

LOOKOUT

MARPAC NEWS CFB Esquimalt, Victoria, B.C.



Carmel Ecker, Lookout

Dressed in the uniform he wore when he joined the navy in 1942, Capt(N) (Ret'd) John Mason cozies up to the clay copy of himself in sculptor Nathan Scott's Saanich studio last week. Scott has been commissioned by the Homecoming Statue Committee to create a second commemorative statue for the Navy Centennial that represents the old naval uniform of Canada's Navy.



Adding history to tribute

■ Veteran joins homecoming statue

Carmel Ecker
Staff writer

Capt(N) John Mason (Ret'd) leans in close to the statue sculptor Nathan Scott is working on. If it weren't for the singular colour – that of light gold – it could be his twin.

The ear-to-ear grin, the mischievous crinkled eyes, the 1940s naval uniform with square rig, even the rack of medals lining his left chest are an exact match to the 87-year-old.

With decades of experience behind him, Scott has done it again - immortalized a Victoria citizen, this time a Second World War naval veteran.

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Vancouver Aquarium showcases divers

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HMCS Protecteur at sea

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EDITORIAL: WRITER GETS HIS SEA LEGS

A day of firsts in a supply ship

Ben Green
Staff writer

The darkness of night and a blanket of fog make it impossible to see if we're moving, but my coffee swaying back and forth in its cup gives me a good indication.

I never drink coffee, although this is my fourth cup today; my shaking hands say I probably should've stopped at three. I'm not sure if I'm drinking it to stay awake from the early morning, or to calm my nerves as the day's winding down; either way it seems to be working.

It was a frantic morning trying to pull HMCS *Protecteur* from her HMC Dockyard slumber. The supply ship seemed to be cranky in her old age as boiler issues pushed back departure time by a half hour.

When she finally crawled out of berth, the two tugboats guiding her through the narrow strait reminded me of good Samaritans helping an elderly person safely avoid the dangers of an intersection. Gazing ahead, *HMC Ships Vancouver* and *Winnipeg*, the other members of our convoy, floated idly on the horizon impatiently waiting for us to catch up.

Like a child, curiosity tickled me with every new sound, smell, and sight: fuel mixed with salty air, horns sounding, loud speakers informing, and a constant buzz of information that keeps the 40-year-old supply ship afloat.

The fading view of Dockyard from *Protecteur's* deck looked so familiar, yet so different; interesting what a change in perspective can



Shelley Lipke, Lookout

Lookout writer Ben Green has temporarily traded his computer desk for the decks of HMCS *Protecteur* as he explores life at sea.

do. As I headed back to my mess deck, a seagull circled the port side as if teasing the anchored .50 caliber machine gun to take a shot.

Space is not wasted on a warship and the mess decks are no different. Sardines lie in luxury compared to these sea dogs, and I'm still a little suspicious that my 6'4"

frame may leave a limb or two hanging down surprising my roommate in the night.

The bunks in my quarters are stacked three in one area and two in another with lockers side by side. I measured the mess – six paces long and two wide – and quickly decided my 10

I've tried to familiarize myself with the vital areas (mess deck = sleep, wardroom = food, head = place to vomit).

days on board are probably enough.

The ship itself is a labyrinth of offices, mess decks, hallways, ladders, heads, and hatches. To an outsider such as me it seems impossible to navigate. So far I've tried to familiarize myself with the vital areas (mess deck = sleep, wardroom = food, head = place to vomit) and not fall into any open hatches. So far, so good.

Unfortunately, as soon as we'd hit open ocean it was clear I'd left my sea legs somewhere on C jetty. The three metre swells left me looking like I'd already had a few days of shore leave, but I was relieved to find a line of people already at the medic also wanting Gravol and Bodamine.

The crew has been fantastic. My jeans, sneakers, and sports jacket scream civilian in comparison to their black uniforms, hats, and boots, but I've only been greeted with smiles, firm handshakes, and helpful advice.

As the sun sets somewhere over the Pacific Ocean, it too sets on the *Protecteur* and my first day at sea. With so many interesting people, jobs, and tasks going on, I'm excited to see what I can experience and uncover. For now, keeping my dinner down is priority number one.

*Ben Green is embedded in HMCS *Protecteur* for the first leg of their current deployment. Along with the Vancouver and Winnipeg, *Protecteur* is making its way to the Hawaiian Islands to participate in a U.S. submarine course designed to help improve not only U.S. submarine officers but Canada's anti-submarine warfare team as well.*

Important townhall series to begin

Rear-Admiral Nigel Greenwood will conduct a series of town hall sessions for all Formation personnel on Feb. 15, 17 and 18 at the Pacific Fleet Club (PFC) and NOTC gym.

Timings and breakdown of town hall sessions are:

Session one: Feb. 15, 1030-1200 in PFC mess for all CPO1/CWO, CPO2/MWO, PO1/WO and PO2/Sgt.

Session two: Feb. 17 1030-1200 in PFC mess for all officers and senior civilian appointments.

Session three: Feb. 17 1330-1500 for military and civilian personnel at the NOTC gym

Session four: Feb. 18 1030-1200 for remaining military and civilian personnel at the NOTC gym

Key topics for the town halls will



include the Commander's intent and priorities, strategic outlook on the navy's transition, upcoming challenges and opportunities, an overview of naval transformation activities and

an opportunity for questions and answers.

Commanding Officers shall ensure that sufficient representation from their unit is present at the town halls and that timings are met for both military and civilian personnel.

Personnel are to be seated five minutes prior to start time.

Dress is dress of the day.

For sessions occurring at the NOTC gym only, bus transportation will depart from the main gate HMC Dockyard commencing 45 minutes prior to start times in a continuous shuttle. Return shuttles will depart from the NOTC gym to the dockyard on completion of the sessions.

Parking is limited at NOTC Work Point (parade square), therefore personnel are encouraged to utilize DND transport.

TOP UP AT SEA



Photos by Ben Green, Lookout

Left: Three replenishment at sea veterans, PO1 Corey Young (left), PO2 Darrell MacKay (centre), and PO1 Kenneth McEvoy (right), enjoy a moment on HMCS Protecteur's portside deck before HMC Ships Vancouver and Winnipeg pull alongside

Above: LS Lee Thibault lines up the light messenger before firing across to the awaiting Vancouver. The beanbag at the end of the gun pulls the line across, which then acts as a guideline for the heavy messenger and eventually the fuel hose.

Protecteur's crew keeps ships sailing when things go right

Ben Green
Staff writer

Stepping onto the starboard bridge deck, I'm greeted by a warm southerly breeze and a rocking guitar solo from the Rolling Stones. Above me on the uppermost deck, Mick's unmistakable voice blares out "Start Me Up" from two giant speakers as an army of blue hardhats below fervently prepare for the morning's Replenishment at Sea (RAS).

"They're going to waiting station, 500 yards off our quarter," explains SLT Jordan Premo, pointing over my shoulder. "She'll signal to us she's ready for approach."

Following the direction of his finger, HMCS Winnipeg can be seen gliding on our starboard side and HMCS Vancouver on our port. The tight formation and thunderous tunes remind me of a scene out of a Vietnam War movie, as if we're travelling up

river to engage the enemy.

Rough seas the first night out of port have left SLT Premo battered and bruised, as he was thrown off the railing getting into his top bunk. Gingerly he makes his way to the edge of the bridge deck and points down.

"She comes and lines up with our fueling probes," he continues. "When she's ready we fire a gun line that's attached to a light messenger, which is then attached to a heavy messenger."

The messenger system is an incremental line that is shot over. The line that's shot over is attached to the light messenger who pulls over the heavy messenger (a thicker line). A cable, called a span wire, for the fuel hose is attached to the heavy messenger who acts as a guiding line for the massive fuel hose as it goes across.

Today's transfer will see the two frigates receive fuel simultaneously on either side of Protecteur.

Winnipeg will top up to 130 cubic metres (130,000 litres, which is enough to fill 2,600 cars) of diesel and 20 cubic metres (20,000 litres) of aircraft fuel, while Vancouver gets 100 cubic metres (100,000 litres) of diesel and five cubic metres (5,000 litres) of aircraft fuel.

RAS is a routine procedure for the crew of Protecteur, after all it is the main service the ship provides. That doesn't mean there aren't dangers. Anything from engineering emergencies to steering gear malfunctions can have catastrophic consequences. With all three ships having to stay parallel at a constant speed, and Vancouver and Winnipeg only 50 yards away, the importance of staying in line is paramount.

"You have to keep the ships in station [in line]," he says. "Even if you're a degree off, you can hit that suction point [of the waves] that drags the ships together."

Looking above us, I can see the yellow-crossed, red Romeo flag, which signals a RAS is taking place, ripple in the wind. The two frigates circle around for their final approach, and SLT Premo guides me down to Protecteur's brow where the deck stations are preparing the fuel lines.

With the deck stations split into four sections, two and four on port, one and three on starboard, I'm loaned a familiar blue hardhat and life-vest and given permission to shadow 4 section led by CPO2 Darrell MacKay, Chief Boatswain. His 32 years in the navy has seen him spend more years on the water than land. With a permanent smile and relaxed demeanor, the Buffer (as he's known) oozes confidence into his young crew.

When the signal is given, and Vancouver comes alongside, a few members from each ship share a quick wave and a smile; we won't be this close again until Hawaii. Like SLT Premo said, up steps a member of 4 section with what looks to be a fluorescent orange, toy rifle with a beanbag in the barrel. Pointing it at Vancouver's

deck, a sharp gunshot reverberates through the portside deck as a line lands on the other side and a casing rolls quietly on the floor. The RAS has started.

Under the guidance of the Buffer, 4 section sends over the light and heavy messengers without issue. These incremental lines act as guiding lines for the much larger fuel hose to be transferred. As the massive, black fuel hose unfolds its way across the frothy channel between the two ships, the signal is given to latch the probe (the end of the fuel hose) into the Vancouver and start fueling.

Every few minutes, samples of the fuel being sent over are gathered and recorded for liability purposes. That way each ship has a record of what quality of fuel is transferred at what time.

A rather ordinary 20 minutes goes by until the signal is given that fueling is complete. All lines are slowly collected and the fuel hose is retracted and stored away. As Vancouver peels away full and satisfied, Winnipeg on the starboard side is finding things to be more compli-

cated than her Task Group sister.

All initial procedures went smoothly except the probe won't latch into Winnipeg correctly. A successful Jackstay for transferring food, parts, and other goods at the fore-castle of Protecteur is a silver-lining on what is proving to be an unwinnable battle with the fuel line.

After about an hour of unsuccessful attempts, the call is made to end the RAS and Winnipeg drifts off without acquiring any fuel. The plan for tomorrow is to try again with a different probe.

Making my way through the brow between the four tired deck crews, trays of "RAS candies" circulate through the groups for a job well done. Looking around at the men and women, an awaiting SLT Premo gives me some final insight into life on board the supply ship.

"The RAS happens in stints," he says. "One week you'll have nothing, one day you'll have two, you have to be prepared."

Nodding, I remove my hardhat and graciously accept a strawberry flavored candy. For a moment I feel like part of the crew.

matters of OPINION

WHO WE ARE

MANAGING EDITOR

Melissa Atkinson 250-363-3372
melissa.atkinson@forces.gc.ca

STAFF WRITER

Shelley Lipke 250-363-3130
shelley.lipke@forces.gc.ca

Ben Green 250-363-3672
ben.green@forces.gc.ca

PRODUCTION

Carmel Ecker 250-363-8033
production@lookoutnewspaper.com

Shelley Fox 250-363-8033
projects@lookoutnewspaper.com

ADMINISTRATIVE ASSISTANT

Kate King 250-363-3014
kate.king@forces.gc.ca

ACCOUNTS

Raquel Tirado 250-363-3127
raquel.tirado@forces.gc.ca

SALES REPRESENTATIVES

Ivan Groth 250-363-3133
ivan.groth@forces.gc.ca

Joshua Buck 250-363-8602
joshua.buck@forces.gc.ca

EDITORIAL ADVISOR

Lt(N) Michael McWhinnie 250-363-4006

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

E-mail: frontoffice@lookoutnewspaper.com

Web: www.lookoutnewspaper.com

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People Talk

While on board PTC Cougar for MARS VI training, Lookout asked this question:
What is the most challenging aspect of the sea training phase for a MARS VI officer?



We don't sleep a lot on the ship as we are constantly doing something. They try to wear you down, wear you down, wear you down. The average day depends on the schedule really. We work different shifts and rotate through the night. Each day we have navigation training and then switch to Officer of the Watch training. We sail around busy areas and get practice with contact avoidance. Then after dinner we have a command brief and duty brief about where we will go the next day. We have to plan our passages for the next day and this takes four to five hours depending on how quickly we can work.

A/SLt Kyle Hooper, Sydney, NS



The biggest challenge is that we don't have enough time to do everything we need to do. We have a lot of practical requirements that we need to get signed, but we don't have enough time to study for them. Most people have been getting three hours sleep a night. We have been together for a while on this boat. We also went through basic training together, so we've known each other for a year and a half. We know when people are having a bad day. It's hard when you're tired to control your mood. I'm looking forward to it being over as we are very tired.

A/SLt Sarah Theriault, Edmonton, AB



The overall time constraints imposed by the course. The training regiment is difficult. The learning curve to go from academic to real world scenarios can be a bit steep at times. You can only academically teach what happens in the real world to a certain level and the rest needs to be taught in the field. Contact avoidance in the simulators has very straight forward situations, whereas in real life people have intentions, and trying to figure out their intentions by looking at the direction of the bow can be a bit difficult at times.

A/SLt Christopher Bains, New Westminster, B.C.



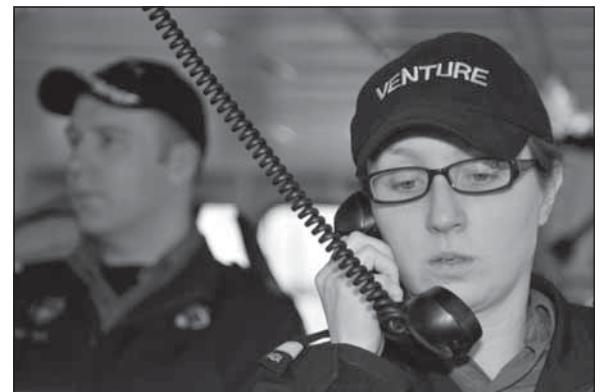
In the academic phase we focus on one subject at a time. We do manoeuvres and navigation for several weeks and they are compartmentalized. At sea we have to remember and apply everything at once. That is where the bulk of the stress comes from. As soon as you improve on one thing, there is something else you need to get better at doing. The assessment process is intense, but fair.

A/SLt Elizabeth Robinson-Gallagher, Hudson, PQ



Left: A/SLt Sarah Theriault reads coordinates off the peloris as she's assessed by course training officer Lt(N) Travis Bain.

Right: A/SLt Elizabeth Robinson-Gallagher acts as officer of the watch, reporting through the ship's internal communication system.



FINANCIAL NEWS: FEBRUARY IS MORTGAGE HEALTH MONTH

An annual mortgage checkup can save money

Carl McLean
Contributor

Stick out your mortgage paperwork and say, "Ahhh!" It's time for your annual mortgage health check up. Mortgage experts agree that if you make time for a quick review at the beginning of each year, it may yield you some fruitful financial savings.

Your 2011 home loan review should examine the most common potential monthly savings opportunities, including high-interest credit card debt or fixed loan payments.

Perhaps your home is financed through a first and second mortgage? If so, reviewing your options to combine the two could result in having more money left over at the end of each month.

With interest rates near historic 40-year lows, now is the time to investigate all your options and perhaps save yourself thousands of dollars per year. Imagine what you could do with the savings – anything from renovating or investing, to going on a much-needed vacation or putting money towards your children's education.

Additionally, no review would be complete without examining your options for mortgage insurance, and whether you really have the protection your family deserves. Many mortgage brokers also offer mortgage protection plans, and can make recommendations that will protect you and your loved ones now and into the future.

Completing a straightforward review with a qualified mortgage professional will keep your home financing as lean and trim as possible. In other words, you will have a clean bill of mortgage health.

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Ship extends helping hand

Shelley Lipke
Staff writer

Twenty sailors from HMCS Ottawa rolled up their sleeves and put a bit of elbow grease and goodwill to work at the Mustard Seed Food Bank Feb. 2 and 3.

They washed cars, moved office furniture, stocked shelves with canned goods, and polished and stacked chairs.

"Sailors often find themselves in parts of the world where the need for help is readily apparent," said organizer Lt(N) Ryan Klassen. "We take pride in offering assistance in whatever way we can when deployed to such places. At home we don't have to look far to find a way to improve circumstances either. A change in our ship's ongoing sea trial program created this opportunity for Ottawa sailors to give back locally."

By sending a team of 20 sailors to help the Mustard Seed Food Bank, the crew of Ottawa hopes to further its bond with the local community.

Mustard Seed Chief Executive Officer, Don Crawford said, "This is 200 hours of skilled labour in two days, which we never have. It's an infusion of 20 healthy, motivated people."

The Mustard Seed always needs cleaning, but other jobs that are less urgent

seem to get pushed to the bottom of the list, he says.

"It's hard to find manpower for jobs like painting, moving offices and other housecleaning jobs. We have 75 to 100 volunteers on a weekly basis, and there are a number of specialized teams who help put on dinners throughout the years, but we certainly are appreciative of the contribution of these sailors. In just the first hour they have gotten a ton of stuff done," he said.

The Mustard Seed is a street church with a clothing and food bank, and helps

A change in our ship's ongoing sea trial program created this opportunity for Ottawa sailors to give back locally.

-Lt(N) Ryan Klassen

connect people with local resources such as housing and advocacy groups.

Each summer, for the past few years, the need for food hampers has grown by about 1,000. "Last summer Mustard Seed provided over 7,000 hampers. That number is indicative of the need in the city and the economy," said Crawford.



Shelley Lipke, Lookout
For two days HMCS Ottawa's crew donated their skills to the Mustard Seed Food Bank, doing many odd jobs.

Above: Armed with rags and spray bottles full of cleaning solution, OS Chey Ford, LS Matt Pettifer and MS Les Sheppard clean and stack chairs.

Left: LS Darren Agius stocks shelves to replenish canned goods.



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FROM PAGE 1: STATUE



Carmel Ecker, Lookout

Sculptor Nathan Scott has a little fun with Capt(N) John Mason (Ret'd), the model for his latest project, an addition to the Homecoming Statue on the Inner Harbour.

Statue draws past into present

When complete, the piece will form the second part of the Homecoming Statue Plaza at Ships Point.

Unveiling is set for May 1, Battle of Atlantic Sunday.

"I think it's a nice addition to the project," says Scott, who created the Homecoming Statue. "It draws the past into the present."

The statue depicts Mason on a bench, holding a newspaper from VE Day and looking with

fond memories at the homecoming scene before him.

Mason cut a striking figure when he wore his historic uniform at Navy Day celebrations on May 4, 2010. So much so, he caught the interest of the Homecoming Committee when they saw his image on the pages of local newspapers.

Mason joined the navy as an Engine Room Artificer apprentice at age 18, determined to play a role in the war effort.

He spent half the war in the classroom, but eventually saw action in the Atlantic, where he recalls being at action stations most of the time.

When the war was over, he got his mechanical engineering degree from the University of Toronto. Facing an economy with "thousands of engineers and only hundreds of jobs", Mason returned to the navy and spent the rest of his career as an officer.

As Mason looks at the clay likeness of himself in Scott's Saanich studio, he says, "It's quite an honour. This is quite a day in my life I must say."



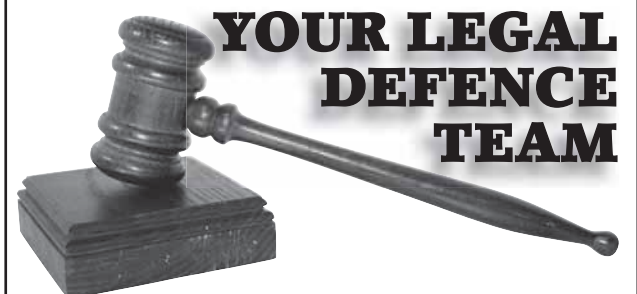
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Vancouver Aquarium showcases divers

Shelley Lipke
Staff writer

Two military divers made such a splash at the 2011 Divers Weekend at the Vancouver Aquarium, they're being considered to dive with the Beluga whales.

During the tradeshow, MS Dan Larche and LS Louis Comeau-Martel chatted with aquarium staff about diving in the tank with the white whales.

"In the past, the Beluga whales have had divers in their tank that use the SCUBA system, which is loud and creates a lot of bubbles," said MS Larche. "The staff at the aquarium is interested in having us dive with them to see how the whales react to the quieter rebreather system. If this happens next year the public can watch from an underwater viewing area."

The mine counter-measure specialist divers showcased the unique world of navy diving to dive professionals and the public, exhibiting their unusual gear.

"It was a well received weekend," says MS Larche. "We met a lot of people who were quite appreciative of us being in the military, even though they didn't know much about what we do, so that aspect was nice to hear."

Families touring the exhibits were quick to notice the Fleet Diving Unit booth was different from others.

"We use rebreathers in a mine warfare environment. These rebreathers have a different application than SCUBA, which is normally used in the dive industry. We need to dive deeper and stay down longer for mine hunting and these \$25-\$30,000 units allow us to do that," explains MS Larche. "Joe public wouldn't be able to buy these. They are unique, and a lot of people who stopped at our booth were interested in seeing them and learning how they work."

Also on display was an underwater sonar computer called a Shark Marine that develops a picture of what it "sees" underwater, which helps divers hunt for mines, and a diver propulsion vehicle that pulls them through the water.

"During the Olympics we used these scooters a lot as we had a large area to cover and they saved us a lot of time. The fastest swimmer underwater can swim half a knot and with a scooter it's three to four knots."

Divers used the weekend to network and meet their counterparts from the Canadian Coast Guard, Fisheries and Oceans,



Shelley Lipke, Lookout
Fleet Diving Unit (Pacific) divers LS Louis Comeau-Martel and MS Daniel Larche show off some of the equipment they displayed at the 2011 Diver Weekend at the Vancouver Aquarium.

Work Safe B.C., and other dive companies and equipment providers.

"The RCMP and Coast Guard were very interested in our gear. The last two years in the military have been good for us for equipment. We have the top gear available these days. For us diving is a full-time job, whereas they

dive occasionally," said MS Larche.

Attendance at the trade show was nearly double that of previous years.

"For us it wasn't a recruiting event as we don't recruit from the street. Instead, people came to talk to us about our unique equipment that isn't normally seen," says MS Larche.

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Ben Green, Lookout

LS Kyle Sutherland, Naval Weapons Technician on board HMCS Protecteur, tackles maintenance on the ship's CIWS (Close In Weapons System). The CIWS is an anti-missile system that can also be used against planes and ships alike.

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Riggers re-instate Regina's generators and engine

Carmel Ecker
Staff writer

Experience is what made the job of replacing a diesel engine and generator in HMCS Regina flawless.

Over two days last week, Fleet Maintenance Facility Cape Breton riggers skillfully lowered the freshly overhauled equipment through the ship's soft patches – a series of 12 foot by eight foot holes, just big enough for the equipment to fit through.

"We've got almost a straight drop coming down off the crane, so it's a quick transfer off for our guys," says rigger supervisor Jamie Hawthorne.

In an almost routine fashion, workers rolled the generator onto the soft patch covering. From the roof of the hangar, riggers guided the crane hook through a hole to the waiting generator. Once secured, the crane operator was signaled and the 3,500 kilogram generator was raised enough to allow workers to lift up and tilt back the soft patch cover.

With barely room to fit an arm, riggers guided the massive block through three levels until it was safely in the After Auxiliary Machinery Room, hanging from a set of chain blocks suspended from lugs on the deck head so riggers could move it lat-

We've got guys who've been doing this a long time and can visualize the whole move before it happens.

-Jamie Hawthorne
Rigger supervisor

erally into place.

It took less than an hour from the time the crane hook appeared through the hangar to the time the generator was secured.

Removing and replacing the number three generator days earlier was more challenging. Because of its home base inside the ship – on a seating not directly under the crane access – riggers had more maneuvering to do with chain blocks. Add to that neighboring generator and engines, the area was a tight squeeze for both workers and the generator.

For a job like that, experience makes all the difference, says Hawthorne.

"We've got guys who've been doing this a long time and can visualize the whole move before it happens; plan where they're going to hang stuff," he says.

While the entire opera-

tion is one of ease, it does take many hours work to remove, return and hook everything up.

"It's about 2,000 people hours to take all the soft patches out, remove all the interference and put them all back in," says Ed Court, Project Leader for HMCS Regina.

Interference refers to anything that blocks the removal of equipment – the hundreds of pipes, wires, bolts and other equipment that must be removed, labeled and carefully stored.

Some systems must be dismantled, such as fire suppression, which is essential to the ship, so a temporary system was installed by Regina's crew.

Removing the soft patches alone takes a considerable amount of work, says Court. "You have to burn and gouge to remove the steel caps that are welded over the seams to keep them from leaking. You've got to chip up the residue, grind the deck smooth, and get it ready for re-welding. Then they've got to take all the bolts out, of which there are hundreds. A lot of the time a bolt is seized and it will have to be drilled out."

When that effort results in a smooth schedule for the repair and maintenance work, it's worth it, says Court.



Carmel Ecker, Lookout

Rigger Larry Denis assesses the security of a chain block that will suspend the generator once the red cable of the crane is removed. Riggers from Fleet Maintenance Facility Cape Breton also lowered a refurbished diesel generator down three decks into the engine compartment of HMCS Regina.

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HMCS PROTECTOR



Ben Green, Lookout

A Sea King crew member leans out the hovering helo to see if the cable is ready for the in-flight refuelling portion of the day's exercises. The cable was lowered to the awaiting deck crew who attached it to a net full of fuel.

Helicopter exercise comes to a successful end

Ben Green
Staff writer

With his face up against the scuffed window of the flight booth (similar to a flight tower) in *HMCS Protecteur*, Sgt Daniel Ross blindly scribbles something on it in black marker: "Archangel, 5 souls," the call sign of *HMCS Winnipeg's* CH-124 Sea King. The writing is a reminder of who he's working with for the day.

His eyes are fixed on the "angel" hovering just off the port side of the flight deck, although it is anything but heavenly.

The deafening blades of the looming helicopter easily drown out his voice. His headset is all he has to get his messages to the crew in the helicopter and on the ship. Sgt Ross is both a firefighter and a "Flyco", or flight coordinator.

Behind him is MCpl George Townsend, the second Flyco in the booth. They're in charge when an incoming helicopter is within two miles of the ship.

"Really, we're kind of a safety measure up here," says MCpl Townsend. "If we see them coming in with a landing gear not checked or there's something foul on the deck, we alert them. We're the eyes the helicopter doesn't have at sea."

The two are in constant communication with the Sea King crew, the deck crew, and the Shipborne Air Controllers (SAC), who manage the helicopter's aerial deployment by sending them information such as weather patterns and conditions. But when the helicopter is within two miles of its designated ship, the Flycos visually direct them home.

Today the Sea King pilots are practicing a few routine flight operations: fueling a Sea King on deck, a mid-air pick up and drop off, and a helicopter in-flight refueling. Rough seas delayed this exercise for a day, but today the pitch has lessened.

"The ship's movement is the most difficult thing about this kind of exercise," explains Sgt Ross.

He reaches behind, flips on the intercom and speaks into his mouthpiece. A flurry of movement begins in the hangar below as the six-person deck crew scramble to put on their helmets, goggles, life-vests, and headsets.

"This exercise is to train a new deck crew," says Sgt Ross. "They're the ones who'll latch down the helo and refuel her."

Within minutes, the hangar doors slide open. A shockwave of propeller-driven air hits them

as they prepare the fuel lines.

Strapping down the Sea King to the flight deck with a system of chains and hooks, the team grabs the awaiting fuel line on the side of the deck and attach it to the helicopter. A member of the deck crew signals to the Flycos that fueling has begun, but on this day it is only a dry run.

A bravo zulu comes over the headset from the pilots, coupled with a smile from Sgt Ross.

Next, the deck crew prepare for exercise number two: sending a member of the deck crew on a mid-air pickup and drop-off.

The Sea King adjusts its location, moving down to deck level, and lowers a small, orange harness. Two members of the deck crew escort a fellow member underneath the bird and clip him in. They step back and give the pilot a thumbs up; the man is slowly winched up and moments later lowered back down.

The finale of the exercise is the helicopter in-flight refueling. The deck crew drags what looks like a roped net with tanks of fuel to the centre of the flight deck. The Sea King approaches and hovers above. A member of the air crew, safely tethered inside, leans out the open door



Ben Green, Lookout

The deck crew gives the Sea King the green light to lower down its passenger during the harness portion of the exercise. Two deck crew members prepare to unhook the lowering passenger.

to look underneath the craft. A small cable becomes visible from the belly and the signal is made to the deck crew to attach the net to it. LS Josh Bloom, Flight Deck Director, gestures to his crew. With a nod of comprehension they run out and attach the

fuel package without issue.

Eventually the Sea King heads back to *Winnipeg* leaving the flight deck eerily quiet. The wind moving in off the water is strong but feels like a gentle breeze compared to that of the Sea King blades.

CTEUR AT SEA

Ships practise weapons fire en route to Hawaii

Ben Green
Staff writer

"Quick draw, quick draw, .50 cal position number two," crackles over *HMCS Protecteur's* main broadcast.

Grabbing my camera, I down the rest of my water and walk briskly out the Wardroom. I climb the two flights of stairs to the bridge, all the while straining to hear the shots of the .50 calibre machine gun.

A tug on the bridge door and I'm met by a team of officers focused on the starboard side. I turn my camera on just as the magazines unload. With no ear protection, I'm slightly dazed by the sheer power exploding from every round. The noise of the gun feels like a punch to my core leaving my hair on end and my body tense. Regaining enough composure to track the shots, tracer bullets can be seen whizzing off towards the horizon, hitting the water's surface with a dramatic spray.

This is the second day the task group exercised its weaponry while in transit to Hawaii for a training exercise with the U.S. Navy.

On Saturday, *Protecteur* supplied *HMC Ships Vancouver* and *Winnipeg* with targets for their .57mm guns. Positioning the convoy in single file, *Winnipeg* up front, *Protecteur* in the middle, and *Vancouver* in behind, *Protecteur* unloaded its Barracuda for the two frigates to lock on to.

The Barracuda is a modified zodiac that can be driven by hand or remote controlled from the bridge. In this instance it was remotely controlled. With the Barracuda in the water, *Protecteur* placed it around 4,500 yards off the convoy's starboard side.

With a perfect view of *Winnipeg* in front of us, I peered through the stationary binoculars bolted to the deck to see if I could locate the Barracuda some two-plus miles off our starboard side. After a few minutes of adjusting and squinting, I barely made out its orange tracker appearing and disappearing as it bobbed in the choppy sea. A puff of smoke could be seen coming from *Winnipeg* followed closely by the tremendous noise rushing past me.

Stepping back onto the bridge, I'm informed *Vancouver* had a misfire, so instead used the exercise for its tracking system rather than its weapons system. The call was made to bring the Barracuda back on board and the exercise wrapped up for the day.

While *Protecteur* isn't equipped with the firepower of either of the frigates, it has been testing the weapons it does have. On top of the .50 calibres, the CIWS (Close In Weapons System) has been targeting and firing as well. Located on the aft hangar top overlooking the flight deck, CIWS can shoot 4,500 rounds per minute at anything from incoming missiles, to planes, to vessels.

As a civilian, my only affiliation with weaponry of this magnitude came from the screen of my Playstation. Feeling the raw power behind these defense systems leaves me with an elevated heartbeat and an appreciation at being somewhere behind the guns rather than in front of them.



Ben Green, Lookout

A cloud of smoke can be seen coming from *Winnipeg's* starboard side as her .57mm locks on and fires at the sitting Barracuda.



Ben Green, Lookout

LS Mike Richter (left) and AS Frederick Villena (right) fire one of *Protecteur's* starboard .50 calibre machine guns.

Task Group practises hailing procedures

Ben Green
Staff writer

HMCS Vancouver went "incognito" during its transit to Hawaii with *HMC Ships Protecteur* and *Winnipeg*.

The warship pretended to be foreign vessels, taking on a fake name and specification in order to test *HMCS Protecteur's* crew in its "hailing" ability.

Hailing is the initial contact a warship makes when passing by a vessel in Canadian waters or on deployment. The communication helps the crew determine if the vessel is on legitimate or illegal business, perhaps carrying suspicious cargo.

Naval communicators take the lead deciphering the stream of letters and numbers, sometimes barely audible because of the crackles over the hailing frequency.

They have a list of questions they propose in a hailing situation. From the answers received, the Commanding Officer decides whether to ask more questions, board the vessel, or let the vessel continue on its way.

Typical information gathered includes the ship's name, its flag and port of registry, its international call sign, its last port of call, its next port of call, its final destination, the name of the owner, and what kind of cargo it's carrying. While this doesn't exhaust the list of questions a warship can ask, it does give them a picture of whether they need to proceed with a boarding, says PO1 Pierre Blanchette, of *Protecteur's* Combat Department.

AB Courtney Edwards, *Protecteur's* naval communicator, says that while most hailings are uneventful, it's critical to remain calm and relaxed when a possible situation does arise.

"You have to have patience. You're not always going to get the easy answers," she says. "I'd say the most difficult aspect isn't always connecting communication, but rather maintaining it [if the ships have difficulty through language barriers and such]."

During the hailing exercise, *Protecteur's* crew uncovered a rather mundane cargo of orange juice and rice on board *Vancouver*.



Ben Green, Lookout

AB Courtney Edwards, naval communicator on board *HMCS Protecteur*, listens to calls coming in from *HMCS Vancouver* as they run a communications check before the hailing exercise.

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Fathers and daughters ready to hit the dance floor again

Jon Chabun
MFRC

Now in its 12th year, the Father Daughter Sweetheart Dance has definitely grown, but in the end it's all about the dancing and having fun.

This year's event includes a professional DJ, prizes, games, food and a photo booth preserving the night's memories with free portraits.

But perhaps more importantly, the evening gives fathers and daughters an evening for themselves.

"The girls get dolled up and put on their favourite dress," says Priscilla Destura, lead organizer for the event. "A few dads even don a suit and tie. The night is a great way for fathers, father figures and daughters to connect and have fun."

A record number of sponsors and donors will help make the event extra special this year. Save-on-Foods will provide light refreshments and flowers for the second year in a row. As an early bird



prize for one lucky family, LA Limousine is offering a ride to and from the event in a limousine. Westshore Dance Studios will get people dancing and showcase the latest moves. The event will even feature a red carpet thanks to Pedersen's Rentals and Sales.

The Sweetheart Dance takes place at the Colwood

Pacific Activity Centre on Saturday Feb. 19. Doors open at 6 p.m. Tickets are available through every Military Family Resource Centre (MFRC) location and cost \$25 per dad with the daughters attending for free. For more information, visit www.esquimalt-mfrc.com or call 250-363-2640 (toll free: 1-800-353-3329).

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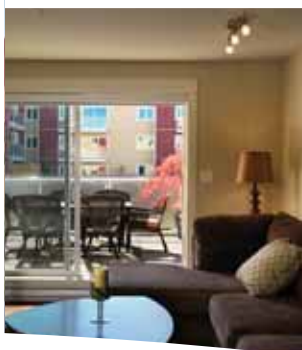
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Lt(N) Mai Guo (centre) is promoted by HMCS Regina's Commanding Officer, Cdr Arthur Wamback, right, and Lt(N) Andrew Willis, left.



Above left: Cdr Guy Bolduc, Commanding Officer MARPAC/JTFPHQ, presents Tammy Jones with her 25-year Service to the Government of Canada Certificate.



Above right: Cdr Bolduc presents Guylaine Lambert with her 35-year Service to the Government of Canada Certificate.



During a visit to CFB Esquimalt, MGen Benjamin, the Chief of Staff from the Assistant Deputy Minister for Infrastructure and Environment ADM(IE) and Canadian Military Engineers Chief Engineer, made the following presentations at a ceremony in the Wardroom on Dec. 14:

Top left: Marcel Gingras, Base Development Engineer at the BCE Branch, was presented the ADM(IE) Realty Asset Management Achievement Award (Individual) for his significant and innovative contributions to the development of CFB Esquimalt's Master Real Property Development Plan (MRPDP), soon to be the first of its kind to be approved for the CF.

Bottom left: Sgt Steve Burton, Senior Firefighter on HMCS Algonquin, was awarded the ADM(IE) Fire Services Award (Individual) for his efforts with the Drager SCBA project.

Photos by Alex Croskery, MARPAC Imaging



HMCS Algonquin Fire Services Section was awarded the ADM(IE) Fire Services Award (Group). Algonquin was the first ship in the West Coast fleet to complete the "Phase 1" issue and integration of the new Drager SCBAs and related equipment. Algonquin was also first to complete the full annual servicing requirement for this new equipment using the new Drager support facility located on the BC Mainland. The team included Dave Salvatore, LCdr Brennan Blanchfield, Sgt Steve Burton, MCpl Gerry Wicht, MCpl Jeremy Buckingham, Cpl Mike Lavers and Cpl Noah Eckenswiller.

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SUPER SUNDAY MATCH UP

Members of the Pacific Fleet Club football team squared off against the Naval Officer Training Centre (NOTC) Venture team Sunday in a friendly match at the Colville sports field. The event was intended as a precursor to watching the Super Bowl XLIV later that afternoon. NOTC Venture emerged victorious after a see-saw battle that fortunately resulted in no injuries, except to the pride of the Pacific Fleet Club, who lost 14 - 9.

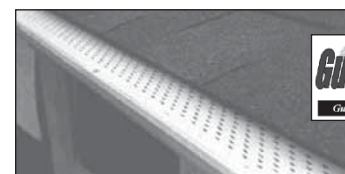
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IN BRIEF

Ball players wanted

The slo-pitch season is fast approaching and the 2011 Base Team is looking for military female players.

If enough interested and committed players sign up this year, the team will join a Friday evening women's league. The deadline to enter the league is Friday Feb. 25.

Practices will be held on Tuesday and Thursday at 4 p.m. at the Colville fields beginning end of March, depending on the weather.

Contact PO2 Chrissy Wruck at 363-7246 or Switch Rousseau at 250-363-0978.

Input needed on your local MFRC

Jon Chabun
MFRC

From Feb. 14 to March 4, the Directorate of Military Family Services (DMFS) will survey Canadian Forces families who use MFRC services.

The Military Family Services Program (MFSP) Participant Survey provides community members an opportunity to talk about their experiences at the Esquimalt MFRC. The more surveys completed, the more responsive the Director of Military Family Services (DMFS) and MFRC can be to the emerging needs of Canadian Forces families.

"Hearing directly from CF families every year keeps us accountable," said Gaynor Jackson, executive director at the MFRC. "As a part of a nationwide survey of every MFRC, it provides useful data that shapes the Military Family Services Program, both locally and nationally."

To complete a survey, visit any MFRC location. Anyone that has used MFRC programs or services in the past year is eligible to complete one. Every person that completes a survey will be entered to win a \$100 prize.

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Sierra Leone, one sailor's effort to raise hope

**Ben Green and
Lt(N) Michael
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Lookout

Sierra Leone. Just the name evokes thoughts of colonial era slavery, blood diamonds, rebel-controlled child soldiers and a decade of civil war ending in 2002. But, as one local sailor recently learned, there is room for hope in a country working towards a long-term restoration of peace, security and stability.

PO1 Jean-Paul Ayotte is a Marine Engineering Artificer and instructor at Canadian Forces Fleet School Esquimalt. In December he returned from a six month deployment to Sierra Leone on Operation Sculpture, where he experienced firsthand the present-day challenges and successes of a country in transition.

Operation Sculpture is Canada's military contribution to this British-led international military advisory and training (IMAT) initiative in Sierra Leone.

"The mission is a well-known and sought-after opportunity within the engineering community," said PO1 Ayotte.

Canadian Forces have

served as part of the IMAT team since November 2000.

IMAT contingent numbers are approximately 65 all ranks, including personnel from the United Kingdom, United States, Nigeria, Jamaica and eight Canadians. PO1 Ayotte was half of a two-person Canadian naval team (the other selected from the boatswain occupation) supporting the Republic of Sierra Leone Armed Forces (RSLAF) Maritime Wing.

Though the principal aim of the mission is to help the Government of Sierra Leone build effective and democratically accountable armed forces, PO1 Ayotte's focus was on training and mentoring their naval personnel in their maritime and civil engineering responsibilities.

"The work ethic of the RSLAF personnel was exemplary. They approached every activity with enthusiasm and embraced each task as a learning opportunity," said PO1 Ayotte. "Perhaps their greatest challenge is finding resources to support their modest fleet."

During the time of his deployment, the Sierra Leone fleet consisted of one PB105 Shanghai Class



SLt Beale, RSLAF

PO1 Ayotte (in RSLAF rank) prepares to lead repairs on a defective stern drive.

Riverboat, three 32-foot Dauntless Class Cutters, and a few Intershore Patrol Crafts. The riverboat, named Sir Milton, is considered their flagship.

"They have around 250 personnel serving in their navy and are required to stretch an operating budget of 800,000 leones (approximately \$200) per month. Their fuel allocation

is 4,000 gallons per month for the entire fleet. Sir Milton would consume that amount in a five-day patrol, which illustrates the tough choices they are faced with," said PO1 Ayotte.

"Despite their dedication and enthusiasm, I saw an obvious need to invest in basic seamanship training," he adds. So he helped

initiate a program focusing on improved fire-fighting, damage control, and navigational skills.

PO1 Ayotte counts the design and construction of a boat shed amongst the more gratifying initiatives of the tour.

"With financial support from AFRICOM, the U.S. regional military command, we were able to cre-

ate a facility incorporating classrooms, office space, tool storage and a controlled environment for maintenance and repair of their ships."

The pragmatic engineering side of PO1 Ayotte was evidenced by his choice of departure gift. The custom is to exchange plaques or other such mementos. Wishing to leave something more lasting and practical, he purchased some copper pipe and went to work. "Conditions in their military quarters are rudimentary, but now at least those RSLAF officers and their families have fresh-running potable water - and I have a renewed appreciation for many of the things we take for granted here in Canada," he says.

The past and future efforts of Canadian Forces personnel, including sailors such as PO1 Ayotte, are supporting the long-term restoration of peace, security and stability in Sierra Leone.

"The adventure was extraordinary and that sense of having made a difference, I think, is the reward we all sought when we joined the CF."

Of note: Operation Sculpture is not the first link between Canada and Sierra Leone, whose modern history was shaped by the repatriation of former American slaves. Having made their way to Nova Scotia a group of approximately 1,200 former slaves were transported on board 15 vessels in 1792 to begin a settlement at St. George Bay.



Maj Bailey, CEFCOM

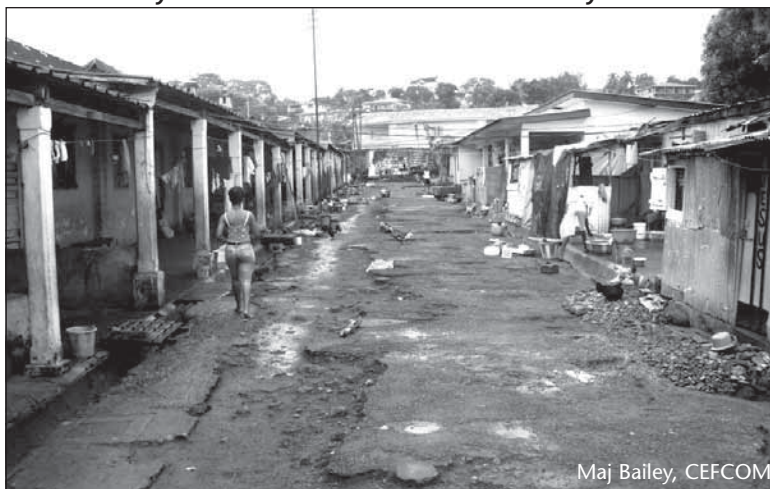


SLt Beale, RSLAF

Left: The RSLAF Flag Ship, Sir Milton, at its dockside berth.

Above: Naval engineers conduct component-level stern drive repairs to return Cutter 01 to operations.

Below: Military quarters in Sierra Leone are modest at best as illustrated by these accommodations at Murray Town Base.



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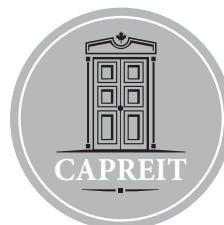
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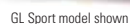
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The Hyundai names, logos, product names, feature names, images and slogans are trademarks owned by Hyundai Auto Canada Corp. ♦Prices for models shown: 2011 Accent \$16,894; 2010 Elantra Limited is \$22,944; 2011 Sonata Limited is \$30,564; 2011 Tucson Limited is \$34,009. Delivery and destination charges of \$1,495/\$1,495/\$1,555/\$1,760 are included. Registration, insurance, license fees and all applicable taxes are excluded. Delivery and destination charge includes freight, P.D.E., dealer admin fees and a full tank of gas. †Finance offers available O.A.C. from Hyundai Financial Services based on a new 2011 Accent L 3.0D/2011 Tucson L/2011 Santa Fe models with an annual finance rate of 0%/0%/0% for 48/60/60 months. ‡Finance offers available O.A.C. from Hyundai Financial Services based on a new 2011 Elantra L 5-speed/2011 Sonata GL 6-speed with an annual finance rate of 0%/0.9% for 84/60 months. Monthly payment is \$173/\$348. Down Payment of \$0/\$3,800 is required. Dealer participation of \$500 for 2010 Elantra L 5-speed is included. Finance offer includes Delivery and Destination of \$1,495/\$1,555. Registration, insurance, PPSA, license fees and all applicable taxes are excluded. Delivery or destination charge includes freight, P.D.E., dealer admin fees and a full tank of gas. Financing example: 2010 Elantra L 5-speed for \$14,494 at 0% per annum equals \$172.55 per month for 84 months for a total obligation of \$14,494. Cash price is \$14,494. Example price includes Delivery and Destination of \$1,495. Registration, insurance, PPSA, license fees and all applicable taxes are excluded. ♦†Offers available for a limited time and subject to change or cancellation without notice. See dealer for complete details. Dealer may sell for less. Inventory is limited. Dealer order may be required. ▼Fuel consumption for 2011 Accent 3Dr for 2011 Elantra L 5-speed (HWY 5.7L/100KM); City 7.2L/100KM) 2010 Elantra L 5-speed (HWY 5.6L/100KM); City 7.8L/100KM) 2011 Tucson (HWY 6.5L/100KM; City 9.1L/100KM) 2011 Santa Fe 2.4L 6-Speed Automatic FWD (City 10.4L/100KM; HWY 7.2L/100KM) are based on EnergyGuide fuel consumption ratings. Actual fuel efficiency may vary based on driving conditions and the addition of certain vehicle accessories. Fuel economy figures are used for comparison purposes only. A Fuel economy figure based on combined fuel consumption rating for the 2011 Sonata GL 6-speed manual (7.5L/100km) and 2011 Elantra GL 6-speed manual (7.5L/100km) are based on EnergyGuide fuel consumption ratings for the full size vehicle class. Fuel consumption for the Sonata GL 6-speed manual (HWY 5.7L/100KM; City 8.7L/100KM) based on 2011 EnergyGuide rating. Fuel economy figures are used for comparison purposes only. Actual fuel efficiency may vary based on driving conditions and the addition of certain vehicle accessories. ▲Government 5-Star Safety Ratings are part of the U.S. National Highway Traffic Safety Administration's (NHTSA's) New Car Assessment Program (www.safercar.gov). The 5-star rating applies to all the trim levels of the 2011 Sonata produced between July 2nd and September 7th of 2010. **Based on the December 2010 IIAMC report. ‡See your dealer for eligible vehicles and full details of the Graduate Rebate Program. ††Hyundai's Comprehensive Limited Warranty coverage covers most vehicle components against defects in workmanship under normal use and maintenance conditions.