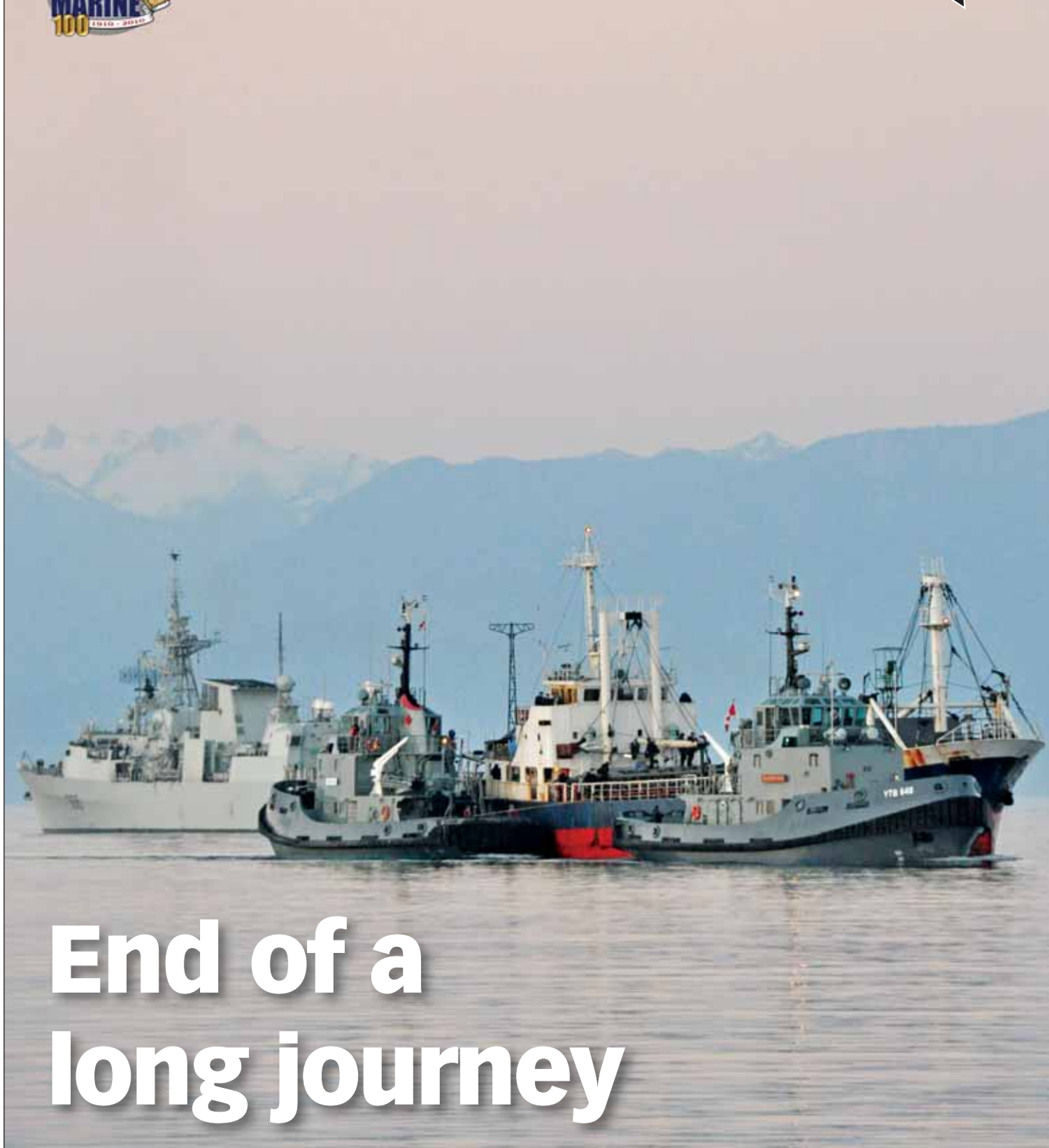


Volume 55 Number 33 | August 16, 2010

# LOOKOUT



**MARPAC NEWS** CFB Esquimalt, Victoria, B.C.  
Year of the Canadian Naval Centennial



## End of a long journey

Lt(N) Michael McWhinnie, BPAO

After being escorted into Esquimalt Harbour by HMCS Winnipeg, MV Sun Sea of Sri Lanka is maneuvered by CFB Esquimalt tug boats toward D Jetty, where it will remain while its occupants are processed by Canada Border Services Agency officials. Look in next week's Lookout for an update.

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## Migrant vessel escorted to CFB Esquimalt

**Lt(N) Michael McWhinnie**  
BPAO

The pre-dawn still of Esquimalt Harbour was broken by the movement of helicopters, small boats and tugs last Friday as the MV Sun Sea ended its highly publicized three-month voyage to Canada.

For the past week international media speculation about the disposition of the ship and public debate regarding the nature of its occupants have escalated.

The container vessel was escorted by HMCS Winnipeg to the mouth of Esquimalt Harbour where, at 6 a.m. on Friday, 13 August it was transferred to tug and pilot control for the final leg of a journey ending at D Jetty at CFB Esquimalt's Colwood property.

Canadian media reports focussing on the vessel named MV Sun Sea began with the publication of an article by Sri Lanka's largest circulation English-language newspaper, *The Sunday Observer*, in late June.

The article alleged that the ship carried approximately 200 people including leaders of the terrorist group Liberation Tigers of Tamil Eelam (LTTE) and was headed to the Canadian Pacific Coast in a voyage mirroring that of the MV Ocean Lady in October of 2009. The Canadian Forces tracked and intercepted the vessel and HMCS Regina, in support of the RCMP, escorted it to Victoria.

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# Giving voice to those exiled to Bentinck

**SLt Aaron Hawkins**  
Contributor

A place of exile on Canada's west coast is at the heart of a new documentary.

A film crew from Canada's only national Chinese television channel, Fairchild TV, visited Bentinck Island in June.

The island, situated 30 kilometres south of Victoria on a clover-shaped, 112-acre outcrop of land, was home to a leper colony from 1924 to 1957. The stigma of contamination attached to the sufferers of leprosy during that period made Bentinck Island one of Canada's most isolated and avoided places.

When the Department of National Defence requisitioned the site in 1959, fears eased with the transition from leper treatment facility to a Canadian Forces demolitions range.

While the majority of cottages that housed lepers have crumbled or been dismantled, outlines of these structures remain, and CFB Esquimalt still uses several of the buildings that were not destroyed for administrative and training purposes. The young boatswains who frequent the island to learn about explosives and demolitions help to preserve what is left of Bentinck's half-century old infrastructure.

Filming complemented a documentary they were already preparing about D'Arcy Island, which was also a leper colony before closing its doors in 1924. Deplorable living conditions for D'Arcy Island lepers brought about the transfer of patients to the newly anointed Bentinck Island facility. Unbeknownst to many, the majority of the afflicted persons who lived for years on both D'Arcy and



Crosses that mark the Bentinck Island grave sites are reminders of those who were once exiled to the leper colony there from 1924 to 1957.

Bentinck Islands were of Chinese descent. The men and woman (there was only ever one female patient on Bentinck Island) who carried on with their lives were by-and-large only remembered by 13 unmarked crosses that sit forlornly within a small, enclosed pasture on the island.

It is via this sombre chapter of Chinese history and heritage in Canada that Fairchild TV fostered an interest in the former leper colonies, led by senior reporter Audrea Chan and accompanied Dr. David Chuenyan Lai, Professor Emeritus of Geography at the University of Victoria and Adjunct Professor of Pacific and Asian Studies.

Bentinck Island, in its capacity as a leper colony, only ever received 22 patients. By the 1940s, the introduction of sulfones as a means of combating leprosy meant that Bentinck Island's afflicted residents received highly effective treatment.

This allowed most patients to be cured of the disease and return to society. However, one patient, Mr. Wong, although completely cured of the disease, was the last resident of the island. After enjoying a complete recovery from leprosy he preferred to stay at his cottage on Bentinck and tend to his vegetable garden until he died in 1956.

Aside from Mr. Wong, the inhabitants of Bentinck Island remain nameless; human beings who suffered both unfathomable scrutiny and state-sponsored, medically-required, public-driven segregation.

The feature documentary on D'Arcy and Bentinck Island lepers will air on Fairchild TV in the fall of 2010. Further details about their programming, subscription information and upcoming events can be found online at [www.fairchildtv.com](http://www.fairchildtv.com). Non-Mandarin readers can go to [www.fairchildtv.com/english/](http://www.fairchildtv.com/english/).

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CADET NEWS: **SUMMER CAMPS**

# Cadets celebrate naval centennial

**Lt Michelle Wilson**  
RCSU Public Affairs

On Aug. 6, the Ship's Company of HMCS Quadra Sea Cadet Summer Training Centre assembled for its third ceremonial divisions and graduation parade of the summer.

In honour of the Canadian Naval Centennial, the reviewing party consisted of seven retired flag officers who came aboard to inspect the cadets and tour HMCS Quadra. The reviewing party consisted of the following flag officers:

- VAdm (Ret'd) William Hotsenpiller
- VAdm (Ret'd) Gary Garnett
- RAdm (Ret'd) John Charles
- RAdm (Ret'd) William Hughes
- RAdm (Ret'd) Roger Girouard
- RAdm (Ret'd) Michael Martin
- Cmdre (Ret'd) Jan Drent

The admirals were brought ashore by Quadra's ceremonial blue boat and met by a piping party consisting of seamanship instructors, and a Chief and Petty Officers' guard. Each admiral inspected a company of cadets. After the parade, the reviewing party shared lunch with cadets and officers in the galley.

This parade was another way of meeting the aim of the centennial, bringing the navy to Canadians.

While cadets are not members of the Canadian Navy, they perform an



**RAdm (Ret'd) Roger Girouard arrives at the ceremony in HMCS Quadra's Blue Boat, piloted by Cadets.**

important role in carrying on naval traditions and history. Each division aboard Quadra chooses a divisional name based on a past or current navy ship and proudly bear this name during training centre activities. The retired admirals served on many of the ships whose names were chosen by the cadets, which provided an additional source of divisional pride.

Additionally, several of the admirals were introduced to the Canadian Forces and the navy through the sea cadet program.

HMCS Quadra is currently home to more than 500 sea cadets undergoing training on two, three, six and eight week courses. The training centre is located near Comox, B.C. and hosts cadets from across Canada.



**Lt Wenice Wong, Basic Aviation Course Commander at the Regional Gliding School (Pacific), had the honour of flying Cdr Rod Hughes, Commanding Officer Regional Cadet Support Unit (Pacific) during his visit to the training centre.**

## CO soars with air cadets

**Lt Michelle Wilson**  
RCSU Public Affairs

Cdr Rod Hughes, Commanding Officer of the Regional Cadet Support Unit Pacific (RCSU (Pac)), soared high with cadets undergoing training for their glider pilot licence at 19 Wing Comox recently.

Although Cdr Hughes has been the commanding officer for the cadet program in B.C. since 2008,

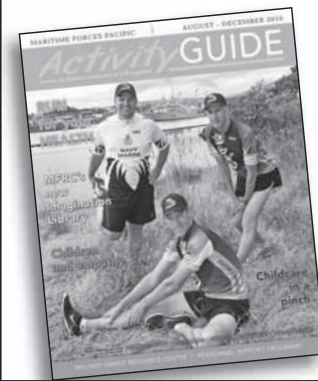
this was his first experience in non-motorized flight. Lt Wenice Wong of Vancouver, Commander of the Basic Aviation Program at the Gliding School, had the privilege of taking the commanding officer for a 25-minute flight over Comox.

"The Air Cadet program offers selected youth the chance to earn their glider and private pilot licences. After soaring with the

cadets I can see why air cadets is so attractive," he said.

There are currently 44 cadets from across B.C. working toward their glider licence. An additional 34 cadets are training in Comox, Victoria and Boundary Bay on the Power Pilot Scholarship Course. Further information on the cadet program can be found at [www.cadets.gc.ca/pac/](http://www.cadets.gc.ca/pac/)

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## DEAR JESSIE

# Understanding mental health a good start

Dear Jessie:

Last May there were some EAP referral agents passing out pamphlets on depression. At the time, I didn't think I had a mental illness and so it ended up in the recycling. But I now have renewed concerns that I may in fact experience depression and I am interested in knowing more about it. Could you tell me what was in the pamphlet?

From Anonymous

Dear Anonymous:

Seeking information about your mental health is a step towards a healthy direction. Everyone experiences down times in life such as the loss of a loved one or job dissatisfaction. These periods are normal, temporary and will fade with time.

The Canadian Mental Health Association estimates that 11 per cent of men and 16 per

cent of women in Canada will experience major depression in the course of their lives (02/09).

Major depression is a clinical term used to define a period that lasts more than two months in which a person has ongoing feelings of hopelessness and worthlessness. Other symptoms may include chronic tiredness, detachment from life and people around you, loss in interests, not being able to concentrate or make decisions, thoughts of suicide, frequent headaches and a loss of appetite. Possible causes and risk factors are many and may include: addictions, financial difficulties/unemployment, low self-esteem, hormonal imbalance, relationship problems, lack of social support, family history or Seasonal Affective Disorder (SAD). SAD affects a person at the same time every year, which is usually in winter when there is less natural

light. Depression can be different in different people or in the same person over time.

Self-assessment can be very difficult as you are in the middle of the experience, much like a case of not being able to "see the forest for the trees." If you are suffering from depression, it is important to understand your experience is not a personal weakness but an illness that is highly treatable. Talk to your doctor or contact an EAP referral agent. The RA can direct you towards a mental health professional and together you can plan the best approach for your recovery.

Dear Jessie is an informal anonymous EAP column. You can write a question and address it to, "Dear Jessie, Building D29 room 107, PO Box 17000 Stn Forces, Victoria BC V9A 7N2" You can sign the letter from anonymous. In all circumstances Jessie in EAP respects confidentiality. Answers are for guidance purposes only.

## People Talk

When the Admiral's House celebrated its 125th birthday on August 11 a garden party was hosted for former residents. Lookout asked them:

*What will you remember most about your stay in the house?*



Thirty seconds to commute to work and you never had a minute to call your own. In the first year we had over 1,000 people in the house. This was everyone from luncheons, dinners, receptions and visits with relatives and dignitaries by the dozens. It was still the Cold War then, which was all about NATO in the Atlantic. They weren't any commissioning any new ships at the time. I liked the responsibility of being admiral, and it came with the best view. I think it's the best job in the Canadian Navy and it's also a long way from Ottawa.

RAAdm (Ret'd)

Bill Hughes, 1980-1982



I remember almost losing my job because of my cat Boobnik. He was 18 years old and he passed away so my wife wrapped it in the 75th anniversary banner and we buried him at the end of the garden. My staff made a plaque to commemorate him and we held a Guard of Honour and a wake for him. The NDP member of parliament reported this and it made national TV and news. Hudson Mack did a report to say the plaque cost \$2.75 and that the MP should be ashamed of himself. The president of the BCSPCA wrote a letter to the MP saying he was a disgrace and if he didn't like animals, he didn't like people either.

RAAdm (Ret'd)

Robert Yanow 1984-1987



My granddaughter Naomi. We moved back here the same time she was born, and she had the run of the house until she was two years old. She doesn't remember a lot about the house but its interesting for her to be here again. It was an interesting place to live. Dockyard is a busy place, but after 5 p.m. it's very peaceful and we enjoyed the outdoors a lot and sitting in the garden.

VAdm (Ret'd) Jean-Yves Forcier 2003-2005



I remember going down to the beach every morning with our dog and having family dinners and Christmas dinners and all of the family in the dining room. Days like this that are sunny and warm we would look out at the Olympic Mountains. It was great to get out of the office and look at this. Also I enjoyed meeting the previous occupants of the house that date all the way back to 1920. It was fun to hear the stories about the house. The main thing happening at the time was the commissioning of the ships into the Fleets and all the ceremonial activities going on at the time.

RAAdm (Ret'd)

Russel Moore 1996-1998



My father was the admiral here just before the war. He would remember most when King George VI and Queen Elizabeth visited in 1979 and presented the Queen's Colour to the Canadian Navy. He was in charge of this ceremony. I lived in the house as well and in 1939 my father gave me a BB gun and one day I put a hole in one of the windows. That window stayed like that. The curtains covered it and when I visited I pulled them back and saw it 35 years later in 1974 I couldn't believe it was still there. I guess my dad made the mistake of giving me a gun when I was seven years old.

RAAdm (Ret'd) Nigel

Brodeur (son of RAAdm Victor Brodeur 1938-1940)

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## FINANCIAL ADVICE



Carl McLean



Nick Woloszczuk

## Two opinions can mean better investments

**Carl McLean and Nick Woloszczuk**  
Contributors

Market volatility is one of the many risks investors face when trying to accumulate wealth but there are additional ways outside of traditional investment products, such as stocks or bonds, to preserve your capital, make a reasonable return, and ultimately achieve your lifetime financial goals. One popular alternative is to purchase an investment property. The principle is relatively easy to understand; an individual purchases a second dwelling, often with funds borrowed from their existing principal residence and a renter pays a monthly rent. Normally, you secure at least 22 per cent of the purchase price from equity in your principal residence. The 22 per cent is split with 20 per cent going towards the down payment and 2 per cent used to cover the closing costs such as the solicitor and the property transfer tax. A few calculations are required prior to proceeding in order to evaluate affordability and determine the amount of funds required.

You might now be wondering, "Why is a financial advisor writing about Real Estate with a mortgage broker?" The answer is simple; a good financial advisor quarterbacks all of your assets and has a professional and fiduciary responsibility to ensure that you understand the scope of the financial decisions you make. Similarly, it would be good practice to meet with a mortgage expert on a yearly basis to review your current arrangements and evaluate options available to you. Decisions such as whether to increase your rate of savings, pay off debt, or refinance existing debt should be based upon integrated recommendations from your financial professionals.

### The value of integrated advice has several advantages over speaking with a single professional.

The value of integrated advice has several advantages over speaking with a single professional:

- Although many financial advisors can now sell you a mortgage, it may be that mortgage lending strategies is not their area of expertise. Similarly, a mortgage broker may not understand the broader financial implications of your decision to purchase a rental property or mortgage life insurance because he or she is not responsible for your entire financial portfolio.

- Risk management is a concept more familiar to your financial advisor. He or she is able to insure you against premature death or serious illness thus allowing your loved ones to keep the revenues generated by your rental property. A mortgage broker will only be able to sell you a group life insurance policy, for which you are not the individual owner meaning the coverage terminates once the mortgage is paid off. However, if you are in bad health or are approaching your golden years, then the mortgage broker's insurance may be more suitable. By working together, you are assured that you are getting the best coverage, at the best price for your individual needs.

- Tax is a significant wealth inhibitor. The integrated advice of a mortgage broker, financial advisor, accountant and lawyer ensures that you minimize your exposure to tax thereby enhancing the yield on your investment. Each of these professionals shares some common knowledge on the

tax implications of rental properties but they also specialize in different areas of the tax system. By utilizing more than one professional, you ensure that you are not surprised by excessive tax bills later down the road.

Some perceived disadvantages of dealing with a financial advisor and mortgage broker when purchasing a rental property include:

- It will likely take more time for each professional to integrate his or her advice with the others. Having said that, an investment property purchase is usually a major purchase, and would warrant the time spent;

- Competing interests could be a concern but again, professionals recognize the value of long term clients and will not sacrifice a long term relationship for short term gains that are not in the best interest of the clients.

Good financial planning involves more than simply saving money, buying a home, and protecting your investment with life insurance. There are many strategies that could be beneficial to you depending on your investment objectives, available resources, and risk tolerance. Meeting with a financial planner and a mortgage broker together may reveal new opportunities and provide you with the peace of mind of knowing that you are receiving the best available advice.

Carl McLean CD BCom is a licensed Residential Mortgage Specialist with DLC Rochar Financial. He arranges financing for home purchases, mortgage renewals and Equity Take Out for Debt Consolidation, Marital Breakdown and Home Renovations.

Nick Woloszczuk advises military personnel on financial issues related to transition from the public to the private sector. He is a licensed insurance broker and mutual fund representative with Hatch and Muir Financial Planners.



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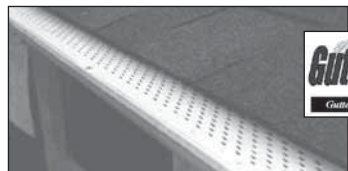
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**GOODYEAR** **DUNLOP**



Participants wear their protective gear as tear gas is released in a training session as part of the six-week summer program geared to teach aboriginal youth about the Canadian Forces.

# Raven participants have a gas

**Shelley Lipke**  
Staff writer

Fifty six members of the Raven Summer Aboriginal Youth Program experienced a taste of something new at the Damage Control School in Colwood on Aug. 5 – tear gas.

Over 20 minutes, the youth experienced a mix of protected and unprotected exposure, allowing them to put newly acquired skills to work.

This training was part of their six-week summer training program, which is geared to teaching aboriginal youth about the Canadian Forces.

"Raven encapsulates the primary reserves basic military qualification and is a youth initiative designed around exposure to the Canadian Forces," said course training officer Capt Brian Sylvester. "Candidates have six months to transfer to a reserve unit if they choose to carry on with this program counting towards their basic qualification."

"They are taught this tear gas exposure because traditionally in a Cold War threat there was a fear of nuclear attack. In present day we know the enemies overseas have used chemical weapons in the past and could at anytime, so we prepare our troops for this in the event that it could happen," he said.

The youth's introduction to tear gas began with two days in the classroom learning procedures that would keep them safe while exposed to the gas. Then it was time to put their newly learned skills to work.

Dressed in protective Chemical, Biological, Radiological and Nuclear one piece jumpsuits, the Raven candidates had to perform a number of drills to receive their qualification.

Stepping into the gas hut, 17-year-old Rex Slett from Bella Bella, B.C., was surprised by the sensation that greeted him.

"I walked in there and within a few seconds my eyes started tearing up like crazy and mucus rushed down my nose. I didn't expect the tear gas to take effect so quickly," he said.

"We had to first identify that there



**Above:** After their experience in the gas hut participants mustered for a debrief.

**Below:** Dressed in protective gear, youth experience the gas hut.

was tear gas in the room, and then we had nine seconds to put our gas masks and gloves on."

Using a buddy system they ensured their canisters were working properly and that everyone in the room could successfully breathe using their equipment.

"The Raven candidates have a number of drills they have to do to be successful in this course," said Capt Sylvester. "They have to drink water through a straw in their masks, do a canister change, and a decontamination drill where they take off their masks and gloves and use a sponge to decontaminate their skin."

"Today everyone passed. In fact, this is the strongest group of Raven candidates we've had in a number of years and we also have the lowest attrition rate of any Raven group," said Capt Sylvester.

"I really enjoyed this exercise," said Slett. "The most difficult part of it was the decontamination drill because we had to hold our breath while we decontaminated our skin. Before this training through the Raven program I never thought about being in the army, but now I'm considering it," he said.

"The program has been a lot of

fun. It was difficult at first adapting to the lifestyle change, tight time lines and working as a team all the time, but now I'm used to it and having a lot of fun," he said.

Youth came from as far east as Nova Scotia and as far north as Nunavut this year to take part in the annual program.





# HMCS Victoria gets its water wings

**Shelley Lipke**  
Staff writer

HMCS Victoria is one step closer to undocking now that the four hydroplanes that allow the submarine to plunge beneath the surface and submerge have been installed.

On July 22 Fleet Maintenance Facility Cape Breton (FMF CB) riggers secured the two forward hydroplanes with heavy chains and one by one lowered them down into dry dock with a crane.

Once the hydroplanes dangled beside Victoria, mechanical fitters worked for several hours to fasten them into place on the port and starboard sides of the ship's hull.

"The forward and after hydroplanes act as wings for the submarines," says Victoria's engineering officer Lt(N) Patrick Larose. "They drive the submarine up and down through the water depths."

At sea, the hydroplanes are operated by the helmsman and are electronically controlled and hydraulically operated. Similar to an airplane joystick, the helmsman pushes a stick up or down to allow the submarine to rise or descend in the water using the hydroplanes.

"The forward planes are the smaller of the two and are retractable and both the forward and after hydroplanes move independently from each other," said Lt(N) Larose. "The after planes are much larger and therefore have a much greater effect on the submarine's movements. They are our main control surface in regards to depth. Together the forward



Shelley Lipke, Lookout

**Above:** Rigger Chris Macrae secures the shaft of the hydroplane so it can be hoisted into place by use of the overhead crane.

**Bottom left:** MS Scott Colburn signals the crane operator that the hydroplane is secure and ready to be hoisted.

**Bottom right:** Riggers secure the forward hydroplanes to heavy chains so a crane can lift them into the dry dock where mechanical fitters will fasten them into place.

and after hydroplanes control the submarine's depth when we are propelled through the water," he said.

When alongside the forward hydroplanes are retracted and stored in the hull so they don't get damaged, but at sea they are extended and used for submerging, diving and coming to the surface.

To get the hydroplanes refitted and ready for the submarine FMF CB's mechanical fitters worked along with, machinists, pipe-fitters, welders, shipwrights, painters, boilermakers, sheet metal workers and riggers to realign the shafts from the vessel's original hydroplanes, which was a tedious process.

"We have been working in the forward hydroplane

space overhauling all of the components and repairing the defects that were present since Victoria was built. We have been working at this job since it was handed back to Fleet Maintenance Facility by Victoria Shipyards Limited in July of 2009," said mechanical fitter Work Centre Supervisor Mike Cook.

As mechanical fitters contended with realignment on the original boats hydroplanes they were faced with several problems.

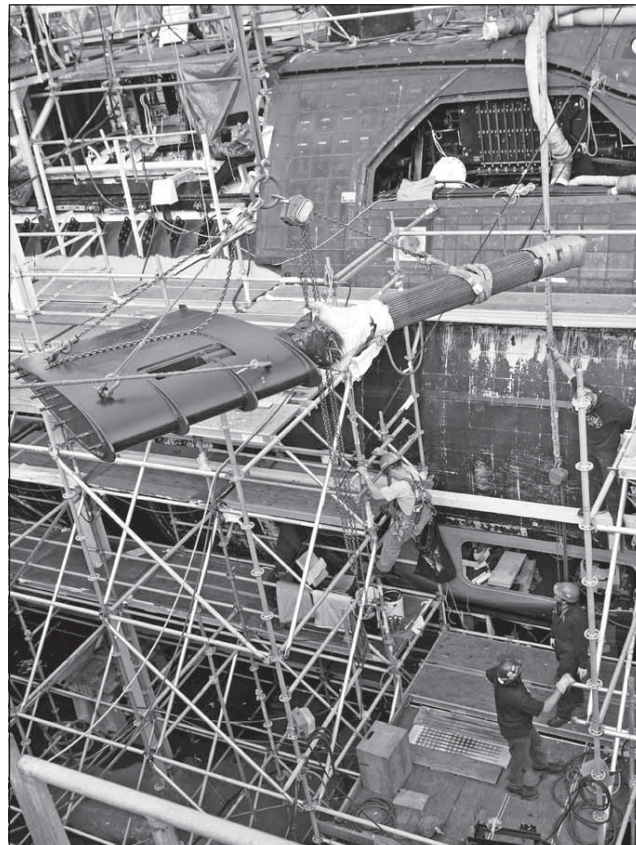
"It was a challenge doing all this work in a space that is under three feet high, and the mechanical fitters had to kneel or lie on their sides for most of this work. There were also chronic function problems with the original boat when it was built and

we've overhauled all the pieces so they now work well," said Cook.

The success of the hydroplane overhaul so far can be attributed to the commitment of a number of people, he says. "Garth Dickman, Mike Scott, Marc Laperriere, Peter Hopkins, Dave Nickason, Jesse Brown and John Libon have all been directly involved in this project and have done a good job."

Since the installation of the hydroplanes the hydraulic lines have been tested.

Tests to the system as a whole will be conducted in the dry dock by running the boat's hydraulic system and the gauges will determine how much pressure and how long it takes to move it through its range of motion.



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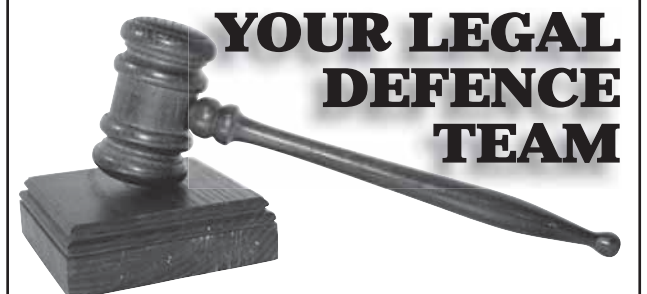


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MS E. Edwards, HMCS Brandon

HMCS Edmonton pictured with USS Green Bay alongside Pier 25 during Seattle Sea Fair.

## MCDVs busy at Seattle Seafair

**Lt(N) Caroline Morton and LCdr Larry Moraal**  
Contributors

Early afternoon at 2 p.m. on Aug. 4, *HMC Ships Brandon, Edmonton and Nanaimo* entered Elliot Bay for the beginning of the Seattle Seafair Parade of Ships, kicking off five days of festivities.

After completing the planned route, the Maritime Coastal Defence Vessels (MCDV) came alongside Pier 25, and officers and crew prepared for a busy few days.

That evening the commanding officers attended the Mayor's Reception at City Hall, before joining the remaining officers at the U.S. Navy League sponsored Officers' Reception held at the Columbia Towers, from which the view of the city is spectacular. Also in attendance were officers from throughout the Pacific Northwest, and from U.S. Ships *Green Bay*, *Kidd* and *Port Royal*.

The next morning members of each ship's company awoke early to board the

bus for the Annual Shriner's Golf Tournament, which was enjoyed by all. The remainder of the ships' companies ventured into Seattle to participate in other Seafair events, which included viewing the renowned Blue Angels from atop of the Safeco Plaza, taking tours of the U.S. ships, and attending the hydroplane races at Genesee Park on the banks of Lake Union. The day was rounded out with the Commander Third Fleet Reception, held aboard the USS *Green Bay* and attended by representatives from all three ships' messes.

On Friday Aug. 6, the command teams from all visiting ships and local military establishments attended a Navy League sponsored luncheon at the Bell Plaza for the Sailor of the Year Awards. MS *Edwards* from *Brandon*, MS *Radusky* from *Edmonton* and PO2 *Hamilton* from *Nanaimo* were honoured with the award for their achievements throughout the year. That evening many sailors attended Navy Night at Safeco Field to watch the Seattle Mariners defeat the Kansas City Royals. Those who attended in uniform enjoyed entry into the park

an hour earlier than general admission and were privileged to watch the players at batting practice, followed by a barbecue while listening to the sounds of the Navy Band Northwest.

After the hustle and bustle of the ship's public tours, *Brandon* personnel were put to work preparing their ship and *Nanaimo* for the Canadian reception, sponsored by the Canadian Consulate and the Canadian Navy. The reception began at 6 p.m. and was attended by consular dignitaries and naval officer including Commander Maritime Forces Pacific, RAdm Pile. This reception marked the last official military function outside of Canada for RAdm Pile after 35 years of service to the Canadian Forces. Both Commander Third Fleet VAdm Hunt and Commander USCG Thirteenth District RAdm Blore spoke highly of Canada-U.S. relations that were strengthened by the outstanding efforts of RAdm Pile.

The evening was capped by the annual Moose Milk Competition, which was judged by Tom and Diane Jaffa, VAdm Hunt, RAdm Pile and RAdm Blore. The competition was stiff, but was ultimately won by *Nanaimo*.

On Sunday morning, the duty watch once again prepared for public tours in *Brandon*. By the end of four days, the ship cycled 2,450 visitors over its bow. The rest of Sunday, the ships' companies relaxed, enjoying the remainder of the Seattle Seafair.

On Monday morning at 8 a.m. the three MCDVs departed Pier 25 and Seattle Seafair as a contingent from the U.S. Navy League, as well as Diane and Tom Jaffa, wished the ships farewell until next year's event.

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Cpl Jax Kennedy, Canadian Forces Combat Camera  
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# A lifelong connection to the navy still going strong

**Penny Rogers**  
Staff writer

In a city filled with transplanted Torontonians and relocated Newfoundlanders it's sometimes difficult to find a born and bred Victorian.

But Jackson Filtress was not only born here, for 50 of his 67 years he has maintained a close connection with CFB Esquimalt and the waters that surround it.

Since 1985, Filtress has been working with Base Transport, but his history with the base goes back much further than that.

"Our family quite often visited the ships on Navy Days. Back in the 1950s the dockyard was open and the public would come in for the whole day and tour the ships," Filtress recalls. "They would let us sit on the anti-aircraft guns and turn them, which was quite exciting for a teen."

Filtress, whose father served in the First World War with Britain's Royal Navy, decided to give navy life a try too; so, on Dec. 6,

1960, he signed his enrolment papers and one day later found himself riding the rails across Canada toward Cornwallis, NS. Picking up recruits along the way, it took six days to get to the basic training camp.

"I remember taking the CPR train to Montreal, and then changing to CN from there to St. John, NB; then we travelled across the Bay of Fundy on a CPR boat to Digby, NS, where they picked us up and bussed us to the base."

Arriving in Cornwallis, Filtress was shocked.

"I grew up in Victoria and I didn't know what a cold winter was."

After basic training, Filtress found himself back in the gentler climate of Victoria doing his in routine at Nelles Block in Naden before being posting to HMCS Beacon Hill, an old First World War frigate.

"We had six of those ships and the navy used them as training ships. I was a stoker in the boiler room and engine room. They had triple expansion steam engines,

which was old technology even back then. They were basically smaller versions of the engines on the Titanic."

That summer Filtress made his first trip to sea, heading to San Francisco, Long Beach and then across to Pearl Harbor, Hawaii, a city he would visit five times in the next three years.

"Honolulu was just starting to build up and there sure weren't very many of the big hotels like there are today."

Then, in October 1962 the young sailor played a small role in history when the world stood on edge during the Cuban Missile Crisis.

"It was a very tense time. We had a general recall with everyone heading back to their ships, and then word came that we were needed to go out to sea. All ships available to sail were deployed to patrol the West Coast. We were out there for three weeks patrolling up and down with the Americans."

Communications not being what they are today, Filtress remembers doing four-hour watches in the



Penny Rogers, Lookout

**For 25 years Jackson Filtress has been driving trucks, training new drivers and picking up passengers in the base taxi. His history with CFB Esquimalt dates back to 1960 when he joined the Royal Canadian Navy, inspired by his father's career as member of Britain's Royal Navy during the First World War.**

boiler room, anxious to hear the next report at the end of his shift.

"We didn't know what we'd do if the missiles started flying. We were just standing our watches, doing our duty. At one point all we heard was that it was still escalating on the east coast and the Russians were still heading toward Cuba with missiles on their ships. When word came down that they had been turned back it was

a tremendous relief."

The next year, with only three years in the RCN, Filtress decided to leave the navy and try his sea legs in civilian ships, where, he said, the pay was better and he could get more time off. He worked on Canadian Coast Guard weather ship Stone Town for only six months, as he found himself on station in the mid-Pacific for seven weeks at a time so scientists could do weather reports.

There were no satellites at that time.

After his stint with the Coast Guard, he worked at the Empress Hotel power plant, then with Island Tug, and on Sudbury II, a deep-sea salvage tug.

Finally, deciding he'd had enough of the sea, he took a job at CN rail driving a truck between Victoria and Vancouver, a job that required delivering sup-

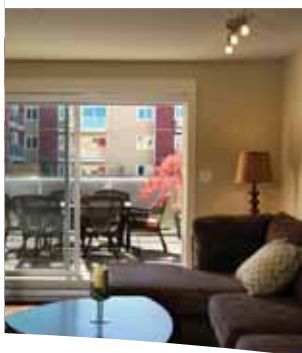
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plies and materials to CFB Esquimalt. The contacts he made during these trips helped him land a job with Base Transport, where he has remained for the past 25 years.

"I started on the boiler shop truck in 1985, then got into the heavy equipment section, was a driver trainer for about 12 years on semi trailers and dump trucks, and about two years ago I got onto base taxi. I also train other drivers on the fuel truck. So, that's what I do today."

One of his best experiences recently was having the opportunity to meet some of those involved with organizing the navy's 100th anniversary events.

"Taking the officers to Lampson Street, where they have their centennial offices, especially over the last six months, it's been great getting to meet each one, talk with them, listen to what they have to say, to what they have been tasked with. They have done such a tremendous job, everyone who has been involved with the centennial. That's been the best for me as far as driving

the taxi."

Thinking back over his years of service to DND, Filtness is quick to pick out his most memorable experience as well.

"During the 1997 Red River floods in Winnipeg we had, I think, eight tractor trailers from Victoria sent there. Initially our boys had gone there with the rigs loaded with all the equipment that was necessary, but you have to understand on that operation there were some 7,000 people involved and they just took all the equipment that was available from every base. Our boys went initially with the first call, unloaded the equipment but left the rigs there. They flew back here, and then three weeks later a group of us flew back to pick up the trucks. Flying into Winnipeg and seeing that massive expanse of water, that was just incredible."

There have been a lot of changes on the base since Filtness first started going with his family to Navy Days back in the 1950s. All the old ships, which used to be tied up three

abreast, are gone: the minesweepers, the frigates, the destroyer escorts. Jetties have been rebuilt. The Fleet Maintenance Facility has expanded.

"But the biggest thing I see today compared to my time aboard ship is how they are struggling for crew. Every ship we had back in the 60s had a full complement and nobody sailed short handed. Plus crews back then stayed together for three years on a ship. Today they change almost monthly."

One thing that has remained a constant over the years is Filtness' love of collecting, something he started in the 1960s when he first joined the navy.

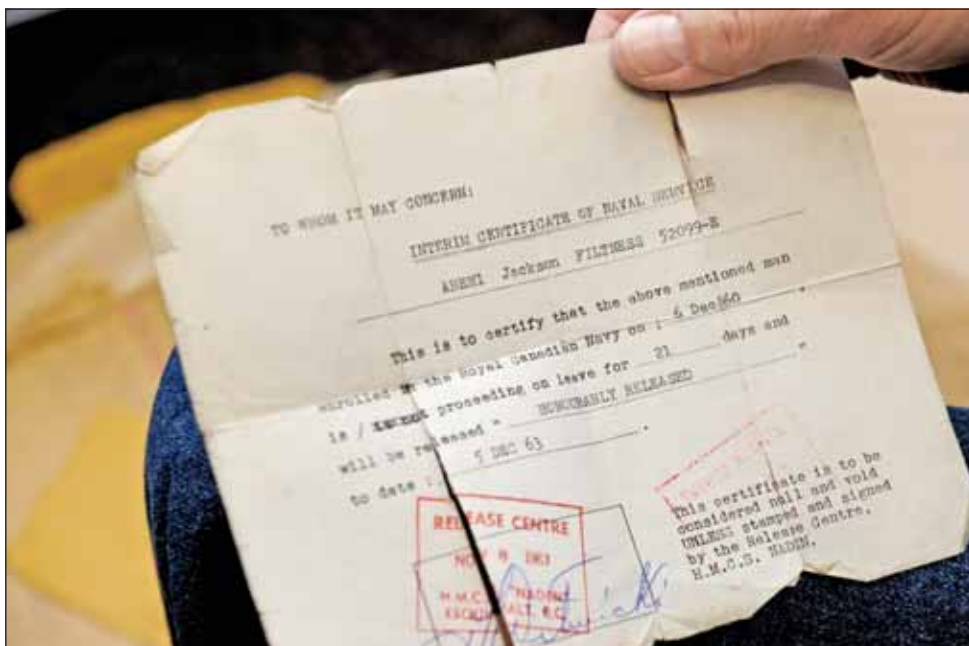
Alongside a wide variety of ships' memorabilia, he has amassed an extensive automotive magazine and book collection, and a set of close to 120 dye cast models of 1950s cars. But those aren't what he values most.

"My most cherished items are my dad's First World War papers, dating back to 1911, alongside my own Royal Canadian Navy Certificate of Service from 1960. I'm really proud of those."



**Above:** Filtness stands by the bunk that would be his for 16 weeks of basic training in Cornwallis.

**Below:** Looking dog-eared and worn is a leave certificate dated Dec. 5, 1963. This is one of many military documents in Filtness's collection.



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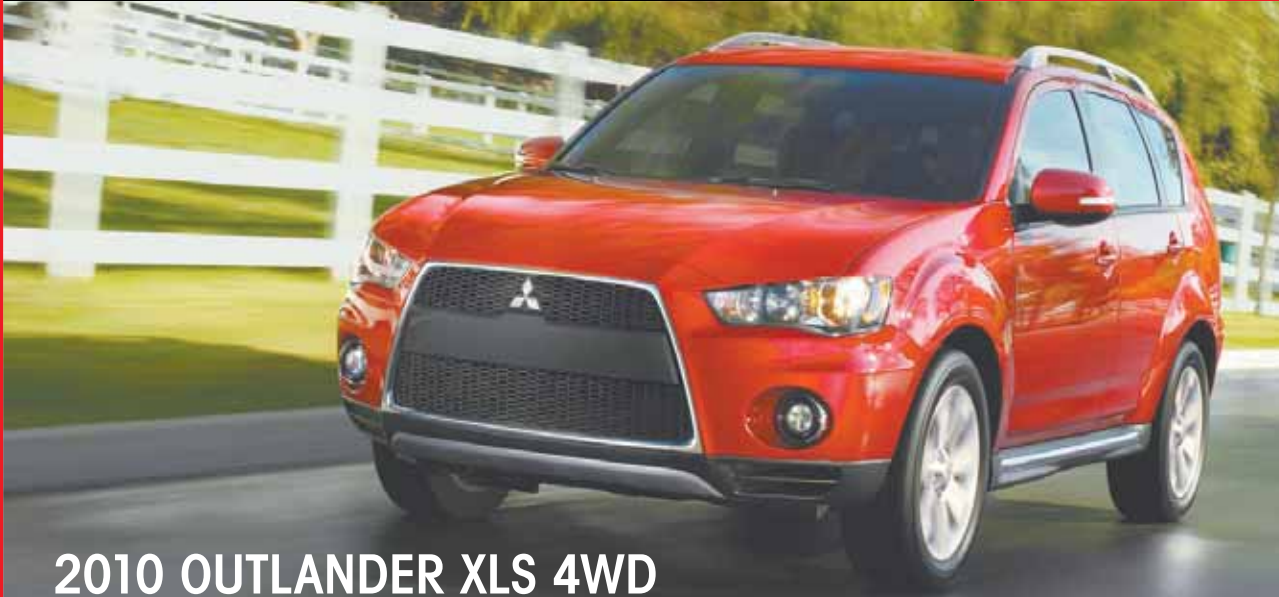


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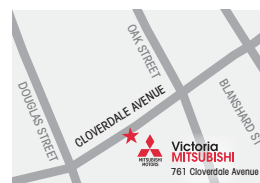


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Smart customers always read the fine print. † Features listed are standard on 2010 Outlander XLS 4WD. Technical data, equipment and options are based on the latest information at time of printing and are subject to change without notice. Vehicles may not be exactly as shown. ‡/¥/€ For all offers, customers must sign contract and take delivery from dealer by August 3, 2010. All offers available only through participating dealers to qualified retail customers in Canada and are only on approved credit. ‡ \$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. ‡ 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. ‡ 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 models (Lancer GTS, Ralliart, and Evolution models excluded) and 60 months on all new 2011 Eclipse and 2010 Outlander models. Financing example: 2010 Lancer DE (CL41-A C05)/2010 Outlander ES 2WD (CD45-A C04)/2011 Eclipse GS (CE24-K C23) with an MSRP of \$15,998 (includes \$1,000 discount)/\$25,498/\$24,498 financed at 0% over 72/60/60 months equals \$223/\$425/\$409 a month with a down payment of \$0, a cost of borrowing of \$0, and a total obligation of \$15,998/\$25,498/\$24,498. 2010 Lancer GTS/2010 Outlander XLS 4WD/2011 Eclipse GT-P model shown with an MSRP of \$23,598/\$34,498/\$33,298. MSRPs exclude 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. ‡ 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. © 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# 1121\_10-08-02.

# Centennial sparks memories of time in naval service

**Shelley Lipke**  
Staff writer

As the Canadian Naval Centennial year marches on there seem to be many forms of celebration and commemoration.

The pomp and circumstance are nice, but for veterans such as 88 year old George Barr, it's the simple memories of time in the Royal Canadian Navy that come to mind and mean the most.

At age 23 he served as a sick bay attendant on board the frigate HMS Glace Bay and he fondly remembers one peculiar happening at sea.

"We were about 450 miles northwest of Ireland when our radar picked up a blip. The lookout spotted something and our ship was sent into action stations. We hoisted a black flag during that day to show we were attacking and when we got close to what we thought was a sub we found it was something else," he said.

It turned out to be the mid ship section of a landing tank craft that was being shipped across the Atlantic for the South Pacific War, but it was alone in the water and the freighter that was pulling it was missing.

"We sent the boarding party to investigate it and they came back with a pistol a log book and a dog," recalls Barr. "What was this fox terrier doing in the middle of the Atlantic? It would be one thing if the dog was on the freighter, but nobody could believe this. The dog was more dead than alive."

The crew nursed the small dog back to health and named him Skippy.

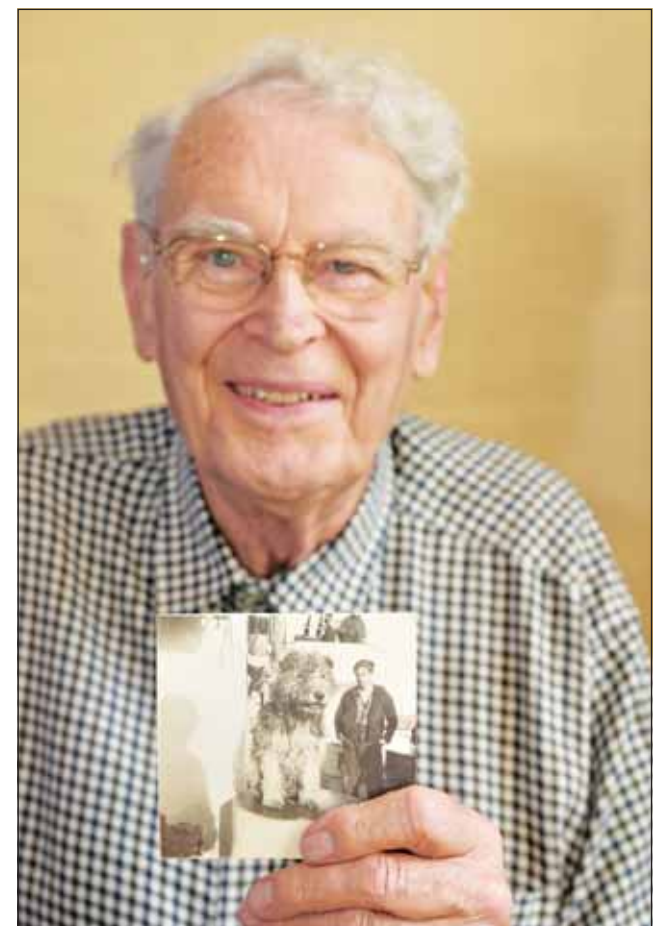
After Skippy was rescued by the crew they set out to sink the landing tank craft as it was a navigational hazard.

"The gunners had a field day blasting away with twin four inch guns and we even had to run up depth charges to sink it. We rolled them off at a low speed and opened up a few holes in the tank and eventually it did sink.

"That fox terrier war veteran owed his life to our commanding officer LCdr Fred Bogardus," said Barr.

HMS Glace Bay's telegraphist, Pricey Wilcox of Swift Current, SK, adopted Skippy.

No doubt veterans across Canada are recalling their personal tales of the Royal Canadian Navy as its current generation celebrates the past.



Shelley Lipkey, Lookout

**Eighty eight year old Veteran George Barr holds up a picture of Skippy, a fox terrier that was nursed back to health and became the ship's mascot after being found on floating debris in the Atlantic.**



# Recognize domestic abuse and stop it

■ *Former abuser speaks out to create awareness*

**Penny Rogers**  
Staff writer

No one should fear the person they love, but this is exactly what happens in a relationship marred by domestic abuse.

It happens all over the world, in every socioeconomic background, every race, every religion, every age. Women and children are the usual victims, but men also feel the pain of abuse.

What constitutes domestic abuse? Some assaults are clearly destructive – physical, sexual, and verbal – while other abuse, such as intimidation, stalking, and economic deprivation, is more subtle, and often misconstrued as not harmful.

Hitting, slapping, choking, punching, beating, and burning are all recognizable abusive behaviors. But some physical abuse is not easily recognizable. A push or shove, a twist of the skin, pulling hair, biting, spitting, or even forcing someone to their knees falls under the category of physical abuse.

Recognizing abuse is the first step to ending it.

PO1 David Mitchell, who works with CFB Esquimalt's Family Crisis Team (Pacific), says it took an act of bravery on the part of his 11-year-old daughter to make him realize what he was doing to his family, and in turn seek the help that was needed to end his abusive behavior.

"My wife and I were arguing. She said she was

leaving and was taking the kids. I thought she meant she was leaving forever, so I grabbed her by the wrists to hold her so we could talk it out. I was in a rage. I threw her up against the fridge then I threw her down to the floor."

His daughter called 911. "It thrust me into a spot where I had to look at myself instead of looking at everybody else to change. It was a moment of realization that it was me, and not everybody else, with the problem."

His commitment to change eventually led him to stop his abusive behavior. Now, as a member of the Family Crisis Team, he's actively educating DND employees and their families about domestic abuse.

In the spectrum of abuse, he says emotional and psychological maltreatment are also considered severe. They can destroy self-esteem and make a person feel helpless and alone. Name calling, criticizing, uttering threats, withholding love, isolating, and displaying extreme jealousy can all damage a person's self worth.

Sexual abuse is more commonly defined as any forced sexual contact, ranging from unwanted touching to rape and harassment. But verbally pressuring your partner into having sex when he or she doesn't want to, especially if you try to make them feel bad by using guilt and put-downs, or forcing your

partner to participate in unsafe or degrading sexual activity, are also considered acts of sexual violence.

PO1 Mitchell remembers his wife's reaction following an out-of-control argument, which he now sees as sexual abuse.

"I'd go downstairs and she wouldn't know what I was up to," explained PO1 Mitchell. "For all she knew I could have been grabbing for a knife, so she would come down and invite me back up to bed and sacrifice her body just so she'd know what I was up to and know where I was at, and to make sure the kids were safe. And that's a form of sexual abuse most people wouldn't even think about."

Even in calmer times, PO1 Mitchell's actions could be harsh towards his wife.

"I would criticize her for the way she paid our bills. It had to be my way. It had to be any way other than the way she did it."

PO1 Mitchell and his wife have since divorced, but continue to share co-parenting responsibilities for their three children. He is quick to praise the work done by both the Family Violence Project, where he went for help and the Victoria Women's Transition House, where his ex-wife and children received counselling.

As for his life in the military, according to PO1 Mitchell, if he had not come forward to seek out help his career

would have been over. "I was abusive for years and years with no consequences, but things catch up with you. It eventually shows up in the workplace, it affects your job; your mental state is in turmoil. If I hadn't come forward I seriously believe I would not still have a career."

"I now do a lot of presentations with the Crisis Team to different units. Just before I was posted to the unit I'm with now, I made a presentation there to over 200 people. My soon-to-be commanding officer came up to me afterwards, shook my hand and told me that anytime I needed to take time off to make more such presentations, I'd have his support, 100 per cent."

One key message he and the Family Crisis Team want to convey is that help is available. Whether you are the victim of domestic violence or the perpetrator of it, there are community programs and services designed specifically to help you and your family.

To set up an educational seminar for your unit, contact the Family Crisis Team at 250-363-4411.

For more information on available community resources, contact the Military Family Resource Centre at 250-363-2640, the Pacific Centre Family Violence Project (where military can self refer at no cost) at 250-478-8357 or visit the Victoria Family Violence Prevention Society's website at [www.familyviolence.ca](http://www.familyviolence.ca).

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## Club offers chance to learn

**Shelley Lipke**  
Staff writer

Amateur shutterbugs looking to take their photography to the next level don't have to register for expensive classes. The Victoria Camera Club has 180 members ready to share their experience and knowledge with like-minded people.

The club offers everything an up-and-coming photographer could ask for including workshops, seminars, photo processing, lessons in the digital darkroom and field trips.

Whether you have a point and shoot camera or a Single Lens Reflex (SLR), this club provides a reason to take out your camera and start shooting, and anyone can join.

"If I could sum up the Victoria Camera Club in one word it would be opportunity," says member Willie Waddell. "It gives us an opportunity to access information and get to know people who share the common love of photography."

During their recent bi-weekly Fair Weather Tuesday outing 12 members of the club used CFB Esquimalt as their subject.

"It was really interesting shooting at CFB Esquimalt," said Waddell. "It was a venue that I hadn't been to before, and since my passion is travel photography it was a different type of shoot."

Normally on field trips photographers break apart from each other to shoot subjects and then regroup at the end, but on the base they stuck together as A/SLt Marisa Hughes guided them around and explained different aspects of the base while the photographers, with lenses pressed to their faces, snapped shots.

"Trying to keep 12 photographers together was like trying to herd cats, but she did a great job," said Waddell. "It was very interesting to learn about the base."

Every second Tuesday the club hosts a field trip at a new location. They go to places like Bastion Square, Mount Finlayson and sporting events to allow members to experience different subjects of interest and reflect on their images.

Every second weekend, they take field trips further afield such as Botanical Beach, Spokane, and Christie Falls.

There is no charge to take part in the field trips unless there is a gated admission fee, and the photographers car pool to keep costs down.

"Before a field trip we are always given a list of possible things to photograph and the type of equipment to take. It's fun and it's a great way



Shelley Lipke, Lookout

**Willie Waddell holds up the award-winning photo she took in North Africa, entitled "African Dawn," which shows thousands of birds flying to a tree in the early morning light.**

to learn," said Waddell.

Members share tips, methods and individual approaches to all facets of photographic arts through the club.

"We have people who are semi-professionals within the club and they teach us editing and lighting and focus on a variety of other topics," she said. "There is a lot of expertise in the club and it's a great way to get to know people."

"We also take part in national and international photography competitions. I shot a photo in Mali called 'African Dawn' two winters ago. It was entered into the Camera Club year end Digital Nature category and won Image of the Year – judged by outside judges. The image was then entered along with 19 others into 'Natures Best' competition sponsored by the Smithsonian. Seven, including mine, were chosen for exhibit and the Victoria Camera Club won International Camera Club of the Year. We were presented with a plaque. I don't care if I ever make a nickel out of photography I do it because I really love to do it."

An annual scavenger hunt with a different format each year keeps the members on their toes. "Last year we had to take 12 shots in different places and were only allowed to shoot one image at each place. We received points to do them in order and points for being the fastest and the best. We have

several meetings a month to host speakers and we have a members' night where we submit images to different categories," she said.

Anyone with a solid interest in photography is encouraged to join the club.

Annual membership fees for the club are \$65 for an individual and \$85 for a family. The fee includes a subscription to "Close-Up," the club's newsletter.

"I recommend that anyone who is interested should go to a few meetings and see if they think they can get something out of it. I went several times and then decided that this would be really good for me," said Waddell.

Visit the website at [victoriacameraclub.org](http://victoriacameraclub.org) for details and attend one of the planned field trips coming up or come out to the first meeting of the year at 7:30 p.m. on Sept. 9 at Norway House (1110 Hillside Avenue). The theme for this meeting is "What competition judges look for in winning images."

Three meetings a month are held on the second, third and fourth Thursday September through April from 7:30 - 9:30 p.m. at Norway House.

The Victoria Camera Club was established in 1944 from the union of the Victoria Photographic Society (1941) and the Civil Service Camera Club and then was registered under the B.C. Societies Act in 2009.



# 100<sup>th</sup> Anniversary Canadian Navy Watch

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From its modest beginnings in 1910 and eventual development into the third largest navy in the world at the end of the Second World War, the Royal Canadian Navy has evolved into a modern and highly respected instrument of maritime peace on the three oceans which border Canada.

The men and women of the Canadian Navy have proudly served this nation in peacetime and conflict; diligently guarding North Atlantic convoys that were the principal lifeline to Allied troops in war torn Europe, engaging in grueling anti submarine patrols that preserved Cold War global stability, securing shipping lanes in the pirate ridden Arab Gulf and rebuilding shattered homes and lives in places like New Orleans and Haiti, as they diligently reinforce Canada's sovereignty over the Arctic.

Throughout the hundred years of its history, the Navy League of Canada has been there to actively support our Navy. Founded in 1895 as a society with the primary aim of ensuring secure ocean trade and an adequate naval defense of Canada, the League helped formulate naval policy and the establishment of the Canadian Naval Service, the forerunner of the Canadian Navy.

Following the First World War, the Navy League supported the Merchant Marine and maintained shore hostel facilities to benefit seafaring personnel. During the Second World War, the Navy League operated 24 hostels in seaport areas with provision of quarters, amenities and special clothing supplies for visiting seamen from all Allied nations.

At war's end, the Navy League returned to its primary goals; support for youth training through the Royal Canadian Sea Cadet program and promotion of a knowledge of Maritime Affairs and in 1948, the Navy League established The Navy League Cadet Corps.

Today, the Navy League of Canada has a presence in more than 260 Canadian communities. Their youth programs benefit 15,000 young Canadians every year.

As we celebrate the centennial of the Canadian Navy, it is only fitting that the Navy League shows its pride in a distinctive yet timely way. The Navy League of Canada, Ontario Division has commissioned one of Canada's leading watch designers Time is Ticking Inc., to issue a truly remarkable limited edition commemorative timepiece which will reflect the great heritage of Canada's naval service.

The Navy League of Canada, Ontario Division "Tribute to the Canadian Navy" watch is made with Seiko movements, gold plating is 24 karat, has monogrammed caseback and a striking alligator style leather-strap manufactured by the Speidel Corporation. Each watch is being offered for only \$65.00 (plus applicable taxes, shipping and handling) which is far below its actual value of approximately 200.00. All watches will be shipped in a distinctly monogrammed velveteen collector's box.

As the Canadian Navy enters its second century of service, the Navy League of Canada stands, as always, "READY, AYE, READY" to assist. Purchase a Navy League of Canada "Tribute to the Canadian Navy" 100 year commemorative watch as a lasting memento for this historical event. The watch will make a unique Christmas gift. All sales are final.



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MCpl Frieda Van Putten, MARPAC Imaging Services

Cmdre Martin Adamson (left) the outgoing Commanding Officer of Fleet Maintenance Facility (FMF) Cape Breton, cuts the cake following the Aug. 9 change of command ceremony in which he handed to his unit to Capt(N) Don Smith (right) under the supervision of RAdm Tyrone Pile (centre).



PO2 Keith Ryan was promoted to Petty Officer First Class by Cmdre Martin Adamson. This was Cmdre Adamson's last promotion as the unit's commanding officer. He will soon take up his new posting at ADM (MAT) in Ottawa.



MCpl Frieda Van Putten, MARPAC Imaging Services

Col William Veenhof (right) the outgoing Commanding Officer of Regional Air Control Element (Pacific) Canadian Air Division Headquarters of CFB Esquimalt, relinquishes his command to Col Carl Wohlgemuth (left) under the supervision of U.S. Air Force BGen Beletic (centre) on Aug. 5.



MCpl Frieda Van Putten, MARPAC Imaging Services

Col William Veenhof (right) receives his CD2 from BGen Beletic.



MCpl Frieda Van Putten, MARPAC Imaging Services

Col William Veenhof (left) presents Maj Timothy Strocel (Ret'd) with the Joint Task Force Games Certificate of Achievement Bravo Zulu.



# Parade salutes peacekeepers



Photos by MCpl Frieda Van Putten, MARPAC Imaging Services  
**Above:** Sergeant-at-Arms Darrel Byron stands at attention during the 18th annual Peacekeeping Memorial Day parade held at the Victoria Legislature on Aug. 8. The ceremony honours Canadian Forces members and police officers who have served in peacekeeping missions around the world.

**Top right:** Veteran John Kalampar stands at attention

**Middle right:** WO Steve Kelly, a member of 443 Squadron Pipes and Drum Band, plays the Lament.

**Bottom right:** Lt(N) Christopher Chalmers salutes during the ceremony.



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