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Volume 55 Number 13 | March 29, 2010

LOOKOUT



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Sailing the high seas

Shelley Lipke, Lookout

Leveline Fodjo tries her hand at piloting the tall ship Maple Leaf as it sails through the southern Gulf Islands. Fodjo was among 16 Quebec area sea cadets who got a taste of sailing the Strait of Juan de Fuca during a six-day Annual Seamanship Concentration. Sailing in the 92-foot ship was an opportunity to use their cadet training.



Cadets sail through language barrier

Shelley Lipke
Staff writer

Cadets may have been missing school, but this was an ocean-bound classroom of its own.

Accents rich with the French language echoed from the tall ship Maple Leaf as 16 Quebec area sea cadets affirmed to the captain and first mate they understood orders.

It was day three of five, sailing the mighty 92-foot-tall ship in Juan de Fuca Strait waters during the Annual Seamanship Concentration last Monday, and the day was met with many challenges and lots of fun.

Only four cadets were fluent in English and

those not accustomed to the second language were doing an admirable job of learning the tall ship naval lingo while successfully and safely sailing the vessel.

"This is the most difficult trip we've had with cadets because of the language," said captain Kevin Smith, a veteran of hosting cadet groups on STV Maple Leaf for nine years.

For the past 25 years Maple Leaf has veered from its role as a civilian chartered tourism ship, and for several weeks a year is chartered by Department of National Defence to train cadets under supervision of Canadian Forces Cadet Instructors.

See Cadets on page 8

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SEA TRAINERS RECALL

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All current and former sea trainers are invited to attend the 17th Annual Sea Training Dinner. Dress will be Jacket and Tie or Sports Coat and Slacks. The cost is \$40 and may be paid by cheque or cash to CPO2 Scott Morgan at CANSEATRAINPAC, PO Box 17000 Station Forces, Victoria, B.C. V9A 7N2 until 30 Apr 10. For more information, call CPO2 Scott Morgan at 363-1565 or via email Scott.Morgan@forces.gc.ca.





Jon Chabun, Contributor

Lookout staff celebrates being named the best Canadian Forces newspaper in the country. Back row, left to right: Sales Representatives Ivan Groth and Joshua Buck, Administrative Assistant Kate King, Graphic Designer Shelley Fox and Photojournalist Shelley Lipke. Front row: Managing Editor Melissa Atkinson, Graphic Designer Carmel Ecker, and Accounts Manager Kerri Waye.

Lookout earns national award

Lt(N) Michael McWhinnie
Base Public Affairs Officer

The judges have completed their deliberations and this year's award recipient for the Best Canadian Forces Newspaper (Open Circulation) is CFB Esquimalt's very own *Lookout* newspaper. The honour is conferred by the Canadian Community Newspapers Association (CCNA), which seeks to encourage excellence by each year sponsoring a national competition to celebrate the achievements of its member newspapers.

Shelley Lipke is the *Lookout's* principal photo-journalist. "I have been working at *Lookout* for a year-and-a-half and it's been a tremendously rewarding experience. To have had the opportunity to travel with the ships, learn about the many fascinating activities taking place within the formation and retell those stories through images and narration has been very gratifying," said Lipke, who is more accustomed to asking than answering questions. "Being recognized for our efforts is just icing on the cake."


The *Lookout* staff is comprised of non-public fund employees including writers, graphic designers, advertising salespeople, an account manager and administration assistant. Melissa Atkinson has been at the newspaper for 11 years, the last three as the Managing Editor.

"This award, like the *Lookout*, belongs to the entire Esquimalt defence team. We exist to serve the extended military community, and their contributions, ideas, collaborations and feedback are essential to our continuing success," said Atkinson.

"Senior leadership has been very supportive of our covering the full spectrum of issues. We are focused on operations, exercises and all those areas of particular interest to our defence community," she adds. "We aim to produce credible and balanced reporting that, hopefully, engages and informs our people. I think the CCNA award is a sign that we are pushing in the right direction."

With support from regular contributions of first-class photography by the technicians at Base Imaging Services and Combat Camera, *Lookout* continues to explore innovation in design and delivery through its website www.lookoutnewspaper.com where visitors can access image galleries and video, or discuss content by joining Twitter or Facebook groups.

Do you have a story to tell? To share ideas or provide feedback, call the Managing Editor at 250-363-3372 or e-mail melissa.atkinson@forces.gc.ca.



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In the dry, desert heat, a special plaque was unveiled to honour fallen Canadian journalist Michelle Lang. Front left to right: Jess Dutton, acting representative of Canada in Kandahar; Matthew Fisher, Canwest journalist; Col Simon Hetherington, TFK Acting Commander; Capt Yvonne Mills, TFK Acting Senior Padre; and Chief Warrant Officer Guislain Daigle, Acting TFK Sergeant Major.

MCpl Matthew McGregor, JTFK Afghanistan

Media tent dedicated to fallen reporter

Lt(N) Michèle Tremblay
Joint Task Force Afghanistan HQ

A dedication ceremony in honour of *Calgary Herald* journalist Michelle Lang took place at Task Force Kandahar (TFK) March 13. A mounted plaque with Michelle's picture standing beside the media tents was unveiled by Colonel Simon Hetherington, TFK Acting Commander and Matthew Fisher, Canwest journalist embedded with TFK.

"Michelle was a very good person who was dedicated to explaining to Canadians what was going on here," said Fisher. "There are issues of life and death every day out here. This will serve as a reminder to us. Everyone that comes through here [needs to remember] that this is very serious business."

Fisher has covered Canadian operations in Afghanistan since 2002, and is now embedded for the eighteenth time.

Michelle Lang, 34, was embedded with the Kandahar Provincial Reconstruction Team when she was killed along with four Canadian soldiers Dec. 30, 2009, when their armoured vehicle struck an improvised explosive device during a patrol south of Kandahar City.

"I only had the opportunity to meet her briefly, but from all the comments I received from the Kandahar Provincial Reconstruction Team personnel, she was described as a vibrant and energetic woman. She wanted to get out, to get the story that might not be so obvious on development and security," recalled Col Hetherington in his remarks about Michelle during the ceremony.

"Michelle Lang was a compassionate and caring individual who brought these qualities to the interviews she gave and the stories she wrote. I was

Michelle was a very good person who was dedicated to explaining to Canadians what was going on here. There are issues of life and death every day out here.

-Matthew Fisher
Journalist

honoured to be interviewed by her, as were other chaplains," said Capt Yvonne Mills, TFK's Acting Senior Padre, during the dedication service.

"Her kind demeanour and inquisi-

tiveness helped her get to the heart of a story. Her love for and dedication to others was evident as she spoke of her fiancé and her family. Her devotion to her faith and understanding of hope in the world around her was evident in the articles she wrote. Michelle will be remembered for her love of people, her commitment to journalism and her faith in knowing the truth will be revealed," Padre Mills continued.

"This dedication will remind us all that the soldiers, airmen, airwomen, sailors and special operators are not the only Canadians at risk in Afghanistan. Civilians — especially diplomats and journalists — are also essential to Canada's mission in Afghanistan, and they, too, put their lives on the line to do their jobs."

Child pornography charges withdrawn

Lt(N) Michael McWhinnie
BPAO

Technically speaking, the court martial of LS Travis Stansfield never happened.


Last Monday, following an hour's delay to the scheduled start, prosecutor Maj Benoit McMahon made known his intention to withdraw charges, ending procedures before the court martial could officially begin. The announcement was made before a courtroom of military spectators and local media.

Maj McMahon explained to military judge Lieutenant-Colonel Louis-Vincent d'Auteuil that his decision to withdraw the charges was based on a Supreme Court of Canada ruling rendered the previous Friday. That case saw the conviction of a Saskatchewan man,

Urbain Morelli, overturned. Morelli had been found guilty of possession of child pornography but the court found the search warrant used to obtain evidence violated his charter right to be free from unreasonable search and seizure.

"When the Supreme Court speaks, it changes the law and that change in the law must sometimes be applied retroactively," said McMahon. "In light of the Morelli decision, there is no longer a reasonable expectation of conviction in this case."

LS Stansfield had been facing two charges of possessing and one of accessing child pornography. The prosecutor characterized resurrecting the charges as unlikely, effectively ending legal actions against LS Stansfield arising from allegations that began in June of 2008 on board *HMCS Calgary*.



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Published each Monday, under the authority of Capt(N) Marcel Hallé, Base Commander.

Le LOOKOUT est publié tous les lundi, sous l'égide du Capt(N) Marcel Hallé, Commandant de la Base.

The editor reserves the right to edit, abridge or reject copy or advertising to adhere to policy as outlined in CFA0 57.5. Views and opinions expressed are not necessarily those of the Department of National Defence.

Le Rédacteur se réserve le droit de modifier, de condenser ou de rejeter les articles, photographies, ou annonces publicitaires pour adhérer à l'OAFCS7.5. Les opinions et annonces exprimées dans le journal ne reflètent pas nécessairement le point de vue du MDN.

LOOKOUT
NEWSPAPER

Circulation - 4,500

One year subscription - \$35.31

Six month subscription - \$17.66

Three month subscription - \$11.77

A Division of Personnel Support Programs
CFB Esquimalt, PO Box 17000 Stn. Forces,
Victoria, BC V9A 7N2

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WHAT SAY YOU

Pacific Fleet Club faces a busy year ahead

MS Mary Harrison
Pacific Fleet Club

The Canadian Naval Centennial (CNC) year is going to be busier than normal for the Pacific Fleet Club (PFC). On top of our normal monthly offerings of UFC and bands or comedians, the CNC has given us the opportunity to showcase our mess and its spectacular view.

First up is May 4 – the Navy's 100th birthday. After the parade through Victoria, the unveiling of the Homecoming Statue, and the barbeque held for all naval personnel and their families downtown, the three messes are opening up for a rare "open messing" where, for two hours (5 to 7 p.m.), all military members are invited to visit each other's mess and share nibbles and a drink of choice with comrades. To honour 100 years of Canadian naval excellence, the official ale of the CNC, Sea Dog, made by Vancouver Island Brewery, will be sold for 100 cents the whole day. The PFC will open its doors at 4 p.m.

PFC was built in 1976 and is coming up to its 35th anniversary. In order to freshen up the décor, a designer has been contracted to create a welcoming interior, beginning with the lower lounge. The design is nearly complete, and working with Base Construction Engineering, the designer will create an updated lounge that all members will be proud to call their "home away from home."

The PFC has received its own ship's painting from renowned artist John Horton. "Home Again" shows the three messes from the fo'c'sle of a frigate, with the PFC highlighted through artistic use of light and shadow. Prints are available through the PFC for \$25 each.

April will have two big events at the PFC for members. April 10 is UFC 112 in the lower lounge. There will be no cover charged for this

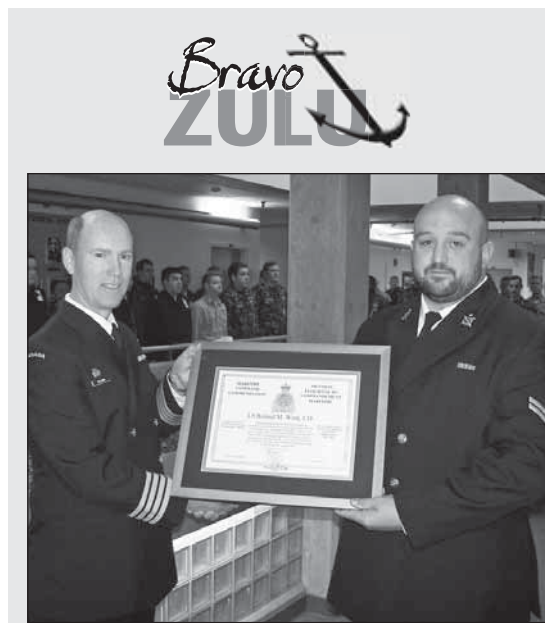


Cpl Alex Croskery CFB Esquimalt Imaging Services

At the latest annual general mess meeting at the Pacific Fleet Club, marine artist John Horton was on hand to present his painting "Home Again" to the membership. The painting was commissioned by the Executive Committee of the Fleet Club in early spring 2009, and has been made into ready-to-frame prints that are for sale at the Pacific Fleet Club for \$25. Above, from left: LS Matt Gariepy, John Horton and MS Mary Harrison.

event as it's a replay. Doors open at 6 p.m. On April 17 the Turnpike Bandits are bringing their original brand of kickin' country music to the upper lounge. There's no cover for this show, and doors open at 8 p.m.

Remember – if you're on course and have your course party at the PFC, we have a deal for you. Contact the office during working hours to find out what we can do to help make it a memorable wind-up of your course.



Capt(N) Les Fallon, MARPAC HQ J3, presents Maritime Commander Commendations to two sailors serving on Widbey Island, WA, on behalf of VAdm Dean McFadden. LS Wink (left) and LS Worrell (right) were recognized for their "outstanding professionalism and dedication during a deployment with the United States Navy on board USNS IMPECCABLE, from April to August 2009."



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Cyclone hits Shearwater

Lesley Craig
Maple Leaf

The still of the night was broken by the “whomp” of rotor blades as Sikorsky’s CH 148 Cyclone helicopter set down at 12 Wing Shearwater at 11:30 p.m., Feb. 19. The arrival of the contractor’s test helicopter marked the start of the Ship/Helicopter Operational Limitations (SHOL) trials; a milestone in the Maritime Helicopter Project (MHP). “There is certainly a degree

of excitement on the Wing as our members are getting to see tangible evidence of progress with respect to our transition to the Cyclone,” Colonel Sam Michaud, 12 Wing’s commanding officer, said earlier that day. “That said, people will be even more excited when our own aircraft is actually here.” The real anticipation, he adds, is based on what the new helicopters will enable the CF to do for Canadians. The fleet of 28 maritime helicopters will replace the

CH-124 Sea Kings that were first put to work by the CF in 1963. Delivery of the first new helicopter is scheduled for November 2010. Faster than the Sea King and equipped with a sophisticated surveillance suite, the Cyclone can monitor most of the Eastern seaboard in one trip, and provide the CF with an enhanced capability to detect submarines and observe marine traffic. Its ability to fly in known icing conditions makes it an important player in sov-

ereignty operations in the Arctic, and its pilots can fly wearing night vision goggles, providing an improved search and rescue capability.

Additionally, the helicopter’s fly-by-wire capability, a computerized flight control system, puts it at the forefront of modern technology. “It carries more and does more than the Sea King, but it still fits in the same hangar on the ships,” says Col Michaud. That has made modifying the Halifax-class ships that will carry the Cyclone much simpler.

At the moment, *HMCS Montréal*, currently alongside in Halifax, is the only ship that has been modified to support the Cyclone. Many of the modifications are not immediately visible, although the green filters on the flight deck landing lights, friendlier to pilots wearing night vision goggles, were the envy of many during the 2009 holiday festive lighting competition.

The Canadian Recovery Assist Securing and Traversingsystem (C-RAST), more commonly called a bear trap, has been adjusted to secure the Cyclone to the flight deck and move it in and out of the ship’s hangar. The flight deck has also been reinforced because the

Cyclone is heavier than the Sea King. “We’re proud to be the first home of the Cyclone,” says LCdr James Allen, *Montréal’s* executive officer. “It’ll be in the hangar [at 12 Wing] first, but it’s a maritime helicopter. It belongs on a ship.”

Now that the prototype is on site, it will be put through its paces in the SHOL trials. “We’re going to do the operational testing, kick the tires, figure out what we can do and what risk level is associated with that,” says Major Wayne Joy, the MHP staff officer.

The testing will be progressive, starting simply and growing more complex as the evaluators push the operational envelope. First, the helicopter will sit on the jetty beside *Montréal* with all systems running to make sure none of the helicopter’s systems interfere with the ship’s, and vice versa. Then after some testing to verify its performance on Canada’s East Coast, in a climate that’s relatively colder than that of its Florida birthplace, the helicopter will be embarked on *Montréal*.

“When we take it out to sea, first we’ll probably anchor somewhere with a low sea state and we’ll just try taking off, hovering

and landing,” explains LCdr Allen. “Eventually, we’ll see how it works at night time in poor weather. By the time we’re done testing, we want to be able to say that the helicopter can operate at this degree of pitch and roll. That will provide us with a baseline of knowledge so that we can determine proper wind and safety conditions.”

Having the prototype on base and on board is an emotional event for everyone who has been involved in the project.

“People are excited about the Cyclone and, though this is not delivery, it is still the first CH 148 to land in Shearwater or in Canada for that matter,” said Major William O’Gorman, MHP flight test engineer and combined test force lead. “It’s a rare opportunity to be the first operators to test an aircraft and one we’ve been looking forward to.”

“It’s real, it’s here, it’s something the community gets to see, touch and smell, but we also have to appreciate what this is,” says Maj Joy. “This is the test aircraft for ship/helo operating limitations testing. It’s a real sign of progress but it’s not our aircraft and there’s a lot that has to happen between now and then.”

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Security posture changed

Shelley Lipke
Staff Writer

A \$3.5 million dollar budget cut for the 2010 fiscal year for Port Operation and Emergency Services Branch (POESB) has prompted some security posture changes at several CFB Esquimalt property access gates.

Traditionally Commissionaires would man the gates, checking identification and granting access to the base, but effective April 1 this will change, leaving several gates unattended or open only during peak traffic hours.

"We took significant cuts in funding this year and this meant we had to face some hard decisions," said Cdr Allan James, Commanding Officer of Port Operations and Emergency Services Branch (POESB).

"We looked at the threat level on base and with resources much tighter we re-examined the discretionary measures we had in place. There are security elements that we must meet, but we have traditionally maintained a healthy discretionary buffer which we could afford."

Since the threat level at Joint Task Force Pacific has been assessed as low, Cdr James says the base will still meet its security requirements with the new changes.

"Nothing has been made vulnerable; we are still doing more than the minimum security requirements," he says.

These changes affect the Naden gate, which will begin an open base concept similar to what is in place at Work Point.

"Sometimes we'll have Military Police or the Base Security Force in place. It will be more of a random profile we will put forth rather than a standing predictable security profile."

The Canteen Road gate in Dockyard was

Nothing has been made vulnerable, we are still doing more than the minimum security requirements.

-Cdr Allan James
Commanding Officer, POESB

originally set to open only from 7 to 9 a.m. and from 3:30 to 5:30 p.m., but this raised a concern with some base personnel so Cdr James is reviewing this to accommodate the majority of traffic. A similar situation will occur at the Rosebank gate in Colwood, which will be open only from 5 to 9 a.m. and from 2 to 6 p.m.

"As new demand comes to these gates we will modify these times and adjust this schedule accordingly," he says.

Base personnel using either gate should check the MARPAC/JTFP website Notice Board to remain informed of changes or updates to schedules.

"The Base Commander, the Admiral and I are fully aware that this impacts people who have served us loyally and people may lose jobs because the Commissionaire Corps may have less work for them. This has been a difficult but necessary decision. We also want to ensure that this causes minimal disruption to our personnel. If any area does start causing an impact we will look at it.

"It certainly shouldn't affect parking in any way, and getting into Naden should be easier if no personnel are on the gate. Keeping in mind that on a case by case basis there will be checks going on at that gate," says Cdr James.

Changes to recognition for overseas service

DND

Peter MacKay, Minister of National Defence, announced last week changes to the South-West Asia Service Medal (SWASM), the General Campaign Star (GCS) and the General Service Medal (GSM).

These changes were introduced following a major review of all recognition provided for overseas service in order to simplify and standardize overseas recognition for Canadian Forces (CF) personnel. The creation of a formal device to recognize those who serve multiple rotations in missions eligible for the SWASM, the GCS and the GSM was key in this review.

Rotation bars have been created to mark multiple rotations in missions eligible for the three medals. Personnel will earn a rotation bar emblazoned with a maple leaf for each period of 180 days of eligible service accumulated after the initial qualifying per-

iod of 30 days. With the addition of rotation bars, mission bars will no longer be worn on the GCS and GSM. Instead, the medals will be displayed on ribbons that indicate the theatre or service for which the medal was awarded. This ensures that all service in a defined theatre of operations is accorded the same recognition, regardless of the mission.

Additional changes include an adjustment in the criteria to receive the GSM for a support function, from 90 to 30 days, and the establishment of three distinct ribbons for the GCS and GSM. The South-West Asia ribbon, the Allied Force ribbon to replace the Allied Force bar and the Expedition ribbon to recognize smaller operations conducted in the presence of an armed enemy.

The General Campaign Star is awarded to CF personnel, and members of allied forces working with the CF, who deploy into

a defined theatre of operations to take part in operations in the presence of an armed enemy.

The General Service Medal is awarded to CF personnel, members of allied forces and Canadian citizens other than CF personnel serving with the CF who deploy outside of Canada - but not necessarily into a theatre of operations - to provide direct support to operations in the presence of an armed enemy.

The South-West Asia Service Medal recognizes the participation of CF personnel deployed or in direct support of the operations against terrorism in South-West Asia.

Eligibility for the SWASM ended July 31, 2009, and all service in theatre from Aug. 1, 2009, onwards is eligible for either the General Campaign Star or General Service Medal with South-West Asia ribbon.

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CADETS LEARN THE ROPES

Tall ship Maple Leaf serves as training platform for young sailors

From page 1

The purpose of the sail is to allow the cadets training at sea as members of a tall ship crew.

"The Annual Seamanship Concentration is an introduction to life aboard a ship. The cadets experience the duties and responsibilities of living together in a small space while training, eating and working together. It's about teambuilding and coming together as a crew," said Smith. "They are a good group that really love singing and having fun, and our crew is trying to remember our high school French lessons to communicate better. It's really become a very bilingual sail."

Each 15 to 17-year-old cadet had learned knot tying and other naval skills in their home cadet corps and this Pacific sailing adventure was their opportunity to put that knowledge to work in a challenging English dominant environment.

With a cadet instructor and two experienced ships crew on deck, day three's training began.

"Maple Leaf fall in," bellowed the captain's voice from the stern. Shoulder to shoulder the cadets fell into their port and starboard watches on the well deck, awaiting orders to raise the sails of the 106-year-old tall ship.

"We assign a coxswain, life buoy sentry, a port and starboard lookout, a messenger and a helmsman, and all the cadets rotate through these positions," explained Smith. "This way they get a variety of knowledge and I think it's a taste of what they might encounter in the reserves, or on a frigate. Our civilian first mate becomes the 'Officer of the watch.'"

Standing watch, raising and lowering the sails, taking the helm, handling lines and fenders, keeping everything "ship shape" and learning about the specifics of the ship are all part of this five-day sailing adventure.

"The cadets love being the helmsman best as they love to steer the ship," adds Smith. "It's the hardest position because, like all



Shelley Lipke, Lookout

Above: Cadets Samuelle Lemay, Judith Fortier and Eugenie Parent contended with Maple Leaf's huge main sail as they tried to fold it away as the ship came into a harbour.

Bottom: Cadets took Maple Leaf's zodiac and circled the 92-foot tall ship to take photos.



cadet duties aboard, it comes with a responsibility to pay attention for the safety of the ship and crew, but none of these teens have a drivers license yet. When they get home they have definite bragging rights with their peers. It's a big ship to manoeuvre and they have to keep her on the correct compass course."

She's a tough ship to raise and lower sails. On Maple Leaf there are no labour saving devices such as winches. Instead, the traditionally rigged tall ship with four massive sails poses a challenge only overcome with a good plan, great communication and brute strength by the cadets to manhandle the hefty lines and rigging.

The main sail towers overhead, half the size of a regulation size basketball court. With a perfect training breeze of six to 10 knots, it's enough to fill the sails and move the ship at a steady three knots, against the ebb tide flowing out of Haro Strait.

"Stand by to set sail," prompted the captain.

"Main halyard manned and ready sir," the cadets shouted in unison from their posts.

"Haul away on the main halyard," ordered the Officer of the Watch, which sent the cadets into action. One, two heave, one, two heave they raised the main sail, foot by foot, until it soared almost 100 feet above.

"Main halyard secure sir," hollered the cadets anxiously awaiting the next command to raise the other three sails.

This full circle communication allowed everyone on the ship to know exactly what had been done and kept the ship and crew safe.

Each day the cadets learned a little more as they were tasked to sail through the southern Gulf Islands, and in the evening they received lessons in English sailing terminology. The Maple Leaf crew also took the cadets hiking on the islands most days.

Brother of the captain and former sea cadet Paul was the first mate this trip. He sailed on the Maple Leaf in 1987 for the first

time as a cadet.

"I bring to this training an understanding of the cadet organization. I appreciate the goals of the training and organizational structure of cadets, and how it's changed. It used to be pretty hard core. I remember being ordered to do push ups for not seeing a log," he laughed. "We've had cadets on board who were first here as trainees and have come back 10 years later to work as crew on the Maple Leaf for other cadet groups."

The previous owner started the relationship with sea cadets, which Kevin Smith has carried on since he bought the company and ship in 2001.

Bayan Omorri from Gatineau had sailed before with his cadet corps, but with only a two-person crew.

"Here we are 20 strong, so it's a much larger scale. This is a good opportunity, and also a good way to meet new people and have fun. We get to visit the other side of the country, see nature, and learn how to sail. The only downside is not taking a shower every day," he says. "I think the cadets are enjoying it, but some find it difficult because of the language barrier."

This five-day sail is a taster of the HMCS Quadra summer camp for sea cadets in July and August with Maple Leaf, says Smith.

"Tall ships the world over are a perfect classroom for teaching cadets to sail. Out here every role is crucial, so it's not possible to be a slacker. Not all cadets go on to join the navy, but I think they go on to do wonderful things and this is because of the teambuilding learned at sea on deployments like this," he says.

The Annual Seamanship Concentration has been going on since the mid 1960s, but became a national exercise around 1990. This year 130 cadets from across Canada took part from March 12 to 27 on three tall ships sailing around the southern Gulf Islands learning vessel-specific tasks related to safety, teamwork, ship's husbandry and day-to-day life aboard a sea-going vessel.

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NOAC ready to celebrate and remember

Len Canfield
NS Naval Officers Association

The Naval Officers Association of Canada 2010 Conference and AGM in Halifax July 1 to 4 will not only be an opportunity for members to “celebrate our past, our future”, it will also be a time to remember and discuss renewal, says Rear Admiral (Ret’d) Gordon Edwards, chair of the conference organizing committee.

NOAC was founded after the Second World War by Royal Canadian Naval Volunteer Reserve officers and for some long-serving members ‘signed up’ for the 2010 conference, Canada’s famous wartime ‘East Coast Port’ has special memories “Given the Naval Centennial celebrations planned for Halifax this summer (and across the country) there will be much for members of all eras to celebrate,” says Edwards, a former Commander Maritime Forces Pacific.

Edwards explains that NOAC, like other military support organizations with a shrinking membership, is taking a hard look at itself to ensure it remains relevant in the 21st century. With 15 branches from Victoria, BC to St John’s, NL, the association continues to promote camaraderie among members, encourages the preservation of the country’s rich maritime heritage and actively supports the requirement for a robust, multi-purpose ‘built in Canada’ Navy.

NOAC members are active in their respective communities, including helping to promote the contributions of naval reservists; support-

ive of the Navy League of Canada’s youth training programs; sponsoring a Naval Centennial essay contest among high school students; working with the Amyotrophic Sclerosis Society (ALS) in fund raising and supporting HMCS Sackville, Canada’s Naval Memorial.

The 2010 conference, hosted by the Nova Scotia Naval Officers Association, will also be a time to remember the men and women who have served and continue to serve in our maritime forces.

Edwards notes that “the recent passing of Canada’s last veteran of the First World War reminds all of us that the surviving veterans of the Second World War and other conflicts are advancing in years and we need to recognize their contributions to our country’s and world security.”

The conference program also includes opportunities for members to view today’s maritime forces operating out of Canada’s largest naval port and 12 Wing Shearwater as well to enjoy the International Fleet Review, participate in Canada Day celebrations downtown and along the historic waterfront and attend the Royal NS International Tattoo and its salute to the Navy’s 100th anniversary.

“For NOAC members with memories that go back a few decades, ‘Slackers’ (Halifax) has never looked better and is the place to be this summer,” says Edwards, a former naval pilot who also commanded HMC Ships Assiniboine, Bras d’Or and Athabaskan; 5th Destroyer Squadron and Standing Naval Force Atlantic.




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SPOTLIGHT ON 443

Lookout spent a day looking at the operations of the 443rd Helicopter Squadron. The crew members worked to keep the



10:00 a.m.

Capt Mike Houston, Capt Dennis Mann and Capt Andy Feltrin prepare for a flight in a Sea King helicopter during a pre-flight briefing session. Each brief allows them to discuss the particulars and purpose of their mission, and determine the time they will be in the air, what special equipment they will need (such as night vision goggles, cameras or binoculars), establish who will be on radio and the parameters in which they will fly. This lets the ground know exactly what each air crew member will be responsible for. Briefings always end with a mandatory emergency situation. This keeps them tuned into what to do in the event of an emergency landing in water or on land, and hones their skills in correctly dealing with multiple emergency situations.



11:30 a.m.

Above: With the air crew and passengers suited up and ready to fly, and the propeller of the Sea King already in motion, the signal is given to Cpl Gabriel Auclair to wheel the torpedo towards the side of the helicopter where he will practice loading and unloading it. This is done several times a year both on land and on the ships. At sea the torpedoes are used for anti submarine warfare, but on today's flight it was for practice only.

Below: The inside of a Sea King is cramped quarters. Seen here AESOP WO Nevil Schultz and navigator Capt Mike Houston control mission-specific avionics from the back portion of the helo. At the front are the pilot and co-pilot.



12:20 p.m.



12:00 p.m.

With approximately 3,600 pounds of fuel in a full tank, the helo leaves the ground. It can fly for about three hours, although hovering uses up more fuel. Capt Dennis Mann, co-pilot, is flying toward Albert Head. Once there, the crew hovered and performed a double hoist lift for search and rescue training. Also on the agenda were several other scenarios such as using the dipping sonar for anti-submarine warfare, and aircraft emergencies and approaches.

Learning the ins and outs of Patricia Bay's maritime helicopter squadron. March 18 the air crew performing an operational readiness exercise while aviation technicians at the Sea Kings performing in top condition.



1:30 p.m.

Above: At Albert Head the crew practiced a double-lift hoist, which they use during search and rescue missions. Seen here pilot and co-pilot are in the helo hovering, while Capt Mike Houston operates the hoist to haul up AB McManus (in red) and WO Nevil Schultz.



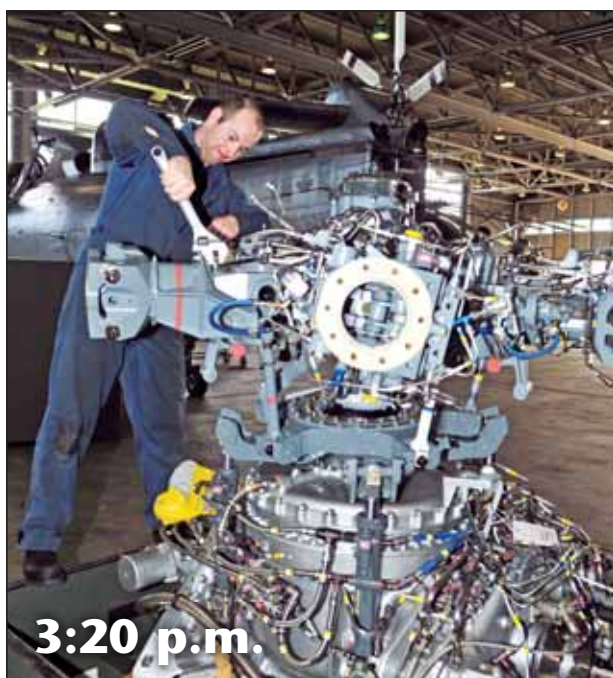
2:15 p.m.

Left: In the 443 Squadron hangar maintenance is done daily to keep the eight Sea Kings running in top shape. For every three hours of flying about 12 hours of maintenance is required. Because the helicopters fly over salt water and land on ships, the salt spray can be hazardous to the helicopters. Seen here Cpl Eric Duchesne, an aviation technician, is assigned to corrosion control and stands on the transmission cover hatch near the propeller to inspect and maintain it.



2:37 p.m.

Left: Cpl Matthew Cumming glues a seal on a waterproof flying suit to ensure it's 100 per cent waterproof. Keeping the equipment in good condition is a big job at 443, and the safety of the crew and passengers depends on life rafts, vests and suits being waterproof and safe.



3:20 p.m.

Right: Cpl John Clarke works on a transmission for a Sea King in the hangar. Sometimes the transmission and engine are taken out of the helicopters so aviation technicians can access them instead of working in cramped spaces within the helicopter's engine compartment.

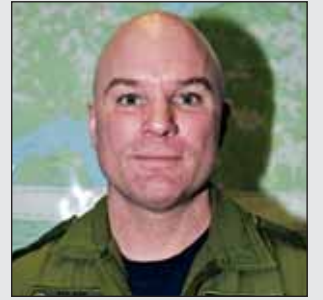
People Talk

While visiting 443 Maritime Helicopter Squadron in Pat Bay, Lookout asked the air crew this question: *How do you feel about the new Cyclone helicopters replacing the Sea Kings?*



The funny thing about the Sea King is it gets a bad rap in the media because it's so old. But no where else in the world is there a 47-year-old helicopter that works so well. This is actively its best defence. The Air Force is one of the biggest operational platforms in the Canadian Forces. We are in Haiti, the Gulf, and everywhere a mission is going on - all with the Sea King. So I'm interested to see how the Cyclone will fill its shoes. In the first several thousand hours there are always growing pains from the flight procedures and aerodynamics to learning how to employ and maintain it. On the maintenance side the avionics techs will have an easier time as they will practice first on simulators to acquaint themselves with it.

Capt Dennis Mann,
co-pilot/pilot



I've flown on Sea Kings for most of my career as an AESOP. Sea Kings are dependable aircrafts. They were designed to last and we've proven that. Our avionics are older than some aircrafts doing the same jobs we do, but we've developed tactics and procedures to make them work. We have been briefed on the Cyclones and I think they will enhance our capability 10 fold. We will still do the same thing but our capabilities and ability to be an asset to the fleet will be noticed. The avionics will be brand new and a lot better. We will also have electronic support measures, which is new. My job will be busier, but the amount of information and accuracy of the information will allow us to carry out missions to a new degree and I'm looking forward to that.

WO Nevil Schultz,
AESOP



The Sea King has a lot of capability, but not a capability to do a lot at the same time. This is intense for the guys in the back. The new Cyclone will allow us to multi-task and do things like identify contacts and radar tracking that won't be as manual as it is now. New electronic support measures, infrared cameras and synthetic application radars will make the job easier and safer. This means we can now identify things over the horizon, which keeps us safe and increases our covertness. The further away we can be while relaying information, the safer. Right now all data exchange is by voice and the new helicopters will be all digital, which greatly simplifies things.

Capt Mike Houston,
Navigator



A lot of people are looking forward to the new Cyclone. It's long overdue. The Sea King has been great and has been an invaluable aircraft. I give credit to our maintenance crew for keeping it flying. We are really looking forward to the giant step forward in technology, the aircraft itself and its advanced capabilities. The avionics especially are a huge step forward. The new aircraft has liquid crystal display and a lot of automation. There will be a big learning curve, but it will increase our interoperability with the navy and coalition forces. The United States has better capabilities now to communicate and pass information, and with this new helicopter we will be even ahead of them in areas. We will be the first military in the world to use this aircraft.

Capt Andy Feltrin,
Crew Commander, Pilot

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"It is through the media that the public learns how the Canadian Forces is serving them as directed by their government," says Gerry Pash from Maritime Forces Pacific Public Affairs.

With high profile events such as the 2010 Winter Olympics and Operation Hestia in the news these days, the CF is in the public eye more than ever before. CF personnel are increasingly finding themselves being hunted down via Facebook for a newspaper interview or in front of a TV reporter's camera. Public support for the CF is dependant on the understanding of our role, mandate, and operations, as well as our contributions to Canadian society and international communities. However, being placed in the "hot seat" can be scary and overwhelming.

"The CF is part of the nation's fabric and it is all those that have gone before who have created the image of the Canadian sailor, soldier and aviator," says Pash. "Because of that image, when individuals put on the uniform of the CF they are held to a higher standard and are subject to greater scrutiny than others."

According to the Department of National Defence/Canadian Forces media interview guidelines, interacting with the media provides opportunities to reach out to Canadians and tell the CF story of how we make a difference at home and abroad. Simply put, it is in the best interests of the CF to speak with the media whenever possible.

CF personnel are highly encouraged to speak to the media about their jobs and personal experiences within the organization. However, DND/CF media interview policy states that personnel should not discuss issues that fall outside of personal experience or expertise, unless approved to do so by the chain of command. Personnel should always strive to "stay in their lane" so to speak.

DND/CF policy also states that personnel should not offer their opinions about DND, CF, or government policies, and this includes speculating about

events, incidents, issues, or future policy decisions. In addition, personnel should avoid commenting about ongoing investigations or court cases currently in progress.

Another consideration is operational security, meaning that personnel should never jeopardize the safety of others and the potential success of an ongoing mission by revealing sensitive information to the media. Whenever there is any doubt about operational security, consult a PAO beforehand or simply avoid discussing the issue entirely.

Although legitimate operational security concerns must take priority over the public's right to know, this does not mean that CF members can censor unclassified information to avoid media exposure.

According to the Manual of Public Relations Canadian Army, "Good public support, interest, respect and understanding are resources of great value to the CF. Public confidence however, is not possible where legitimate news, good or bad, is needlessly withheld. Withholding news only serves to create public suspicion and resentment." Requests for media interviews may be declined by CF personnel and their families, but if one is granted personnel are obligated to provide accurate information.

"The public, through the media, is entitled to early and accurate information. Accordingly, every effort should be made to give the public all the facts possible on CF progress, activities and problems within the bounds of security," explains the Manual of Public Relations Canadian Army. Now, more than ever, the CF must balance the public's right to have an open, transparent, and accountable military, while simultaneously respecting Canadian law, CF regulations, and operational security. So the next time you are staring down the barrel of a TV reporter's camera or have a microphone in your face, don't panic. It's just your opportunity to tell Canadians the CF story. To obtain more information about speaking with the media contact your base PAO.

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Marking a Century OF NAVAL SERVICE

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Thousands of spirits will share the company of their corporeal counterparts at Parliament Hill this May to commemorate a century of service to Canada, to celebrate their accomplishments and to commit to the next 100 years of service.

On May 4, 1910, the Canadian Government signed the Naval Service Act thereby giving birth to the Canadian Navy. This monumental moment will be celebrated during a special ceremony where the navy will present its Naval Centennial Bell to the people of Canada at Parliament Hill.

"Bells have always been significant to the navy," said Cdr Max Harvey, Project Manager Naval Reserves 2010. "The Centennial Bell Project touches on many of the themes of the centennial, as well as its slogan, 'commemorate, celebrate, commit.'"

The Centennial Bell was cast from hundreds of artefacts that represent the navy through its 100 years of service. Included amongst the relics are navigation tools, cap badges, shell casings, uniform buttons, boatswains call, ship's fittings and equipment and even flammable items such as pieces of uniform, letters and photographs that will vaporize and add essence with the metal items. The artefacts represent ships, submarines, naval air and the men and women of the entire period from 1910 to 2010.

"The bell represents the people who have served and those who continue to serve Canada's Navy," said Capt(N) (Ret'd) John Pickford, Special Advisor to

the Canadian Naval Centennial. "It links our past to our present and symbolizes the navy as a whole."

There is a special bond between sailors and the ships they serve in and nothing signifies a ship more than its bell. For centuries bells have been used by navies around the world. There is a long tradition of functional and ceremonial use which has made them a symbol of considerable meaning to mariners. The bell is a powerful link to the ship's history, heritage and its accomplishments.

"A centennial bell symbolizes our look back to the past 100 years and our look ahead to the next 100 years," stated Cdr Harvey. "It is a special and meaningful way to mark our centennial."

Perhaps the most important use of the bell was to mark the passage of time. Timekeeping has been an integral part of shipboard life since the earliest days of sailing. Before the chronometer, time at sea was measured by a half-hour sandglass. A duty watch on deck turned the glass when the sand ran out and struck the bell to signal the glass had been turned. This evolved to the tradition of striking the bell once at the end of the first half-hour, twice after the first hour, etcetera, until eight bells marked the end of the four hour watch and the crew would shift.

On May 4, 2010, the spirits of those who served and are encapsulated within the Centennial Bell will stand with those who serve. Together they will commemorate their deeds and celebrate their accomplishments. Together they will hear the bell toll to close out the watch, and commit the incoming crew to another century of service to Canada.



Don McAmmond, a machinist who works in the dockyard engraving shop monitors the engraving of the Naval Centennial Bell. The bell was cast at the Fleet Maintenance Facility foundry on Sept. 30, 2009 using donated historical naval artefacts spanning the one hundred years of Canadian naval service.

Cpl Alex Croskery, CFB Esquimalt Imaging Services

Mistake in rank

In the Sailor of the Quarter/Year photo on page 13 of last week's *Lookout*, Alexandra Kiraly was addressed as Leading Seaman, when it should have been Master Seaman. She has continued to move up the ranks and is now a Petty Officer Second Class.



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BC cadets earn medals

Cadets from New Westminster and west Kelowna were gold medal winners at the National Cadet Biathlon Championship in Valcartier, Quebec two weeks ago.

Carson Mackenzie from west Kelowna topped the Junior Male category, completing the 4.5 kilometre sprint competition with a total time of 18:50.0, more than two minutes ahead of the competitor from Ontario. Brother Jasper Mackenzie raced to a gold medal finish in the 10 km youth pursuit competition. Both brothers were joined by teammate Devon Greenhalgh to compete in the Unit Male 3 x 4.5 km relay competition, placing third. Devon, Jasper and Carson are all members of 909 Peregrine Squadron.

Rita Dubman from 102 Fraser Sea Cadet Corps in New Westminster placed first in the Senior Female Sprint competition, finishing her 6 km race with a time of 29:12.0. Two days later she raced to a second place finish in the 7.5 km pursuit competition. Rounding out the B.C.'s medal haul was a silver medal finish by Olga Kapustina in the 7.5 km Female Youth Pursuit competition. Kapustina is the coxswain of 102 Grilse Sea Cadet Corps in Port Moody.

Over 180 competitors, 60 cadet officials, and 42



Cpl JS Mackay, Contributor

It was a moment of glory for Cadet Jasper Mackenzie as he waved the B.C. flag at the National Cadet Biathlon Championship following a gold medal win.

adult staff instructors from all provinces and territories, converged on the Biathlon Center in Valcartier, current training location of Olympian Jean-Phillipe LeGuellec, himself a cadet biathlon champion in

his youth.

Biathlon couples the rigorous sport of cross-country skiing with the mental and physical control required for precision small-bore rifle marksmanship with elapsed time and target scores deter-

mining the outcome. Cadets competing in the National Biathlon Championship were selected from individual standings during the B.C. Cadet Biathlon Championship in February at Mount Washington.

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Photo Courtesy PO1 Trevor Scoville

The Scoville family had a great family day courtesy of the Military Family Resource Centre and Save-on-Foods Memorial Centre who handed out free tickets to the Old Timer's Hockey Challenge. The family had a chance to pose with hockey legends. Pictured here from left are: PO1 Trevor Scoville, Ella Scoville, 6, Hockey Legend Bryan Trottier, Michelle Scoville, Jordan Scoville, 7, and Ryan Scoville, 4.

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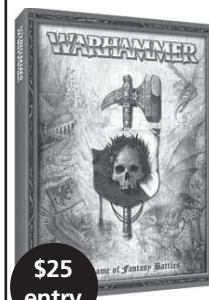
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made. But, what happens if someone dies unexpectedly? How is the business investment guarded?

Business owners need to be prepared. A buy-sell arrangement ensures that the remaining partner can buy the deceased's shares of the business. If an appropriate insurance policy is in place, the surviving partner will also have coverage to purchase the business shares from the deceased's beneficiaries who may not have the skills or interest in running the business. Insurance coverage would allow the surviving partner to assume full ownership.

Given that each small business has unique needs, you should always get expert advice. An insurance advisor can provide guidance about what insurance options are available to you.

“Buy, buy, buy!” “Sell, sell, sell!” The old stock market joke about panicking when something unexpected happens could also describe the reaction of some small businesses when it comes to succession planning. Like any part of a business plan, small business owners need to have a succession strategy in place to ensure their investment is protected.

Two partners owning and running a business together is a common scenario. The partners have a good working relationship, income is coming in, and profits are being

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DOCKYARD NEWS: FRIGATE OVERHAULS



In D250's Intern Storage Central Facility (left to right) Joe Szauer, Hope Hunt, Chris Kachanoski, Colin Svoboda, and John Greener all work in triage, a system that tracks all material from HMCS Victoria's Extended Docking Work Period. This system of tracking will be utilized in the Halifax Class Modernization / Frigate Life Extension Program.

Shelley Lipke, Lookout

Refit uses material tracking system

Shelley Lipke
Staff writer

This September *HMCS Calgary* will be the first West Coast frigate of the 12 frigates in the Canadian Fleet to enter Halifax Class Modernization / Frigate Life Extension Program (HCM/FELEX) – a three-year work period combining pre and post refit work to the multi-ship contracted portion for the frigate life extension program, designed to upgrade and prepare the ships for the second half of their life.

After *Calgary* enters HCM/FELEX, about once a year successive ships will follow for the next five years with an expected completion date for all ships by 2018.

"This mid life refit coupled with major upgrades is amongst the most complex projects a navy has ever done," said Glenn Gilmour, who handles all HCM/FELEX related issues on behalf of Fleet Maintenance Facility Cape Breton (FMF CB).

HCM/FELEX will upgrade the ships that were designed

in the mid 1980s and commissioned in the mid 1990s to today's technology and allow a shift in the operational role of the frigates from open water to littoral - or close to shore - areas of operation.

With HCM/FELEX comes a new combat system's suite with new radars and sensors, a new operations room, a new command and control system, as well as a modern Integrated Platform Machinery Control system.

"The navy operators, technicians and engineers will be able to fully realize gains of the new operational platform as this upgrade will allow the ships to fight and defend multiple threats in littoral waters," said Gilmour.

This upgrade will provide a higher degree of protection for the ship, translating into more safety for the crew, he adds.

HCM/FELEX will include equipment removals, engineering changes, surveys, corrective and preventive maintenance, re-installation of overhauled equipment,

docking dependent items, a reactivation period and a very extensive trials agenda.

The extent of the work being done on each ship requires rigorous attention by FMF CB and multiple contractors providing equipment, designs, installation and trials. Workers will need to know exactly where parts are, what condition they are in and what work has been done on a part to prioritize their workload. Because of this, the West Coast HCM/FELEX Team will adopt the triage concept created in 2005 for submarine *HMCS Victoria* to use for material handling and tracking.

It is critical to have the knowledge of what state the material is in, where it is, and when it can be delivered to the agencies that need it to fit in with the integrated schedule, said Gilmour.

"The lessons learned from material management from the Extended Docking Work Period of *HMCS Victoria* will be carried forward to HCM/FELEX," he said.

In addition to the triage

system, HCM/FELEX will also use a Master Material Data Base (MMDB) that will populate with the triage data to track material that the multiple service delivery organizations will need.

"The benefits of using triage and MMDB will be sound material management for Fleet Maintenance Facility Cape Breton, and knowledge of the state of material which will allow work to progress based on the material supporting the work and schedule," said Gilmour.

With *Victoria* on target for its undocking date this June, triage employee Chris Kachanoski says the triage system has worked well.

"The workers like it. The feedback we get from the shops is really positive and it's easy to use to track material that is serviceable and ready for install on the boat," he says.

This kind of tracking system didn't exist before 2005, and prior to that a paper system was used.

HCM/FELEX will benefit from this same system.

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Bravo ZULU



Intersection Curling 'B' event winners, the Canadian Scottish Regiment pose for a photo of their prize, left to right: Kevin Middleton, Scott MacDonald, Dale Crewe, Kevin Thomson, and League President Al Walker.

Lidstone ousts Pope as Intersection Curling Champion

The Ken Lidstone rink of Base Construction Engineering (BCE) defeated the Bob Pope rink of Port Operations and Emergency Services Branch (POESB) to win the Aggregate Championship in the CFB Esquimalt Intersection Curling League when the season wrapped up March 10.

Pope has been the champion for the last four years but was edged out by Lidstone this season. As the winner, the Lidstone rink represented the league in the club championship and they went undefeated to become 2010 Esquimalt Curling Club mixed champions.

After the final day of curling at the Esquimalt Curling Club, the teams all headed to the wind-up at the Tudor House for snacks and award presentations.

League President Al Walker welcomed all the curlers and congratulated the executive for making it an excellent season. After presenting the Aggregate award to the Lidstone rink, he presented the other winners as follows: 'A' Event Bob Pope from POESB, 'B' Event Scott MacDonald from C Scot R; and 'C' Event Camil Bouchard from Regional Cadet Support Unit (Pacific).

The highlight of the day was the announcement of the "Dave Gallo" award that is presented to the Most Sportsmanlike Player. This was voted by the players and the award went to Al Walker.

After the final presentations, the President thanked the executive and all the volunteers that helped with the wind-up. As well, he recognized PSP for their continued support to the Intersection Curling.

At a hands fall in on board HMCS Vancouver, the Commanding Officer, Cdr Robert Lewis-Manning promoted a few crew members and gave out one certification.

photos courtesy of HMCS Vancouver



AB Elinsky is promoted to his new rank.



AB Glendale is promoted to his new rank.



AB Huston is promoted to his new rank.



LS Gallie is promoted to his new rank.



PO2 Zarate is promoted to his new rank.



SLt Joncas is promoted to his new rank.



SLt Seed is promoted to his new rank.



PO2 Roberts receives his CERT 3 E Qualification



Cpl Frieda Van Putten, CFB Esquimalt Imaging Services

RAdm Tyron Pile presents Maryse Neilson with the Maritime Forces Bravo Zulu Award for her work organizing the Formation Health and Wellness Challenge at CFB Esquimalt.



Shelley Lipke, Lookout

CPO1 Darren MacDonald, Cdr Greg Bannister, CPO1 Gino Spinelli and CPO2 Karl Bouchard accepted a certificate on behalf of 96-year-old Merrill Rumson, a competitor in the bell rope competition.

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