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## RIMPAC at sea



Photos by Cpl Charles A. Stephen, CFB Esquimalt Imaging Services

**Top:** Members of HMCS Algonquin transfer personnel to HMCS Calgary by light jackstay. The destroyer and frigate are currently participating in the Rim of Pacific Exercise 2010 (RIMPAC), which is a biennial, multi-national maritime exercise held off Hawaii designed to improve interoperability and understanding between military forces from nations with an interest in the Pacific Rim.

**Above:** MS Tim O'Quinn, Hull Technician in Algonquin, files down the edge of a metal bracket. See more on page 11.

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## EAST COAST NEWS: INTERNATIONAL FLEET REVIEW



Corporal Johanie Maheu,  
Formation Imaging Services, Halifax, Nova Scotia

# Royal Review



Photo Jacek Szymanski DNPA

**Above:** Her Majesty Queen Elizabeth II waves to the reviewing ships during the International Fleet Review on board HMCS St. John's in Halifax Harbour, Nova Scotia, June 29. Vice-Admiral Denis Rouleau, Vice Chief of Defence Staff, stands to the left of Her Majesty.

**Left:** Sailors stand in formation on board the decks of HMCS Athabaskan as the Queen reviews the ship and 18 foreign ships at anchor from Bedford Basin to the Halifax Harbour. Vessels "dressed overall" with flags and pennants flying and the ships' companies cheered the reviewing ship and saluted as it passed.

**Below:** On board HMCS St. John's, Queen Elizabeth II inspects the Canadian Navy Guard of Honour during the International Fleet Review.



Corporal Johanie Maheu,  
Formation Imaging Services, Halifax, Nova Scotia.



# Vice-Admiral Dean McFadden: Keeping the chain of leadership strong

**Kim Cameron**  
Corporate Internal  
Communications

As the navy begins its second century of service, Vice-Admiral Dean McFadden, Chief of the Maritime Staff, is well aware of the unique responsibility he carries on his shoulders.

Acutely tuned into both the rich tapestry of the navy's past and its potential for an exciting future, VAdm McFadden considers himself a link in the chain of naval commanders that began with Admiral Charles Edmund Kingsmill, who took command of Canada's fledgling naval service in 1910.

"There's no doubt that I know that I am connected to Admiral Kingsmill, whom I know only by picture, by professional reading and by reputation," VAdm McFadden says. "There's a responsibility that comes as soon as you note that to yourself. Somewhere out there is a lieutenant-commander who I am accountable to, the same way Admiral Kingsmill was accountable to me, even though he didn't know who I'd be. That is what comes from being commander of the navy."

The events surrounding the navy's centennial have been emotional for many in the service, allowing them to reflect on the long journey from the navy's modest start to its well-recognized place in the world today.

"I think it is entirely appropriate for both the men and women who serve, and the families who support them, to be able to take an opportunity to recognize just how far we've come and the work that we are doing today," says VAdm McFadden.

This is a 100th birthday – you should get yourself a cake and you should take at least a few minutes to pat yourself on the back for the superb work the navy

is doing. It's about commemorating, and it's about recognizing how we got to where we are and what that means to us."

VAdm McFadden draws a correlation between the birth of the naval service and the form it would take, and the type of country Canada would be as it went forward in the 20th century.

"It began as a force doing little more than coastal defence, but by the end of the Second World War it was the third-largest navy in the world," he explains. "The development of the navy reflects the development and the growth of this country, as we became more mature as a nation, as we exerted our independence and as we decided what role Canada would play in the world. The navy was an immediate reflection of how the country was changing."

Today, as it performs an "extraordinarily diverse

range of assignments", the navy is seen by Canada's allies as one of the most professionally competent and capable navies deployable in the world.

"That's pretty much where you get to 100 years later, from extraordinarily humble beginnings. It's about commemorating how we got here and not just the celebration of it, but the fact that we learned an awful lot of very tough lessons and lost an awful lot of capable young men and women as we figured out our craft."

And, unfortunately, the losses continue today as sailors make the ultimate sacrifice in the line of duty.

"One of the most poignant moments of my life is that on the day we commemorated the 100th anniversary of the navy, we made the public announcement of the first death of a sailor conducting operations in Afghanistan – an awfully

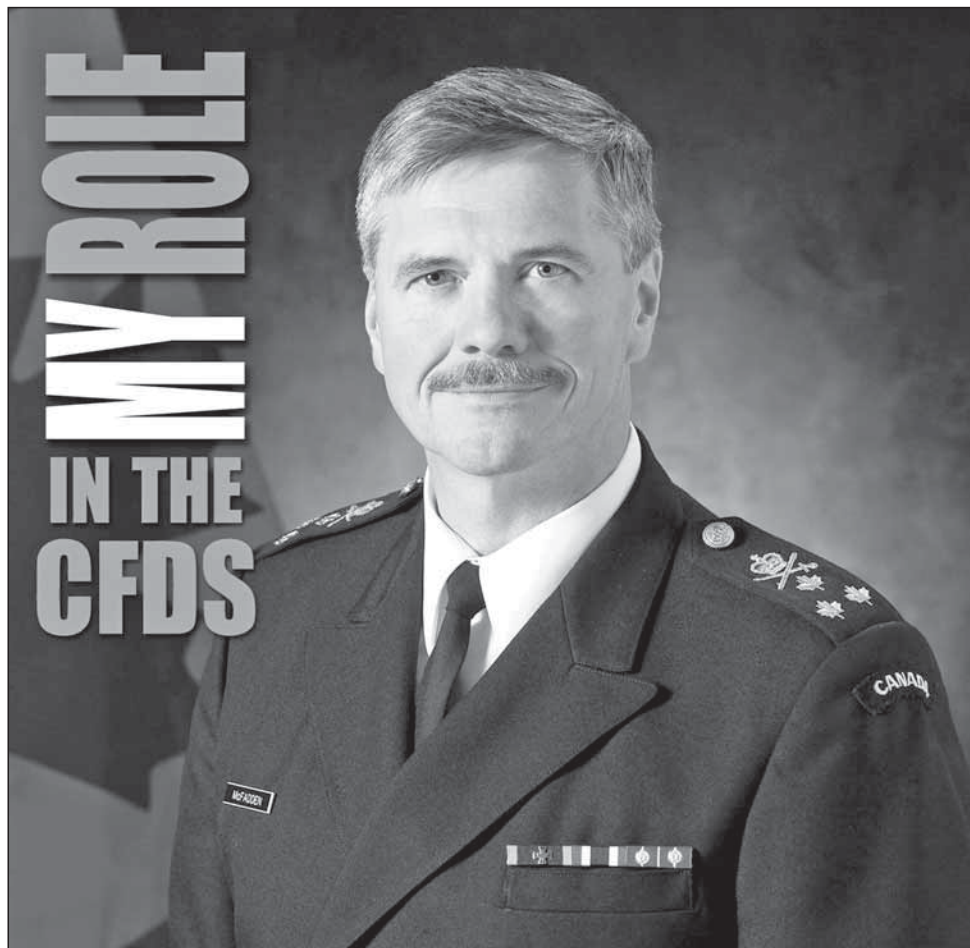
long way from the sea," says VAdm McFadden.

He is quick to point out, however, that the navy doesn't work in isolation, and that being part of the Canadian Forces team, working under the purview of the Canada First Defence Strategy, is a crucial step toward ensuring the continued success of the navy as a national institution.

But even as he pushes for recruits and new ships, VAdm McFadden does not want previous sacrifices to be forgotten as the navy moves into the 21st century.

As he reflects on the past and what the history of the navy has meant to him, he also knows that he must keep the chain of leadership strong and unbroken.

"I know that I carry the responsibility of a national institution, and I need to make sure that that institution is viable and effective 10 and 20 years from now, not just today."



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## WHAT SAY YOU

### People Talk

During the Naval Centennial bike ride June 26 Lookout asked riders:

*Why did you want to commemorate the naval centennial by doing this bike ride today?*



I thought that it would be a great way to celebrate the centennial, unofficially, to ride with some phenomenal people, help create public relations between the military and the civilian community and all in all just have a great physical fitness day out.

**Sgt Lamont French,**  
Military Police  
(100km ride)



There was originally an initiative for a cross-Canada tour but that didn't happen, and there are a lot of cyclists in the navy who wanted to do something. This is a way to pay respect to fallen comrades by visiting all the war memorials from Dockyard out to Sidney and back. It's just something I wanted to do.

**CPO2 Chris Carnall,**  
MARPAC J4 Log  
(one of the organizers)



I think this is a good sign of camaraderie between the navy and all the other elements to show our support, not only for the centennial, but also show our support for our fellow co-workers overseas who are doing their job to keep Canada the kind of country that it is today.

**LS Peter Dunfield,**  
Fleet School  
(100km)



I'm a cyclist and I commute to work and ride on the weekends, and I thought it was an excellent way to celebrate 100 years of the navy. It's healthy, it's fun and it just kind of brings everyone together. It's going to be a fun day!

**OS Angela Cheek,**  
HMCS Vancouver  
(100km ride)



I'm riding the 50km route today. I commute to work every day so this is just taking that a little bit farther. I think anything we can do to bring attention to the centennial is a good thing, and it's a beautiful day for a bike ride.

**CPO2 Roxanne Ogden,**  
J15 Personnel  
(50km)

The 100 kilometre ride took cyclists from Dockyard to war memorials in Langford, Brentwood Bay, Saanichton, Sidney, Cattle Point, Victoria and Esquimalt, then finished up at the NOTC Gun Room for a barbecue. The 50km ride took cyclists from Dockyard to war memorials in Esquimalt, Victoria, Cattle Point, crossed over at Elk Lake to West Saanich Road then on to Langford before finishing up at NOTC. There were 13 riders for the 50K and 20 for the 100K. Donations from the cyclists will be given to the Wounded Warrior Fund.

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# SPORTS trivia

by PO2 Bill Sheridan  
Contributor

## Baseball

1. What is the dirt strip called in front of the outfield wall?
2. What part of baseball was created in 1845?
3. How much higher can the pitchers mound be compared to home plate?
4. Which way do base runners run, clockwise or counter-clockwise around the bases?
5. When a ball is hit to the third baseman with a runner on first and he throws it to second then it goes to first, what is the scoring for the double play?
6. Who was the Sultan of Swat?
7. How many sides is Home Plate?
8. Who was nicknamed The Kid on the Expos in the early 80s?
9. Who was the Iron Horse?
10. Who were the first two umpires elected to Hall of Fame?
11. Who was Charlie Donovan?
12. What player received the highest percentage of votes upon entering the Hall of Fame?
13. How many pitchers won their 300<sup>th</sup> game before Cy Young won his?
14. Who is Sadaharu Oh?
15. Who was the first athlete to participate in both the World Series and Super Bowl?
16. Which 300-game winner was drafted by the L.A. Kings in the fourth round?
17. Which Blue Jay left baseball to play with the Celtics?
18. What number was Gary Carter?
19. What baseball park do the Twins call home?
20. What 40s and 50s movie star said the following: "A hot dog at the ball-game beats roast beef at the Ritz."



- ANSWERS:
1. Warning track
  2. The field itself
  3. No more than 10 inches
  4. Counter clockwise
  5. 5-4-3 double play
  6. George Herman Ruth
  7. 5 sides, sides not even
  8. Gary Carter
  9. Lou Gehrig
  10. Bill Klem and Tom Connolly
  11. Manager of the Indians in movie Major League
  12. Tom Seaver, in 1992
  13. He was the 7th player to win 300, but now leads with 511.
  14. He hit the world record number of Home Runs with 868, (Japanese League)
  15. Deion Sanders
  16. Tom Clavine
  17. Danny Ainge
  18. Number 8
  19. Target Field
  20. Humphrey Bogart

## The Old Car Detective

Bill Sherik



Janet Brodie of Cornwall, Ontario, mailed in the photo you see here, along with a brief explanation: "Hi Bill: This is Emile Archambault with his '39 Ford. He rolled it over on the curve at Grant's Corners near Cornwall. It was his second or third car and he was fifteen. It was 1954 and he had just finished a late shift at the mill."

Although the photo is slightly out of focus, we can see several interesting details on Emile's car. It's a 1939 Ford Deluxe 2-passenger coupe which sold new for a Windsor factory retail price of \$893. Emile bought it used for much less than that, and the price of his car dropped even further after the rollover.

Notice the two windshield wipers mounted on the roof, the last year that Ford put them there. The windshield could be cranked open from the bottom by turning a handle inside the car, thereby giving you an early form of air conditioning. This also was the last year Ford offered this feature.

The right front headlight suffered badly in the rollover but the one on the driver's side appears unscathed. It's an after-market sealed beam unit introduced on all new cars in 1940 with far superior illumination at night. Many pre-1940 cars (including Emile's) upgraded their cars with sealed beam attachments. Unfortunately for Emile, the extra illumi-

nation failed to keep his car on the road at night while driving home from the mill.

The end of the bumper on the passenger side has disappeared completely, taking with it the license plate mounted on that side. The grille appears to be intact, and Emile has a grille guard bolted to the front bumper. The roof and rear of the body and right rear fender suffered from the accident

## 1939 Ford coupe still driveable after rollover

but the car apparently was still driveable. The right rear hubcap is gone, but the right front one is still there.

Emile's car may have ended up on the stock car racing circuit. These flat-head V8 Fords were easily souped up with dual carbs, high compression heads, dual exhausts, high lift cams, and hot ignition. For even more power, you could easily replace the original

221 cubic inch V8 with a Mercury V8 of 255 cubic inches.

The floorshift transmissions in '39 Fords were often beefed up with Lincoln Zephyr gears to handle the extra power. And with hydraulic brakes as standard equipment on 1939 Fords (first year that Ford had them), there was no need to replace the older-style mechanical brakes.

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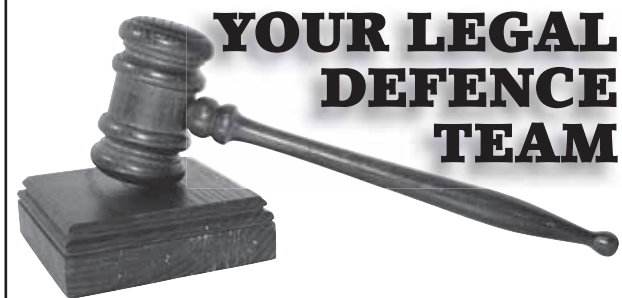
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# INMEMORIAM



Master Corporal Kristal Giesbrecht



Private Andrew Miller

# IED kills two Canadian soldiers

DAPA

Two Canadian soldiers were killed by an improvised explosive device, about 20 kilometres southwest of Kandahar City, in the Panjwaii District of Afghanistan on June 26. Master Corporal Kristal Giesbrecht and Private Andrew Miller were travelling in a convoy when their vehicle struck the device at approximately 11 a.m. Kandahar time.

MCpl Giesbrecht was based with 1 Canadian Field Hospital in Petawawa, ON, and Pte Miller was based with 2 Field Ambulance, also in Petawawa, ON.

Both soldiers were serving in Afghanistan with the Task Force Kandahar Health Services Unit. MCpl Giesbrecht and Pte Miller are the 149th and 150th members of the Canadian Forces to die in Afghanistan since the Canadian mission began in 2002.

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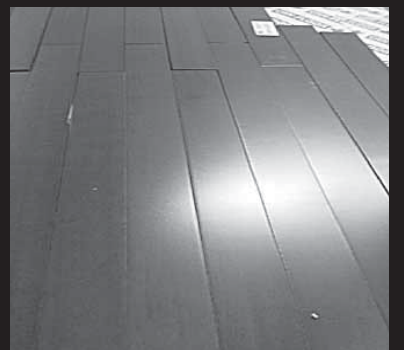
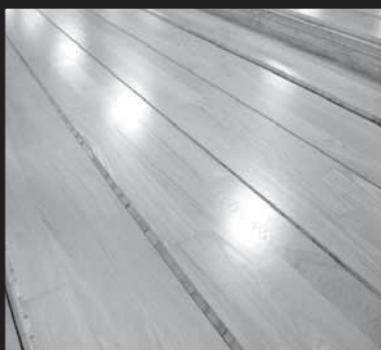
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Miles McKinnon, an Electrical Systems Officer at Fleet Maintenance Facility's (FMF) Engineering Department, is this year's recipient of the 11th annual Civilian Educational Support Program award. Presenting the award to McKinnon are: Mark Jeckway, Civilian Human Resource Service Centre Learning Advisor, Cdr Tony Evans, MARPAC (Miles McKinnon holding award) and Keith Campbell, FMF, who is also on the award's selection committee.

## Education scholarship won by ship repair employee

**Penny Rogers**  
Staff Writer

For the fourth year in a row the Pacific Region has had a scholarship winner under the Civilian Personnel Education Support Program (CPESP).

This year's recipient is Miles McKinnon, an Electrical Systems Officer with the Engineering Department of Fleet Maintenance Facility (FMF). Under the CPESP, McKinnon will continue to receive his normal salary while attending the University of Victoria full-time from September 2010 to August 2011, plus he will receive \$6,029 toward tuition and book costs.

McKinnon's career at FMF began at Camosun College where he was enrolled in the Electronics Engineering Technology Program. Co-op work terms are part of the program and through this, he was hired at the Esquimalt Calibration Centre for a six-month work term in 2002. Then, from July to October 2005 he found himself once again a co-op student, but this time it was FMF Electrical Engineering that hired him. At the end of this term McKinnon was kept on through the student-bridging program and has been there ever since.

"I've been working in the Engineering Department for a few years now and

I've really been enjoying the job and the work," said McKinnon. "I've decided to try and advance my career and the best way for me to do that is to upgrade my education from having an Engineering Diploma of Technology to an engineering degree."

Taking education leave without pay last year, McKinnon went back to school for 10 months full time. He applied for the scholarship then, but was unsuccessful. This year the tide turned in his favour.

The award presentation, presented via videoconference from Ottawa, awarded eight CPESP scholarships nationally.

The program, which started in 1999, has granted 149 civilian employees, including McKinnon, the opportunity to return to full-time studies for a maximum period of one year to help them achieve their development goals, career aspirations and increase their employability with DND and the Federal Public Service. In order to qualify for the program you must be a civilian indeterminate employee who has been employed with DND for at least two years.

According to Mark Jeckway, Learning Advisor at the Civilian Human Resource Service Centre's Learning and Career Centre, CPESP supports the Department's ongoing commitment to continuous learning and to being

an employer of choice. By investing in its valued human resources, DND better prepares and develops employees for future career challenges within the Department.

"Applying for the CPESP is not easy and you can't complete it over night," explains Jeckway. "In fact, you need ample time for your application, which includes getting reference letters and managerial approval."

With close to 70 applications being submitted from across the country this year, the Pacific Region's winner is a very grateful recipient. "This is going to be a huge help for me," said McKinnon. "Obviously, taking time off without pay is quite difficult and my wife and I have finished school not too long ago so we're still paying some student loans from our previous time in schools. It's been a challenge financially, doing the education leave without pay, so this is going to make it possible to finish the program."

"Once I finish, I'll have an Electrical Engineering Degree. My plan is to stay with FMF and see what electrical engineering opportunities are available."

To apply for educational reimbursement and find out more information on the program, please visit: [http://hr.ottawa-hull.mil.ca/hrciv/dglpd/dlp-dps/cpesp/en/home\\_e.asp?reference=110780001](http://hr.ottawa-hull.mil.ca/hrciv/dglpd/dlp-dps/cpesp/en/home_e.asp?reference=110780001)

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**LOOKOUT**



Hundreds of bikes lined up for the Motorcycle Ride for Dad, a fund raiser for Prostate Cancer, on May 15. On July 11 the Canadian Army Veterans Motorcycle Association will host a poker run to raise money for Juvenile Diabetes, and encourages anyone with a motorcycle to join in the fun.

## Motorcycles and poker: dealing charitable fun

**Shelley Lipke**  
Staff writer

The Canadian Army Veterans (CAV) Motorcycle Association are revving up their engines for the 4<sup>th</sup> annual Poker Run for Charity, and invite anyone and everyone with a motorcycle and a sense of good will to jump on board.

The July 11 ride will raise money for The Juvenile Diabetes Research Foundation.

"The ride is open to anybody and it's a fun day for a good cause," said 3<sup>rd</sup> CAV president PO2 Mike Horobin. "We have a lot of people who come back each year to take part in the Poker Run."

Each rider pays \$10 per hand and at each stop is given a card. The best hand wins prizes donated by local businesses with many more prizes to be won by participants through prize draws at the end of the ride.

Last year's ride involved about 80 bikes, but this year organizers are hoping to have many more.

Interested riders should meet in the Langford Legion parking lot between 9:30 a.m. and 10:30 a.m. to register.

At 10:30 a.m. the ride departs stopping at the Sooke Legion, Esquimalt Legion, Sidney Army Navy Air Force Club, and Steve Drane Harley Davidson and then finishes at the Langford Legion where the cheque presentation and prizes are awarded.

"Canadian Army Veterans Motorcycle units are an association of serving and retired military personal and civilian supporters," said PO2 Horobin. "Our main purpose is to do veterans' outreach. We help them because there are a lot of veterans that suffer from post traumatic stress. Whether they suffer from their time Afghanistan, or serving in other capacities in the forces, we give them a purpose and commonality through riding motorcycles."

Each year local CAV riders also give to the community through their annual Poker Run charity ride.

"We hope the Poker Run is bigger and better each year," said PO2 Horobin.

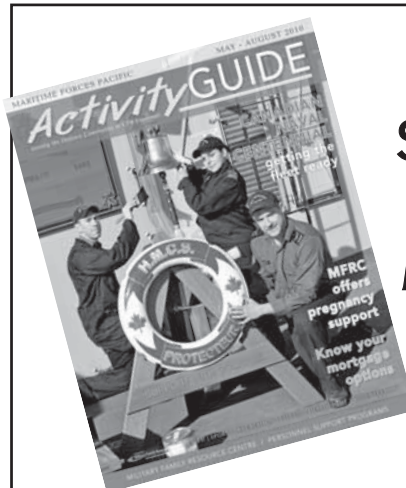
Last year they supported Cockrell House, a halfway house for veterans who were living on the street, and this year also helped to raise \$30,000 for Prostate Cancer research through the Motorcycle Ride for Dad.

"Each year we pick a charity that is close to home with somebody in our local motorcycle association. We chose this years charity as one of our members has a daughter affected by juvenile diabetes so we have chosen to support that cause," he said. "We are a fully registered not for profit organization and every cent of every dollar raised goes directly to the charity."

Across Canada there are 3,000 CAV members.

For information on joining CAV go to [www.thecav.ca](http://www.thecav.ca) and follow the links to Western Canada.

To join the charity Poker Run simply show up with your motorcycle and some money to fundraise.



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# iPod delivers great music, but is your hearing safe?

**PO1 Troy Morey**  
Formation Safety Unit  
Chief

If it's too loud, then you're too old. This used to be the rallying cry of young music lovers everywhere.

Today, a better cry might be if it's too loud then you're taking a big risk. Cranking up the volume on your iPod or other portable listening devices and rocking out to great tunes at ear thumping levels sounds awesome, but it can lead to permanent and irreversible hearing loss. Although there are many factors that can lead to a sudden or gradual loss of hearing, from injury to age, the most common is noise. And noise can include everything from loud, unwanted sounds around us to the music we enjoy every day.

To get a rough idea of the level where hearing loss occurs, if you were wearing an iPod and had it turned

up where the level is not uncomfortable, but you are unable to hear a conversation taking place approximately five or six feet away, then your iPod is at approximately 85 decibels. That is the threshold where permanent and irreversible damage is occurring to your hearing. Another everyday comparison is a gas lawnmower that puts out about 90 decibels.

What happens is your inner ear contains small hair-like cells that vibrate when contacted by sound waves. These cells then communicate this info to your brain, and that is how you hear. Exposure to excessive or prolonged noise causes permanent damage to these hairs which results in loss of your hearing.

So if you want to rock out in more than a rocking chair, take my advice, turn it down now, and keep enjoying great music into your twilight years.

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# Carving for the centennial

**Shelley Lipke**  
Staff writer

It took 200 hours of chipping, chiseling and detailing a piece of mahogany to bring out a sculpture of the Maritime Forces Pacific badge.

Inspired by the Naval Centennial, Bob Hedley thought he'd make something special to present to the Base Commander to celebrate 100 years of naval history.

On June 29, Capt(N) Marcel Hallé accepted the intricately carved piece on behalf of the Formation and thanked Hedley for his hard work, which will hang in the foyer of Dockyard's D100.

"I'm a hack and slasher," says Hedley. "I don't have any formal carving training, but I really enjoy it and find it relaxing."

He worked on the badge during his lunch hour at D243, where the staff has graciously allowed him to store his tools and work-in-progress.

"I work about five or six hours a week and I am very thankful my colleagues are good natured about putting up with the noise. It's pretty loud."

Back in 1991 Hedley was a Sergeant serving as a water, fluids and environmental technician in the Gulf War, and picked up his first piece of wood. "Living in a war zone was an up and down time for me, and I found carving relaxing and got my mind off things."

The self-taught artist works with any wood he can get his hands on. "I've taken driftwood and made faces, or an eagle, whatever I can."

He just began his fifth large piece on a fresh piece of teak mahogany that will bear the six crests of Pacific Fleet frigates and HMCS *Protecteur*. Using a stencil, he traces the outline on to the wood, and then begins chip-

ping away, working from the outside in.

"The wood is only so thick, so I have to be careful not to go too deep. I think the Centennial project was the most difficult because of the detail in the waves. I had to redo one portion several times."

Much of the wood used for base projects is supplied by Base Construction Engineering; they also stain his finished pieces.

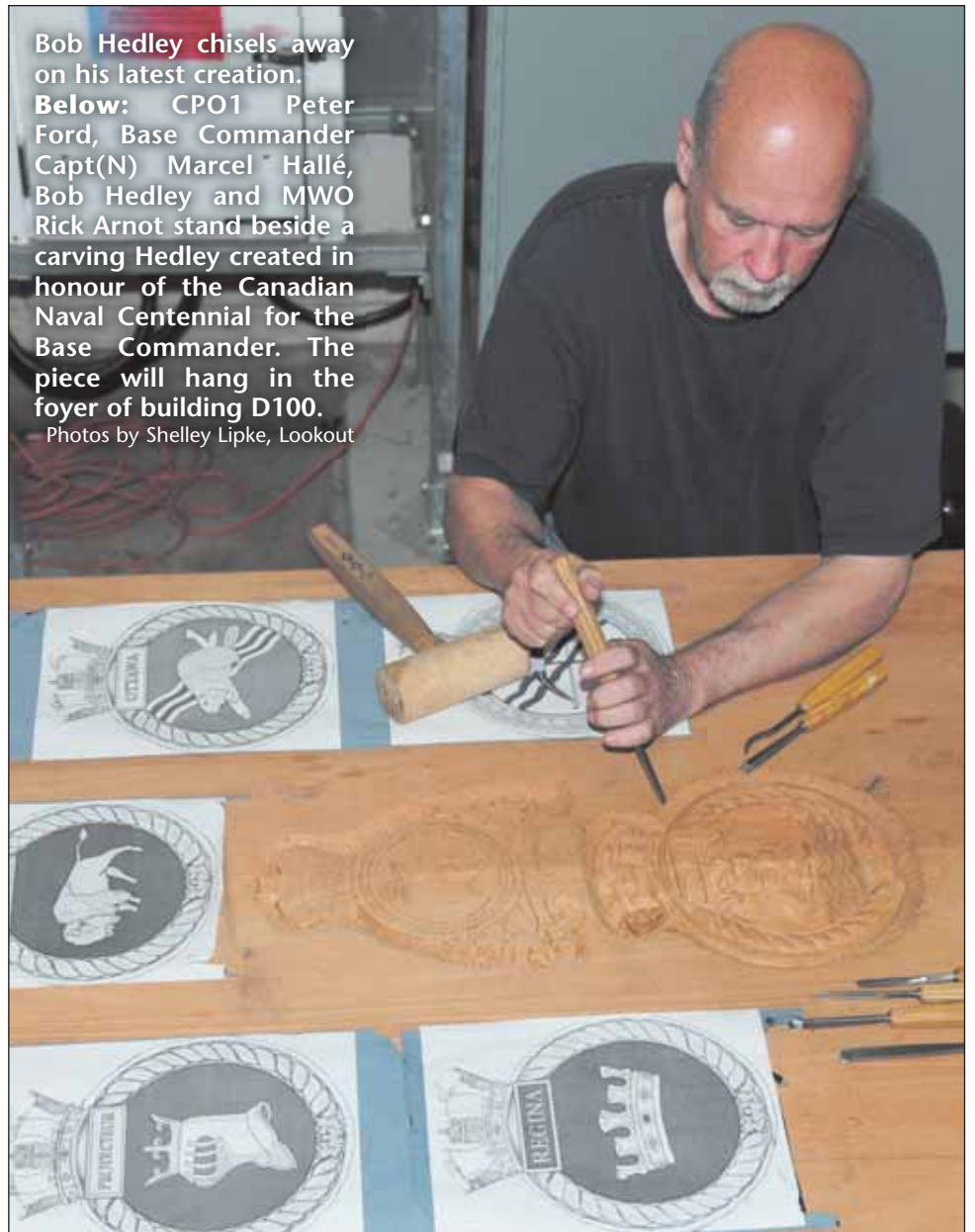
"I think the piece with the ship's crests I will probably give it to the new Base Commander and he can decide where it will hang. Just like the Centennial piece, I'll be dedicating this one to the navy," says Hedley.



Bob Hedley chisels away on his latest creation.

**Below:** CPO1 Peter Ford, Base Commander Capt(N) Marcel Hallé, Bob Hedley and MWO Rick Arnot stand beside a carving Hedley created in honour of the Canadian Naval Centennial for the Base Commander. The piece will hang in the foyer of building D100.

Photos by Shelley Lipke, Lookout



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Members of 443 (MH) Squadron, part of the Air Detachment on board HMCS Algonquin, pose in front of their CH-124 Sea King helicopter on the flight deck of the ship during the transit to Pearl Harbor. HMCS Calgary can be seen in the background as well as other ships from the task force.



OS Stephen Coates, a Marine Engineer Mechanic on board HMCS Calgary, repairs a propeller pitch in the engine room.

# GEARING UP for Exercise Rim of the Pacific

**LCdr Nathalie Garcia**  
Navy PAO

Canadian sailors, soldiers, air men and women from across the country have converged on the Hawaiian Islands to participate in the largest maritime exercise in the world, Rim of the Pacific (RIMPAC) 2010.

In total, 20,000 servicemen and women from 14 countries with an interest in the Rim of Pacific, including Australia, Chile, Colombia, France, Indonesia, Japan, Malaysia, Netherlands, Peru, Republic of Korea, Singapore, Thailand and the United States, are participating.

During the five-week exercise, participants are tested in an intense series of drills and training that includes live missile firings, torpedo firings, gunnery exercises, air defence, surface and undersea warfare, maritime interception operations, boarding, mine warfare, diving, and amphibious operations.

"What we get with an exercise like this is taking the diversity and experience of the 14 nations, combine it together, make sure its interoperable, achieves national required training objectives and then take it to a higher level of training," said United States Navy Vice Admiral Rick Hunt, exercise director.

Canadian participation in the exercise includes *HMC Ships Calgary* and *Algonquin*, each with an embarked CH-124 Sea King detachment and a 14-man dive team from Fleet Diving Unit (Pacific) conducting mine warfare

*What we get with an exercise like this is taking the diversity and experience of the 14 nations, combine it together, make sure its interoperable.*

-VAdm Rick Hunt  
Exercise Director, USN

and Explosive Ordnance Disposal.

Also participating are 132 Canadian soldiers from Golf Company, Second Battalion, The Royal Canadian Regiment (G Coy 2 RCR). The Air Force is sending two CP-140 Aurora aircraft from 19 Wing Comox with crews from Comox and 14 Wing Greenwood as well as a CC-130 T Hercules air-to-air refuelling aircraft from 17 Wing Winnipeg.

While RIMPAC is scheduled and planned by the U.S. Navy Third Fleet, the multinational exercise offers nations such as Canada opportunities to assume leadership positions at important levels, further enhancing our ability to work with other nations of the Asia-Pacific region.

Former Canadian Fleet Pacific Commander, Rear-Admiral Ron Lloyd will act as the Deputy Commander of the Combined Forces Maritime Component Commander for RIMPAC.

The exercise officially

started June 23 with the Harbour phase, designed to make final preparations for the at-sea portions of the exercises.

Phase II, the Operational Phase, driven by a structured schedule of events, starts July 6 and continues through July 24. This portion includes live fire gunnery and missile exercises, maritime interdiction and vessel boarding, anti-surface warfare, undersea warfare, and naval maneuvers, air defense exercises, as well as, explosive ordnance disposal, diving and salvage operations, mine clearance operations, and an amphibious landing.

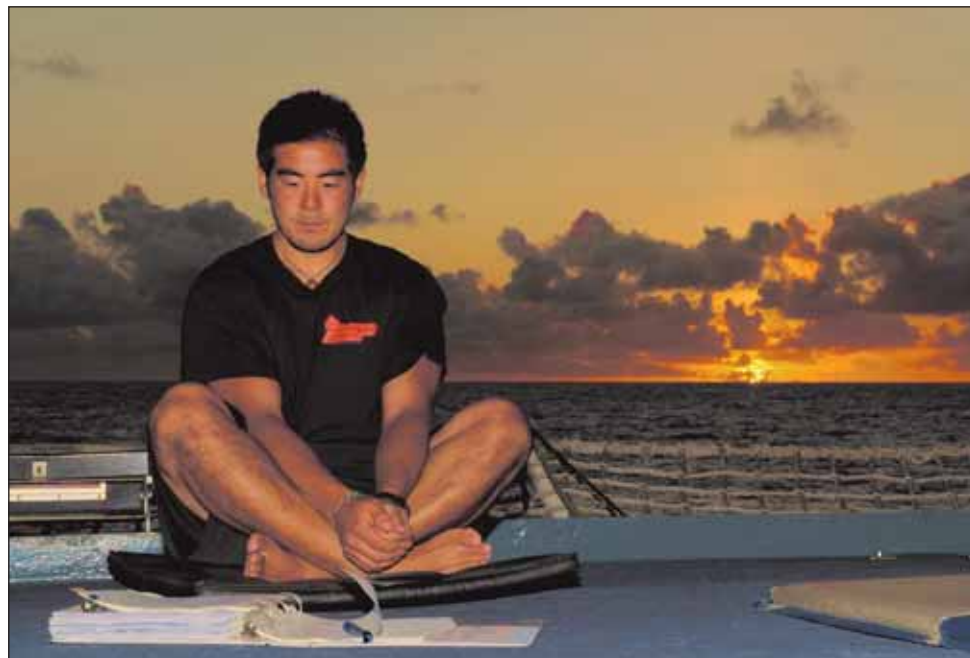
This phase exercises the ability of each nation to conduct robust command and control operations with multinational players and enhances each unit's operational capabilities.

Phase III, the Tactical Phase of the exercise, is scenario-driven and takes place July 25 through July 30. The intense training during this phase allows participating nations to further strengthen their maritime skills and capabilities and improve their ability to communicate and operate in simulated hostile scenarios. This phase concludes with the ships' return to Pearl Harbor, where participating nations reconvene to discuss the exercise and overall accomplishments.

Canada has participated in every RIMPAC exercise since the first one in 1971. This year's exercise involves 34 ships, five submarines, and more than 100 aircraft.



Coxswain, CPO1 Syrdar; Commanding Officer, Cdr Angus Topshee; and Executive Officer, Cdr Lorne Hartell, serve ice cream to the crew during Sunday at Sea routine on board HMCS Algonquin.



Esquimalt Personnel Support Programs employee Takato Tanaka prepares for a fitness class on the flight deck of HMCS Algonquin as the sun sets in the background. "Tak," as the crew knows him, experiences a unique opportunity to become a member of the crew and takes full advantage by providing fitness classes throughout the day.



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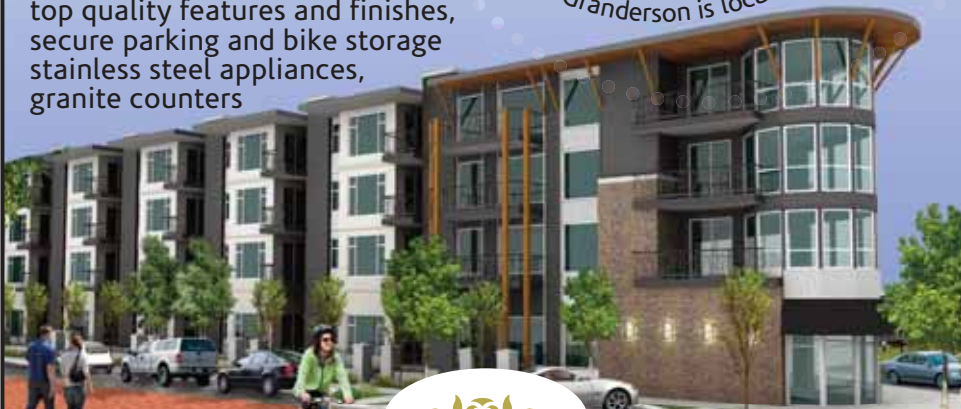
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## INFOCUS



Penny Rogers, Lookout

The 16th annual Naden Open Golf Tournament at Olympic View Golf Course was a shotgun start, two-person scramble. In the end the team of CPO2 Damien McCabe and Tim Howard drove, chipped and putted their way into the winner's circle capturing Low Gross title with a score of 66. Winners of the Low Net title were CPO2 Reg Rogers and Craig Cameron with a score of 68.



Penny Rogers, Lookout

Cyclists participating in the 50 kilometre route of the Naval Centennial bike ride push off from Dockyard's main gate on June 26.



Cpl Frieda Van Putten, Esquimalt Imaging Services

RAdm Tyrone Pile, Commander of Maritime Forces Pacific/ Joint Task Force Pacific (centre), signs the official Change of Command certificate from newly promoted RAdm Ron Lloyd (left) to Cdr Peter Ellis (right) on June 25. Cdr Ellis assumed control of Canadian Fleet Pacific while RAdm Lloyd moves into his new position as Chief of Forces Development.



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# Admiral Pile recognizes courageous rescue at sea

**Shelley Lipke**  
Staff writer

Search and rescue professionals were honoured June 24 for their courageous life-saving efforts over the Easter weekend.

Canadian Coast Guard rescue personnel with support from the Joint Rescue Coordination Centre saved 21 boaters in distress when a violent storm rocked the Juan de Fuca Strait on April 2.

The powerful storm created a 15-foot swell and 100-kilometre-per-hour winds that wreaked havoc on a group of sailboats racing from Vancouver to Nanaimo.

Boaters were stranded in the water, some without life jackets, as their boats were demasted or sinking.

This rescue was primarily made by eight Canadian Coast Guard crewmembers on board hovercraft Penac, and they were recognized by Maritime Forces Pacific Commander RAdm Tyrone Pile during an awards ceremony held at the Institute of Oceans and Science.

RAdm Pile said, "These folks have stepped beyond the call of duty to make us very proud to be Canadians. They have made life safer for people in our province. Risking a life to save a life doesn't happen automatically."

One by one RAdm Pile acknowledged each person, calling them up to receive a certificate for their bravery and determination in the rescue while he shook their hands in front of invited guests and family members.

The recipients, along with their families, made the trip from Vancouver in the same hovercraft used during the rescue.

After acknowledging the Coast Guard crew he called up members of the Canadian Forces and Coast Guard from the Joint Rescue Coordination Centre to present them with certificates for their work.

The Easter long weekend weather was forecasted to be poor, but no one imagined it would lead to the busiest Easter weekend ever for the staff at the Joint Rescue Coordination Centre. During a summer day they typically handle 15 to 20 cases, but on April 2 they handled 38 in a 24-hour period, which was a nearly unprecedented activity.

"The crew of the hovercraft Penac, the search and rescue coordinators, and the Marine Communication Traffic Services Officers employed exceptional teamwork and dedication to get the job done that day.

The majority of the rescue happened from the hovercraft, but if it weren't for the people on the phones and radios there may have been a different outcome," said Maj James Pierotti, Officer in Charge of the Joint Rescue Coordination Centre.

Capt Greg Clarke, air coordinator at the Joint Rescue Coordination Centre added, "We juggled dozens of calls at one time. It was by far the busiest day we've had. Some were related to prior calls we had received, and we had to sort out if multiple people were talking about the same boat or if it was separate incidents. We assessed the most serious from the least serious."

While all this was happening the crew of the Penac had their hands full attending to and rescuing those involved in the sailboat race.

Two rescue divers took to the water with tethering lines to save people who were bobbing in the water awaiting help. "We were ferrying victims back and forth to the hovercraft," said Coast Guard rescue diver Derek Thody.

"When I was at the side deck of the boat transporting one victim a 15-foot wave lifted the boat sideways and trapped us together under the boat. Luckily I took enough air in before we were swept under. It was pitch black and I could feel the skirt against my head and still had the victim in my arms," he added.

While Thody was deciding how to best free himself and the man in his arms, another massive wave lifted the hovercraft off of them and Thody was able to swim with the victim to safety before rescuing the next person.

"Our training is based on quick thinking and relying on our bodies before our brains," he said. "Rescue diving is very high risk and we train to a very high level of water confidence, training without air and in zero visibility," he said.

After the awards were presented RAdm Pile, the Coast Guard personnel, military members and friends and family who had attended the awards presentation posed for photos on the outer deck of the Penac hovercraft before it departed back to Sea Island.

Before it pulled away from the jetty RAdm Pile thanked the crew again for their bravery and admirable performance as maritime neighbours to the Canadian Forces and for saving the lives of the boaters in distress.



Shelley Lipke, Lookout

Canadian Coast Guards from the Hovercraft Penac were honoured in an awards ceremony for their actions and bravery. After the ceremony RAdm Tyrone Pile took an opportunity to visit the hovercraft with rescue personnel.

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LORIT project Staff DGLEPM

In the fall of 2009 the first armoured (LORIT) vehicle fitted with Fleet Maintenance Facility Cape Breton's armour rolled off the plane in Kandahar, where they were quickly painted with local dust and are now on constant patrol with Canadian Forces in the local area. More than 50 vehicles are now operating with FMF armour.

## Ship repair team's vehicle work helps save lives in Afghanistan

**Penny Rogers**  
Staff writer

The primary threat to Canadian troops in Afghanistan are mines - Improvised Explosive Devices (IEDs). They are the primary means by which our ground forces have been maimed or killed.

To combat this on-going hazard, army vehicles are receiving enhanced armour protection through the work of an unlikely team - 29 ship repair workers at HMC Dockyard.

For the past three years personnel from Fleet Maintenance Facility Cape Breton shops 164 and 112, including painters, welders, machinists and shipwrights, have been steadily fabricating armour kits for Light Armored Vehicles (LAV). Six employees are dedicated to this task full-time, while the other 23 works on an as-required basis.

Since fall 2009, more than 50 LAV III and LAV II operating in theatre have been upgraded with under-armour protection for crew and drivers.

Crew protection kits are specifically designed for the rear compartment of the vehicle where the infantry section is seated; they are a multi-level defence against IEDs that consist of layers of aluminum and steel fabricated shields secured to the vehicle. Driver kits are similar to a NASCAR driver's cage, according to Gregory Eyre, Service Officer at FMF, but built with much heavier material.

Vehicles damaged in Afghanistan are shipped to London, Ontario, where they are stripped down and repaired to bring them back to a baseline. From there, they are sent to

Edmonton where the primary contractor completes the vehicle and survivability upgrades, which includes integrating the FMF-manufactured parts. Once up to the new standard the LAVs are shipped back to Afghanistan fully refurbished and ready to go.

Eyre calls this project a "Team Canada" effort with army, navy and air force organizations working jointly to achieve the final product. The requirement and basic design came from the army, with the air force originally cutting the specialized material until the navy's FMF CB got up and running on the project, producing a workable production version.

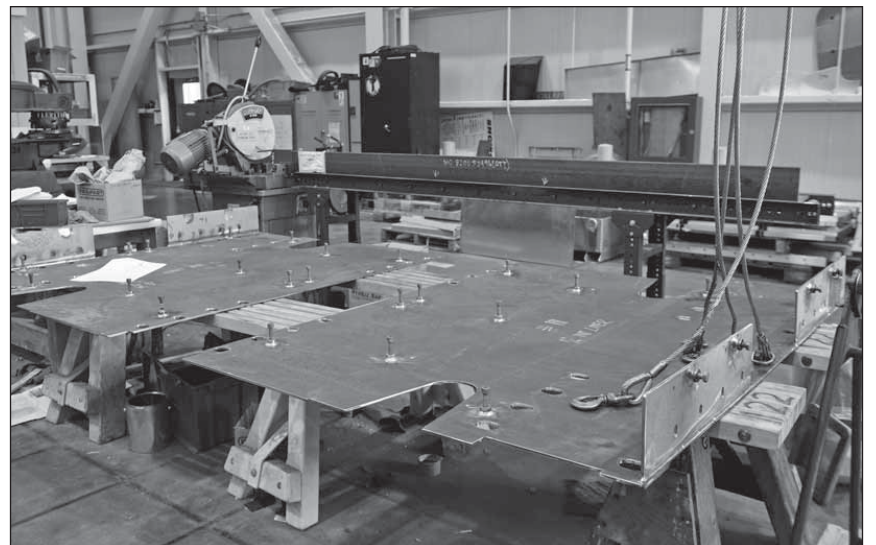
According to Eyre, funding for the army's program has given FMF CB the unique ability to replace aging and, in many cases, unsupportable manufacturing equipment. For exam-

ple, several milling centers, lathes and milling machines have allowed the machine shop to increase their capacity substantially. They are producing items for both army and navy requirements, faster and at a lesser cost.

"The armours we have been manufacturing here have proven to be successful and much welcomed by the troops," said Eyre who, like many FMF CB team members, has a vested interest in the outcome of the project.

"On my floor alone here at FMF there are several folks with relatives or friends that have been in Afghanistan or are going over on the next rotation," said Eyre.

"At the end of the day, you know that what you worked on that day has probably saved God knows how many lives over there, or wherever these vehicles are used in the future. It's a legacy," said Eyre.



Penny Rogers, Lookout

Parts manufactured at FMF will be used to upgrade LAVIII and LAVII vehicles in Afghanistan.



# Children's deployment workshops make a difference

**Jon Chabun**  
MFRC

Tammy Kingston has seen the impact of the Military Family Resource Centre's (MFRC) deployment workshops on her five-year-old son Gabriel.

"He's much more easy going," said Kingston. "He can understand the deployments better by being with other kids experiencing the same thing. He talks about his feelings more."

During these workshops, children have a map that charts the location of all the deployed parents. For Gabriel, he used the map to keep track of his dad Louis. As deployed parents move from place to place, the children update the journey on the map and learn interesting facts about that area.

The workshops focus on the different emotions of a deployment. A story spotlights a specific feel-

ing such as happiness or sadness, and the children do a craft related to that emotion. After Gabriel and the other children finished their project, their teacher Tracy Beck mailed them out to the deployed parents and included a description of what they had been doing in the classes.

"Louis loved it because he was getting a package every week," said Kingston, who didn't even know that Beck was mailing out the packages to her husband. "He could see what Gabriel was doing."

Beck saw the benefit of the workshops on her own children.

"It made such a huge difference (for them)."

Now, she works hard keeping the workshops fresh and fun for the children. She says the workshops offer children resources and coping skills needed to sustain them during the



Tammy Kingston with her son Gabriel.

deployment, and provide them with activities and tools needed to cope with military separations.

Kingston wishes these workshops were around for

her older son.

"He became very resentful. Nobody understood what he was going through."

"Sometimes people think they don't need the MFRC,"

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she says. "They've got a parent or a grandparent. But sometimes they need more than that. Sometimes we don't know that our children have the stresses that they do. The impact of an absence on a child is huge."

The Military Family Resource Centre runs workshops year round four

days a week for children age three to five, age six to eight and age nine to twelve. They are also available in a take-home workbook format for those who cannot make it to the classes on site. For more information, visit [www.esquimaltmfrc.com](http://www.esquimaltmfrc.com) or phone 250-363-2640.

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# Bravo ZULU



A/SLt James Smith (J31JOC) is promoted to Sublieutenant by Cdr Guy Bolduc, Commanding Officer of MARPAC/JTFP, assisted by SLt James.



Cpl Frieda Van Putten, CFB Esquimalt Imaging Services  
HMCS Winnipeg's crew celebrated its Change of Command on June 1 with the official hand over from Cdr R.A. Ferguson (left) to incoming Commander R.G. Dowker (right) with reviewing officer Cmdre Ron Lloyd (centre).



CPO2 G. Ledrew is promoted to Chief Petty Officer First Class by Cmdre Adamson.



LCdr Garry Hansen, N34, is presented with his CD2 by Cdr Guy Bolduc, Commanding Officer of MARPAC/JTFP.



Cpl H. Hughes is promoted to Master Corporal by Cmdre Adamson.



PO2 Judith Hales of CFP HQ F3 Ops is promoted to Petty Officer First Class by the Deputy Fleet Commander Capt(N) Paul Dempsey, assisted by PO1 Bill Earl.



PO2 R. Brabant is promoted to Petty Officer First Class by Cmdre Adamson.

**Below and pages 17 and 20:**  
RAdm Tyrone Pile, Commander Maritime Forces Pacific, presents awards to members of the defence team during the Maritime Forces Pacific Awards Ceremony held in the Rainbow room at the Chiefs and Petty Officer's Mess last week. More images to come in the next edition of Lookout.

Cpl Roderick Hopp, CFB Esquimalt Imaging Services



Lt(N) Chantal Desormeaux receives the MARPAC Bravo Zulu Award from RAdm Tyrone Pile.



Duane Simpson receives a DRC Award.



PO2 Deborah Chamberlin is joined by her brother Bob as she receives the MARPAC Bravo Zulu Award.



Dena Ponech of FMF is joined by a guest as she receives a MARPAC Bravo Zulu Award.





LCdr Blair Saltel, Commanding Officer of Naval Tender Section, is joined by his Wife to receive a Maritime Command Component Commendation.



LCdr Paul Francoeur, Executive Officer Sea Training, receives a Chief of Defence Staff Commendation.



LS Daniel Harris is joined by his wife Pam a Chief of Defence Staff Commendation from the Admiral.



LCdr Barry Whelan, is joined by his wife Swee Lian, son Ryan, and daughter Ashley to receive a Maritime Command Component Commendation.



Capt(N) Leslie Falloon receives the Canada Command Commendation.



Maj Allen receives the Canada Command Commendation.



LCdr David Charlton receives the MARPAC Bravo Zulu Award.



Lt(N) Stephane Beaudoin is joined by Caroline Dutil as he receives the MARPAC Bravo Zulu Award.



Lt(N) Jeremy Breese is joined by Natalie Laframboise as he receives the MARPAC Bravo Zulu Award.



Lt(N) Philip Hagell is joined by his guest as he receives the MARPAC Bravo Zulu Award.



Lt(N) Whiteside is joined by his wife Lesley and their son William as he receives the MARPAC Bravo Zulu Award.



PO1 Kevin Kemp is joined by his wife Laura Eagle as he receives the MARPAC Bravo Zulu Award.



PO2) Richard Derkacz receives the MARPAC Bravo Zulu Award.



MS Auer receives the MARPAC Bravo Zulu Award.



LS John Fillis is joined by CPO2 Paul Masse as he receives the MARPAC Bravo Zulu Award.



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MON - THURS: 8:30 AM - 7:00 PM  
FRI - SAT: 8:30 AM - 6:00 PM



Smart customers always read the fine print. † Features listed are standard on 2010 Outlander XLS 4WD. Technical data, equipment and options are based on the latest information at time of printing and are subject to change without notice. Vehicles may not be exactly as shown. ‡/¥/¥ For all offers, customers must sign contract and take delivery from dealer by July 05, 2010. All offers available only through participating dealers to qualified retail customers in Canada and are only on approved credit. Selling price includes up to \$1350 in destination for cars and \$1450 in destination for SUVs. Taxes, \$250 in delivery, \$100 in air tax, \$29 in environmental handling fees, \$10 in vehicle registration fees, up to \$75 in PPSA, registration, insurance, licensing, administration fees (if applicable), documentation fees, other dealer fees, and any additional provincial government fees are not included. See participating dealer for details. ‡ \$1,000 discount (\$750 from Mitsubishi Motors \$250 from dealer) valid on the retail purchase/finance/lease of 2010 Lancer DE models only. \$1,000 will be deducted from the negotiated purchase/finance/lease price after taxes and may be used towards down payment, monthly payments, or selling price. † Purchase financing at 0% APR available through Bank of Nova Scotia and Bank of Montreal for up to 72 months on all new 2010 Lancer DE and SE models and up to 60 months on all new Lancer GTS and Outlander models (Lancer Evolution models excluded). Financing example: 2010 Lancer DE (CL41-A C05)/ 2010 Outlander ES 2WD (CO45-A C04) with a selling price of \$17,348 (includes \$1,000 discount)/\$26,948 financed at 0% over 72/60 months equals \$241/\$450 a month with a down payment of \$0, a cost of borrowing of \$0, and a total obligation of \$17,348/\$26,948. 2010 Lancer GTS/2010 Outlander XLS 4WD model shown with a selling price of \$24,948/\$35,948. ¥ No payments for 90 days. Offer applies to purchase financing offers on select 2010 Lancer models (excludes Lancer Evolution) and all 2010 Outlander models through the Bank of Nova Scotia and Bank of Montreal. Interest charges (if any) will not accrue during the first 60 days after purchaser signs contract for a participating vehicle. After the first 60 days interest (if any) starts to accrue and the purchaser will repay principal and interest (if any) monthly over the term of the contract. \* Whichever comes first. Regular maintenance not included. See dealer or [mitsubishi-motors.ca](http://mitsubishi-motors.ca) for warranty terms, restrictions and details. Not all customers will qualify. \*\* Best backed claim does not cover Lancer Evolution and Ralliart models. See dealer or [mitsubishi-motors.ca](http://mitsubishi-motors.ca) for Education Edge terms, conditions, and other details. © MITSUBISHI MOTORS, BEST BACKED CARS IN THE WORLD are trade-marks of Mitsubishi Motors North America, Inc. and are used under license. Dealer #30693. Ad# 381\_10-07-05.