

LOOKOUT

MARPAC NEWS CFB Esquimalt, Victoria, B.C.

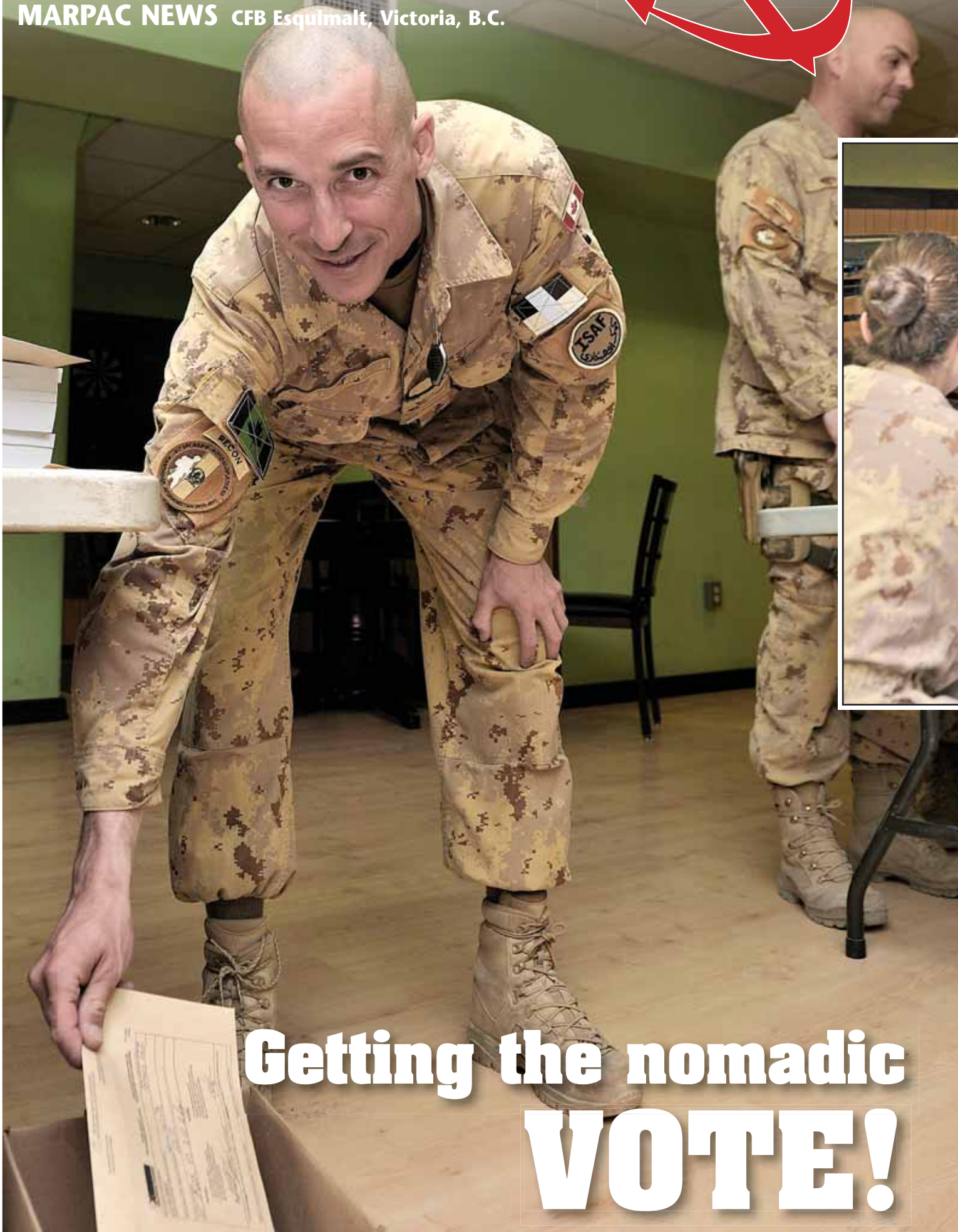


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Deployed troops vote from afar

Above: Cpl Frederic Roux is the first to vote at the Elections Canada advance voting polls at New Canada House in Kandahar, Afghanistan. The polls opened at 11 a.m. on April 18. Military members had from April 18 to 23 to vote.

Left: A military member completes his voting.

Cpl Tina Gillies, Combat Camera

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Expo excitement: May 5, Naden Drill Deck

Shelley Lipke
Staff writer

Health and safety issues are of paramount importance within CFB Esquimalt, and every year this is amplified during North American Occupational Safety and Health (NAOSH) week.

As part of that week, Formation Safety is holding an Expo in the Naden Drill Deck and surrounding parking lot that unites industry experts and suppliers with Formation employees.

On May 5, more than 30 vendors will showcase the latest in products and services.

Throughout the week, Marks Work Wearhouse's footwear van will visit Dockyard, Naden, Work Point and Colwood to showcase safety boots.

"This is an opportunity to see the latest footwear available and purchase it on site. Details of the truck's location throughout the week will be listed on the MARPAC notice board," says Jim Fisher, Formation Safety Programs Officer.

Statics base displays include:

- Port Operations
- Emergency Security
- Branch (POESB) marine emergency response equipment
- Base Construction

Engineering (BCE) heavy urban search and rescue unit

- 11 Field Ambulance
- Transportation Electrical Mechanical Engineering (TEME)
- Base Fire Department's aerial ladder display, and first aid and fire extinguisher training.

Extra blue boat and bus runs have been added to the schedule that day to get people to the event.

The Expo runs from 10 a.m. to 3 p.m. with music from Jack FM, free Serious Coffee and a fundraising barbecue for the base firefighter's hockey team to help them get to the

World Fire Fighter Games in New York this summer.

At 11 a.m. the Base Commander will open the event and present safety awards to base personnel.

NAOSH week begins on May 2 with a kick off pancake breakfast held at the D250 cafeteria.

"As part of the kick off we have several formation safety officers handing out the NAOSH wristbands at the Dockyard main gate to raise awareness," says Fisher. "Throughout the week other activities will be held at the unit level."

NAOSH week was formed from a Canadian initiative that was created in Newfoundland and Labrador in the late 1970s. This idea grew to become Canadian Occupational Health and Safety Week.

Then during the North American Free Trade Agreement (NAFTA) of 1996, the United States, and Mexico adopted it, and NAOSH week was officially launched as an agreement between the three countries to host a week in the workplace dedicated to expand knowledge of safety for employees.

It brings safety to the forefront and reminds production workers that safety is a key element in the stream of production.



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Battle of the Atlantic Sunday

Sea to sentry, sailor to stand guard at Ottawa cenotaph



Ben Green
Staff writer

The statuesque pose LS Derrick Siska will strike come May 1 will be a solemn gesture of remembrance for those lost in one of the world's most epic battlegrounds.

The electrical technician on board *HMCS Vancouver* is one of three sailors selected from the entire Canadian Navy to act as sentries for this year's National Battle of Atlantic Ceremony in Ottawa.

"I was nominated last year and my boss told me he wanted to nominate me again," says a smiling LS Siska. "He sent off a biography and I forgot all about it for a little while. I came back from leave and I had all these congratulatory emails waiting."

VAdm Dean McFadden made the announcement last month, which didn't leave much time for LS Siska to prepare. Digging into the history of the ceremony, the battle, and what his personal

responsibilities will be in the nation's capital has left him nervously excited for the tasking.

"The sentries at the cenotaph, it's very symbolic," he says. "I've never done this type of ceremonial drill before."

LS Siska was awarded the honour due to his above-and-beyond approach throughout his eight-year career.

"[The nomination], it's massive," he says. "It would get pretty mundane at times if I just did what was required of me. I didn't do it for the recognition; I just try to do it on a regular basis."

He'll represent Maritime Forces Pacific, and be joined by the other two sentries, one representing Maritime Forces Atlantic and one representing the Naval Reserves. LS Siska is also having his wife flown out for the week to accompany him on a few other events he'll be attending through the position.

The ceremony will be held May 1 at the National War Memorial in Ottawa.



LS Derrick Siska

The annual ceremony looks to remember the longest battle of the Second World War over the Atlantic Sea lanes. While the exact figures remain debated, Veterans Affairs Canada says more than 2,000 navy personnel, 1,700 merchant vessel personnel, and 700 Royal Canadian Air Force crew were killed during the battle. For every seven people that served in the region, one was killed or wounded.

Local ceremony at Ship Point statue

The site of the "Homecoming Statue" on Wharf Street will be at the centre of the Battle of the Atlantic commemorative service on Sunday, May 1 at 10:30 a.m.

Immediately following the service, a second sculpture will be unveiled, representing a veteran sailor of the Royal Canadian Navy as Canada's Naval Service was known from 1911 to 1968.

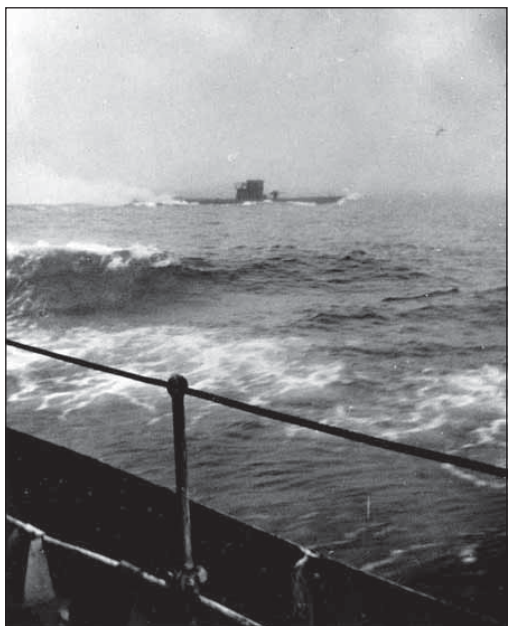
Serving military personnel, veterans of the Royal Canadian Navy (RCN), the Royal Canadian Air Force, the Canadian Merchant Navy and others will parade from the intersection of Yates and Wharf Streets to Front and Government Streets and form up on Wharf St. in front of Homecoming Plaza to mark the end of the

longest battle of the Second World War.

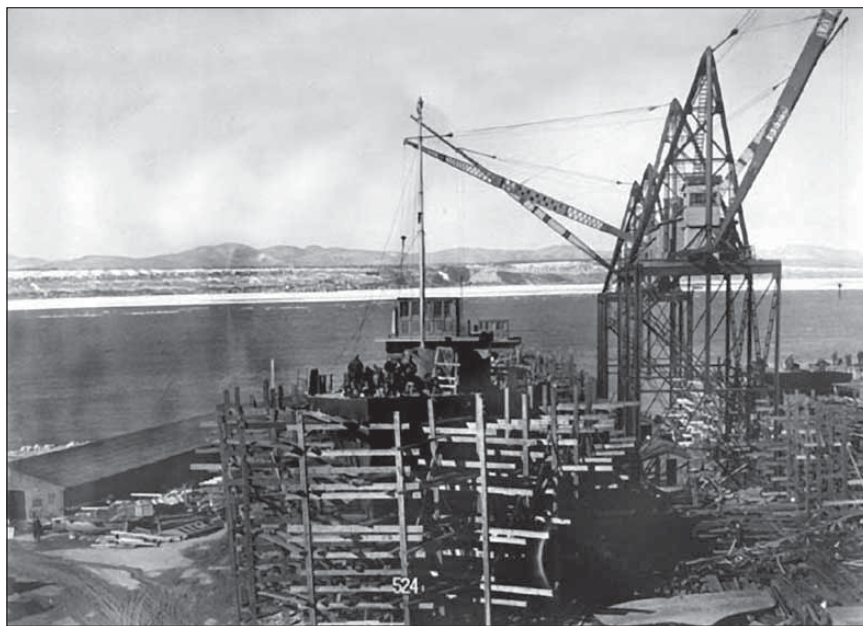
Led by the Naden Band of Maritime Forces Pacific and veterans, the parade will include more than 200 men and women from CFB Esquimalt, ships of the Pacific Fleet and Naval Reserve Division *HMCS Malahat*. Members of Royal Canadian Sea Cadet Corps "Rainbow" of Victoria, "Beacon Hill" of Colwood, and "Admiral Budge" of Sidney will represent Victoria's youth.

The service begins with an address by RADM Nigel Greenwood, Commander Maritime Forces Pacific, and includes representatives of local veteran's groups.

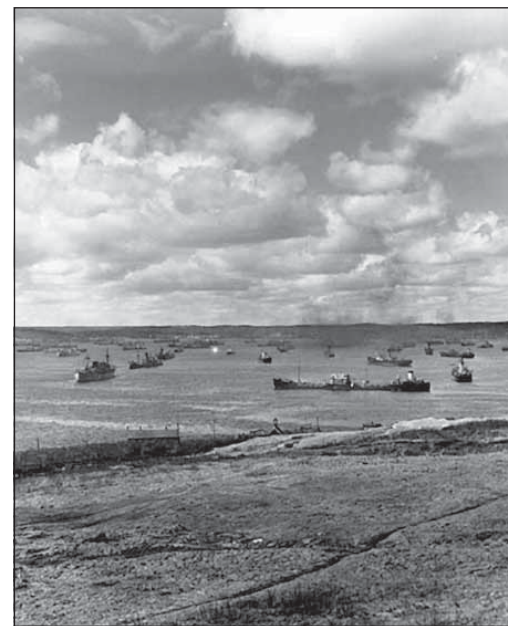
On Sunday, HMC Ships in harbour will "dress overall" from sunrise to sunset to mark the anniversary.



G.E. Salter. Department of National Defence / National Archives of Canada, PA-037443.
German U-boat U-210 seen from *HMCS Assiniboine* on Aug. 6, 1942.



National Defence Image Library, PMR 83-1674
Building a corvette at Davie Shipbuilding in Lauzon, near Quebec City, April 1941.



Department of National Defence / National Archives of Canada, PA-105262
A convoy of merchant ships assembling in Bedford Basin, Halifax, April 1941.

matters of OPINION

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FILM *friday*

Parrot peaks in "Rio" performance as Blu

W. Andrew Powell
The GATE

Opening in theatres: Jesse Eisenberg voices the parrot Blu in the animated comedy, *Rio*, and Neve Campbell returns for the latest instalment of Wes Craven's slasher franchise, *Scream 4*.

Rio

Cats, dogs, rats, and all manner of pets and wild animals have been featured in all kinds of animated movies over the years, but parrots don't get a lot of love on the big screen unless they're on the shoulder of a pirate, and even then they tend to be a bit one dimensional.

Director Carlos Saldanha, best known for his *Ice Age* films, takes to the streets of Rio in this animated story that finally gives our feathered friends some screen time, with a big environmental message at the same time.

Jesse Eisenberg stars as the voice of Blu, a blue Macaw who was captured as a baby in the jungles of Brazil and ended up as a pet in a small town in Minnesota where he was lovingly raised by the bookish Linda, voiced by Leslie Mann.

Through some miracle that is never explained, a Brazilian parrot scientist and preservationist named Tullio, voiced by Rodrigo Santoro, shows up at Linda's book store to convince her to bring Blu to Rio because he is the last known male blue Macaw in the world, and they already have the last known female. The hope is that the two will fall in love. But when Blu finally meets the feisty beauty Jewel, voiced by Anne Hathaway, a team



Linda and her best pal, a rare macaw named Blu, enjoy a morning ritual.

Photo courtesy of Blue Sky Studios

of smugglers captures the two rare birds and plans to sell them to the highest bidder.

As Linda starts looking for her treasured friend with the help of Tullio, Blu and Jewel manage to escape the smugglers and go on an adventure in the streets of Rio as Carnival begins.

Capturing Rio and the jungles of Brazil in all its picturesque beauty, and a little bit of its grime as well, Saldanha's animated film is lively, colourful, and beautifully rendered with a fun, touching story that left me smiling and laughing all the way through.

Eisenberg's Blu is a sweetly innocent brainiac of a bird, with a measure of courage, and his journey through Rio is eye-opening, as is his budding relationship with the spirited Jewel. Eisenberg once again proves himself as the perfect star for this sweet and musical film,

and while Hathaway has some great moments, she didn't really stand out for me as much as some of the other characters, like the surprisingly interesting Toucan Rafael, voiced by George Lopez, or Jamie Foxx's canary character, Nico. Even will.i.am's Pedro ends up stealing some of the show from Hathaway. I think it's safe to say that a lot of Jewel's best moments come down to the animation, whether you blame that on the script or not, while I think Eisenberg's voice work adds a lot of flavour to the character.

The film has some eye-popping moments, especially during the musical scenes, with overall good animation that perfectly captures the movements of parrots and birds, but there is not a lot of unique character or flavour to the animation. The story could have used a little more energy and thought too, but the characters

are so endearing, and the pace is so captivating, with quick-paced music to match, that it's easily forgivable.

Rio is a delight, and as a parrot owner myself, I appreciate all of the touches that were put into the film's story and characters, and I also agree with the underlying message that seems to speak out against keeping parrots as pets. While they can make wonderful companions, too many are taken from their natural habitat, and most of these animals are far too clever to be kept happy in a cage.

Scream 4

Director Wes Craven has resurrected the *Scream* franchise once again, bringing familiar and new faces together as the masked killer Ghostface returns to Woodsboro for a bloody killing spree as Sidney Prescott, played by Neve Campbell, comes home for a visit.

Co-starring David Arquette and Courteney Cox once more, as Dewey and Gale, the *Ghostface* of *Scream 4* has changed since the last time, and the killer is now twisting up their film references with horror remakes and modern slasher films, which forces the survivors to band together to try and defeat the maniacal killer.

All I can say is, really, what year is it? 1996? That's the only way I can explain how Canada's own Neve Campbell has top billing on a new film. Either that or a film executive seriously felt like throwing the actress a bone for old time's sake. On top of that, can someone remind me what happened in *Scream 2* and *3*, because everything since the original film is pretty much a blur now.

Not surprisingly, many of the more serious critics had a hard time finding anything to like about *Scream 4*.

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Road to health made easier

Shelley Lipke
Staff writer

The road to a healthier you starts May 1 with the month-long Formation Health and Wellness Challenge.

The challenge is open to everyone at CFB Esquimalt, and focuses on the four Health Promotion priority areas: active living and injury prevention, addictions free lifestyle, nutrition and weight wellness, and social wellness.

"It's a great opportunity for people to tweak minor aspects of their life to benefit their health," says Health Promotion Director, Maryse Neilson. "You don't have to be out running a marathon, but instead paying attention to the little things. It's 31 days to a healthier you."

To join up, simply grab a log booklet and start recording your healthy habits. There are 20 opportunities to live well each day, such as get at least seven hours sleep, eat at least five servings of vegetables, and drink eight glasses of water.

Follow the Low Risk Drinking Guidelines, connect with friends and family, remain calm in a stressful situation, and refraining from using tobacco are several other ways to collect points and develop a healthier you.

"There are 31 additional bonus activities like attending the launch party on May 2, and walking or running the TC 10k on May 1.

The kick off party is Monday, May 2 from 11:30 a.m. to 1 p.m. at the field behind the Naden Athletic Centre. Thrifty Foods is providing a healthy lunch and Aura Fitness is conducting a 10-minute boot camp. Radio station Jack FM will be on site and the Admiral, Base Commander and Chief of Staff will be there to launch the challenge.

Log books are available through your Unit Health Promotion Representative, or at the MFRC, CPAC, Dockyard or Naden Gym, or phone 363-5621 and Health Promotion will send you one.

It's done by the honour system and is very self-directed.

Prizes this year are Thrifty Food gift cards of \$500, \$300 and \$100, and Aura Fitness is giving away two \$800 exercise and nutrition packages. The back of your log book has a ballot; to enter the draw you must complete the challenge. It's not about being the healthiest or fittest, it's a random draw for the top seven prizes.

The draw will be held on Friday June 10 at the Naden Athletic Centre at 8 a.m.

IPSC has a new home in Naden

Cdr Barbara Clerihue
JPSU

Something is afoot on the second floor of building N30. Once a "sleepy hollow" of museum storage, the space above the Base Orderly Room (BOR) is being transformed into the new home of the Integrated Personnel Support Centre (IPSC), Esquimalt.

The IPSC is one of three service centres run by the Joint Personnel Support Unit (Pacific) (JPSU(P)). In addition to Esquimalt, the JPSU(P) has IPSCs in Vancouver (in Jericho Garrison) and Comox (opening for full service in building 22 on Sept. 1, 11).

The mission of the unit, and the IPSC, is to ensure the coordination and facilitation of standardized, high quality, consistent admin-

istrative and personal support during all phases of recovery, rehabilitation, and reintegration on return to service or transition following release, for all injured and ill Canadian Forces members and veterans, their families and the families of the deceased. The model used is integrated and individual-centric, and the IPSC a "one stop shop" for the support of ill and injured CF personnel.

At the IPSC Esquimalt service personnel, veterans and families of ill, injured and deceased service personnel can receive personalized information and services from a team of personnel, which include DND client service and Return to Work coordinators, Veteran's Affairs, MFRC, OSISS, case management, SISIP, and adaptive fitness.

The team also has links to numerous local, regional and national organizations that can be accessed for emotional, financial and educational support.

The service center caters to both referrals and walk-in clients, to long-term injured personnel and to members considering retirement. It responds to queries from family members regarding support services and programs for ill and injured personnel, and provides referrals as appropriate.

On the DIN information about the JPSU(P) can be found at <http://esquimalt.mil.ca/JPSU>. To access the IPSC services, drop by the second floor of N30 (main reception accessed from the parking lot BOR entrance, ramp access for those with mobility issues at the rear of N30) or call 250-363-4477.

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OS Sonja Allison-Ryan is the 2010 Sailor of the Year. She was awarded a plaque on board HMCS Ottawa from Capt(N) Paul Dempsey, who congratulated her and spoke of her dedication to the navy, sports and the community.

Shelley Lipke, Lookout

Top honour bestowed on local sailor

Shelley Lipke
 Staff writer

The 2010 Sailor of the Year knew in Grade two that she wanted to join the navy.

Back in hometown Cannington, ON, OS Sonja Allison-Ryan remembers sailors coming to her classroom for a presentation, and knowing afterwards the navy was her destiny.

Now, into her third year as a sailor, 21-year-old OS Allison-Ryan has demonstrated her passion by earning the elite award.

Capt(N) Paul Dempsey, Deputy Commander Canadian Fleet Pacific, presented the award on board HMCS Ottawa April 14 in the presence of her father and uncle

and invited guests.

"It is definitely a privilege. To come away with an accomplishment like this only being in for three years is an amazing accomplishment. It's definitely a surprise that I'm very proud of. I feel I can only go up from here," she said to the crowd. "I'd like to thank my friends and family who have always believed in me and said I could do this. If it wasn't for them I wouldn't be here today."

She remembers being on her QL4 course in Halifax when she found out she had won this award. "I was shocked and a smile came across my face, and I called my friends and family as I was excited. My father and his girlfriend flew in from

Toronto to attend today and my uncle came from Vancouver."

The Ordinary Seaman is a Naval Electronic Sensor Operator, and was first nominated for Sailor of the Quarter because she continuously helped out every department in the ship.

"There were lots of little jobs on the ship when we came out of refit and I volunteered my time to help in many areas. I liked helping out the bosuns hauling lines, and I did my best to bring the ship back to ready duty."

Her supervisor PO1 Corey Lange was impressed, as was bosun MS Mark Roberts, and soon her name was entered into Sailor of the Quarter.

She also volunteered at an senior's home and has a superb fitness record.

"Fitness for me is a release. There is nothing more exhilarating than having that run with motivating people. We have a great motivator on the ship, MS Al Kobayashi. He has previously won sailor of the quarter and got to fly with the Snowbirds. He's the leader of the endurance team training we have on board and he's the guy that when you think you can't push any harder, he will push you even further."

For Sailor of the Year, she gets her own parking spot in Dockyard, a plaque, an online gift of her choice, and lunch with the Capt(N) Dempsey.

Wake up in the morning

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Giddy up with Calgary cowboy up

Shelley Lipke
Staff writer

HMCS Calgary's crew is encouraging the cowboys and cowgirls of the Formation to dust off their Stetsons and cowboy boots and polish up their biggest belt buckle in preparation for the 16th annual Cowboy Up event.

On May 13 at 5:30 p.m. this popular evening will be held at the Naval Officer Training Centre Gunroom.

Normally it's held on the ship's flight deck, but with the ship in refit the crew had to look for a new location to set up the hay bales, mechanical bull and country western band.

"We are raising money through the fee associated with the mechanical bull ride and the silent auction for the Victoria Children's Make a Wish Foundation and the City of Calgary's Children's Burn Unit," says bridge watchkeeper, Lt(N) Nic Stankov. "This event is significant

because the Friends of Calgary support the ship year in and out, and it's an opportunity for us to thank them and build a strong relationship. It's also great to recognize the sailors and their families and the hard work they put in through the year, and a way for us to raise money for these charities at the same time."

Invitations have gone out to the Friends of Calgary and previous crew members of the Formation.

During the day, the Friends of Calgary will take part in a golf tournament, while Calgary's crew has a sports day at the field in front of the base hospital.

Personnel Support Programs will help facilitate the day with softball, volleyball and ultimate Frisbee, and Jenner Chev Olds has donated their barbecue truck for the crew.

Then dinner celebrations at the Gunroom will include a catered event.

COMMUNITY: LUNCH AND LEARN

Kids and divorce film

This month's Lunch and Learn on Friday, April 29 at noon, Health Promotion presents: *Kids and Divorce: For Better or Worse*.

This one-hour special examines the emotional and legal aftermath of divorce, seeking to find out what's best for the kids.

In their own voices, parents and children tell their stories of facing divorce's fallout when life continues as usual but nothing is ever the same again. With the help of nationally-recognized experts from both Canada and the U.S., *Kids and Divorce* explores the pros and cons of joint physical custody, looks at efforts to reform how custody is decided in the current judicial system, and examines how divorce education programs are helping both parents and kids.

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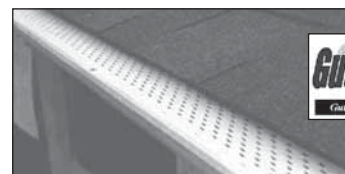
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City Fuel Consumption Rating**	7.1 L / 100 km 1.8 L turbo engine and 6-speed manual	7.4 L / 100 km 1.8 L engine and 5-speed manual	7.5 L / 100 km 1.8 L engine and 5-speed manual	8.1 L / 100 km 2.0 L engine and 5-speed manual
Standard Air Bags	10	6	6	6
Passenger Room	2079 L	2574 L	2000 L	2000 L
Headroom Front / Rear	986 / 963 mm	1001 / 951 mm	985 / 940 mm	967 / 933 mm
Legroom Front / Rear	1074 / 896 mm	1072 / 876 mm	1059 / 921 mm	1006 / 919 mm
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Powertrain Warranty†	5-year / 100,000 km	5-year / 100,000 km	5-year / 100,000 km	5-year / 100,000 km

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Ben Green, Lookout
 LCol (Ret'd) Doug Foreman (left) and his son Scott are joined by standout goalie Butch Boucher (centre) after their semi-final win at this year's Beaver Cup hockey tournament.

Beaver Cup entertains rivalries

Ben Green
 Staff writer

It was only fitting that one of Canada's symbolic animals rests upon the trophy for Canada's favourite game.

Last Friday, April 15, saw the annual Beaver Cup hockey tournament come to a close at CFB Esquimalt's Wurtele Arena.

The tournament sees engineering departments from bases all over the Pacific region put together squads in hopes of obtaining the beautifully carved trophy and bragging rights for the year.

This year saw seven teams participate including two from Base Construction Engineering (BCE) Esquimalt. The other teams were Comox Firehall, Comox BCE, 1 Combat Engineer Regiment (CER) Edmonton, 41 CER Calgary, and Engineering Sappers, a team comprised mostly of retired engineers from Esquimalt.

In an interesting twist, Sappers team representative LCol (Ret'd) Doug Foreman was teamed up

with his oldest son Scott, but found himself squaring off against another son, Sgt Ian Foreman from 1 CER Edmonton. It seems the duo fared slightly better over the three-day tournament as father and first born played their way to this year's final.

Behind the timely stops of goalie Butch Boucher (64 years young and not even the oldest on the team) the Sappers made an inspiring run to the championship game against Comox Firehall.

"You can't beat it, [the young guys] pump you up," said Boucher, who took home four game Most Valuable Player awards. "You can't help but try your best and show you got something

left in the tank."

Boucher, who still works a few days a week at Fleet Maintenance Facility Industrial Engineering, says the young guys from Comox Firehall eventually wore them down with their speed and skill in the final. And, with Boucher having to sit the game with a right hip ailment, Comox doubled-up the Sappers 10-5 to hoist the Beaver.

Still, for a team that carried six players over the age of 60, a run to the final is a victory in itself.

The Pacific Region Beaver Cup is an annual engineering hockey tournament started in Comox back in 1988. Teams vary in size and skill level with players ranging in their 20s to their 60s.



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Belmont Park reunion in June

Ben Green
Staff writer

As the thermometer rises this summer, the clocks will turn back as former Colwood residents return for the Belmont Park Reunion 2011.

Late June will see former Belmont Park residents, all who lived in the area in the 1960s, 70s, and 80s, gather for a weekend of socializing, reminiscing, and catching up.

Mark Phoenix, who spent 18 years in the neighbourhood, is one of five people coordinating the event, which looks to connect both the civilian and predominantly military families that called the park home.

"There's not a lot of us that stayed in Victoria. I probably kept in close contact with maybe half a dozen [childhood friends from the area]," says Phoenix. "We're always saying how cool it would be to have a reunion."

Brenda Knapik set up a Facebook page to test the waters of who might be interested. Posting old photos of friends and stomping grounds, it was only a matter of time before people were sharing stories and adding their own memories. Through word-of-mouth, their page on the social media site grew to a few hundred people in just a few short months.

"There are people talking to people who haven't seen each other in 35 years," laughs Phoenix.

Phoenix is hoping between 30 and 50 people will commit to a reunion from all over Canada and the U.S.

Some confirmed attendees are siblings of four or five that are meeting in the same place

for the first time since leaving Colwood.

"We [even] have some of our teachers from John Stubbs Memorial School," he says. "One of our favourite science teachers, Paul Rothe, and his wife has signed on. He was so elated he was doing this, he was such a nice guy."

The reunion will kick off on Friday, June 24, with a meet and greet at Crossroads Bar and Grill at 6 p.m.

Late Saturday morning, June 25, a few rounds golf at the Juan de Fuca pitch and putt will pave the way for the big dinner and dance later that night. Starting at 5 p.m. out at Colwood Pacific Activity Centre (CPAC), attendees will get to hit the floor and enjoy a catered dinner. Tickets will cost \$55, \$30 for drop-ins after 7 p.m. The evening will see a variety of raffle prizes available including a one-night stay at Chateau Victoria.

The final day, Sunday, June 26, will see the group stroll through Belmont Park, something some of them haven't seen in over 40 years. The group will meet at CPAC around 11 a.m. as some have flights scheduled later that day.

Phoenix is excited that so many people are willing to celebrate the community they all called home.

"It was such a protected place to live," he says. "The little tight knit community, it was nice. We all have great memories of the lagoons, the bonfires, and the parties."

Any profit after covering the costs of the reunion will be donated to CPAC he says. Anyone that is interested in attending or would like more information can call Phoenix at 250-389-6008.

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Local Cub troop climb and clamber through warship

Ben Green
Staff writer

Dressed in brown, badge-covered shirts and blue and orange scarves, kids from the 10th Juan de Fuca Cub Scouts would have made any basic training instructor proud as they filed into two lines and followed guides around CFB Esquimalt last Friday.

A chorus of "Ooooes" and "Ahhhes" followed the group of 23 Cubs and nine parent chaperones as the kids spent their pro-d day discovering the Canadian Navy. Led by Cub Scout Leader Rick Wilson, an electronics technician from shop 153, the first scheduled stop was a tour of *HMCS Vancouver*. The group was greeted on the frigate by Sgt Ken Munro, a senior firefighter on board and host for the morning.

Mustering just below deck for a few safety checks, everyone became familiar with the emergency alarms in case a situation suddenly came up mid-tour.

The two hours on board flew by as the group toured the ship's various levels, stopping at the operations room, the Wardroom, the bridge, and finally the Chief and Petty Officer's mess for a quick snack.

"I think it's a fantastic opportunity for kids of this age to see what the navy does at port and at sea, and the contributions the Canadian Navy does for Canada on a daily basis," said Michelle Harris from *Vancouver's* portside bridge-wing. One of the parent chaperones, her daughter Sarah McCormick enjoyed learning about the various naval trades.

As the morning finished, the group gathered with Sgt Munro and a few other crew members for a photo on the brow. After many thanks, the group hurried off to B jetty where Orca-class vessels PTC Wolf and Grizzly were waiting to take them out to sea.

"LCdr Chris McKelvey and LCdr Ralph Underhill were caught a little off guard the month previous when we talked about my little problem," said Wilson. "How do I get 23 little ones and nine adults across Esquimalt harbour on a Friday around noon?

I think it's a fantastic opportunity for kids of this age to see what the navy does at port and at sea.

-Michelle Harris
Parent chaperone

But thankfully they volunteered the services of two ships to get us there."

With around two hours until the group had to be in Colwood for their final stop, they split into two sections and boarded the Orcas. Gliding out of the harbour into the nearby strait, the Cubs experienced one of the best traditions in the navy – soup.

After eagerly gobbling down the clam chowder, the groups made their way up to the bridge wings in each Orca to watch a fun game of cat and mouse between *Wolf* and *Grizzly*.

The Cubs took turns getting their pictures taken in the captain's chair (upon invite of course) and with a new friend they had picked up for the sail - Oscar, the man overboard dummy.

At Colwood's Damage Control School, the day's final stop, PO1 Fogarty lead the pack upstairs for an introductory presentation by Lt(N) Roger Grove, Division Commander. Then the group split up once again to see both the flood tank simulation and the fire simulation rooms.

In the flood room, PO2 Benny French explained how sailors use shoring and other means to plug holes in the hull until permanent repairs can be made.

As the room began to fill up, one Cub yelled, "Look at all that water. How can you stop all that?"

After demonstrating how the shoring works, it seemed the parents were more amazed than the kids at the quick and efficient job three sailors can do.

After reuniting with the other group, the Cubs were treated to Cpl Greg Bedford putting out the flames on the helicopter simulation pad. The pad has the simulated skeleton of a Sea King helicopter, which they ignite to train crews in how to deal with a downed helo at sea.

Cpl Greg Bedford warned the group, who were standing at a safe distance, that the fire was

still going to be very hot. As the helicopter was ignited a wave of excited laughter passed over the Cubs.

Eight hours had passed but the excited chatter between kids and adults alike was a good indication the day was a success.

"Between learning that the heads are a bathroom and a bulkhead is a wall, the kids learned the military is full of really cool people that will go out of their way to make a kid, or a kid at heart, smile," said a slightly tired looking Wilson. "The entire day was filled with smiles and laughter. The day's events have definitely left their mark with all the kids."

Rick Wilson and the 10th Juan de Fuca Cub Scouts would like to thank CPO1 Dexter Goulding, Sgt Ken Munro, LCdr Chris McKelvey, LCdr Ralph Underhill, PO1 Darren Fogarty, PO2 Benny French, Cpl Greg Bedford, and all those who helped out making this a day to remember.





On Friday, April 15, Cubs from the 10th Juan de Fuca Scouts spent a day at CFB Esquimalt experiencing a variety of navy trades.

The 23 Cubs and their chaperones started the day off with a guided tour of HMCS Vancouver. Afterwards they went for a sail on Orcas Wolf and Grizzly, eventually being dropped off on the Colwood side of the base.

There they experienced all that the Damage Control School has to offer, including getting wet in their survival tank.

photos by Ben Green, Lookout



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HISTORY: BATTLE OF THE ATLANTIC

The battle to keep the sea lanes open

The Battle of the Atlantic was the longest, single campaign of the Second World War. When the waves calmed and the gun fire finally ceased, an unsettling amount of casualties were all that remained - 784 German U-boats with 28,000 crewmen, 2,603 Allied merchant ships, 175 naval vessels, 40,000 Allied lives, and 26,000 civilians.

"To the casual observer, World War II was won on land, but the key to victory was actually the Battle of the Atlantic," says author Mac Johnston in his latest book *Corvettes Canada*. "It was control of the seas that allowed the Allies to fight on the land in Europe and in the air. The Atlantic lifeline was then, as now, the foundation of Western security and defence."

Even the strong and defiant leader Winston Churchill commented on the magnitude of the Atlantic battleground in his post-war memoirs.

"The Battle of the Atlantic was the dominating factor all through the War...the only thing that ever really frightened me during the war was the U-boat peril."

He went on to elaborate that not only did the convoys deliver war materials to fight the enemy, but also supplied the basic necessities of life to the people of Great Britain.

Unknown to most Canadians, Canadian industry, and more specifically, the Canadian people put forth an unbelievable war effort:

- 4 destroyers
- 70 frigates
- 123 corvettes
- 122 minesweepers
- 398 merchant vessels
- 3,600 specialized craft (landing craft, motor torpedo boats, etc.)
- 4,000 trucks per week
- 450 armoured vehicles per week
- 4,000 military aircraft per year (Harvard trainers to Avro Lancaster bombers)

The Park Steamship Company was formed so all Canadian merchant shipping fell under one umbrella.

Federally, the Canadian government also allotted three quarters of a billion dollars in indirect support producing ammunition, guns, radar sets, rifles, synthetic rubbers, and veneers, which utilized the newly invented plastic to coat

items for preservation.

For Canada, the Battle of the Atlantic began in the evening hours of Sept. 3, 1939, with the sinking of the British passenger liner *SS Athenia* just north of Ireland at the hands of the German submarine U-30. It was literally within hours of receiving the order to "commence hostilities" following the German invasion of Poland, and subsequent declaration of war by France and England, that U-30's captain made the fateful call.

Of the 1,300 passengers, 113 lost their lives including four Canadians. One of those, 10-year-old Margaret Hayworth from Hamilton, Ont., was touted symbolically as Canada's first war casualty. Though Canada was now officially on a war footing, it would be another week before a declaration of war came from Ottawa.

At the outbreak of war, though expansion plans were in place, Canada's Navy comprised of 13 vessels - six relatively modern destroyers, five minesweepers, and two training vessels. All of this equalled a standing strength of just 1,774 personnel. A further 1,912 were also available from the Royal Canadian Navy Volunteer Reserve (RCNVR), the Royal Canadian Navy Reserve (RCNR), which was made up of merchant seamen, and the British Columbia Fisherman's Reserve.

On Sept. 16, 1939, less than a week after Canada's declaration of war, the first convoy, HX1, departed Halifax carrying war materials and food. The 18 ships in the convoy were escorted by HMC ships *Saguenay* and *St. Laurent*. They would be the first of more than 25,000 merchant vessels that would sail the North Atlantic under Royal Canadian Navy (RCN) escort.

Pre-war planning saw the Canadian government order eight modern destroyers from the British's successful 'Tribal' class. Due to production delays and higher priorities, only four were delivered to the RCN during the war with the last four being constructed in Canadian shipyards at war's end.

Continued on page 15

Lawyer brings occupational skills and hockey to Afghanistan

Ben Green
Staff writer

Maj Warren Fensom will be 60 this July; still young by today's standards, ancient in lawyer years.

The prairie boy from Rosetown, Saskatchewan, has spent over half his life arguing the problems of others, the past 14 years of those in a Canadian military uniform.

"I joined the Canadian Forces when I was 47, a great midlife crisis for a trial lawyer," he says. "I was tired of dealing with the problems of others; I thought law of armed conflict was really interesting."

After 13 weeks of basic training with "the kids" less than half his age, Maj Fensom found himself crammed into a billet in Eastern Europe; the inside of a courtroom a distant daydream.

"Within two months of my formal entry into the Canadian Forces I was deployed to Sarajevo in a NATO billet," he says. "It was predicted to be benign- the Kosovo Air Campaign started one month later."

His military exploits have continued to be just as exciting as those first few months. Whether chasing pirates off the coast of Somalia with *HMCS Winnipeg* in 2009, or being attached to

Joint Task Forces Games, military support for the Vancouver Olympics last year, it's clear Maj Fensom avoided the monotonousness of the average life.

Now in the twilight of his service, he once again finds himself in a conflict zone, this time Afghanistan.

"This is my third time to Afghanistan. I have deployed here with boots on the ground since July 15 but have really been running short version deployment training since June of last year," he says.

It was "back in the beginning", 2002, when Maj Fensom first experienced the desert heat and hazardous terrain of the Middle East nation. Six months in a pup tent eating U.S. hard rations with the Princess Patricia Canadian Light Infantry left him with a head full of memories and loser fitting pants. The real Biggest Loser diet plan he calls it.

Now back at the Kabul Military Training Centre, or Camp Alamo, Maj Fensom says he wanted one more deployment before his mandatory retirement this summer (Canadian Forces retirement kicks in at 60).

"I asked to go to Afghanistan if the job was right," he says. "I actually got a call from the former JAG (Judge Advocate



Maj Warren Fensom, on board a warship, before heading to Afghanistan.

General) while at the Olympics to ask whether I was still game for another deployment. The job was right, so I said yes."

In perhaps his most rewarding and challenging mission to date, Maj Fensom is utilizing his 35 years of law as the Deputy Chief of the Afghan National Army (ANA) Legal School.

As part of Operation Archer, he's deployed

with 11 other senior CF members in Kabul with the Combined Security Transition Command. Their main goal – improve the training and quality of lawyers in the country.

"We have worked hard to get the Afghans 'up front' to lecture as we build their knowledge levels and teaching skills up to a reasonable standard," he says. "We are there now."

Taking 33 new civil-

ian law school graduates through a form of basic training, Maj Fensom and his team put them through basic legal office training, essentially qualifying them as JAGs. Following the 11 week intensive courses, the students moved to other corps around the country. Additionally, his team developed the first Commander's course for the ANA, military justice and law of armed conflict.

"It has been received very well from the highest levels within the ANA and the Coalition side," he says. "We're running three more serials between now and Ramadan (beginning of August)."

It can be a lonely life, not just being a lawyer but also being the sole Canadian in the entire compound.

See Major on page 14

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Maj Warren Fensom takes a break from a pick-up game of street hockey at camp Alamo to pose with other coalition forces. The lone Canadian at the base, he splits his time teaching law and playing the great Canadian pastime.

Major Fensom educates Afghan people

From page 13

Camp Alamo, about the size of the Texas original, houses 800 coalition personnel, mostly Americans.

Surrounded by 14,000 ANA recruits and a variety of other nationalities, Maj Fensom has not only brought his wealth of occupational experience with him to Afghanistan but one of our country's most treasured pastimes.

"I negotiated getting a bunch of hockey equipment from a U.S. Colonel whose law firm had sent it to him," says Maj Fensom. "We made a deal, if I could get him a signed autograph of David 'the Hammer' Schultz of the old Philadelphia Flyers, the equipment was mine."

Unaware to the Colonel, Schultz is another Rosetown boy, even playing with Maj Fensom a bit in the 1960s. Schultz graciously agreed to send some signed

memorabilia to the Colonel's U.S. address. Now, every day from 4 to 5:45 p.m., Maj Fensom has the camp basketball court for a game of pickup street hockey.

Acting as an impromptu hockey missionary, spreading the good word of the quick release and keeping your stick on the ice (well

dirt in this case), he now has quite the international line-up of followers.

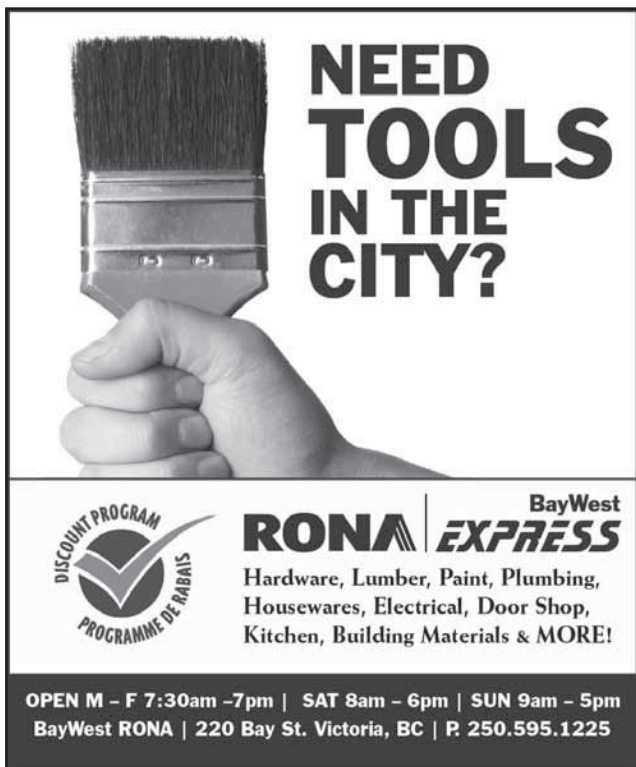
"I have a great collection of Swedes, Danes, Finns, Norwegians, and Americans," he says. "Believe it or not I even have Jordanian female soldiers playing, something they never have done in their life before. They seem to love it; they show up almost every day. My aim is to get the Mongolians and Singaporean playing before I leave."

While the 14 hour days are long, Maj Fensom realizes in a few short months it'll all be over for him.

His hard work and dedication to a country trying to find its identity can be seen in every one of the students now able to fight properly against injustice.

Maj Fensom won't forget Afghanistan, not the work, not the people, and definitely not the hockey in the desert.

... Maj Fensom has not only brought his wealth of occupational experience with him to Afghanistan but one of our country's most treasured pastimes.

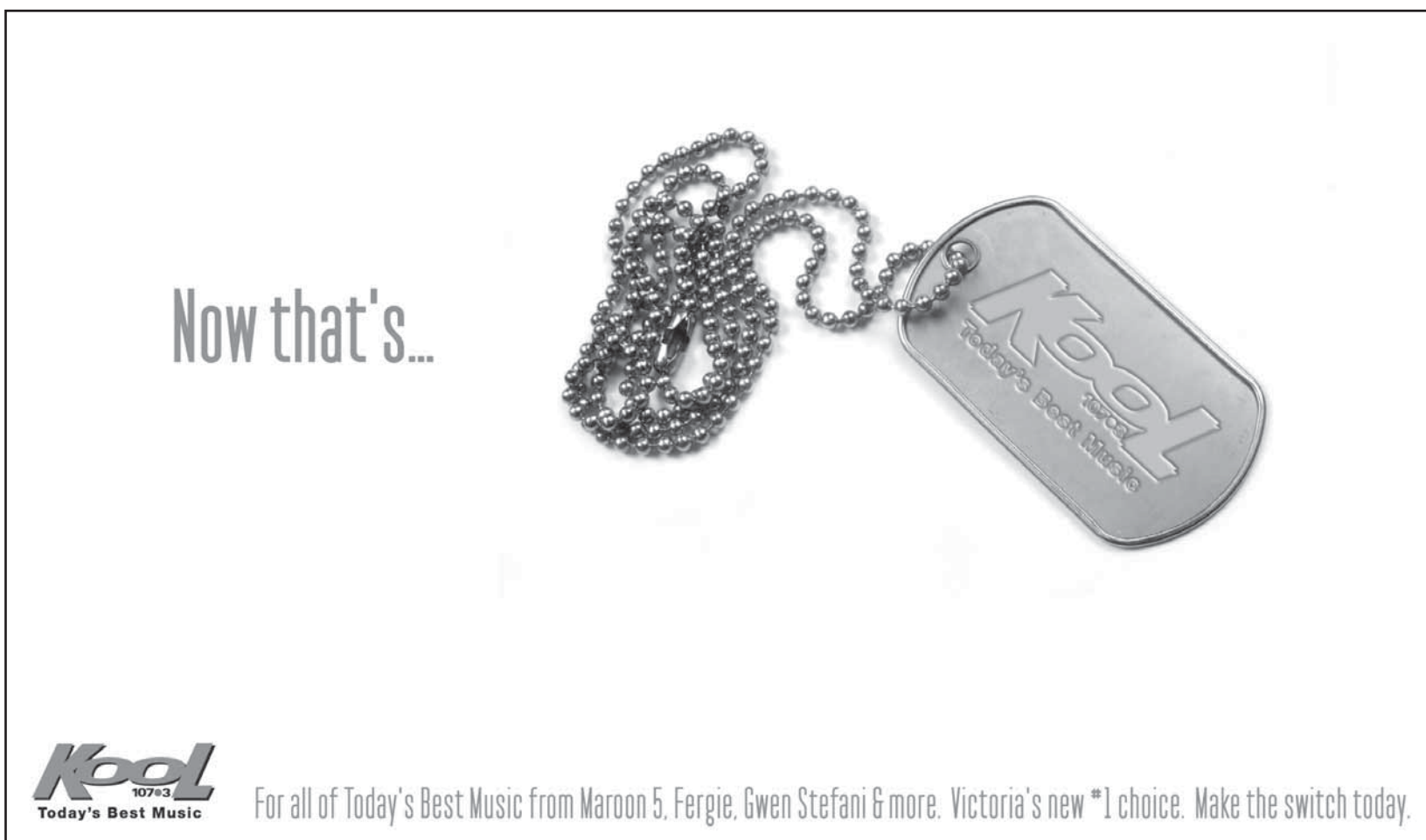


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Canadian Navy major player during Battle of the Atlantic

From page 12

The four wartime destroyers, HMC ships Haida, Huron, Iroquois and Athabaskan I, were involved to some degree in every major operation in the Atlantic including D-Day landings and the sinking of the German battle cruiser Scharnhorst. Haida is the only one left and stands as Canada's "fightingest ship." It is preserved by Parks Canada in Hamilton, Ont. The last four destroyers built after the war were Athabaskan II, Micmac, Cayuga, and Nootka.

U.S. President Roosevelt's and British Prime Minister Winston Churchill's created the "Lend Lease" or "Ships for land" deal, in which the British Navy received 50 aging destroyers from the U.S. Navy in return for land leases in British colonies.

The RCN initially took over six ships, but this was later increased to eight. It was not so much that the ships were old (HMCS Terra Nova sailed in support of Operation Desert Storm in 1991 at 37 years old), but since the end of the First World War in 1919, they had pretty much remained

mothballed.

Early on, a project was envisioned in England for a class of ship that could be built in small, remote shipyards. The initial 10 corvettes (HMC Ships Windflower, Trillium, Hepatica, Arrowhead, Snowberry, Eyebright, Mayflower, Spikenard, Fennel and Bittersweet), or as Winston Churchill referred to them, the "cheap and nasties", were built for the Royal Navy as the Flower class. However, after being delivered to England by their Canadian crews, it was soon realized the British could not man them, so they were turned over as RCN vessels.

As Canadian corvettes started leaving their shipyards it was quickly decided to name them after smaller communities. The first group of seven launched from Canadian yards became HMC Ships Chambly, Orillia, Collingwood, Cobalt, Wetaskiwin, Alberni and Agassiz.

Ongoing modifications continued throughout the war improving on the original design based on lessons learned in the early stages of the Battle of the Atlantic.

Obviously modifications

were made depending on the timing and the immediate need. Some of these included minesweeping, anti-aircraft pickets, and shore bombardment support. The crews on corvettes varied up to 120, but typically were comprised of seven officers and up to 90 enlisted men. Records from the German Navy indicate the typical RCN sailor to be an admirable yet formidable foe.

Canadian units of the RCN and the Royal Canadian Air Force (RCAF) destroyed 52 Axis submarines. Of that, 32 were credited to Canadian naval vessels while the other 20 were credited to RCAF patrol aircrafts based out of Halifax, St John's, Gander, Reykjavik, and English bases.

In just 10 days, aircraft from RCAF Squadron 162, based out of northern England, sank three submarines, and in six weeks an escort group comprised of HMC Ships Kootenay, Ottawa, Chaudiere, and HMS Statice also sank three. These two feats remained unmatched by the Allies in the Atlantic during the war's entirety.

The price paid by the fledgling RCN was fairly substantial with an approximate

material loss of 10 per cent and more than 2,100 casualties. Also lost were roughly 250 aircraft and 900 crewmembers from the RCAF.

Rarely included in statistics on the Battle of the Atlantic is the cost to the Merchant Navy. At war's end, 83 merchant vessels flagged and/or crewed by Canadians were lost with 1,800 casualties.

Vessels that were lost in the battle include HMC Ships Fraser, Bras d'Or, Margaree, Ottawa, Levis I, Windflower, Spikenard, Raccoon, Charlottetown, Ottawa I, Louisburg, Weyburn, St. Croix, Chedebucto, Athabaskan I, Valleyfield, Regina, Alberni, Skeena, Shawinigan, Clayoquot, Trentonian, Guysborough and Esquimalt.

Severely damaged and not returned to active service were HMC Ships Ypres, Adversus, Saguenay, Colombia, Chebogue, Magog, Teme and 12 boats of the 29th Motor Torpedo Boat Flotilla.

By V.E. Day in May 1945, Canada boasted a navy of more than 400 ships with 100,000 personnel. Next to the British Royal Navy and the United States Navy it was

the third largest Allied Navy.

HMCS Sackville

HMCS Sackville was built by St. John Dry Dock and Shipbuilding Company in May, 1941. Commissioned into the RCN Dec. 30, 1941, it spent its entire wartime career as part of Mid Ocean Escort Force (MOEF) Escort Groups One, Two and Three. It was headquartered out of St. John's, Newfoundland, and Londonderry, Northern Ireland.

In late July 1942, as part of the escort group to westbound convoy ON 115, Sackville witnessed the sinking of U-588 by HMC Ships Skeena and Wetaskiwin. It was also involved in two actions during this same deployment receiving credit for a probable kill of a U-boat and one damaged.

In September 1943, Sackville was once again part of an escort group for combined westbound convoys ON 202 and ONS 18. This ill-fated convoy received the attention of a U-boat wolf pack with no less than 19 submarines. Along with several merchant ships, four of the escorts, HMCS St Croix, HMS Lagan, Polyanthus, and Inchen, were torpedoed

and sunk. During the same action, an explosion close aboard caused severe damage to one of Sackville's two boilers. Even after a refit in Galveston, Texas, in early 1944, Sackville's damage was serious enough to cause it to revert to auxiliary status. Even in its limited state it still carried out restricted patrols off Halifax until late 1944.

Following the war it was employed in a variety of tasks. Though manned by a civilian crew it remained under the control of the federal government. Throughout its long service life, Sackville served as a training ship, a loop layer, depot ship, and an oceanographic research vessel before being turned over to the Canadian Naval Corvette Trust, which later became the present-day Canadian Naval Memorial Trust.

In May 1983, Sackville was dedicated as the Canadian Naval Memorial just in time for the 75th anniversary of the Canadian Navy two years later. Sackville today remains the only one left of 269 Flower class corvettes built for the navies of the Canada, the U.S., Great Britain, the Free French, and Poland.

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Above: Cmdre Peter Ellis promotes AB Matthew Denis to Leading Seaman.

Below: Cmdre Ellis promotes Pte Jack Jones to Corporal.

Bottom: Cmdre Ellis presents the South West Asia Service Medal to LS Mark Pyza.



HMCS Algonquin was awarded the Lockheed Martin of Canada Intercept Award. This award is presented annually to the unit that has displayed the greatest efficiency and productivity in EW intercepts. LCdr Peter Duke (NEWC CO) and CPO2 John Forrester (UCPO) presented the award to the NESOP section of Algonquin.



Above: Cmdre Ellis presents the Commander in Chief Unit Commendation to LS David Mountain, and SLt Harold Brand (not pictured).

Above Right: Cmdre Ellis promotes OS Jean-Francois Schelder to Able Seaman.

Right: Cmdre Ellis promotes LS Adam to Master Seaman with the help of the sailor's father.

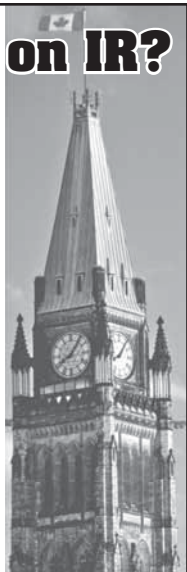


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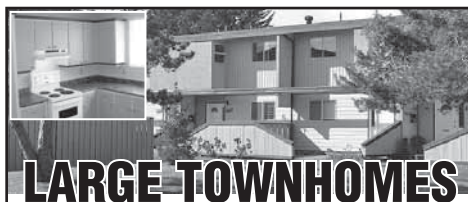
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Cold water can kill

It's finally Spring. The days are getting longer, the air carries a sweet fragrance and the ice has receded from the lakes. It's a time when millions of Canadians finally get back their favourite pastime and head out on the water in their boats.

SmartBoater.ca was created by the Canadian Safe Boating Council in partnership with the National Search and Rescue Secretariat to remind Canadians to take a few extra precautions to guard against the dangers of a fall into cold water.

Many people think that a fall into the water is no big deal. They can climb back onto the dock or swim the short distance to shore, or they can right their overturned boat and get back in. If the boat can't be righted, they can put on their lifejacket and hold onto the boat until help arrives. The reality is when dealing with cold water those goals often can't be reached.

It's hard to imagine what happens should you unexpectedly find yourself in cold water. Dr. Gordon Giesbrecht, Professor of Thermophysiology at the University of Manitoba, has experienced first-hand the effects of cold water. He developed what he calls the 1-10-1 Principle to help you understand how your body will react. You will have One minute to get your breathing under control, as there is an initial gasp response followed by extreme hyperventilation. Ten minutes of meaningful movement before the muscles in your extremities lose their effectiveness, and up to one hour before you lose consciousness due to hypothermia. If you're not wearing a lifejacket and survive the initial shock and gasp, you have very little time before your arms and legs begin to stop functioning, preventing you from staying afloat.

Studies have shown that our bodies lose heat approximately 25 times

faster in water than in air of the same temperature. If you are wearing thermal protection such as a neoprene wetsuit, paddling dry suit or a floater coat/suit, it will help keep you warmer for a greater length of time.

Should your boat capsize and you find yourself in the water, try to reduce the rate of heat loss by climbing onto the overturned hull or any other floating object such as a cooler. If none are immediately available, remain as motionless as possible to allow your skin to warm a thin layer of water around your body. Thrashing in the water not only disturbs this layer of warmer water but also accelerates heat loss. If you are alone, tuck your legs and fold your arms across your chest in the HELP (Heat Escape Lessening Position) to protect your vital organs. If you are with others, huddle together interlacing your arms and legs and pressing your torsos together to preserve body heat.

One of the big questions is whether to stay with the boat or swim to shore. You should only consider swimming for shore if you are wearing a lifejacket, your chances for rescue are very slim and the distance to shore is manageable. (Be aware that the effort involved in swimming will increase heat loss and adversely affect muscle movement.)

Keeping these considerations in mind and taking proactive steps to protect against the dangers of a fall into Cold Water will go far towards making your boating activities safer and more enjoyable. Remember too that, in Canada, many of our larger bodies of water remain cold throughout the summer.

Whether you use a power boat, sail boat, personal watercraft, canoe, kayak or fishing boat, find more information on a variety of boating safety tips by visiting www.SmartBoater.ca.



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