

# LOOKOUT



MARPAC NEWS CFB Esquimalt, Victoria, B.C.

Year of the Canadian Naval Centennial



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Master Seaman Jason Bode (centre) of Seamanship Training Centre demonstrates the maneuverability of the Rigid Hull Inflatable Boat to Ordinary Seaman Dwayne Johnson (left) and Able Seaman Kenny Labrie (right) outside Esquimalt harbour. The ride was part of their orientation to their impending boatswain training at Canadian Forces Fleet School (Esquimalt).

Photo by 2LT Trevor Reid, MARPAC Public Affairs

## Zoom Zoom

### NEWS 3



Line tangles in Protecteur

### COMMUNITY 5



Admiral's on deck

### FEATURE 10-11



What's cooking in Algonquin?

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# New construction announced by Defence Minister



Shelley Lipke, Lookout

**Above:** Minister of Defence Peter MacKay officially opens the HAZMAT facility during his visit to CFB Esquimalt last week.

**Left:** Minister MacKay shook hands with each worker in the sheet metal shop, including Herb Lane.

**Shelley Lipke**  
Staff writer

The top government official for the military made a special stop at CFB Esquimalt last Wednesday.

Minister of National Defence, Peter MacKay formally declared the new HAZMAT facility complete and announced the start of another defence infrastructure project planned for the base.

The HAZMAT (hazardous material) building will be used for the storing and transportation of bulk hazardous material and hazardous waste.

“Our government’s investment will positively impact the personnel of CFB Esquimalt and create an economic boost for the region. The HAZMAT facility will improve handling of materials and help to ensure everyone’s safety,” he said to the group gathered at the front entrance of the building. “Investments in defence infrastructure are vital to ensure our Forces can train and work towards Canada’s defence.”

Base Commander,

Capt(N) Craig Baines said the Minister’s message was good news for the base.

“From a HAZMAT perspective the new facility has allowed us to consolidate 16 HAZMAT locations on the base, which were outdated, to a state-of-the-art facility to handle hazardous materials. It’s also an environmentally friendly way for the base and for DND to handle these materials,” he said.

After the traditional ribbon cutting, the Minister announced the joint fire hall and emergency response centre that will begin construction this month, with a completion date of spring 2012. This combined project, worth

\$35.5 million, will generate approximately 192 jobs.

“The new fire hall will give an excellent emergency response capability and allows DND to support any emergency because of its seismic upgrades,” said the Base Commander. “It will withstand practically any event and will allow our firefighters to do the job they need to do.”

The Minister’s visit began in Dockyard where he met RAdm Nigel Greenwood and Capt(N) Don Smith, Commander Fleet Maintenance Facility Cape Breton, for a brief tour of several key ship repair areas.

Minister MacKay took a special interest in the sheet metal shop, which has produced over 300 belly and driver kits that protect soldiers in Afghanistan from improvised explosive devices (IEDS) while they drive armoured vehicles.

After examining the kits, he met about 30 workers and thanked them one by one for their ongoing efforts in making this protective equipment, taking the time to shake hands with each.

**After the traditional ribbon cutting, the Minister announced the joint fire hall and emergency response centre that will begin construction this month...**

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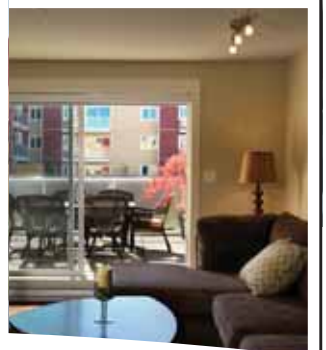


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Sailors cautiously approach *Protecteur's* stern to get a closer look at the fouled propeller and rudder.

Below: HMCS *Algonquin* crew members control the stay of a towing hawser during an attempt to tow *Protecteur*.

Bottom: After *Protecteur* pumped its liquid forward, the tangled mess came into view.

Cpl Charles A. Stephen, MARPAC Imaging Services

## Team earns their dive pay

**Capt Quentin Wyne**  
HMCS *Algonquin*

A towing exercise turned real off the coast of northern Chile when HMCS *Algonquin's* towing line got tangled in HMCS *Protecteur's* propeller.

The two warships were in the final stages of a towing exercise on Sept. 3 while en route to Valparaiso, and were stopped to recover the towing hawser when the sea and wind pushed the replenishment ship back onto the line, which then became fouled and restricted the ship's ability to maneuver.

*Algonquin* quickly went from towed to tower in order to get *Protecteur* to calmer waters so divers could remove the twisted mess.

"We had practiced this often, but this was the real thing, and that made it a little different," said Pte Christopher McGregor of the tow.

However, even with incremental increases in speed and paying close attention to the strain on *Algonquin's* engines, the thick steel cable snapped.

Fortunately, the seas had abated enough to allow dive teams from both ships to conduct several dives over two days to cut the ropes that bound *Protecteur*.

### The underwater challenge

In an effort to raise the propeller out of the water so a visual assessment could be made, *Protecteur* pumped its liquids forward. The ship deployed a rigid hull inflatable boat to get a glimpse of the shaft in order to make an assessment of the situation. Efforts to free the tangle by carefully turning the shaft met with no result as the eight-inch thick braided line seemed to

tighten its grip. With daylight fading, efforts to free the ship had to wait until the next morning.

As daylight broke *Algonquin* came alongside *Protecteur* to create a lee. With the ship now trimmed forward and the screw in the water, divers would be less vulnerable when they worked to cut the line. *Protecteur's* diving engineer PO1 Tom Fors was sent underwater to video the situation so the damage could be assessed and *Protecteur's* Captain advised.

"It was like trying to take movies while being submerged in a washing machine. It was a stressful dive, but I got out of it with no major injuries," he said.

Waiting most of the day for the seas to subside, the dive teams were finally mustered and the work began. Several attempts to cut the line were made in the four-metre high seas, and as the divers emerged from the water, each recalled the same story.

"We called it riding the mechanical bull," said SLt Tyler Hawkins. "You were at the mercy of the sea. All you could do was hang on and ride it out."

It wasn't until Sept. 4 that *Protecteur* was cut free, and after careful technical review, it was determined the ship could safely resume its transit with *Algonquin* to Chile.

"What I took away from all of this was how the immensity of the challenge served to pull the teams together. We were all so focused, and it was reassuring that though emotions ran high, our training, teamwork and confidence in one another's professionalism allowed us to pull it off," says SLt Harrison Nguyen.

*Algonquin* and *Protecteur* are participating in Operation Pacific Amistad 2010 as part of a stepped program to generate a high readiness Canadian Naval Task Group.





# matters of OPINION

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*Published each Monday, under the authority of Capt(N) Craig Baines, Base Commander. Le LOOKOUT est publié tous les lundi, sous l'égide du Capt(N) Craig Baines, Commandant de la Base.*

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

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Circulation - 4,500

One year subscription - \$37.<sup>36</sup>

Six month subscription - \$18.<sup>84</sup>

Three month subscription - \$12.<sup>56</sup>

A Division of Personnel Support Programs  
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## WHAT SAY YOU

### People Talk

This summer, 10 Aboriginal and visible minority participants interested in employment in trades took part in the Employment Equity Trades Orientation Program (EETOP) at Fleet Maintenance Facility (FMF) Cape Breton. The nine-week work program allowed them to experience a variety of trades to see which ones appealed to them.

Lookout asked them this question: *What did you learn, and what did you enjoy about the program?*



I'm originally from Egypt and I moved to Victoria 2007. I'm a machinist by trade and recently was working in a security job but was laid off. I heard about this program at the immigration office, and am happy I was able to participate in it. This is the first time I have been to the base. I learned about every shop, but especially liked working in the machinist shop. I absolutely want to work at FMF and will be checking the jobs on the government website to apply.

**Wagdy Rezk**  
Egyptian



What didn't I learn? There is so much. It was nine weeks of whirlwind training. There wasn't a day that went by that I didn't learn something. I'm a former deck hand and have held other industrial jobs, but I'm more comfortable in a trades environment. I enjoyed the metal fabrication shop. It was neat to build something and have it turn out. You start with a flat piece of metal, have a plan and then implement it. It is cool. I will be looking into this trade more for my future.

**Wanita Cook**  
Pacheedaht First Nations



I learned how to do painting and touch ups using airbrushes and brushes, and also how to eliminate all the lines and streaks. It was amazing. I spend a lot of time in the paint shop and worked with five painters who were great and helped a lot. I also helped paint the blue boat to seal it from the salt water, and paint other metal and wood items, used by the ships, to seal them. I used to be a carpenter's helper and a forklift assistant, but now I'm interested in painting and shipwrights.

**Bernard David**  
Chemainus First Nations



I learned a lot from this experience: the different trades and about the shops in Dockyard. It's interesting to see how they do the repairs on the ships and the sub. You get to figure out how to look into your future with trades. I was in the shipwrights mostly and I built crates, boxes and scaffolding for the ship. This helped me a lot. I have to finish Grade 12 and then I'm considering carpentry at Camosun.

**Marcel Williams**  
Pauquchin First Nations



I worked in the paint shop mostly. I found it fascinating that I was the only female in that trade, but they treated me like one of the guys. I learned about all the different types of paint. Until now I thought there were only house paints and acrylic paints. I liked the detailing in the paint. I do a lot of First Nations art with paint, which has been handed down to me through the generations, so I learned a lot of things I can apply to my own drawings and paintings. I think being here for the past nine weeks was the most creative point in my life. I would love to work here.

**Diana Charles**  
Esquimalt First Nations



photo by CPO1 Cookson

A graduation ceremony was held Sept. 3 for the 10 Aboriginal and visible minority participants who took part in the Employment Equity Trades Orientation Program. After the ceremony, MARPAC and Joint Task Force Pacific Commander RAdm Nigel Greenwood; Commanding Officer of FMF Capt(N) Don Smith; work centre manager Richard Braithwaite; and program coordinator Aldeen Mason joined the participants for a photo.

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# Admiral Greenwood's journey begins

**Shelley Lipke**  
Staff writer

For RAdm Nigel Greenwood, the view from his chair in D100 is unmatched.

From the windows of his corner office, he's surrounded by a thriving dockyard, the cobalt blue of Esquimalt harbour, and the grey hulls of warships - a robust representation of Canada's Navy on the west coast.

The landscape before him is now his domain, having assumed command of Maritime Forces Pacific a few weeks ago. His journey to the corner office of D100 - known as the Admiral's headquarters - took 35 years, serving on both coasts in a variety of jobs that cumulatively have prepared him for the next two years as Admiral.

It was only a year ago that he traversed the streets of dockyard as Commander Canadian Fleet Pacific. When his posting ended and he moved to Ottawa, he thought it would be his final one, followed by retirement. Delight barely captures how he felt when he was offered the Admiral appointment, taking the reins from RAdm Tyrone Pile.

It's not the first time he has walked in Admiral Pile's shoes; 26 years ago he took over the posting of Flag Lieutenant from him. The two are long-time friends, a connection that started at Royal Roads Military College decades ago.

RAdm Greenwood's work over the horizon is a mix of unforeseen and long-standing activities. He has taken over

the undocking of *HMCS Victoria*, and will oversee Canadian Naval Centennial events to the year's end.

"I want to maintain the enthusiasm and awareness that has been generated during the Canadian Naval Centennial year. The local communities and Canada in general are more aware of their navy in this centennial year than ever. I'd like to build on that within my mandate."

Also during his two-year tenure is the upcoming Halifax Frigate Life Extension Program.

"The Halifax Class Frigate Life Extension Program will build a greater flexibility and adaptability in the Formation and will be an exciting opportunity for sailors to progress in their careers with the new technology."

His longstanding philosophy is: "Change is not something to be feared, but embraced."

He has lived this belief since early childhood when his family moved from London, UK, to British Columbia in 1962.

"Captain Kangaroo and Rice Krispies were my entrance to Canada," he jests.

Under his father's encouragement, both he and his twin brother RAdm Richard Greenwood joined the navy in 1975 after earning their sea legs as sea cadets. Their journey has been oddly similar, earning the same ranks and medals throughout the years. This has led to confusion for those earnestly trying to tell them apart.

"My mom used to dress us in different colours, but then the navy messed that up and put us both in blue," he laughs.



To top it off, throughout their careers they often served at the same base, which added to the misidentification.

"Most people don't cue on the obvious things and get us mixed up. We have been mistaken by everyone and in every circumstance our whole careers. I don't expect that to change, even with him as far away as Washington," says RAdm Greenwood (Nigel).

Now one of the top naval officers in Canada, he has plenty of sage advice for sailors coming up the ranks.

"Work hard. Be engaged

in what you are doing, and gain satisfaction from that. You don't need to be looking for a career end. Use your ambitions and objectives to maintain satisfaction. There is no way I could have envisioned where I am today as a Lieutenant. Do a good job of the task at hand and the rest takes care of itself."

When he's not in the midst of his work as Commander MARPAC and Commander Joint Task Force Pacific, he enjoys riding his BMW motorcycle and playing the flute.

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Kyle Jackson in Antarctica where he captured his award winning photograph from the 2009 DND Photography Contest "Gentoo Penguin."

## Contest captures creativity of craft

**Ryan Cane**  
CFPSA

Kyle Jackson loves photography for a variety of reasons: the travel, the people and the technical side.

"I simply enjoy it as a creative outlet where I am free to create the images that I want, and share them with others," he says.

Jackson was last year's DND Photography Contest amateur photographer of the year, and a passionate annual participant.

The DND Photography Contest celebrates the artistic, dramatic and thought provoking views of CF photographers and images they capture.

The contest is open to current

members of the DND/CF and their families, retired members of the DND/CF as well as NPF employees. Divided into professional and amateur categories, the event is known for its integrity among photography professionals while being inviting to amateurs and first-timers.

More than \$20 000 in prizes will be awarded in both professional and amateur categories – photographer of the year, best in show and the Deputy Minister's award.

Jackson encourages others to participate and to look at the nine different submission categories. He recommends getting inspired by other photographers. He says

that developing an eye for great images involves lots of practice, studying the results, and trying again.

"Whether it's the expression and body language in a portrait, the intense action of a sporting event, or the awe-inspiring forces of nature at work, it's the links to our emotions that carry impact," Jackson says.

"I highly encourage anyone interested in photography to enter the contest each October, for the drive for improvement it brings, the sense of belonging to a greater community, and for the simple enjoyment of it."


For information and rules, go to [www.cfpsa.com/dndphotocontest](http://www.cfpsa.com/dndphotocontest).

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# Bomb disposal called to Kamloops

**Shelley Lipke**  
Staff Writer

An Explosive Ordnance Disposal (EOD) team from Fleet Diving Unit Pacific responded to a call about a large amount of unexploded ordnance on Aug. 24.

The team headed to Kamloops where they found more than 100 pieces of unexploded military ordnance at the site.

The team of four joined the DND-contracted UXO (unexploded explosive ordnance) Legacy Sites Program personnel to assess the area.

"It was a military property during the Second World War and contained small pits that were sometimes used as a dumping ground for old ammunition," said PO2 Rob Majore. "The one kilometre square area had recently been gifted to the City of Kamloops to build a park. From aerial photographs taken, two dump sites on the property were detected."

It was necessary to dig and remove cadmium discovered

to be buried in the ground in preparation for the park. But as the crew dug they uncovered piece after piece of military ordnance buried more than three metres below the ground.

Nearly 300 dump truck loads of dirt were sifted, and the bomb disposal team were tasked to deem the area safe.

"We felt the ordnance presented no immediate threat to personnel or property as it had been buried for 60 years and was quite deteriorated," said PO2 Majore.

The job of clean up and disposal was handed over to the UXO Legacy Site Program personnel who are experts in the clean up of ordnance as contracted through DND.

The DND UXO and Legacy Sites Program was created in 1998 and works to reduce safety risks posed by unexploded explosive ordnance on previously DND owned property that could contain unexploded ordnance.

# Wanted: phenomenal woman

**Jon Chabun**  
MFRC

The Military Family Resource Centre (MFRC) is now accepting nominations for the 2010 Phenomenal Woman Award. The honour recognizes an outstanding woman in the defence community who demonstrates initiative, is a great role model, contributes to the quality of life of others, and shows great commitment to their community. Nominees may include a woman in uniform, a military spouse/partner or a DND employee. Everyone knows someone that deserves the recognition.

"Pacific Women's Day is now full but one spot has been saved for a phenomenal woman," said Sara Mansi, lead organizer of Pacific Women's Day. "Last year's co-winners (PO2 Alana Power and PO2 Shanna Wilson) were simply incredible. They showed us what is possible. They weren't looking for recognition. But we take this time to celebrate these amazing contributions."

If you know a phenomenal woman, download a nomination form from [www.esquimaltmfrc.com](http://www.esquimaltmfrc.com) and submit it before the Oct. 15 deadline. You can also pick up a nomination form from any MFRC location.

The winner receives a free ticket to the sold out Pacific Women's Day, the MFRC's annual women's conference. The award ceremony is part of Pacific Women's Day taking place on Saturday Nov. 6 at Royal Roads University's Hatley Castle. For more information, contact the MFRC at 250-363-2640 (toll free: 1-800-353-3329).

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# We'll have 1,380 litres of milk and can we get that to go?



Cpl Charles A. Stephen, MARPAC Imaging Services

**Above:** Cpl Lyndsay Penner transfers some nuggets into steam line inserts.

**Right:** Pte Shawn Papke, the night baker during transit between Peru and Chile aboard HMCS Algonquin, pours cake batter into a pan.

**Bottom Right:** OS Brian Wasson seasons a bowl of diced vegetables.

## Shopping, cooking at sea

**Capt Quentin Wyne**  
HMCS Algonquin

Exotic, interesting and often surprising, foods are always a feature of any visit to a foreign port. The smells, colour, and textures often form the basis for our memories of whether a given locale is somewhere we'd want to visit again.

Of course, the food experience is no less important when you're at sea, whether it's in the local area, or on an extended deployment.

HMC Ships *Algonquin* and *Protecteur* were recently alongside in Callao, Peru, where they took on provisions that would see them through to their next port of call. Interestingly enough, they will continue to do so in every port until the end of their deployment in October.

"Sourcing foods and other supplies that are high quality is important," says *Algonquin's* chief cook PO1 Joseph Burzuk, who along with the senior storesman is responsible for receiving the food delivered to the ship by the Chandler.

"The product standard that is presented when we order is not necessarily what you're going to have arrive," he says. "It varies from port to port, and it doesn't necessarily follow that the quality is

reflective of the country. We encountered some issues in Hawaii, and yet received excellent food and service in Callao, Peru. Quality is determined by many factors encompassing refrigeration, packaging and ripeness. Often, you have to accept the best available option or return sub-standard products and adjust menus accordingly."

The food prepared at sea is a big part of maintaining morale on board ship. While nutrition is paramount, the food has to be palatable.

"We try to find goods that are going to be compatible with the expectations of the crew for familiar, good tasting food," says PO1 Burzuk. "People tend to see things in black or white when it comes to food; so when it's good, it's really good, anything less, well it's just bad. There's no in-between. In some of the more exotic places we visit the food delivered has already begun to spoil, and this is just not acceptable on a ship. Not only is the food worthless, the spoilage can spread to stores already on board, or bring pests like fruit flies or worse. Again, you have to be diligent."

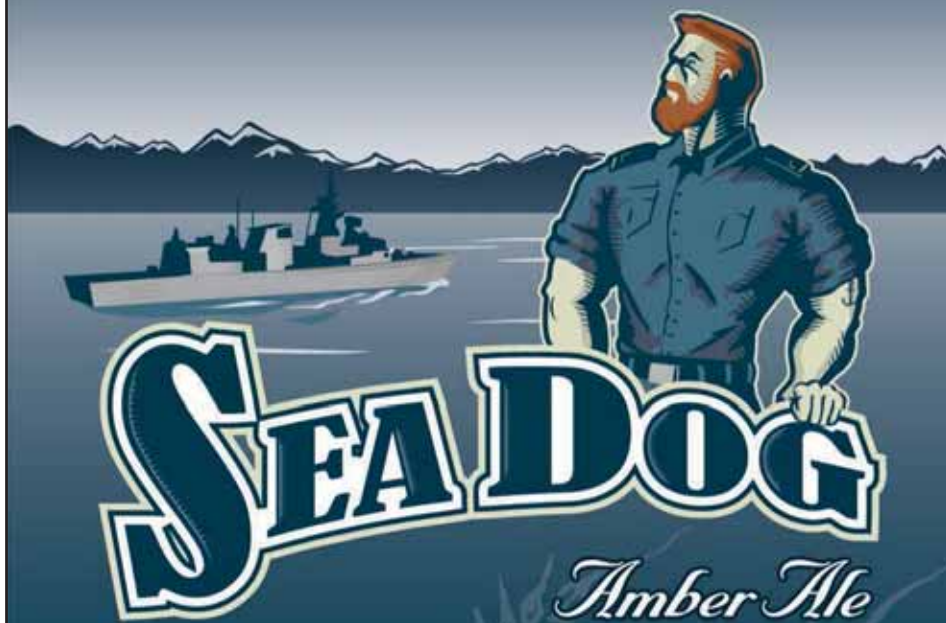
"It's always easier to work with quality products," says MS Rick Green, a cook aboard *Algonquin*. "As in any kitchen ashore,

food has a life span, and you can be creative, but there's only so much you can do. The quality of your end product starts with your ingredients, and our customers can't be fooled. We put a lot of effort into maintaining a high standard of food servicing, and the longer you're away from home, the more important it gets. As they say, you're only as good as the last meal you cooked, and you can ruin a reputation that was months or years in the making with a single meal."

However, sometimes, they have to go with what they've got.

"Canadians sometimes take for granted the easy and cheap availability of fresh milk," says Cpl Karl Vitovec. "Fresh milk is hard to source in countries where refrigeration is an issue. In warm climates almost all available milk is usually UHT (ultra high temperature), so named because of the way it is processed, packaged and distributed. Many suspect it has additives because it doesn't need to be refrigerated. It's great for us, especially in warmer climates, but it's just not the same, as Canadians are used to having their milk served cold. As I always like to point out, it's just one more thing about getting home to look forward to."

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# Mexican standoff between warships

**SLt Cameron Evelyn**  
HMCS Algonquin

While runners from Victoria were pounding the streets of Esquimalt tackling five or 10 kilometres for the Navy 10K Aug. 15, in a little port just north of the Equator, the crew of two Canadian warships faced off in their own run.

HMC Ships *Algonquin* and *Protecteur*, not to be dismayed by their distance from Esquimalt, decided to hold their own 10K run in Mexico. Following the Rim of the Pacific exercise, the ships were in transit on Operation Pacific Amistad; their first port visit was Manzanillo.

The event was spearheaded by an avid runner in *Algonquin* CPO2 Angela Schenkers. A message was sent to *Protecteur* challenging them to run the race. It was a fun message that ended with:

"When historians write of the day *Algonquin* and *Protecteur* met to run the Naval Centennial 10k in the spirit of a true Mexican standoff, they shall speak of *Algonquin's* victory! Do you accept our challenge?"

*Protecteur* accepted and at dawn on Aug. 15 organizers began their setup, while the competitors warmed up their muscles and got focused on path ahead.

A flat route had been laid out. It started at the jetty, went out five kilometres along the main street of Manzanillo, and then back along the same street for a total of 10k. Water stations were set up along the route.

The runners gave it their all, putting in a true effort in order to bring glory to their ship, post personal best times, and of course contribute to their own level of fitness.

In the end, after the dust settled, it was a member of *Protecteur*, AB Stephon Mullet, who crossed the finish line first. *Algonquin* was not to be outdone; out of the 33 members who ran the race, 29 were from *Algonquin*.

It was a valiant effort put forth by all, and a great way to end the port visit in Mexico. Both ships left the port the next morning to continue their deployment on Operation Pacific Amistad. They return to their home port of Esquimalt in late October.



Cpl Charles A. Stephen, MARPAC Imaging Services PO2 Christopher Fraser from HMCS Algonquin, who eventually finished second, passes a water-stand at the 7.5 kilometres mark during the Navy 10K race in Mexico.



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## Sailors and diplomats score at soccer

**Capt Quentin Wyne**  
HMCS Algonquin

The bright, primary yellow and blues of the soccer player's uniforms and the green artificial turf created an oasis of colour in an otherwise drab, dusty stadium.

The vivid scene was a prelude to the excitement of the friendly soccer matches that followed. Crew members of *HMC Ships Algonquin* and *Protecteur* had arrived in the Estadio Municipal San Isidoro in Lima, Peru, just minutes earlier and began their warm ups.

They needed to, as an onshore wind swept up to the top of the sand and gravel cliffs where the sports complex lay sprawling, defiant of the Pacific's constant misty weather, and its breakers crashing metres below.

The chance for a friendly soccer game made a nice change from the tourist like atmosphere of their shore visit, now in its fifth day.

Twenty six members of the ships' crews volunteered to defend their honour against the embassy staff who, like most South Americans not only play football but live it. The ships' teams first squared off against one another, with the level of expertise surprisingly high.

"Somehow it just seemed natural, given we were playing in such nice arena. It helped having spectators and enough players to have substitutions," says Master Seaman John Bruzas, who scored a goal for the *Algonquin* team.

"The small field made for a lot of action too."

Playing on a miniature is common in Lima, which suffers from a limited public space. It soon became apparent though that one had to be much more accurate, when

out of bounds balls began to bounce crazily into the stands. With a little practice however, both teams were able to refine their approach, relying on frequent headers and numerous stolen breakaways to keep the goalies busy.

This was no high school slumber festival. The teams attacked with vigor and enthusiasm with the result of Sub Lieutenant Kevin Millman taking a particularly nasty header that sent him back to the *Protecteur* for eight stitches to his forehead.

With skills honed, the teams each took turns taking on the embassy staff, some of whom were military members. A back and forth battle took place with all three teams being surprisingly matched.

Honourable mention goes to Able Seaman Courtney Edwards for her being the driving force of the *Protecteur's* offense, SLt Kevin Millman for spilling enough blood to represent everyone's share, and team goalies Lt(N) Stanislas Jacques of *Protecteur* and Petty Officer Second Class Christopher Fraser of *Algonquin*, both of whom fearlessly withstood the blistering shots of the embassy team.

The embassy team's honourable mentions go to Nicolas Drouin for creative use of head shots. Corporal Justin Moldovan, a military policeman from Montreal, Quebec, assigned to the embassy, was acknowledged for being the person who most looked like they knew what they were doing.

With the match over, all three teams including the families of the embassy staff were treated to pizza and other refreshments by Commander Angus Topshee, in *Algonquin's* Wardroom. Tours of the ship and a chance to mingle with fellow Canadians were a big hit and a rare treat for the embassy personnel and especially their families.



Cpl Charles A. Stephen, MARPAC Imaging



Twenty six crew members of HMCS ships *Algonquin* and *Protecteur* arrived at the Estadio Municipal San Isidoro in Lima, Peru to defend their honour against the embassy staff. The miniature playing field, common in Lima, made for an action packed game.



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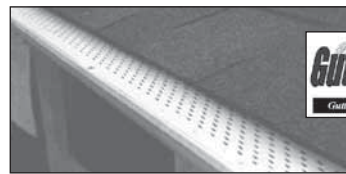
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# Base dive club has earned a solid reputation in the scuba industry

**Shelley Lipke**  
Staff writer

DND employees looking for underwater adventure don't have to go far to find scuba training.

Right here on base, the Aquarius Dive Club offers a variety of programs, fun dives and lessons.

Open water, deep diving, sport diving and children's lessons are all available. With low prices and further discounted rates for DND employees, it's the best dive training deal in town.

At the core of the dive club is Stu Gordon, also known as Scuba Stu, CFB Esquimalt's officially contracted scuba instructor.

Gordon is an expert scuba diver of 13 years with more than 1,000 dives under this lead belt.

"PADI has certified 85 per cent of the world's divers since Jacques Cousteau was a tadpole," says Stu. "We offer a full range of PADI training courses."

Lessons through the dive club begin in the Sooke Hills at Scuba Stu's Underwater Adventures, where Gordon outfits divers with their gear.

Then the lessons move to the Naden Athletic Centre pool as a safe place to begin an underwater experience.

The Personnel Support Programs (PSP) sponsored program allows children and adults to learn in a controlled environment before heading into the deep blue sea.

"Diving is a fun activ-

ity for the whole family," says Gordon.

In the pool children as young as four years old can bob in a life-jacket while they learn to breathe through a regulator with a small oxygen tank on their back, just like their parents."

At age 12 kids get to experience the real deal as they plunge beneath the surface, entering the world of scuba diving.

"We live in a two dimensional world where we move horizontally," says Gordon. "But as soon as you get under water you are weightless. It turns into a three dimensional world involving a different type of motion. Once people experience this, they are often hooked on diving," he says.

"I get the kids playing a lot of games. They assemble an underwater satellite, create their own ship wreck and contend with obstacle courses. These training activities expose them to what the adults are learning in an age appropriate setting," he adds.

Gordon teaches the same skills to many local and national dive companies, fire fighters and members of the Canadian Coast Guard.

When he's instructing his divers he says his experience goes a long way. "My students learn a lot from my years of experience and I keep my classes small with six people or less so they can have more contact time and more personal attention."

Being a member of CFB

Esquimalt's Aquarius Dive Club has other perks too.

"One of the strengths of the club is our dive boat. This 24-foot aluminum dive boat is only for use by the base club members, and having this boat allows us to visit top local dive sites like Race Rocks, Swordfish Island, the Ogden Point breakwater and Bedford Islands inexpensively," says Gordon.

Additionally, each

Sunday Gordon hosts a shore dive for his PADI certified divers, which allows them to team up with a buddy and dive in a comfortable controlled setting.

This fall a free Discover Scuba session will be held at the Naden pool to allow people to try scuba for themselves.

To find out more about Scuba Stu's Underwater Adventures and the Aquarius Dive Club go to www.aquariusediveclub.



Shelley Lipke, Lookout

Stu Gordon displays a child's oxygen tank and life-jacket combination. Gordon is the contracted dive instructor for the Aquarius Dive Club.



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# Top showing for sea cadets

**Lt(N) Jean Cyr**  
RCSU (Pacific)

Sea Cadet sailors, victorious at last month's National Sea Cadet Regatta, recently took part in two yacht club regattas, both with a naval connection. The regattas showcased the Sea Cadet program and the individual strengths of leadership, citizenship and physical fitness, as well as connecting youth with the Canadian Navy.

The first regatta was the Commodore's Cup, hosted by the Royal Vancouver Yacht Club. Sailing through rain and strong winds, Sea Cadets from Comox, Vancouver, Victoria, Campbell River, Kamloops and Kelowna competed against Vancouver area sailing schools and yacht clubs in the four-day regatta.

The regatta began in 1985 in honour of the 75th anniversary of the Canadian Navy. Patrick Oswald, the Grandfather of the Commodore's Cup, and Rear Admiral Robert Yanow, Commander Maritime Forces Pacific at that time, fostered a connection between the navy and sailors by setting the racing course around warships, dedicating a trophy to the top Sea Cadet team, and having the warships host the young sailors to dinner. For the inaugural regatta in 1985, Admiral Yanow asked the Royal Vancouver Yacht Club to help entertain the 19 visiting warships from around the world anchored in English Bay.

According to Oswald, "The event is the largest youth training regatta in Canada and this event contributes greatly to the valued relationship that Royal Vancouver Yacht Club has

with the navy."

Commodores' Cup organizers have continued to take pride in ensuring the Top Sea Cadet trophy gets presented with honour by one of the navy's most senior officers. This year, Cdr King Wan from HMCS Discovery was on hand to present the awards.

Four teams competed, with PO1 Quinn Lessing and PO1 Chad Grandison finishing first in the 420 Class and taking home the Top Sea Cadet Trophy and Commodore's Cup, and PO1 Vassili Angelblazer of Victoria sailing to second in the Laser Radial Fleet. SLt Chris Chmara and NCdt Alexander Rabu assisted the determined sea cadet sailors in completing every race in the challenging conditions and honouring the spirit of the regatta.

The following week, another group of cadets travelled to Duncan to participate in the Maple Bay Regatta sponsored by

the Maple Bay Yacht Club. This was the first time sea cadets participated in the regatta since the early 1980s. Back then, cadets would transport their boats on the deck of the YAGs to the regatta. Cadets would stay aboard the vessels and the boat staff would man the support boats for the racers.

Coached by SLt Chris Chmara and A/SLt Jamie Johnson, the cadets took the gold and bronze medals in the 420 class and the gold medal in the laser radial class. Nine races were completed over the two-day period in light wind conditions.

The Sea Cadet Sailing program has their sights on a third consecutive first place finishing at the Fall Dinghy Regatta sponsored by the Royal Victoria Yacht Club.

For more information on Sea Cadets in the Victoria Area, please call 1-800661-8733 or visit [www.cadets.gc.ca/pac/](http://www.cadets.gc.ca/pac/).



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## Reorganizing of combat systems engineering coming

**Penny Rogers**  
Staff writer

It currently takes longer to train a QL3 Naval Weapons Technician than it does to train an F-18 fighter pilot.

But changes to that and other trades within the Combat Systems Engineering department will soon rectify the situation says CPO1 Glenn Bell, who is part of the team that has spent the past four years mapping out the reorganization of the department and its training.

As of April 2011, all 1,152 members of the Naval Electronic and Naval Weapons technician occupations will call themselves Weapons Engineering Technicians (W Eng Tech) and will see a complete restructuring of their individual trades.

"We will have a better workload, a better trained junior technician, and a more well-rounded department because more of the training will be self-taught at sea, giving them more experience than they presently receive," said CPO1 Bell.

Right now, by the time junior personnel are posted onto a ship they have already acquired three years in the service. They arrive onboard, complete a year and a half of on the job training (OJT) and then go back to school for up to another year and a half. When they return to sea again, they are Master Seamen and they have only acquired about a year and

half of experience at sea after being in the navy for more than six years.

"With the new system, the junior technician will arrive on the ship as an Ordinary Seaman after about one year in the navy. He or she will spend up to two and a half years at sea doing OJT before selecting one of the five new system maintainer occupations, then return to school for approximately one more year of specialized technical training. When returning to the ship he or she will have acquired more technical skills and more sea time, making them better tradespeople than the current system allows," explained CPO1 Bell.

Combat Systems Engineering now has four feeder trades: Naval Electronics Technician (NE Tech) Acoustic, NE Tech Communications, NE Tech Tactical sections and Naval Weapons Technician.

Once the new plan is implemented, there will be one feeder trade called Weapons Engineering Technician, comprised of Ordinary Seamen to QL5A-trained Leading Seamen. Once this group has completed QL5A, they will be moved into one of five new W Eng Tech system maintainer trades: Communications, Radar, Sonar, Armament and Fire Control.

By the end of September or early October, Leading Seamen who are already QL5 journeyman qualified up to Petty Officers

Second Class will receive a form to indicate their top three preferences for their new occupation. Based on members' choices, a board comprised of occupation advisors, managers and career managers will assign a new occupation to them in November.

Naval Electronics Technicians and Naval Weapons Technicians who are Petty Officer First Class and above will become Weapons Engineering Managers.

"Personnel will be told of their new occupation during their career manager interviews," said CPO1 Bell.

He said he's excited to see the reorganization come closer to reality, but there is much left to do including getting approval for the new occupation badges, preparing new recruiting videos, new monograms and retraining recruiters for the new occupations, plus creating a new Primary Reserve position for W Eng Tech.

In the end, explained CPO1 Bell, people in the trade are gaining a more balanced workload.

Questions regarding the reorganization can be directed to the following personnel:

CPO1 Glenn Bell, NE Tech M at 363-1032; CPO1 Doug Parsons, NW Tech at 363-2895; CPO2 Marc Dufort, NE Tech A at 363-5863; CPO2 Stan Ryan, NE Tech C at 363-2613; or CPO2 Derek Johnston, NE Tech T at 363-2122.

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MS David King | BMC



**Memorable CNC moment:** Watching the IFR fireworks with the one I love.

**I'm having a ball because:** I have worked hard, and there has been a lot of planning and time put into the event.

CPO2 Derek Johnston | FMF CB Engineering CSE



**Memorable CNC moment:** Marching in the Freedom of the City Parade ...seeing the interest of spectators and enthusiasm of MARPAC servicemen and women.

**I'm having a ball because:** As much as I'm looking forward to the Ball, my interest is dwarfed by my wife's excitement to dress up and enjoy an evening out in her new gown.

Cdr Tony deRosenroll | CNC



**Memorable CNC moment:** It's hard, there has been so much fanfare; the Naden Band performance and firing of the MCDV and Sea Cadet guns at the Symphony Splash finale were highlights!

**I'm having a ball because:** It's a super way for our MARPAC formation personnel to let loose and celebrate after their busy year of "bringing the Navy to Canadians." Bravo Zulu!



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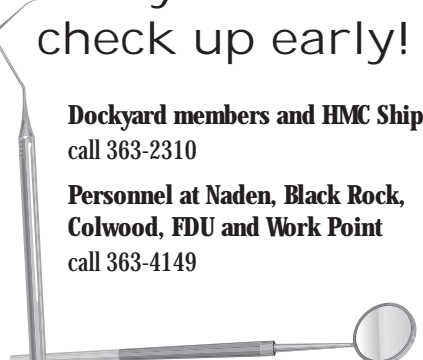
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