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**NEWS 6**

Base tests emergency response



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**NEWS 15**

Study says CF members' waists are expanding



## A tribute fit for Kingsmill

Benjamin Trickett Mercer, Contributor

Renowned Canadian artist, Christian Corbet, sculpts a clay form of Admiral Sir Charles Edmund Kingsmill, the first director of the Royal Canadian Navy. Six months of painstaking hours transformed the clay into the bearded pioneer, which was solidified in a resin bust. The project was commissioned by the Canadian Portrait Academy, an institution dedicated to promoting portraiture within our country. Read the full story on page 2.

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# Kingsmill portrait bust presented to Navy for CNC

**Darlene Blakeley**  
CMS PA

A unique portrait bust of Admiral Sir Charles Edmund Kingsmill, first director of the Royal Canadian Navy, was presented to the Navy Jan. 3 in honour of its centennial.

The portrait bust, created by renowned Canadian artist Christian Corbet, was commissioned by the Canadian Portrait Academy, Canada's first professional institution dedicated to promoting portraiture within Canada and abroad.

It is made of resin, a cold-cast contemporary alternative to bronze. Corbet was assisted on the project by his protégé, Benjamin Trickett Mercer, a second-year student at Memorial University in St. John's.

"As a senior academician,

I was honoured to have been asked to create a portrait of such an important figure who, for the most, had been somewhat forgotten in the past," Corbet says. "This portrait bust, I hope, will serve as a historical reminder of the importance of Adm Kingsmill to Canadian history."

The bust was accepted on behalf of the Navy by Chief of the Maritime Staff Vice-Admiral Dean McFadden and Centennial project manager Captain(N) (Ret) John Pickford.

"It's a unique presentation," Capt(N) Pickford says, "and we're very pleased that the Canadian Portrait Academy has chosen to honour the Navy and its centennial."


Capt(N) Pickford sent

photographs of Adm Kingsmill to Corbet, who created the portrait bust—based on those images—over six months.

Along with his work as a sculptor, painter and designer, Corbet is also a forensic artist-in-residence for the University of Western Ontario, working on historical/anthropological facial reconstructions of Egyptian mummies and other subjects based on new technology using CT and laser scans.

A medallion, hand-crafted by Trickett Mercer in honour of the centennial, was also presented to the navy.

Both items will be prominently displayed by the navy in a place that has yet to be determined.

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[www.lookoutnewspaper.com](http://www.lookoutnewspaper.com)



Lt(N) Jolene Lisi, Contributor  
VAdm Dean McFadden (left), Canadian Portrait Academy vice-president Dustin Chandler, Benjamin Trickett Mercer, Capt(N) John Pickford and Christian Corbet gather around the portrait bust of Adm Kingsmill and a medallion, hand-crafted by Mercer, in honour of the naval centennial.

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# Personnel handling gets centred

**Ben Green**  
Staff Writer

Following an implementation directive issued by the Chief of Maritime Staff (CMS), two new Personnel Coordination Centers (PCC) have stood up on each coast in order to have more responsive naval personnel management.

Last spring, under the CMS Tasking Directive, the Naval Strategic Analysis Team, and later the Naval Transformation Planning Teams (NTPT), identified the need for a more reactive personnel system. The centralization of the system should improve the human resource management of all military personnel and ensure all personnel issues are under the guidance of a single commander.

"It was believed the navy could improve its processes for handling personnel issues, and the PCC was identified as the mechanism for those improvements," says LCdr Todd Dupuis, Senior Staff Officer Training and Plans at PCC Esquimalt.

As of Jan. 1, 2011, PCC Esquimalt was officially established by Maritime Forces Pacific (MARPAAC) and will follow a phased implementation plan until it reaches complete func-

tionality by June of this year.

Part of this phased approach will be taking over duties from sections J11, J12, and J15, as well as those duties formerly performed by the Fleet Personnel Manager. The majority of these tasks include the management of all military personnel, the management of personnel shortages, the management of naval reserve personnel, and incremental tasks (both domestic and international such as Task Force Afghanistan).

PCC also monitors at-sea requirements and some training at the Formation level, such as refresher training, Monitor Mass Training and Primary Leadership Qualification (PLQ) training. The primary tool for overseeing personnel issues is the newly adopted program Monitor Mass.

Staffing for PCC was a straight transition for most as all uniformed staff migrated from J1; civilian members of J1 remain under that section.

LCdr Dupuis says the PCC is particularly important as the Halifax Class ships enter their mid-life refit under the Halifax Class Modernization Program. The refit means fewer ships at sea and an even greater importance

*It was believed that the navy could improve its processes for handling personnel issues, and the PCC was identified as the mechanism for those improvements.*

-LCdr Todd Dupuis,  
Senior Staff Officer Training and Plans at PCC Esquimalt.


on the management of personnel.

LCdr Dupuis is confident this departmental modification will benefit those in uniform by creating a much more functional personnel management system.

"As the PCC becomes fully understood and the awareness of its existence spreads throughout MARPAAC, PCC will

become synonymous with personnel management and it will become readily apparent that PCC is the one stop shop for personnel management issues," he says.

PCC is headed by Cdr D.W. Davis. The HQ is located on the 3rd floor of D100 while remaining staff are currently in buildings D74 and D702.

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[www.lookoutnewspaper.com](http://www.lookoutnewspaper.com)

## Court martial result

On Jan. 17, CFB Esquimalt hosted the trial for ex-Cpl S.A. Cheston who was tried by standing court martial on four charges under section 130 NDA – trafficking, contrary to section 5(1) of the Controlled Drugs and Substances Act.

On Jan. 19, ex-Cpl S.A. Cheston plead guilty to all charges and was sentenced to prison for a period of nine months. In addition to the prison term, ex-Cpl Cheston also received a firearm prohibition order for 10 years and nine months and was ordered to submit a DNA sample.

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# matters of OPINION

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## People Talk

Lookout asked this question:

*If you could be on the cover of your favourite magazine, which one would you choose and what would the headline say?*



I would choose National Geographic and the headline would say 'Bringing an awareness of environmental concerns to Canadians'.

NCDt Kareem Negm



I'd say Macleans and the headline would read "So who could be the next Prime Minister of Canada?"

Marianne Ostopovich



I would go with National Geographic and the headline would say 'Studying the lifestyles and habits of the childfree-by-choice woman'.

Cpl Lyndsay Penner



I'd have to say Wired with the headline 'Chess aficionado creates A.I. to play chess in his basement'.

MS Gord McKiver



I would say Times and the headline would read 'Been there, done that, got the t-shirt to prove it'.

PO2 Wes Derhak

## WHAT SAY WE

# Spending out of control? Seek credit counselling

*Dear Jessie,*

I am having trouble with my finances. I have a regular job that pays alright but I still can't make ends meet. Every month

I seem to spend more than I earn. My credit card is maxed out and I am having trouble paying my mortgage now that the rates are going up. What can I do?

- Empty Wallet

*Dear Empty Wallet,*

Times are tough. Mortgage rates have been rising, the cost of living in Victoria is very high and Christmas can be very tough on the wallet. You are certainly not alone in having financial worries.

A very good place to start looking for help is one of the Employee Assistance Program (EAP) Referral Agents. They can help direct you to other community resources, for example the Credit Counselling Society. They are a non-profit society that offers free debt counselling and advice. The Credit Counselling Society

can help you explore all your options to get out of debt and regain financial stability. The Credit Counselling Society recommends putting together a monthly budget, so you can get a better understanding of where your money is going.

EAP referral agents can refer you the Credit Counselling Society you can look them up online at [www.nomoredebts.org](http://www.nomoredebts.org) or by phone at 1-888-527-8999; they can also be reached at their Victoria office (Cook Medical Building, Suite 109 - 1175 Cook Street).

The Credit Counselling Society recommends doing a free annual credit check, both Equifax ([www.equifax.com](http://www.equifax.com) or 1-866-525-0262) and TransUnion ([www.transunion.ca](http://www.transunion.ca) or 1-866-525-0262) offer this service free of charge. A credit rating review is a good way to make sure that nobody

has used your identity to open an account or misreported your credit history. Good credit is important. Whenever you apply for a job, a loan or an apartment, your credit can be checked. Poor financial habits can lead to a black mark that stays on your credit history for seven years. It's better to get a handle on your credit rating sooner rather than later. The Credit Counselling Society can also give you advice about how to improve your credit rating.

- Jessie

*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.*



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# Exercise prepares base for emergency

**Ben Green**  
Staff Writer

Last Wednesday, the Joint Rescue Coordination Centre (JRCC) and the Regional Joint Operations Centre (RJOC) experienced a few hours of planned chaos as they tested their units' emergency relocation abilities.

Also known as a Bugout, the exercise tested the units' preparation and response if a situation arose where their Dockyard headquarters became compromised. This could be due to earthquake, fire or water damage from burst pipelines.

With B.C. Shakeout, the provincial-wide earthquake drill, taking place the same day, both units agreed it was an appropriate day to host the drills.

Under the inquisitive eye of a visiting RAdm Nigel Greenwood, both units looked to demonstrate the value and purpose of their individual exercises.

## JRCC

At 7:30 a.m. sharp, Maj James Pierotti, JRCC Officer in Charge (OIC), briefed his staff on the exercise and gave them a two hour limit to move and be operational at their alternate site. This was the first controlled move exercise for JRCC although their alternate site has been used in real emergency situations such as when a pipe caused flooding a few years ago.

With the winter months bringing a decreased volume of daily distress calls, Sgt Conrad Cowan, JRCC NCO I/C, says it was the perfect time to hold the exercise.

"In the summer you get one call, then a bit of a squall comes up," said Sgt Cowan. "All of a sudden, nine, 10 calls [from boaters]. Right now it's very quiet, so this was a great time to practice it because it won't be this quiet again."

With a skeleton crew left at Dockyard headquarters, the four-man team, air coordinators Sgt Cowan and Capt Bob Evans, and the marine coordinators Coast Guard Officer Marc Proulx and Coast Guard Officer Paul Tasker, passed through stringent security at their secondary site and immediately went to work.

JRCC is in charge of the air and marine search and rescue efforts in B.C. and the Yukon, so making sure



Ben Green, Lookout

**The Regional Joint Operations Centre's team puts the finishing touches on their remote site set up as they test how operational they will be if moved away from dockyard's headquarters building.**

their backup site is in working order amid an emergency is vital. Testing the equipment, such as phone lines and computers, and recording deficiencies such as unresponsive lines and outdated manuals and contact sheets was the main purpose behind running the trial relocation.

To test the systems, the small team initiated a fake emergency while also keeping the lines open to real distress calls.

"So what we did is create a training case," said Sgt Cowan. "So we opened a case, it was a mock, an exercise case we run [from the alternate site]. At the same time we took real calls and continued on as a normal day."

## RJOC

Kitty-corner to JRCC's site, RJOC was busy conducting their exercise since 6 a.m. Running under an imaginary scenario, an earthquake at 2 a.m. had left their Dockyard command centre unusable and a switch in sites was ordered. As one of the key components to MARPAC's eyes and ears, RJOC's mission of tracking threats on Canada's West Coast means having transferable capabilities is a must.

"We have a lot of responsibilities that have to be maintained [in case of an emergency], and replicating that is a big challenge," said LCdr Jeffrey Kibble, RJOC OIC.

Rather than having a fixed site to go to, RJOC relies on a more mobile setup.

"We did it in conjunction with Joint Deployable Communication Suite

(JDCS); it's a mobile headquarter facility," said LCdr Kibble. "JDCS belongs to RJOC, they report to us, and their primary mission is to provide us an alternate headquarters."

Under the command of Capt Ron Phillips, JDCS OIC, the 3.6 x 15.8 metre army tent was erected in less than six hours. A command centre on wheels, it boasts capabilities that some buildings don't have. JDCS provided RJOC with computer terminals, phone lines, monitor screens, satellite feeds, and two generators to supply power for the entire operation. The versatility of their alternate site means RJOC has the ability to set up anywhere, from a field or forest, to a parking lot or damaged building.

While LCdr Kibble admitted the mobile site doesn't offer them quite the same capabilities as their normal headquarters, the level they were conducting at was more than enough to keep a watchful eye on their territory.

The exercises brought to light various system bugs and protocol that need to be addressed and updated. JRCC and RJOC members stressed that uncovering these issues was the whole point of conducting the relocation in the first place. At the conclusion of each exercise, both units comprised a report of what went well and what didn't; guidelines for not only themselves but to give RAdm Greenwood a clearer idea of what changes need to be made in order to have more efficiency in their units.

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# Time capsule sends message to the Canadian Navy of year 2060

**Virginia Beaton**  
Trident

During the New Year's Day levee at CFB Halifax, today's navy sent a message to the Canadian Navy 50 years into the future.

To wrap up the Canadian Naval Centennial (CNC) year, RAdm David Gardam, Commander Maritime Forces Atlantic (MARLANT), sealed a time capsule containing artifacts, including a copy of RAdm Gardam's commander's intent, a letter to the admiral of the day, photographs from last year's CNC events and a list of all serving MARLANT personnel as of Dec. 31, 2010.

The capsule is to be opened by the resident admiral on May 4, 2060, which will be the 150th anniversary of the Navy.

"When we first mentioned the idea of a time capsule to preserve items from the centennial it really resonated with people and captured their imaginations," said Capt(N) Craig Walkington, MARLANT CNC coordin-

ator. He added that when it is opened, the time capsule will be of interest to future historians as well as to the navy.

RAdm Gardam presented CNC coins to several junior MARLANT personnel who are just beginning their military careers. He noted that he hoped they would be present when the capsule is opened in 2060.

"I believe that our future is in good hands with the young people that we see here today," said RAdm Gardam. "Our navy and the CF are preparing for the future. All of us here have been prepared by our forefathers. It's all about sustaining today while we build tomorrow."

The artifacts are currently stored in a white polypropylene container. This container will be placed inside another container, either stainless steel or wood, currently being designed by Fleet Maintenance Facility Cape Scott. The sealed time capsule will then be placed on display at the Maritime Command Museum, ready to be opened in 50 years.



Sgt Shawn Pineo, MARLANT Imaging Lt(N) Ian Ronaldson, Maritime Forces Atlantic (MARLANT) Canadian Naval Centennial (CNC) Officer (left), and Capt(N) Craig Walkington, MARLANT CNC Coordinator (right), stand with the CNC time capsule prior to the ceremonial sealing.

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COMMUNITY NEWS: PACIFIC FLEET CLUB

# Events for the active sailor

**MS Gord McKiver**  
PMC

There's an impression out there that the Pacific Fleet Club is little more than a nice place to eat lunch or to hit up on a Friday night for cheap drinks. While these roles certainly exist, there is so much more on the table.

In the coming year, the Pacific Fleet Club will be evolving into a recreational centre for the junior rank members of CFB Esquimalt. To date our most popular regular event has been UFC night, which we're now offering in high definition.

Our other events, including a sold out comedy show last week, likewise seem to lean towards "spectator sports." Until now.

This coming Super Bowl Sunday, Feb. 6, the Pacific Fleet Club's junior ranks will be going toe to toe with NOTC Venture's officers

in a friendly flag football match. After the game the teams will return to the Pacific Fleet Club for the awards ceremony. Those who stay to watch the Super Bowl will also have a chance to win door prizes during half-time, one of which is a small fridge.

This flag football match is a precursor to bigger dreams. On the East Coast they hold a mini Grey Cup that, despite its name, is a rather huge event. Holding a similar competition on the West Coast, perhaps called the Ship's Side Grey Cup (name courtesy of PO2 Lambert), would create the opportunity for members from all of the messes to become involved in an activity that is both excellent physical conditioning and a lot of fun.

The Super Bowl Sunday match is the first step of what will no doubt prove

an eventful planning process leading up to next November. Since the Grey Cup will be in Vancouver this year, it's possible that we might even be able to give out a few tickets to the game as prizes. The level of support to date has been excellent and it's especially exciting to have the Base Commander, Capt(N) Craig Baines backing the idea.

Finally, with the likely departure of our current sport's chair on the Executive Committee, I've recruited a potential replacement for the position. My prospect is a multiple Ironman finisher with plenty of ideas on how to keep the membership both entertained and active, including a few weekend ski trips a year to Mt. Washington.

Please contact the PMC if you are interested in playing, refereeing or assisting in any of the events mentioned.

# New board members needed

**Jon Chabun**  
MFRC

The Esquimalt Military Family Resource Centre (MFRC) Board of Directors is hosting an information session on Wednesday Feb. 9 for anyone interested in learning more about becoming a board member.

"It is a fun and rewarding volunteer opportunity," said Craig Smith, a member of the board since September 2010. "If you are looking for a challenge and want to give back to the military community, come to the info session - it's a great first step."

The session will provide information on the MFRC, the role of a policy making board, and the skills required to be an effective board member. It is on Feb. 9 from 7 to 8 p.m. at the Colwood Pacific Activity Centre. If you would like to attend, register by Feb. 7 by calling 250-363-2640 or by emailing mfrcbd@shawcable.com.

"If you have experience as a community

leader, in fundraising, human resources or board governance, you'd be an ideal fit for the organization," said executive director Gaynor Jackson, who takes her direction from the board.

The board of directors sets the overall policy and establishes the long-term goals for the MFRC. Board members also participate in various committees such as fundraising, policy, legal, financial, communications, strategic planning and human resources.

The MFRC is a non-profit, charitable organization registered with the B.C. Societies Act. Its constitution mandates that a minimum of 51 percent of board members must be spouses or partners of serving military members. Three appointed military members facilitate communication between the MFRC and the Formation leadership.

If you are interested in volunteering in this capacity or want to learn more about the information session, please call 250-363-2640.

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# Maritime drug trafficking

## How changes in technology are making it harder to nab the bad guys

**Ashley Milburn**  
Office of Asia Pacific

In 2010, the U.S. Coast Guard seized just over 90 tons of cocaine destined for U.S. shores, a haul valued at more than USD \$3.5 billion.

However, in the multibillion-a-year U.S. cocaine industry, the Coast Guard's interdiction rate accounts for only 26 per cent of the estimated 350 tons of cocaine arriving in the U.S. each year; the sale of which supports both criminal and terrorist groups in Latin America and abroad.

The remaining supply, shipped from the Andean nations of Colombia, Peru and Bolivia through an intricate trafficking network that spans South, Central, and North America, is able to be delivered unhindered as a result of the traffickers' efforts to continually seek out more efficient and anonymous ways of transporting their product.

With large operating budgets, traffickers have proven their ability to develop and adopt new techniques that allow them to elude international maritime forces. However, while the evolution of their technology is a hallmark of the cat-and-mouse game of maritime drug trafficking, the discovery of a fully submersible submarine in a clandestine jungle shipyard in Ecuador last July was deemed a game changer.

### In the past

Over the last 30 years, seafaring cocaine traffickers, who transport over 80 per cent of the cocaine arriving in the U.S., have made a living of finding ways to elude authorities. In the late 1990s "go-fast" boats began to replace airplanes as the main means for moving cocaine through the Caribbean, the primary transshipment zone of the day.

At the time, the favoured mode of transportation, the twin-engine light plane, could only carry up to 700 kilograms of cocaine, while go-fast boats provided an opportunity to move at least three times that amount. In addition, the fiberglass watercraft was capable of travelling up to 130 kilometres per hour and offered smugglers a speed advantage over the authorities.

Furthermore, with a price tag of \$25,000, the boats were cheaper to acquire and operate than airplanes, and were considered to be a more disposable platform, an important characteristic given the fact that operators often scuttle their vessel after the shipment has been delivered.

However, the boats' large wakes made them easy to spot, and anti-drug agents, using helicopters and their own high-speed vessels - such as the Midnight

Express speedboats that the U.S. supplied to the Colombian Navy in 2005 - became far more adept at spotting and intercepting the traffickers' vessels.

### By the year 2000

By the turn of the century, Plan Colombia, the U.S. effort to fight the illegal drug trade in the number one cocaine producing country, was introduced, leading to a shift in trafficking routes from the Caribbean to the lightly patrolled Pacific.

In addition to the geographic shift, less conspicuous vessels, such as cargo ships and fishing vessels, became increasingly common means of transporting cocaine. Fishing vessels, usually equipped

logistics supply ships increased during the early 2000s, adding more complexity to maritime trafficking routes and challenging interdiction forces.

### In the last five years

However, new rules implemented in 2007 that required fishing boats operating off of Colombia and Ecuador to carry GPS devices allowed police to better track vessel movements, and helped curb the number of commercial vessels being used by traffickers. Additionally, the Container Control Program (CCP), a joint initiative by the UN Office on Drugs and Crime and the World Customs Organization, that minimize the risk of maritime con-

surface at about 12 kilometres an hour, Bigfoot was a sign that traffickers were opting for stealth over speed to evade authorities.

The 60-foot fiberglass vessels, painted in various shades of blue to blend into the ocean, can travel undetected by the human eye or surveillance systems for up to 2,000 nautical miles. The boat's tiny wake creates a negligible radar footprint, and because the exhaust is released through tubing below the surface and the boat has an upper lead shielding to minimize its heat signature, patrol aircraft are unable to rely on their heat-sensing equipment to locate the vessels.

Additionally, the boats, which are primarily built in jungle

Pentagon's anti-narcotics command centre, compared the task of patrolling for semi-submersibles to policing the entire United States with only three squad cars.

### Policy changes

In addition, authorities also faced legal challenges in stopping the vessels as crews were able to avoid prosecution by simply scuttling the craft and sinking the drugs if spotted. However, in October 2008, a law passed by the U.S. Congress outlawing the use of semi-submersibles in international waters unless registered with a state, made it possible for authorities to convict a boat's crew on the basis of visual evidence that they were manning the subs.

The following year, SOUTHCOM, the command responsible for all U.S. military activity in South and Central America, reported a 46 per cent decrease in the detection rate of semi-submersibles transiting the area, and the Colombian Navy only detected one semi-submersible in 2010, down drastically from 22 seizures in 2009.

The lower detection rate was seen by SOUTHCOM and other agencies as an indication that traffickers were adapting yet again. However, it wasn't until July 2010, when the first fully functional, completely submersible "narco-sub" was discovered in an Ecuadorian jungle shipyard, that authorities' suspicions were confirmed.

### Fully submerged

A proper diesel-electric submarine like the one discovered in Ecuador has the option of shutting down its engines and submerging fully to run on batteries, at which time it becomes completely invisible on radar and infrared. Such a capability means that interdiction forces can then only locate the sub by using sonar, which has a shorter range, is far less reliable, and requires the use of a greater number of assets.

In many ways, the move towards fully submersible submarines was an inevitable transition in the evolution of maritime drug trafficking technology. The technology is not overly advanced but its advanced covert qualities follow the trend of traffickers opting for stealth over speed.

Given that most Western navies still maintain significant anti-submarine forces, drug traffickers may find themselves forced to adapt their maritime strategy once again. While the Director of the U.S. Drug Enforcement Agency for the Andean Region, Jay Bergman, described the narco-sub as the "final frontier" for the maritime drug smugglers, historical trends indicate nothing is impossible in the multi-billion dollar cocaine trafficking industry.



*In the multibillion-a-year U.S. cocaine industry, the Coast Guard's interdiction rate accounts for only 26 per cent of the estimated 350 tons of cocaine arriving in the U.S. each year.*

with sophisticated navigation and communication instruments, were popular as they did not require the type of refit work that would give away the vessel's role in smuggling operations, and allowed traffickers to transit long distances without attracting suspicion from authorities.

At the time, traffickers also became increasingly skilled at concealing their illicit cargo, hiding cocaine in compartments within fuel or ballast tanks, making it nearly impossible to locate the cache of drugs without emptying the fuel tanks - a move that violates U.S. environmental laws - or dismantling the vessel in question.

Also, traffickers using non-commercial vessels, such as pleasure yachts, opted to make their voyages during peak times, such as civic holidays, allowing them to better blend in with legal maritime traffic.

In addition, the use of multiple at-sea transfers, decoy vessels and

tainers being commandeered by traffickers began to achieve measurable results: in the first three years since CCP operations began at the port of Guayaquil, Ecuador, almost 25 tons of cocaine were seized.

The increased surveillance of commercial vessels is what authorities believe led traffickers to change course yet again, this time heading below the surface.

### The arrival of semi-submersibles

In 2006, a U.S. Coast Guard cutter spotted the first semi-submersible boat, nicknamed "Bigfoot", off the coast of Costa Rica. Powered by a 300-horsepower diesel motor and travelling 18 inches below the

shipyards along the estuaries of Colombia's Pacific coast for approximately half a million dollars each, are capable of carrying up to 10 tons of cocaine. This is a haul that garners a street value of up to \$550 million, more than 1,000 times the cost of the vessel, making it a highly lucrative conveyance method.

As a result of their stealth and return on investment, authorities believed that up to 70 percent of the 480 tons of cocaine leaving Colombia's Pacific coast in 2008 was packed aboard semi-submersibles.

With the UN estimating an interdiction success rate of only 14 percent, Joint Interagency Task Force (JIATF) South, the

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# Minister highlights improvements to programs for Canada's veterans

**A/SLt Josh Brighton**  
Contributor

Canada's veterans can now look forward to less "red tape" when trying to access services through the Department of Veterans Affairs.

On Jan. 24, the Honourable Jean-Pierre Blackburn, Minister of Veterans Affairs, was at his department's district office in Victoria to address staff and stakeholders. His visit is part of a country-wide tour to outline the steps his government is taking to streamline services for Canada's veterans.

"I'm pleased to be meeting with veterans and stakeholders across the country to explain the substantial progress that is being made within the department. It is, for me, an opportunity to reaffirm our commitment to providing the best possible service, especially to those veterans struggling with the most difficult situations. They didn't ask to come back with injuries," said Minister Blackburn.

After stressing a difficult year for Veterans Affairs,



Office of Minister Blackburn

**Jean-Pierre Blackburn**

Blackburn spoke of the challenges facing his department. His primary concern is meeting the needs of the respective "modern and traditional" veterans—those from Afghanistan and those from past conflicts. These distinct groups require different types of services, and his office is just beginning to see the ramifications of veterans returning home from Afghanistan.

The minister spoke of how

the government is removing the "red tape" from services at Veterans Affairs. The measures include less paperwork, more case managers in areas of high demand and faster access to rehabilitation programs by providing these services on-line.

"Progress is clearly being made in the Department of Veterans Affairs—specifically as it relates to reducing turnaround times and red tape," he said.

The minister also focused on the importance of good relations between the veteran's ombudsman and his department. He expressed confidence in the ombudsman and pointed out that having a good working relationship between the two would lead to better services for veterans.

Minister Blackburn also discussed the \$20,000 ex-gratia payment for veterans exposed to Agent Orange. The payment will now be available to families of ill-veterans. The date to apply for the payment has also been extended to June 30, 2011.

The minister plans to evaluate the success of these new measures by talking to veterans, listening to stakeholders, gathering opinion from employees and through media analysis of Veterans Affairs.

"This department listens to realities, sees what's going on and is committed to delivering priorities outlined in the New Veteran's Charter. I wouldn't change a thing about those priorities" said Minister Blackburn.

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# Up for a challenge? Try triathlon

**LS Kirsten Arensen**  
Contributor

With the new year upon us, we often find ourselves resolving to be more active. If you would like to improve your fitness, then triathlon may help.

A triathlon is all about setting goals and seeing them through. It consists of swimming, biking, and running over various distances.

Sprint distance triathlons are normally a 500-metre swim, 20-kilometre bike and five km run. This is the entry-level distance, and with minimal training, anyone can do it.

Olympic distance consists of a 1500m swim, 40km bike and 10km run. A half-Ironman is a 1.9km swim, 90km bike and 21.1km run. The grueling Ironman is a 3.8km swim, 180km bike and a 42.2km run.

The CF Triathlon program is striving to build the sport on all levels, from the base club, to regional development camps, to nationals, CISM and international competitions. So it doesn't matter if you are a beginner or if you aspire to compete internationally, there is room for all ages and fitness abilities. How far you go with triathlon depends on how much time you can commit to training. A



PO2 Wendy Navas, Contributor

**Triathlons are a great way to stay in shape and challenge yourself. Sometimes half the battle is just making it through the sea of competitors to start the race.**

newcomer may train five to seven hours a week, while a more serious athlete may dedicate up to 25 hours.

Most people fall somewhere in the middle and will manage to work, have a family and find time to train.

The rewards of triathlon training and racing are immense: becoming fitter, healthier and being a role model for your friends

and family. Plus, there is no greater satisfaction than setting goals, training with like-minded people and feeling the sense of accomplishment when crossing the finish line of your chosen race.

Triathlon pushes you, it reveals your strengths and weaknesses and forces you to dig deep, often revealing that you are capable of more than you ever imagined.

The CFB Esquimalt Triathlon Club welcomes both military and civilian members. If you think you are up for the challenge, want to get fit and have fun, then be sure to check out our booth at the MARPAC Expo at Naden Athletic Centre on Feb 2 from 11 a.m. to 6 p.m. or contact LS Kirsten Arensen for more information, [kirsten.arsen@forces.gc.a](mailto:kirsten.arsen@forces.gc.a).

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**Briefing Feb. 17 at 11:30 a.m.**

The Nijmegen International March will take place in the Netherlands July 19-22.

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Interested volunteers are encouraged to attend an information brief in the Engineering Theatre at CFFS(E), building N92.

For further information call Kris Koblun at 363-4355.

### COMMUNITY NEWS: SAILOR RECOGNIZED

# Fourth Sailor of the Quarter for 2010

**CP01 Dave Bliss**  
Fleet Chief

The Commander Canadian Fleet Pacific, Cmdre Peter Ellis has announced that AB Ron Humphrey, a Naval Communicator in *HMCS Algonquin*, is the fourth Sailor of the Quarter for 2010.

His file, along with 17 other submissions was reviewed and selected by a panel of Coxswains from the Fleet.

The following biography was provided by *Algonquin*:

"AB Humphrey was born and raised in Montreal, Quebec. Prior to enlisting in the Canadian Forces, he earned a College Certificate as a Help Desk Specialist and a College Diploma in Social Science.

He joined the navy as a Naval Communicator on Jan. 11, 2008. AB Humphrey successfully completed Basic Recruit Training at the Canadian Forces Leadership and Recruit School, as well as the Computer Integrated Systems Network Operator course before joining *Algonquin* on

Feb. 20, 2009. After a short time on board, AB Humphrey achieved his Brow Watchkeeper's certificate and his QL4 Qualification, all the while learning about "navy life."

To date, AB Humphrey has participated in Operation Podium, Operation Pacific Amistad, RIMPAC, and the International Fleet Review in *Algonquin*, and RRI's in *HMCS Ottawa*.

He was a volunteer for the 2008 National Cadet Marksmanship Competition and member of the Honour Guard for the 2010 Freedom of the City Parade.

AB Humphrey aspires to become a Public Affairs Officer and eventually a Policy Analyst/Advisor to DND or Parliament.

When not engaged in his own duties, he can often be found assisting other departments onboard. In his leisure time AB Humphrey enjoys current events, hosting dinner parties, kayaking, team sports and the performing arts."

In his write-up to the board, Cdr Kerr, Commanding



Sailor of the Quarter, AB Ron Humphrey

Officer of *Algonquin*, stated: "Despite being a junior Able Seaman, AB Humphrey's overall commitment, professional competency, and ever-positive attitude have made him one of the most valu-

able sailors in *Algonquin*.... his example is one the entire Fleet can strive to emulate."

A formal presentation recognizing this award will take place later this month in *Algonquin*.

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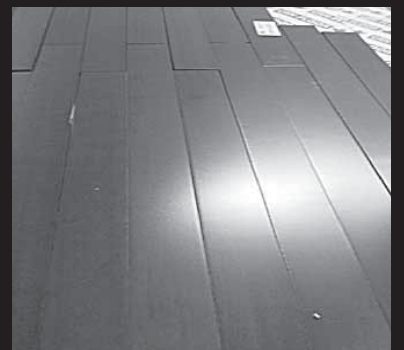
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# Results are in: CF health/lifestyle survey

**Col Colin Mackay**  
Director Force Health Protection

The results of Health and Lifestyle Information Survey (HLIS) 2008-2009 for Regular Forces personnel are now available at [www.forces.gc.ca/health-sante/pub/hlis-sssv-eng.asp](http://www.forces.gc.ca/health-sante/pub/hlis-sssv-eng.asp).

## Physical Health

Among our survey respondents, 93 per cent reported their health is excellent, very good, or good. Despite this high self-rating of health, we discovered a lot about what affects the health of CF personnel.

Many suffer from some form of chronic condition. The three most common chronic conditions reported were non-food allergies (18 per cent), back problems (18 per cent), and non-back musculoskeletal problems (16 per cent).

About 23 per cent of CF personnel reported suffering a repetitive strain injury serious enough to limit normal activity in the 12 months prior to the survey. This was a decrease from the 27 per cent reported

in 2004. Similarly, acute injuries were reported by 21 per cent of respondents in 2008, a decrease from the 26 per cent reported in 2004.



## Mental Health

The number of respondents that screen positive for depression has remained stable at seven per cent when compared to the 2004 study. The

rate of psychological distress or positive depression screen did not change with deployment history in the previous two years, or by command. There has

mand, history of deployment in the previous two years, primary language, or marital status.

About 15 per cent of CF personnel consulted a health professional concerning their emotions, mental health, or use of alcohol or drugs in the 12 months prior to the survey. More than three quarters (78 per cent) were very satisfied or satisfied with the services or treatment they received.

## Addictive Behaviours

Some 23 per cent of respondents were smokers, down from 25 per cent in 2004. One quarter of those who smoked at the time of the survey started smoking after joining the CF, 45 per cent of them during basic military qualification.

About 48 per cent of CF personnel exceeded the Low Risk Drinking Guidelines, while 20 per cent of respondents were consuming hazardous amounts of alcohol, according to the World Health Organization's AUDIT scale. This is an increase from 13 per cent reported in 2004.

*See obesity on page 17*

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**Q:** What kind of services do you provide now?

**Peter:** We are providing a variety of automotive repairs, from oil changes and regular maintenance to diagnosing all kinds of car troubles. An average day could include anything from brake jobs, wheel alignments, tire repairs and replacements, tune-ups or a variety of other break-down repairs. We also provide "rescue service" to customers on the base as well as the Esquimalt community. And, we are a designated BC Safety Inspection facility.

**Q:** What about your staff?

**Peter:** We have an excellent team of certified technicians. They have been with me for the past 3 years and I couldn't be happier with their professionalism and customer service skills. For a few years, we had a lot of difficulty finding top quality mechanics. Thankfully, we have turned that around and business and service is much better now.



**Q:** Do most of your customers work on the base?

**Peter:** Yes. This shop has always relied on our military and dockyard customers. We are working hard to get more of the base personnel to take advantage of our competitive prices and the pure convenience of our location.

**Q:** Peter, what sets you apart from other repair shops?

**Peter:** We operate on a strict code of ethics and we don't do any unauthorized work. We also provide complimentary vacuuming and washing of the cars we work on. For the customers that need a ride to work, we can give you a lift.

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**Peter:** I just like to say...If you haven't been here before or it has been a while, "give us a shot." Trust is said to be hard to win and easy to lose. We'd appreciate the chance to be your shop.

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# Obesity and inactivity up among military

From page 15

## Other Results

Eighty two per cent of CF personnel reported that their eating habits were excellent, very good, or good, only 19 per cent of this same group ate the recommended minimum number of vegetables and fruit per day.

Twenty two per cent of CF personnel reported that they were not able to deploy at some point in the two years prior to the survey – on average, for a period of 11 months. The most common reasons for being unable to deploy were musculoskeletal injury (32 per cent) and family situation (17 per cent).

Based on self-reported height and weight, obesity among CF personnel increased from 21 per cent in 2004 to 24 per cent in 2008-2009. The rate was higher among males (25 per cent) than females (17 per cent). Although misclassification due to muscle mass is often a concern when looking at obesity, 90 per cent of obese males and 94 per cent of obese females considered themselves to be overweight. Obese CF personnel were less likely to be able to deploy than non-obese personnel.

The proportion of CF personnel who were physically inactive increased from 27 per cent in 2004 to 31 per cent, while those who were moderately active decreased from 27 per cent to 22 per cent. CF

personnel spent, on average, 28 hours a week in sedentary pastimes such as watching TV. More than 80 per cent of CF personnel reported very sedentary jobs. Access to exercise classes at work increased from 55 per cent to 74 per cent between 2004 and 2008-2009.

## Moving Forward

As you can see, there is still work to be done and there is a lot more information available to you in the full report. The details in this report are briefed to the senior CF leadership, and are used to support decisions regarding policies and programs needed to support the health needs of CF personnel.

This has helped to focus CF Health Services Group efforts to meet your needs, and supported the inception of the CF Health and Physical Fitness Strategy; putting programs in place through Strengthening the Forces and Personnel Support Programs to assist you in building skills and making lifestyle changes important to your health.

Thank you to all the CF personnel who participated in this very important survey. The next survey will have a much larger sample so that we will be able to give you even more detailed information. We count on your support and participation so that we can better understand what is impacting your health and how to better serve you.

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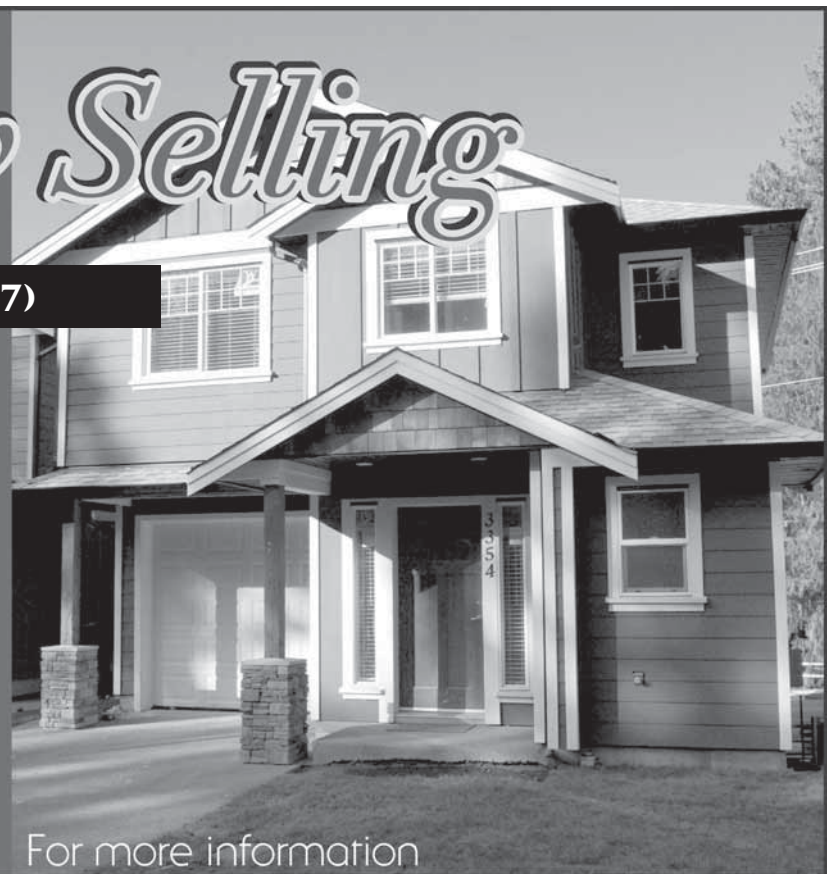
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