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Cpl Charles A. Stephen, MARPAC Imaging Services

LS Laura Golden (right) receives instruction on adjusting the foot pegs in her kayak from Nicky Baughman of Victoria Waterfront Tours. LS Golden and four other injured CF members took part in the Joint Personnel Support Unit (Pacific Region) Soldier On kayak event held on March 7 at the West Bay Marina in Esquimalt.

Program helps injured military members stay active

Shelley Lipke
Staff writer

Soldier On held its first event in Victoria showing five injured Canadian Forces members how to rehabilitate through sport.

Normally the five members would nurse their injuries back to health in the Naden Gym or with the help of a physical therapist. However, on March 7 they took to the water in sea kayaks for a different kind of healing.

"Prior to my broken leg I was a runner," said LS Sonja Olejniczak. "This is the first time I've been involved in an adaptive fitness program and I'm excited about it."

Spirits were boosted as each person slid into a kayak, grabbed a paddle and launched into the West Bay Marina to learn forward, backward and reverse sweep paddles.

Along as mentors and support were Commanding Officer of Joint Personnel Support Unit, Cdr Barbara Clerihue, and

Personnel Support Programs (PSP) fitness and sports instructor Lyndal Morrison.

"This is an opportunity to explore a new sport they can participate in while living with limitations," said Cdr Clerihue. "I think it's great."

Tim Felbel, regional adapted fitness specialist and Soldier On spokesperson said, "Our members have a wide range of injuries. This type of event expands everything we normally do. It reconditions muscles and is great for their emotional and physical needs. No matter

where they are in the injury recovery process, this is an outlet to get outside and enjoy life."

At the end of the day, the five members received the first half of their full kayak certification.

The Soldier On fund was established in November 2007 to assist ill and injured Canadian Forces members with adaptive sports and fitness equipment, and through training and development camps.

See Paddling on page 2

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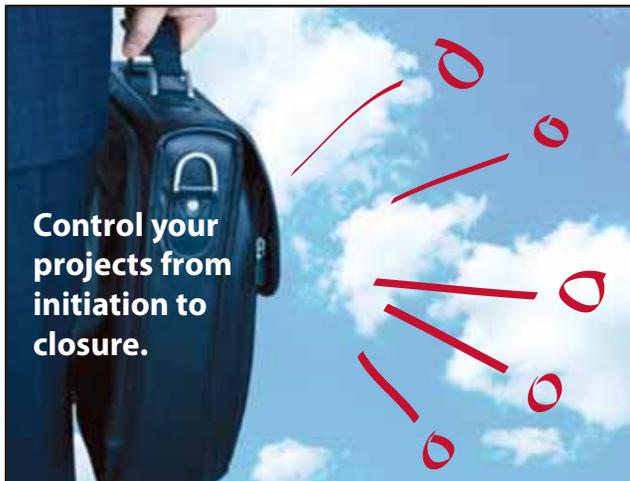
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Cpl Charles A. Stephen, MARPAC Imaging Services
 Members of the Joint Personnel Support Unit (Pacific Region) Soldier On event, held at the West Bay Marina in Esquimalt, take part in the first half of their kayaking adventure with instructor Nicky Baughman (far right) of Victoria Waterfront Tours.

Padding toward health

From page 1

What is Soldier On?
 Soldier On is a movement-based initiative comprised of two complementary elements, the Soldier On Program and the Soldier On Fund that both aim to improve the quality of life of injured or ill Canadian Forces personnel and former personnel, through fitness, recreation or sport.

Soldier On achieves a number of aims. It encourages ill and injured CF personnel to attain and maintain a healthy and active lifestyle. It supports these personnel in increasing their independence, in developing new

skills and in achieving goals. It furnishes an opportunity for them to socialize and explore common interests, and share learning experiences. Further, Soldier On emphasizes the potential residing in all Canadians who have a disability. It investigates partnerships with other disability organizations, in Canada and abroad. It shows health-care professionals, other service providers, CF leadership and the general public how physical fitness, sport and recreation can make all of this possible.

The primary objectives of Soldier On are to:

- Facilitate, support and integrate resources and oppor-

tunities for ill and injured military personnel to fully and actively participate in physical fitness, recreation and sport activities;

- Create awareness of Soldier On among ill and injured military personnel, other CF personnel, the general public and corporations; and
- Investigate, foster and enhance partnerships with allied nations and disability organizations offering relevant programs and services.

For more information visit www.cfpsa.com/en/corporate/SoldierOn/index.asp

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Admiral shares knowledge at university

Shelley Lipke
Staff writer

RAdm Nigel Greenwood will share his expertise at the upcoming Royal Roads University symposium on security.

On April 7, the head of Maritime Forces Pacific/Joint Task Force Pacific will be the guest speaker on "Asia Pacific Security - Issues for Canada" at the university's Comprehensive Securities Study Group (CSSG).

About 100 people are expected to attend the all day event that features eight speakers from Canada and the United States to address issues that relate to security in this region of the world.

"RAdm Greenwood will speak on the importance of the Canadian Navy in the Asia Pacific area," says Alex Morrison, Associate Professor and Director of CSSG. "This is very important to Canada because Canada's territory is on the Pacific Ocean. We fought a portion of the Second World War in Asia and we're also the first forces to go to Korea. Canada has always played a role in contribution to Asia Pacific security."

The CSSG is located within the school of Peace and Conflict Studies at the university. This strategic think tank focuses on defence and security matters of Asia Pacific, and is a newly established group that includes members of the general public, retired military, diplomats, university professors, students and those interested in matters of defence and security.

"Anyone interested in strategy, military and diplomatic history and those who have a general interest in the Asia Pacific part of the world would enjoy attending this event," says Morrison.

"Having Admiral Greenwood speak indicates the importance he attaches to the work of the CSSG. What he and the other speakers say will form the framework for the research and publication efforts of CSSG. After the presentations, folks will gather in small groups and review what has been said and give us their view on the topics presented during the day.

We will then use the information gathered by sending the recommendations to the government in Ottawa. What happens that day will guide us in our work over the next year."

The CSSG was formed by a number of people on Vancouver Island interested in security and defence measures.

"They wanted an organization that would deal with these things at a strategic level and because of this strong request from members of the public this group was formed. We hope to cooperate with Maritime Forces Pacific, 39 Brigade and 443 Squadron on projects like this in the

future," he adds.

Registration fee for the conference includes coffee breaks and lunch. The conference will be held at Royal Roads University quarter-deck of Grant Block with a start time of 8:45 a.m.

RAdm Greenwood speaks at noon.

To register go to <http://peace-conflict.school.royalroads.ca/conference-registration>. For administrative information contact Bev Hill at 250-391-2600, ext 4110 or bev.2hill@royalroads.ca. Questions can be directed to Alex Morrison at 250-391-2600 ext 4312 or email Alex.3morrison@royalroads.ca.

Conference Itinerary

0850 - Welcome by Dr. Allan Cahoon, President, Royal Roads University

0900 - Assured Access to the Global Commons
• Dick Bedford, Branch Head Strategic Issues and Engagement

• Commander Richard Perks, Strategic Plans and Policy Team - HQ Allied Command Transformation (ACT), Norfolk, Virginia, USA
1030 - Panel One

Rapporteur
• Dr. Terry Power, Wharton Fellow and Professor of Strategic and International Studies, Royal Roads University

Maritime Security in Asia-Pacific
• Kerry Lynn S. Nankivell, Associate Professor, Asia-Pacific Center for Security Studies

Development of Democracy and Comprehensive Security
• Jeremy Kinsman, former Canadian High Commissioner/Ambassador to Russia, Italy, United Kingdom, the European Union, and 12 other countries.

Human Security and Human Rights
• Dr. Kenneth Christie, Program Head, MA in Human Security and Peacebuilding, Royal Roads University School of Peace and Conflict Management

1145 - Rapporteur's Report
1200 - Lunch Presentation

The Canadian Navy and Asia-Pacific Security
• RAdm Nigel Greenwood, Commander Maritime Forces Pacific and Joint Task Force Pacific

1330 - Panel Two

Rapporteur
• RAdm (retired) Roger Girouard, Royal Roads University Associate Faculty

Asia-Pacific Intelligence Sharing
• Alan Breakspear, President, Canadian Association for Security and intelligence Studies

Prospects for Security Cooperation in Asia-Pacific

• Dr. Brian Job, Faculty Associate in Residence, Liu Institute for Global issues and Professor of Political Science, University of British Columbia

Current and Future Security Concerns in Asia-Pacific

• Dr. James A. Boutillier, Special Advisor (Policy) at Maritime Forces Pacific

1500 - Recommendation Roundtables
1545 - Roundtable Summary

1600 - Rapporteur's Report
1615 - Closing Remarks



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WHAT SAY YOU

Up close look at life in the Canadian Navy

Lauren Wiegel
Contributors

My husband Richard and myself can still feel the warm Hawaiian winds in our faces and the surge of adrenalin each time we relive the experiences of our recent Community Leaders At Sea Program.

As far as travel adventure, we think this excursion has topped the list. We can put away our passports now, as nothing can equal the excitement, privilege and honour being at sea with Canada's Pacific Fleet.

From the first reception on land to the departing rigid hull inflatable adventure, we were repeatedly impressed by the professionalism of crew, the synchronicity of operations, the intensity of role performance, the attention to safety, and the adventure they wove into our experience.

Following a tour of Pearl Harbor and a poignant visit to the Arizona Memorial, we observed man overboard rescues by boat and helicopter, a Naval Boarding Party enactment and an impressive ship handling demonstration where we stopped in one ship's length from steaming 29 knots. We were also allowed the awesome privilege of being helmsmen of the frigate, and sharpshooters behind the trigger of automatic rifles and machine guns, as well as passengers on a Sea King helicopter.

Most exhilarating, however, was the RAS (Replenish at Sea) operation where we were transferred by means of light jackstay between ships over open water. I thank the concentration and expert training of the helmsmen and bridge personnel for maintaining their course while HMC Ships Winnipeg and Vancouver flanked HMCS Protecteur on port and starboard during the entire drill. I also thank the personnel who manhandled the jackstay tackle and kept our feet dry.

We were especially impressed by the continual training at every level, whether it was on the bridge, in the operations centre or on the flight deck. The ongoing mentoring and training gave us an immense sense of assurance to the sustainability of the maritime forces. Each crew member we spoke to shared their education history and often their career ambitions. We also came away with an appreciation of the academic achievements of our seamen and a new awareness of the ascending opportunities for career advancement within the navy itself. A career pursuit we would now encourage any young Canadian to consider.

Most importantly, we came away with a new consciousness of the onboard operations that continue 24/7 allowing Canadians to enjoy the privilege of freedom.

Capt(N) Dempsey urged us to return to



Above: Under the watchful eyes of HMCS Winnipeg's crew, Lauren Wiegel fires one of the ship's small arms from the deck.

Below: Richard Wiegel experiences a light jackstay transfer between HMCS Protecteur and HMCS Winnipeg during a replenishment at sea.



our communities with the message that our navy is relevant to the defense of our shorelines and peace of our nation. Not only do our forces commit themselves to our freedom, but on the world stage are ambassadors in the fight for peace, as well as serving in humanitarian efforts

The truth unfolds that "relevance" of our

Canadian Navy in the national and global arena is not up for debate. We need to assign resources to sustain and build this fleet and support our Canadian Forces. Our lives as we know it depend upon it.

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WHAT SAY US

Unforgettable time with Naval Reserve

Ben Green
Staff writer

Climbing into the neon-orange survival suit awaiting me at *HMCS Malahat*, I pull the zipper up to my chin and realize my sports jacket underneath has created a tight squeeze. It's a struggle to bend down and reach my camera on the floor. The last of the naval reservists suiting up beside me look like commandos preparing for a mission in their sleek, black gear.

Malahat, Victoria's Naval Reserve Division, is running port security exercises in and around the Inner Harbour from March 4 to 6, and I have been invited to cover the first day's event.

PO1 Dave Kraemer, from *HMCS Star* in Hamilton, ON, helps me into my life-vest and hands me a tuque and pair of gloves.

At *Malahat's* dock, five zodiac patrol crafts are filled with four or five personnel each.

Carefully stepping into one of the RHIBs, my guides for the exercise, PO1 Kraemer and PO1 Lisa Nimchuk, also from *Star*, prepare to cast off while radioing instructions to the other teams. Both reserve veterans, they're tasked with making sure the teams use today to familiarize themselves with the harbour's layout. The constant flow of commercial and personal traffic using the waterway, not to mention the arrival and departure of float planes, means all teams must stay alert while making the rounds.

Regular Force do not conduct port security; it's a Reserve Force duty and sailors in Reserve Divisions across the country fill the void. This weekend's exercise looks to build upon the experiences Canada's Naval Reserve encountered as part of Operation Podium, providing port security at the Vancouver 2010 Olympics marine security efforts. This type of security can be very diverse, ranging from protecting infrastructure and foreign vessels to supporting local law enforcement.

As PO1 Kraemer guides us out first, I ask him how the craft handles.

"Oh yeah, lots of fun," he smiles cooly back at me.

Turning to starboard out of dock, we glide past a row of houseboats and head towards the distant Parliament buildings. As the



Ben Green, Lookout

A rigid hull inflatable boat team tour the waters of Victoria's busy Inner Harbour.

other RHIBs await command approval to cast off, PO1 Kraemer comments how arriving on the West Coast from Ontario for the weekend is like coming to a different country. A firefighter back East, he jokes that leaving the winter's white for the green of Victoria is equal to a paid vacation.

Standing beside him in the craft, I notice a red cord attached to his boot leading up to a switch on the control panel. Curious as to its purpose, he says the cord acts as a safety measure that will cut the engine if he is tossed overboard. With my agility at an all-time low in my pumpkin suit, and realizing I don't have a kill switch cord attached anywhere on my body, I nervously sit down and squeeze my camera a bit tighter.

As the other RHIBs eventually make their way past us, we shadow the teams for a few minutes making sure proper protocol is being followed. As they circle and head towards the harbour entrance, PO1

Kraemer keeps our port side snug against a row of yellow buoys. Acting like a road divider, the buoys allow for safe maritime passage concurrent with aircrafts coming and going. Right on cue, a Harbour Air plane soars past us and skims along the surface, its skiffs leaving a churning, white wake behind it.

Today's exercise requires the teams to survey the open water just beyond the reaches of downtown. While some teams are tasked over to Royal Roads in Colwood, a few exercise their pursuit techniques with some high-speed manoeuvres.

With nothing blocking the wind, the waters just past Ogden Point are choppy and throw our RHIB around like a piece of drift wood. Even with the engine off it's a struggle to steady the camera to take any shots.

As a frigid breeze skips off the water's surface and the clouds overhead threaten with a few lonesome drops, PO1 Nimchuk makes the call to return to base.

PO1 Kraemer leans slightly on the throttle, and the nimble craft, capable of reaching 30 knots, uses each wave as a launching pad. Holding on to a support bar with one hand and my camera with the other, the only thing that stops my giggling is the air being forced out of my lungs as we repeatedly smack back to the water. Twisting and turning sharply, the salty ocean spray soaks me within seconds. I grab my tuque and wrap it around the camera to shelter it from the onslaught of waves.

As PO1 Kraemer slows the RHIB to a gentle five knots, I realize my laughter is now audible. My hair stands on end, mucus drips down my frozen face, and my mint-flavoured gum is now a squishy salt chew.

As I rub the salt off my camera lens, I listen to the peaceful putter of the RHIB's engine as we return to *Malahat's* dock. Whoever said security is no laughing matter obviously didn't take a ride in one of these things.

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If you look closely you'll see members of HMCS Winnipeg's electrical department have found "Waldo." Winnipeg is now heading back to Esquimalt after spending a few weeks on exercise in Hawaii.

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Register soon for the TC 10K

Shelley Lipke
Staff writer

The clock is ticking down for the team registration in the 22nd annual TC10K. All teams must register by March 25.

Of the 20 teams that registered last year, 18 were military and race organizers are hoping to have even more from the base this year.

"We had a great variety of military teams last year," said TC10K committee member Claire Hoffman.

Create a funky team name, wear a silly costume, or set challenges and your team may win a category prize.

was really great. Overall, the atmosphere was one of camaraderie and support."

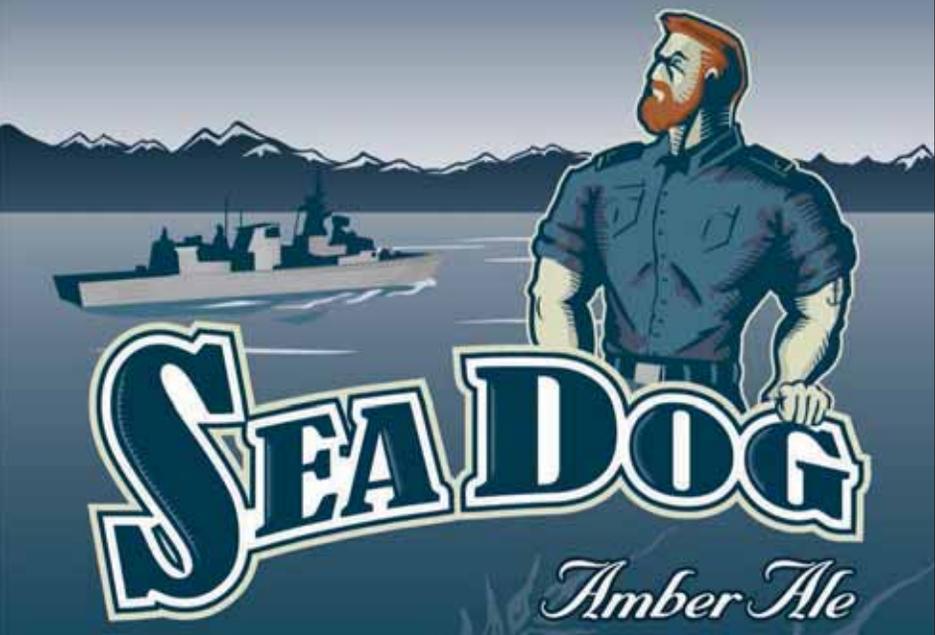
Form a team of 10 or more with your co-workers, friends, family and register today. Create a funky team name, wear a silly costume, or set crazy challenges and your team may win a team category award or the coveted team spirit award.

Registration is online at www.tc10k.ca.

Teams can register for the 10K route or the 1.5K kids run, which will be held on Sunday, May 1.

"We had members from the ships and from civilian teams such as PSP, MFRC and support teams, which

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Rubber, steel and paper necessary materials for HMCS Victoria

Ben Green
Staff writer

When most people think of submarine maintenance, they think of the nuts and bolts repair work on the inside and the outside of the vessel.

However, there is a team of equal importance working behind the scenes to ensure the work is to specific provisions.

On the second floor of Fleet Maintenance Facility's (FMF) Dockyard 250, the ringing phones and constant sidestepping of people running from cubicle to cubicle has a "New York Stock Exchange" feel. This is the "paper boat."

The Quality Document Section on this floor work with other departments to review and produce thousands of paper documents that include design specifications, test results, drawings, photos, certifications, and installations and upgrades.

Royce Bailey, acting work center manager HMCS Victoria Extended Docking Work Period, says between 30 and 50 per cent of the total work done for the sub is paperwork (the other 50 to 70 per cent being the actual labour).

The paper trail starts once a job has been estimated by the planners. All repair work must be documented to ensure there's accountability and it's done correctly.

Regulations drive the paper boat, and these paper documents come from NDHQ.

For one specific job, Bailey says they must go through thousands of pages, often boxes, just to ensure it is completed within the set standards.

"It's a huge amount going on, and if you aren't living it, most people have no concept," he says.

While some of the paper trail can be digital, most is not.

"The problem with 100 per cent digital is, at this point, we don't have the capability for individual signatures, we don't have the ability to stamp things," Bailey explains. "You lose some of the verification ability."

When a job is finally completed and all the necessary paperwork is finished, it's archived in a warehouse on DND property. Depending on the significance of the job, the paperwork is kept up to 10 years. If the job is on a first-level system of the submarine (a system that is directly connected with the safety of the vessel and its personnel) it's kept on file longer than if the job is on a non-first-level system (a system that is less critical).

Bailey says they are constantly shipping finished documents off to the warehouse, but at the moment they have around 19 filing cabinets and dozens of boxes full of paperwork sitting in their office.



Ben Green, Lookout

Sarah Gaudreault, a documentation administrative assistant, sifts through one of the many file cabinets stuffed full of documentation for work being done on HMCS Victoria.

With so many different FMF departments sharing information that contributes to the paper boat, Bailey says it's the constant flow of communication that allows them to keep on top of the mounds of paper beside their desks, literally.

Here's an example of the paper trail:

- The client, in this case NDHQ in Ottawa, sends the specifications for the job to the Ship's Service Officer EDWP (SSO).
- The specifications are regis-

tered by engineering and sent to the planners and estimators where they approximate the hours for the job and the work allocation.

- The planners and estimators create a job number and decide what phase the job will fall into (Removal, Overhaul, Installation, or Testing).

- The job is then sent to the Quality Documentation Section where they issue the specifications to the shops.

- When the shops complete the work, the Quality Documentation Section compares it with the original specifications to insure compliance.

- The specifications are then sent from the Quality Documentation Section to the Material Certification Team where they complete the Live File (checking the documentation of all current first-level items on the sub).

- From the Material Certification Team the job is sent to the Fleet Technical Authority (FTA) where they completely check all the files and conduct a risk assessment.

- If everything is completed properly according to the FTA (they represent Ottawa), they approve the job ready for launch.

- Finally, the job is sent back to Work Registry where they close the notification and the business on the job.

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Naval reservists

Ben Green
Staff writer

It was a typical winter's day in Victoria as heavy, low lying clouds threatened the Inner Harbour with rain. However, the weather did not deter naval reservists navigating the waterway in zodiacs; their wary eyes searching for threats during a port security exercise.

The sailors came from across Canada and were dispatched from *HMCS Malahat*, Victoria's Naval Reserve Division, into zodiac type patrol crafts where they navigated the harbour.

"The importance of the exercise is professional development and regenerative training of our sailors," said Cdr Doug Bancroft, Special Advisor to Naval Reserve HQ Quebec who sat in on the weekend's drills. "Also, it's used as identification and mentoring of personnel for command and senior billets in a port security unit."

Port security is a naval reserve responsibility.

When a port security unit conducts a routine interception of a small vessel... the initial conversation and first impression of the naval sailors is critical.

-Cdr Doug Bancroft

During the Olympics, this job was tested and honed in Operation Podium.

"One concrete example [from Operation Podium] is when a port security unit conducts a routine interception of a small vessel moving towards a controlled access zone, the initial conversation and first impression of the naval sailors is critical," said Cdr Bancroft. "Professional, polite, but clear and concise passing of information, and where needed, direc-



Photos by Ben Green, Lookout
The choppy water outside Victoria's Inner Harbour provided a perfect opportunity for teams to practice some high-speed maneuvers. *Inset:* RHIB teams toured the waters familiarizing themselves with the unique aspects of Victoria's busy Inner Harbour.

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tion, is essential to controlling the water space. During the exercise these lessons learned were reinforced by practise, practise, practise.”

Affording reservists the opportunity to complete hands-on training in a real environment led to what

Cdr Bancroft called a very successful weekend.

“Our sailors left with a feeling of having learned new things, and strengthened previous core skills,” he said. “For those of us from subzero, central Canada it was a pleasant few days on the warm

West Coast waters.”

One of 24 Naval Reserve Divisions in cities across the country, *Malahat* trains its part-time sailors to meet Canada’s maritime defence objectives while being an active part of the local community.



PO1 Mike Mitchell, HMCS Malahat

A/SLt Stephanie Maxim practices her aim with a C7 semi-automatic service rifle at the kneeling position. This practice for Naval Reserve members was in preparation for renewing their CF qualifications in small arms safety.

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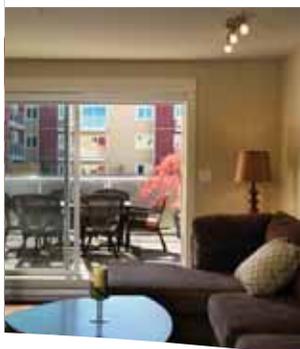
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COMMUNITY NEWS: MUSEUM CHANGES



Ben Green, Lookout

Museum staff use special gloves to maintain the integrity of the photos in this 90-year-old album, which was donated to the Naval and Military Museum on Feb. 11 by friends at Royal Roads University.

New artefact depicts base life of the past

Ben Green
Staff writer

Wearing white gloves to prevent the transfer of oils and moisture, Debbie Towell, curator of CFB Esquimalt's Naval and Military Museum, gently pulls the photo album from its case and begins to flip through the brittle pages.

Some of the black sheets are on the brink of crumbling to pieces, some photos already fading to a murky nothingness; the 90-year-old artefact is the museum's latest treasure.

"Part of the care is ensuring the paper is removed from its acidic background," Towell says as she carefully folds another page over. "As long as we have a sheet of acid-free tissue as a buffer between the photos and the acidic background, they should continue to last."

On Feb. 22, the album was given

to the museum from their friends at Royal Roads. The Colwood-based university has been playing caretaker of the artefact ever since it was donated to them by Gerald Beament in the mid 1980s. However, it was Gerald's father, Thomas, who was the photographer and creator of the album.

Thomas Beament was a graduate from the Royal Naval College of Canada in 1921, and during his time there he took dozens of photos complete with captions of names, faces, buildings, and activities. The college moved to Esquimalt after the Halifax Explosion of 1917. Closing in 1922, it moved to Portsmouth for almost 20 years until it was opened on the West Coast again in 1940 at Royal Roads.

When members at the university discovered the album they realized the photos were of Esquimalt Harbour and Dockyard, not their current location. Passing it along to the

base museum made sense.

"It's been a good partnership we've created in the last few years," says Towell, pointing to a photo of sailors playing tug-of-war on a grassy knoll, now the museum's parking lot. "Gradually we've been loaning them back artefacts too [after the military college closed in the mid 1990s many artefacts ended up at the base museum] so we've built that good rapport."

Carefully closing the album, Towell is grateful to add something to the museum that depicts a small window of quite obscure naval history.

"The album will remain part of our archives so the photos don't degrade anymore," she says. "We don't have too much material that documents when the college was here."

In the future the museum will scan the photos so they have a digital, and more permanent, edition of the album.

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Soldier writes "rock anthem"

Oskar Kostrzewa
Army Public Affairs

MCpl Elton Adams, of 1st Canadian Air Division Headquarters, is the composer, lyricist and performer of "Lock and Load (With Canada's Heroes)," a song that has the potential to become a rock anthem for today's Canadian Army.

"Music speaks to the heart and soul of everyone," says MCpl Adams.

Trained as a field artilleryman, MCpl Adams began to concentrate on song writing during pre-deployment training and subsequent deployments in Bosnia and Afghanistan. His songs have highlighted the efforts and sacrifices of Canadian soldiers during humanitarian and offensive operations.

His biggest hit in the CF community, "What a Soldier Left Behind," earned him both a colonel and a general's commendation. This led him to perform at many Support the Troops functions, including an opportunity to perform with Blue

Rodeo in Afghanistan.

Inspired by the troops

MCpl Adams was inspired to write "Lock and Load (With Canada's Heroes)" because he wanted to honour the efforts of Canadian troops throughout the last decade.

"These incredible young soldiers did not hesitate to venture into some of the toughest and most dangerous parts of the world, leaving their young families behind to handle the everyday burdens of the home front," he says. "'Lock and Load' is a new age, modern anthem that commemorates our new age military in every aspect. Just as our Canadian troops readied themselves to fight for the suppressed and our everyday freedoms, the song asks our public to also ready themselves for our returning soldiers in 2011."

"Lock and Load" is being released as Canada's mission in Afghanistan is making a transition from combat to training, and our soldiers are preparing to support those changes

and other on-going missions around the world and here at home.

Lock and load

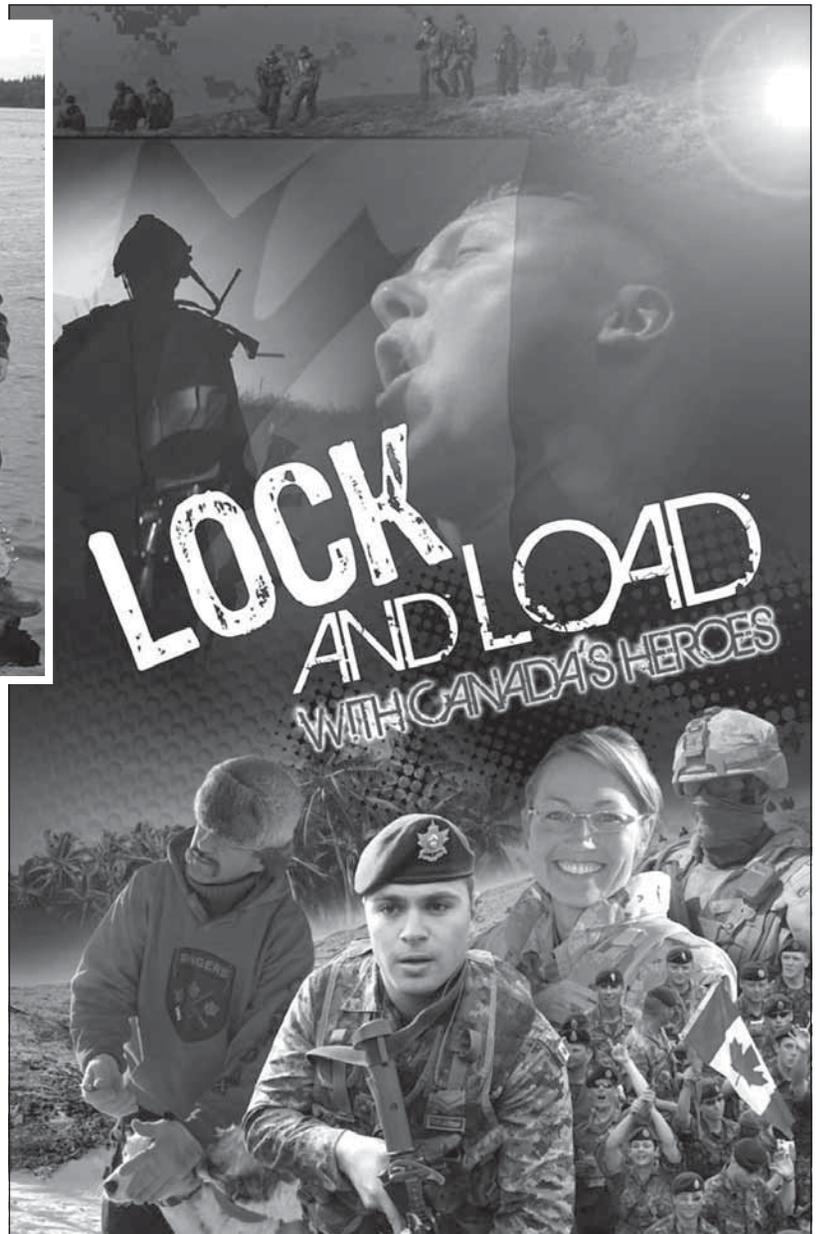
The origin of the phrase "lock and load" dates back to the First and Second World Wars, referring to the actions required to prepare a rifle for firing. "Lock" refers to the mechanism within a rifle that locked the hammer back in the cocked position, while "load" relates to the range command to load the charge and ball in a muzzle-loading musket.

In today's military, the expression holds new meaning, referring instead to being prepared for immediate action and ready for whatever comes next. As MCpl Adams sings in "Lock and Load," Canadians should all prepare to acknowledge and celebrate the outstanding contributions of Canada's heroes, our soldiers, at home and abroad.

Watch the video of "Lock and Load (with Canada's Heroes)": www.army.forces.gc.ca/land-terre/multimedia/video-eng.asp.



Above: MCpl Elton Adams with his guitar.



Right: This poster celebrates MCpl Elton Adams and his song "Lock and Load (with Canada's Heroes)."

Graphic by Joanna Gajdicar, Army News, Ottawa

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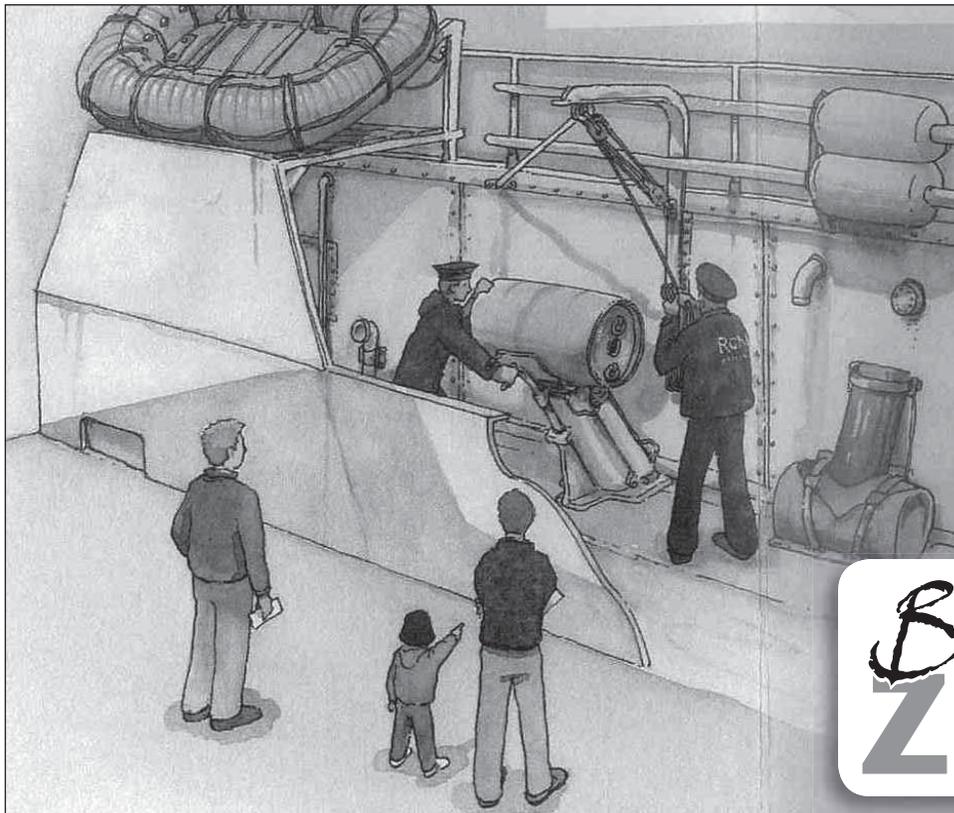
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Omicron's rendering of the museum's new depth charge thrower and Carley float exhibit. Instrumental in creating the exhibit were: LS Jarvis Rumbolt, LS Keith Neilson, LS Bill Grills, LS James Caldwell, and LS Clayton Mills. Bravo Zulu from Clare Sugrue, project manager, who researched the display extensively and coordinated its creation.



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Above: Cmdre Ellis presents PO1 Edwards a CDS Commendation for his efforts during HMCS Regina's interception of the migrant vessel Ocean Lady in 2009.

Below: Cmdre Peter Ellis and LCdr Bryant Trost promote LS Morin-Fortin to Master Seaman.



Above: Cmdre Ellis presents MS (Ret'd) Cash Hieland with the NATO non-article 5 with Africa Bar medal he earned during his time with HMCS Winnipeg in 2009.

Below: Cmdre Peter Ellis and Capt(N) Craig Baines promote Lt(N) Chris Nucci to Lieutenant Commander.

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Mike Chubey of Address Realty LTD



United Way Unit Awards

United Way awards for the 2010 GCWCC were handed out Monday, March 7, by Base Commander Capt(N) Craig Baines. The following is a list of the recipients.

GOLD: (80-100 per cent participation)

Community Builder Award: 21 + years at Gold Level

BCEO Property & Environment (22 years)

Platinum Award: 16 + years at Gold Level

Hydrographic Services Office (20 years)

Executive Branch (19 years)

Rocky Point

Ammunition Depot (18 years)

Platinum Award: 11 + years at Gold Level

Naden Band (14 years)

Dockyard Lab (12 years)

Formation Safety & Environment (11 years)

Gold 5-10 years at Gold Level

POESB HQ (10 years)

BAdm Language School (9 years)

5 BC Field RCA (Bay St. Armory) (8 years)

Sea Training (8 years)

Acoustic Data Analysis Centre (7 years)

BAdm Base Personnel Selection Office (7 years)

Quality Assurance (6 years)

NOTC (6 years)

NOTC (6 years)

Gold 1-5 years at Gold Level (small gold plaque)

CF Housing Agency (4 years)

Pacific Region Cadets (3 years)

JPSU (1 year)

BAdm Chaplain (1 year)

BAdm Accommodations and Messes (1 year)
 MFRC (1 year)
 HMCS Regina (1 year)
 BAdm (1 year)

SILVER: (60-80 per cent participation)

BAdm PSP
 BIS
 BCEO: Facility Support/ Graphic Imaging
 BCEO: Structural
 Crypto Support Unit
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BRONZE: (40-60 per cent participation)

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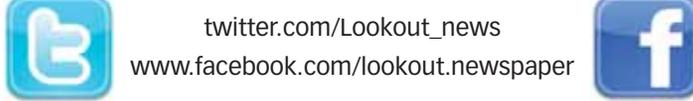
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Base MPs step up traffic enforcement

Ben Green
Staff writer

In the coming weeks, base traffic of all kind should be aware of the upcoming Military Police (MP) spring traffic blitz.

Whether you walk, bike, or drive, MP presence on DND property will make sure you're doing so responsibly.

"We regularly focus on different aspects of our mandate in an effort to raise our customers' awareness of certain issues, such as over the Christmas months when we step up enforcement on drinking and driving," says Maj Jason Quilliam, Naval Provost Marshal (Pacific). "Now that the weather is improving and we expect a larger portion of the Formation to be walking and biking, we want to ensure they are doing so safely and in accordance with the provisions within the B.C. Motor Vehicle Act."

Maj Quilliam says that a portion of their focus will be on cyclists' use of proper protective equipment and appropriate lights and reflectors. Following base safety guidelines, they'll also be enforcing the ban of wearing "ear

buds", such as iPods/MP3 players in the confines of HMC Dockyard. Adhering to these simple protocols is in the best interest of everyone associated with the base, he says.

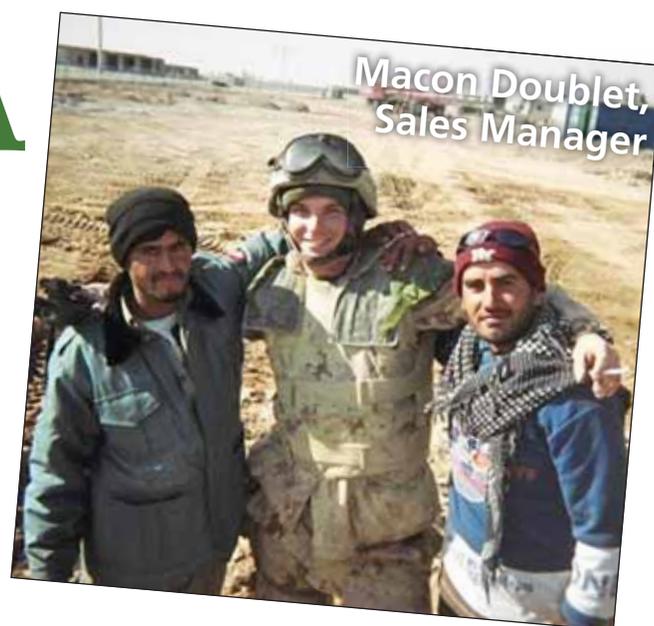
"The provisions within the Motor Vehicle Act exist for the safety of the public," he says. "Enforcement of these regulations forms an important part of our mandate of protecting our sailors, soldiers, and air personnel."

Driving through Victoria, an increase in overall police presence may be noticeable, but Maj Quilliam insists the enforcement on base is purely an MP-driven initiative. "Most police agencies across Canada do some form of spring safety blitz as the weather improves and more people take to the roads on foot and on bikes," he says.

The enforcement will include monitoring vehicle traffic and additional radar speed checks throughout CFB Esquimalt, including areas with Residential Housing Units.

"We want to make sure drivers are keeping a particular eye out for the increased foot and bike traffic they'll be seeing around the Formation," he adds.

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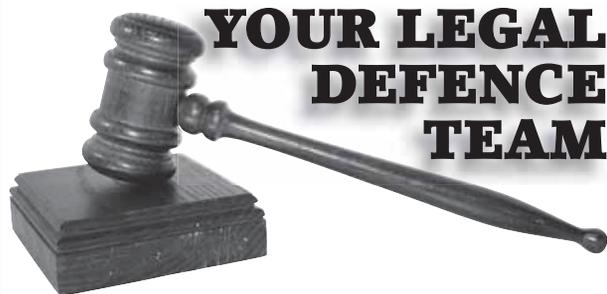


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