time there are approximately 200 of them who require medical service related to deployments. Up to a couple of years ago, many of these people had to travel to Esquimalt or elsewhere.

The main challenge to any expansion is staffing. Some of the support elements required of a larger clinic are still lacking. Because they are located in a large city with many opportunities, competition can be fierce for talented medical professionals. This

problem is compounded by a frequent shortage of Med-Techs, who are often only available on a temporary basis; although, Van Dyck does expect this problem will lessen once the Olympics are over and the Afghanistan mission ramps down.

The Vancouver clinic also operates satellite clinics that open periodically in Kamloops and Chilliwack. Both clinics have access to Canadian Forces Health Information System, giving clinicians instant access to a member's medical file.

In 2011 they will move into a new complex being constructed at the Seaforth Armoury, located downtown, giving them the state-of-the-art facility required of a modern clinic.

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# Governor General pauses to visit the troops at Cal-Cheak Quarry

**Lt Susan Magill**  
LFWA PAO

During a visit to Whistler to watch Olympic events, the Governor General of Canada Michaëlle Jean also dropped in on Canadian Forces (CF) members of 1 CMBG stationed at Cal-Cheak Quarry to support the RCMP-led ISU security contribution for the 2010 Olympic Winter Games.

Dressed comfortably in a black quilted Olympic team jacket and athletic pants, she had lunch in Cal-Cheak on Feb. 14, and then spent an hour speaking candidly with the troops.

Private Pearl Korentchenko, from Composite Troop, 1 Canadian Mechanized Brigade Group (1 CMBG), Headquarters and Signals, had the honour of presenting Her Excellency with a bouquet of flowers to celebrate Valentine's Day.

She greeted the troops alongside Rear Admiral Tyrone Pile, Commander of Joint Task Force Games.

"I am happy to be here and very impressed with your work; always. At every occasion when I can see you in action, on your different missions, at home and abroad, I am always so impressed to see the quality of your work, your dedication, your sense of duty, how efficient you are, how convinced you are also of your capacity of making a difference," she said.

The Governor General often travels to meet soldiers regardless of their location.

"At home and abroad," she continued, "You give us so much pride. Canadians are so proud of you."

Many soldiers had the opportunity to speak directly with her as she walked between the crowded chairs choosing speakers. She spoke

in three languages: English, French and Spanish.

"The experience I had as a child in Haiti, with the uniform, was totally different," she said. As a child the uniform meant repression and violence against the people of Haiti.

"I came a long way. It's amazing to see that a uniform can represent something else, with an ethic, with values and the right sense of duty. Not against the people, but working to support the people's aspirations."

Turning to the Governor General, Rear-Admiral Pile said, "You are seeing the jointness of the Canadian Forces as we come together for the Games. We've come together, army, navy, air force, all of our support organizations to work together. We appreciate having the opportunity to do security at home, in front of Canadians."



Governor General Michaëlle Jean spends time with military members during a visit to Whistler for Olympic events.

# Calgary Olympic flag flies during Vancouver Olympics

**A/SLt Roland Stacey**  
HMCS Calgary

The crew of *HMCS Calgary* officially kicked off their contribution to the 2010 Vancouver Olympic Winter Games on Friday, Feb. 5 with help from a piece of Calgary history.

Hoisted high up on the mast of the Halifax-class frigate, the 1988 Calgary Olympic flag flew in the crisp February breeze. The red blue and purple stylized flag shows the 1988 Calgary Olympic logo, the same design as what flew over the City of Calgary

for the Calgary Winter Olympics in 1988.

This particular flag is special because until Friday it remained brand new and sealed in its original packaging.

The mayor of Calgary Dave Bronconnier presented the flag to the ship's company Jan. 14 requesting *Calgary* fly the flag during the 2010 Vancouver Olympic and Paralympic Winter Games.

CPO2 Colin Brown, who has served on board *Calgary* for the last decade, says this flag represents the strong link shared between the city and the ship of the

same name.

"*Calgary* first brought the Winter Olympics to Canada," said CPO2 Brown. "Vancouver has big shoes to fill."

On Friday morning, Rear Admiral Tyrone Pile, Commander of Joint Task Force Games, arrived on board *Calgary* to meet the ship's company to discuss the challenges of the current mission. In honour of Rear-Admiral Pile's visit, as well as to officially kick-off the start of the Halifax-class frigate's maritime surveillance patrols for Operation Podium, the proud crew

hoisted both the 1988 Calgary Olympic City flag and the Vancouver 2010 Olympic flag.

"It's our namesake city and I got to raise the flag. It's pretty historic," said OS

John Christian. "It's always cool when the Olympics come to Canada."

*Calgary* is one of several ships conducting coordinated maritime surveillance patrols in the approaches

to Vancouver Harbour during Operation Podium, the Canadian Forces contribution to the overall security of the Vancouver 2010 Olympic and Paralympic Winter Games.

## Olympics exciting even from a secure distance

**SLt Melanie Weaver**  
HMCS Brandon

Restless silence blanketed *HMCS Brandon*, a Kingston-class maritime coastal defence vessel, one of five Canadian Navy ships taking part in coordinated maritime surveillance patrols in the approaches to Vancouver Harbour during Operation Podium, the Canadian Forces contribution to overall security of the Vancouver 2010 Olympic and Paralympic Winter Games.

Cabins were empty, the treadmill left unattended, and in the flats - no one. You would have almost thought it a ghost ship - until the ship's watchkeepers change course within the ship's patrol sector, leading to a lost satellite signal - then a deafening groan would ring out from all the messes. It was the Feb. 12 Olympic Opening Ceremonies and no one wanted to miss a second of it.

The doors of all three messes burst open in unison - the Great One Wayne Gretzky was about to light the torch and fireworks would soon be starting on the horizon. Moving as quickly as if it were Emergency Stations, we headed to the best vantage point of the ship - the bridge.

Vancouver was holding true to its reputation - it was raining and the wind swept aggressively across English Bay. We took turns looking at the skyline with the Big Eyes binoculars, the ship's company laughing together as for a brief moment

we all forgot where we were.

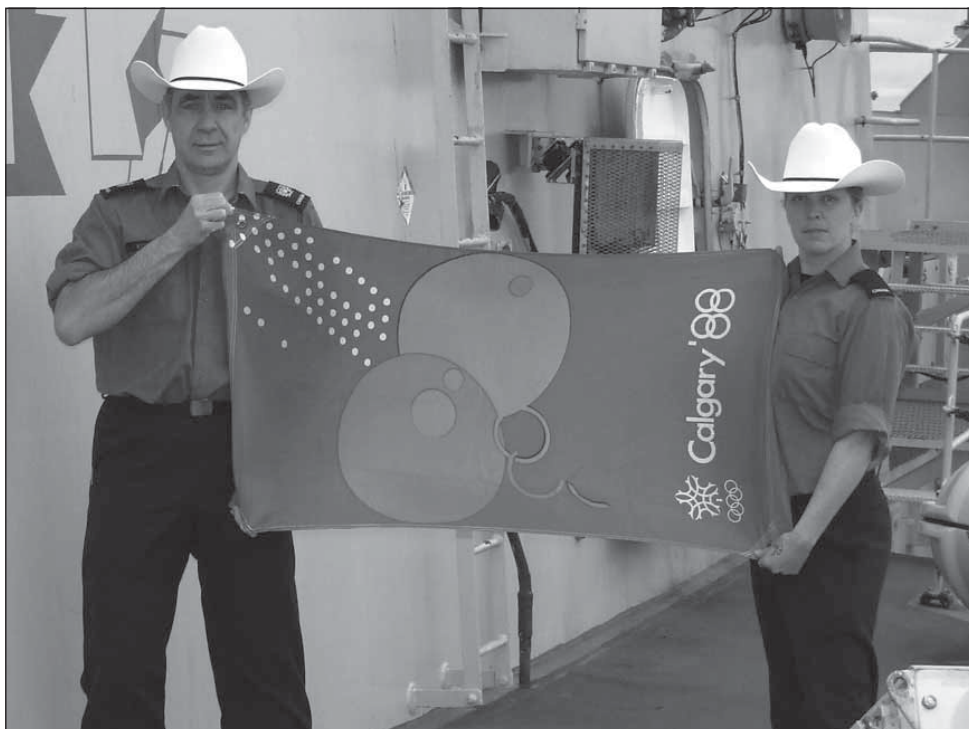
Olympic light displays, helicopters and fireworks mixed together, all reflecting on a black canvas of ocean. The colors of the Games were flowing toward us, like waves of aurora borealis, and although we were miles away, we felt as close to the flame in spirit, as any.

The Opening Ceremonies were live, and we were right here protecting what we love, not just the athletes, hockey or our country - but what our country means to each and every one of us. We were a giant ship's family all brought together to defend what Canada represents - the spirit embodied in the flame.

Still, in the awe and excitement of the display *Brandon's* Coxswain, the man charged with ship's discipline and deportment, didn't miss a beat, catching us with huge smiles, but to his displeasure, with our freezing hands in our pockets.

Building up to the Olympics, the 55-metre ship has been in a fitness frenzy, sometimes fighting for time on the treadmill or weight set. Combat readiness on our minds of the 41-person crew as we proceeded into Operation Podium with our schedule jam packed with exercises, briefs and departmental work.

This all for the purpose of being ready for our role supporting the Royal Canadian Mounted Police in Vancouver 2010 Olympic security efforts as Canada hosts the world... and of course wins the Gold medal in hockey.



CPO2 Patrick O'Hara, HMCS Calgary

CPO2 Charles Kuyer and OS Nicole Fairfax display the 1988 Calgary Olympic flag onboard HMCS Calgary, during a coordinated maritime surveillance patrol in the approaches to Vancouver Harbour during RCMP-led 2010 Olympic marine security efforts.



# Olympic spirit goes to sea

**Lt (N) Peggy Kulmala**  
JTFG Maritime Component PAO

For the five Canadian Navy ships taking part in coordinated maritime surveillance patrols in the approaches to Vancouver Harbour, the Vancouver 2010 Olympic Winter Games is a distant reality, watched from afar on television screens, the coverage subject to intermittent satellite signals that can drop when busy watchkeepers change course to maintain their patrols.

On Sunday, Feb. 14, the Orca-class patrol vessel, Raven, crewed by a select ship's team from HMCS *Iroquois* in Halifax, had the Olympic spirit brought to them, by a fellow *Iroquois* sailor who – along with a Canadian soldier and airman – had the honour of raising the National Flag of Canada during the official opening of the third Canada-hosted Olympic Games in history.

MS Bijod Emilcar jumped at the opportunity to visit his fellow sailors on board Raven for a couple hours, and join Cdr Réal Brisson, *Iroquois*' Commanding Officer, while they patrolled English Bay.

While on board, MS Emilcar, a Marine Electrical Technician, enjoyed a tour of the Canadian Navy's newest class of ship, while sharing with his crewmates the wonder and excitement of the opening ceremonies.

"It was the most amazing thing I have ever seen," said MS Emilcar. "I knew I was part of something special, but when athletes from different



MCpl Chris Ward, Esquimalt Imaging Services

**MS Bijod Emilcar, a member of the Canadian Forces Ceremonial Contingent for the 2010 Winter Olympic and Paralympic Winter Games, shows the special coin given to him for his participation in the opening ceremonies.**

countries starting asking to have their photo taken with me, I was stunned."

Raven's crew was very enthusiastic about MS Emilcar's visit, demonstrating at every turn the strong esprit de corps enjoyed within the 33.5-metre patrol ship, with lots of "atta boys" and good-natured teasing about the new "movie star" for the Canadian Navy.

Wearing the trademark bright blue Vancouver Olympic jacket, MS Emilcar stopped to chat and share his experience with most – if not all – the 21-person crew, including the embarked Royal Canadian

Mounted Police (RCMP) officer, Sgt Ian McNeill.

Although MS Emilcar didn't bring on board Valentine's Day treats for his crewmates that day, he did bring something special: the unique coin presented to all those participating in the Olympic Winter Games Opening Ceremonies, which will be mounted and displayed in a place of honour on board *Iroquois*.

"We are proud of MS Emilcar's selection to represent the Canadian Navy at the 2010 Vancouver Olympic Winter Games' Opening Ceremonies," said Cdr Brisson, who accepted the special coin on behalf of *Iroquois*. "I am pleased to have my sailors out here, making such a difference with the Games, and for the Games."

By dinner, MS Emilcar was ashore for his duties with the Canadian Forces Ceremonial Contingent, where he drives and escorts medaled athletes.

***I knew I was part of something special, but when athletes from different countries starting asking to have their photo taken with me, I was stunned.***

-MS Bijod Emilcar

# Photographers capture magic of security

**MCpl Chris Ward**  
Base Imaging  
Technician

Cpl Roderick Hopp, one of two Imagery Technicians with Joint Task Force Games' Maritime Component, is happiest when he is on the water, despite wearing CADPAT with Air Force markings.

Rain or shine, Cpl Hopp is always the first to volunteer for an imagery tasking relating to getting on – or over – marine security assets, large or small.

"It's a rush of hanging out of the helo taking pictures or speeding around in a Canadian Navy RHIB," said Cpl Hopp. "I like anything that gets the adrenaline going."

"It is exciting to be able to do my job within Canada," said Cpl Hopp of his experiences with Operation Podium, the Canadian Forces (CF) contribution to the overalls security of the Vancouver 2010 Olympic

and Paralympic Winter Games. "It's not very often that we get to take part in an operation within our own borders."

Back home in Victoria, Cpl Hopp volunteers with the Victoria Police Department, where he finds some of his military skills, like observation and accurate note taking, can come in handy. He has also on occasion photographed graffiti for police records.

"Our main goal as volunteers is to be a visible presence on the streets in support of the Victoria Police Department crime prevention activities," he said. "We talk to people about securing their vehicles and personal belongings to prevent break ins. Vehicle theft is a big problem within the city," he added, referring to how the volunteers also provide assistance to the general public.

During the course of Operation Podium, Cpl Hopp has gained valuable



MCpl Chris Ward, Esquimalt Imaging Services

**Cpl Roderick Hopp, an Imagery Technician with Joint Task Force Games Maritime Component, videotapes a CH-124 Sea King helicopter landing at the helicopter landing pad at HMCS Discovery, Vancouver's naval reserve division and heart of Royal Canadian Mounted Police-led Olympic marine security efforts.**

experience shooting and editing video, developing his writing skills, as well as a new appreciation for other law enforcement agencies and CF trades.

"I think the biggest thing I am enjoying here is working with other agencies as well

as other military elements and trades, all within the same operation," he added, referring to the RCMP-led RCMP-led Olympic security efforts – which some say is the largest integrated domestic security operation in Canadian history.

# Navy traditions continue during Operation Podium

**Lt Gabriel Rousseau**  
JTFG Maritime  
Component PAO

When the talk turns to military food, the navy is in a class of its own with its soup at 10. Well established on Canadian Navy ships, the tradition is also kept up at HMCS *Discovery* Naval Reserve Division, which is hosting the Maritime Component of Joint Task Forces Games during Operation Podium.

Navy cooks from Regular Force and Reserve units across Canada are busy whipping up meals, not only for the 250-strong military contingent, but also for various partners, including the Royal Canadian Mounted Police members working out of the same facility as part of the marine security effort.

LS Viridiana Simard-Beaulieu, from Trois-Rivières, Quebec, is one of those cooks.

"I joined HMCS *Radisson* Naval Reserve Division a little over three years ago, and this is my first operational experience," she says.

Like the others on the team, this young sailor, who

is planning to study law at Université Laval in the city of Québec in the fall, is working 10-hour shifts to provide food services, which include breakfast, soup, lunch, supper and the evening meal served to night shift workers.

LS Simard-Beaulieu was recently presented with the Commander's coin for her hard work and personal efforts during Operation Podium.

"It's a real pleasure to work here; we've got a beautiful, new kitchen and new equipment. Like me, several of the cooks finished their training last summer, and we've been given a wonderful opportunity to learn a lot under the guidance of some great master seamen," she says.

During Operation Podium, between 50 and 300 meals are served every day in the HMCS *Discovery* mess hall. The meals are carefully prepared in accordance with Canadian Forces standards for healthy living and include a variety of fresh foods. It is enough to bring a smile to the lips of those who get to enjoy soup at 10.



MCpl Chris Ward, Esquimalt Imaging Services

**LS Viridiana Simard-Beaulieu, a cook from HMCS *Radisson*, Trois-Rivières Naval Reserve Division, prepares a meal for the hundreds working out of HMCS *Discovery*, Vancouver's Naval Reserve Division and home to busy Vancouver 2010 Olympic marine security operations.**

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# Cormorant crew evacuates Snowshoer

A Cormorant helicopter from 442 Transport and Rescue Squadron, in 19 Wing Comox, was tasked last night to evacuate an injured snowshoer near Chilliwack, BC.

The Joint Rescue Coordination Centre (JRCC), in Victoria, received a call for assistance from the Provincial Emergency Program in the evacuation of a man that had injured himself while hiking in an area nearing the Canada-US border. A local Ground Search and Rescue (GSAR) party had been mandated to assist the man but it was determined that air support was required to extract him from the secluded location.

He was located in the middle of the night with the assistance from an American Border Patrol Citation Jet utilizing their FLIR (forward looking infrared radar) equipment. The Cormorant hoisted down Search and Rescue Technicians (SAR Tech) on a very steep hillside at 3,000 feet elevation. Unfortunately, the terrain

was unsuitable to extract the injured man. After refueling, the Cormorant returned to the SAR Tech that had moved the man to a more fitting location.

"This mission was a great example of fluid cooperation between a variety of agencies, both Canadian and American, to rescue this injured snowshoer," said Major James Pierotti, Officer in Charge of JRCC Victoria. "The GSAR volunteers that were tasked for this mission assessed that they needed additional support and requested our assistance. Given the proximity of the man to our American border, we utilized a Border Patrol aircraft and found him quickly, which enabled the Cormorant helicopter to bring him the help he needed and extract him."

The man suffered a leg injury and mild hypothermia. He was taken by helicopter to Vancouver Airport where he was transferred to the care of BC Ambulance.

His current condition is unknown.

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