

LOOKOUT

MARPAC NEWS CFB Esquimalt, Victoria, B.C.

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TRIDENT FURY ACTION

MS Emil Edwards, HMCS Brandon

A CH-124 Sea King from 443 Maritime Helicopter Squadron hovers over the deck of HMCS Nanaimo as it sails in formation with HMC Ships Saskatoon and Whitehorse, and U.S. Coast Guard Cutter Orcas during Exercise Trident Fury 2011. Read all about the two-week exercise on pages 9-12.

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old-school
navigation*



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Teens to navigate "old-school" courtesy of MARPAC

Lt(N) Hayley Mooney
Contributor

This summer teens will navigate tall ships using the same 250-year-old technology as Captain James Cook, thanks to a contribution of sextants by Maritime Forces Pacific (MARPAAC).

On May 2, on board the tall ship *Pacific Grace*, RAdm Nigel Greenwood donated seven surplus sextants to Captain Tony Anderson and Captain John Andrachuk of the Sail and Life Training Society (SALTS). SALTS is a charitable organization that offers sail training for youth in tall ships.

"We were excited to get them [the sextants]," said Loren Hagerty, Executive Director of SALTS. "We only had a couple per ship, so now the trainees will have a lot more to work with."

Although people are quick to dismiss old technology, and embrace the latest in modern convenience, sextants still have their uses. Like most electronics, GPS can fail; however, a well-maintained sextant, made entirely of a composite of metals, is always accurate. In fact, all navigational officers in the Canadian Navy are taught how to use them during their training.

"We use them for ocean passages when we lose a satel-

We have all the modern technology on our ships, but we like to cover it up from time to time as a challenge. We test the trainees and see if they keep on track.

-Loren Hagerty
SALTS Executive Director

lite," said LCdr Simon Brown, Executive Officer of the Naval Officer Training Centre Venture. "Although some of them are quite old, they are calibrated and maintained in Dockyard, and are still very accurate."

SALTS takes about 2,000 youths per year on board tall ships to sail around Vancouver Island and Gulf Island regions.

"We have all the modern technology on our ships," said Hagerty. "But we like to cover it up from time to time as a challenge. We test the trainees and see if they keep on track."

Jamie Webb, Senior Protocol Officer at MARPAC, worked with Lt(N) Matt Hardy to arrange the transfer through Ottawa when he found out the sextants, which had



Susie Dancer, SALTS

RAdm Nigel Greenwood donates surplus sextants to Capt Tony Anderson (middle) and Capt John Andrachuk (right) of the Sail and Life Training Society (SALTS) on board the tall ship *Pacific Grace*.

been in storage for more than 20 years, were going to be returned to stores for disposal.

Webb thought of SALTS since

his family had a positive connection to the organization.

"My son has done two coastal trips on the tall ships and had a

fantastic time. He learned traditional seamanship and teamwork," said Webb. "He always came back happy."

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Col Chris Ringius, Formation Imaging Services, Halifax

Left: LCdr Jurgen Van Daele (right), Commanding Officer of the Belgian mine hunter BNS Narcis looks towards Misrata Harbour in response to a visual report by a sentry while on Operation Unified Protector.

Below: One of the mines discovered by BNS Narcis.



Charlottetown helps de-mine Misrata Harbour

Lt(N) Michael McWhinnie
HMCS Charlottetown

The usual rhythm of HMCS Charlottetown's operations room is suddenly broken. Something is happening: incoming reports are describing an attack in progress. A maritime patrol aircraft has detected a group of small boats heading towards Misrata Harbour at high speed.

Nearby, the French frigate Courbet hastens to intercept. Attempts to hail the boats on VHF radio go unanswered and the French apply warning shots.

As Courbet closes, several boats manoeuvre to a reciprocal course and retreat towards their point of origin. One craft is left abandoned and sinking.

As the frigate arrives on scene the nature of the raid becomes clear. They discover a number of anti-ship mines including one floating in the semi-submerged boat. The weapons are model M08 contact mines. Each contains 115 kilograms of high explosive and is triggered by a vessel hitting any of its five horns or creating pressure across a hydrostatic switch.

The located mines are destroyed but the obvious question cannot be answered. The burden shifts to proving the harbour approach is safe. The NATO Task Group Commander orders two

mine countermeasure vessels, the Belgian BNS Narcis and British HMS Brocklesby into the area.

Charlottetown is entrusted with protecting them, a duty referred to in naval vernacular as "baby sitter."

"Misrata has been literally under siege for the past two months," says Cdr Craig Skjerpen, Commanding Officer of Charlottetown. "Regime forces surround the city on three sides. NATO is working hard to reduce the threat to civilians, but Gaddafi forces continue to bombard the local population with rocket and artillery fire. The only method of delivering humanitarian assistance and evacuating those trapped by the violence has been by ship. The sea has become the city's lifeline. Keeping the harbour accessible is critically important."

As a result of the mine danger, ships stopped entering Misrata on April 29. Narcis and Brocklesby began the task of searching a broad radius before clearing a safe transit path into the port. Charlottetown kept constant vigil close by.

"Narcis excels at mine hunting and disposal but has modest force protection capabilities," said Commanding Officer LCdr Jurgen Van Daele. "In the current threat environment it would be too dangerous to do this work

without the protection provided by Charlottetown."

Since the crisis in Misrata began, organizations such as Médecins Sans Frontières, the International Organization for Migration and the International Federation of Red Cross and Red Crescent Societies have all navigated into the harbour in an international effort to deliver aid and protect civilians. Fishing vessels loaded with dozens of women and children fleeing the violence are common in the approaches.

The gravity of regime forces releasing untethered mines was clear to LCdr Van Daele.

"The Hague Convention forbids floating mines because they are indiscriminate weapons, incapable of distinguishing between a warship, humanitarian vessel or a ship evacuating refugees," he said.

Charlottetown adjusted its routine to allow for a heightened mine defence posture over a prolonged period.

Mine recognition posters appeared in strategic locations throughout the ship as lookouts performed their duties with extra vigilance. Blast routes were verified and doors below the waterline were double-dogged as the operations team kept close watch over the mine hunters.

"Thanks to our Canadian allies we had a good baby sitter, which allowed my crew to focus on their role confident in the protection from the air and surface threats," said LCdr Van Daele.

"It is clear that you do not necessarily need a large vessel to have an enormous impact on operations," said Cdr Skjerpen. "These two ships have performed a task critical to our mission success and earned our respect."

On May 5, Narcis and Brocklesby completed their task. The mine threat warning was lifted and Misrata Harbour vessel traffic resumed.

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WHAT SAY US

Lookout reporter learns sailing is no easy ride

Ben Green
Staff writer

Sinking slowly into a black leather couch in HMCS Winnipeg's wardroom, I feel like a pair of five pound dumbbells are attached to my eyelids. I didn't sleep well.

I must have looked like a contortionist last night when I climbed into a top bunk in Winnipeg's 5 mess and folded up my six-foot frame into the fetal position with my back pressed to the bulkhead. The frigate's dramatic rolls left me wide-eyed and petrified I'd plunge to a painful awakening six feet below.

The buzz of the Wardroom is lost on me as I stare blankly at the black screen of the TV. There are no windows to peer out and see the horizon in this ever rising and descending box. Beads of cold sweat accumulate on my brow, which signals I need fresh air. As I stumble through the flats and one hatch, I realize I'm close to vomiting. I detour to the nearest heads; this might be a photo-finish.

The first contraction feels like a punch to the gut. I have a quick internal debate whether to kneel by the toilet or stand

As I stumble through the flats and one hatch, I realize I'm close to vomiting. I detour to the nearest head; this might be a photo-finish.

and risk a splash-back. I'll take my chances. Bending at the knees and keeping my back straight I grab onto the sides of the stall and brace for the ride.

Round one

Peering down into the bowl through watery eyes I see nothing but red fluid. Panicking, I fear I've hurled so hard I punctured something on the way up.

No time to cry.

Round two

Wiping my eyes I look down into the bowl again...hey, a grape!

Relieved, I have a sudden flashback to my breakfast of raspberry yogurt and fruit salad. But a whole grape? I've got to start chewing my food better.

A brief and disturbing thought that this might make a funny story is shoved from my consciousness by another heave. I see the floating grape shift dramatically to one side of the bowl as the frigate turns sharply; my stomach does the same.

Round three

The door of the heads slides open. I poke my head from the stall to see a shocked petty officer. He slowly closes the door without saying a word. Before it hinges closed, I meekly ask directions to sick bay.

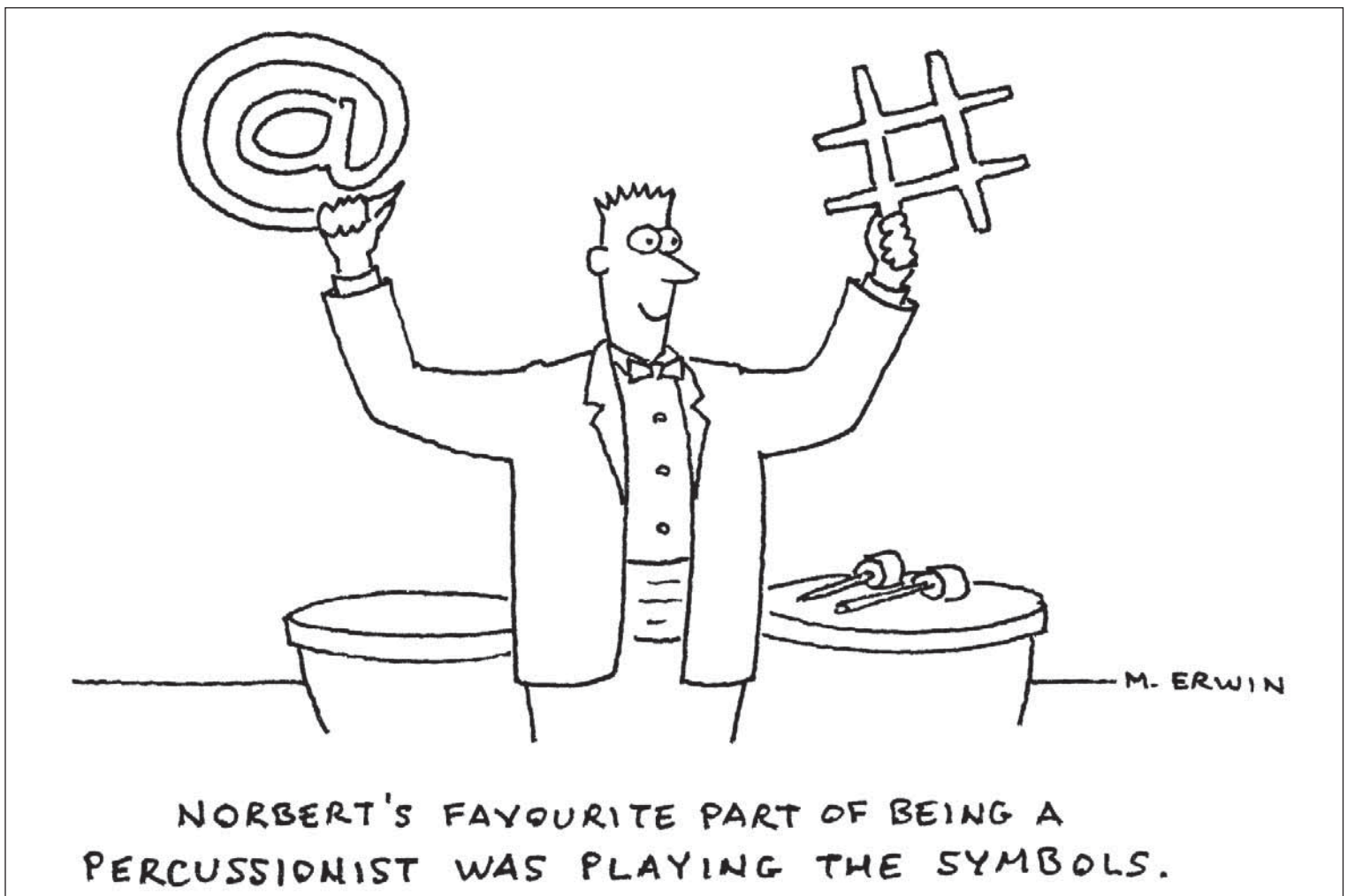
I step from the stall, rinse my mouth and splash cold water on my face. The mirror isn't kind.

The ship's medic gives me Gravol and advice to stay hydrated. I remember horror stories of sailors needing IVs to maintain hydration, so I fill up a glass in the wardroom.

The first sip is awful. I cringe as the taste of stomach acid and bile washes over my tongue. Then, I feel much better, even hungry.

Scanning the table adorned with a variety of food and snacks I spot something I can really sink my teeth into—grapes!

Ben Green was embedded on HMCS Winnipeg for their first week of Trident Fury 2011.



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CFSA kicks off another summer

Ben Green
Staff writer

On Sunday, May 1, members of the Canadian Forces Sailing Association (CFSA) let the jib fly in celebration of their 63rd annual Opening Day.

Tucked quietly across the harbour from the looming warships, CFSA's quaint Yacht Club was in full dress adorned with colourful flags as they prepared for the beginning of yet another season of sailing Vancouver Island's tranquil waters.

As the clubhouse slowly filled for a social meet-and-greet, the casual chit-chat turned to a buzz of excitement as many in the crowd discovered this year's guests of honour would be RAdm Nigel Greenwood, Commander of Maritime Forces Pacific, and the CFB Esquimalt Base Commander, Capt(N) Craig Baines.

Sporting traditional club dress - white pants, a navy blue blazer with club crest - club executive members, guest of honours, special guests, past club commodores and other yacht club commodores followed the bellowing bagpipes of Ian Webster down to a grassy area to begin the day's official ceremony and festivities.

"It's opening day, the start of a new sailing season," said MS Joel Laurin, the club's Rear-Commodore. "Usually we have as many club members and boats as possible [participating], with at least 100 club members and

guests and 50 boats this year."

After the Naden Band guided everyone through both the Canadian and American anthems, the stage was set for club Commodore, CPO2 John Haggis, and RAdm Greenwood to make short introductory speeches. Both men reminisced about their love for sailing which led them to their chosen professions. At the conclusion of the speeches, the order "man your boats" was given and club members proceeded to the docks and set sail.

The final part of the ceremony was one that dates back to the original opening day in 1948. Known as the sail past, club members steered their boats by the Reviewing Officer and Commodore (RAdm Greenwood and CPO2 Haggis).

Facing the men in an anchored boat, each passing crew dipped their ensign, saluted, re-hoisted their ensign, and gave a "three cheer" yell.

Graciously donated to the CFSA for the afternoon, this year's sail past included *HMCS Oriole*, the navy's historical and beautifully maintained 31-metre sail boat. RAdm Greenwood, CPO2 Haggis, and a host of other navy and CFSA dignitaries stood on its starboard side as sailboats glided by one-by-one.

The boats were divided up into four classes as they passed (Disabled, Racing, Cruising, and Dinghy/Motor) and a panel of CFSA members lead by Lesley

Quin voted on the best dressed crew, the best sail past, and the best dressed boat.

With the sun reflecting off the serene harbour, MS Laurin expressed his appreciation to all the club members as the last of the boats drifted past *Oriole*.

"The club is full of CF members and volunteers," he said. "Most of the guys and gals are or were military, and the majority of the retired club members do all the dock and club maintenance. Without them we wouldn't be able to operate."

Cmdre Haggis echoed his satisfaction with the day's festivities.

"It was perfect," he said. "It was one of the few years the Commander of MARPAC and Base Commander could come, and we had a great turn out from our membership."

CFSA was originally formed after the Second World War and relies on volunteers for its governance and operation. With approximately 130 boats and 300 members, the club participates in a variety of sailing competitions both regionally and internationally. The club runs about 60 of their own races a year, but participates in larger regattas such as Swiftsure and Southern Straits.

Interested CF personnel don't need to own a boat to be a member. Membership is always welcomed as well as crewing for some of the members' race boats during race days. More information can be found at the CFSA website <http://cfsa.wordpress.com/>



Ben Green, Lookout

CFSA Commodore CPO2 John Haggis and RAdm Nigel Greenwood embarked on *HMCS Oriole* after the 63rd opening day ceremony for the Canadian Forces Sailing Association.



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Flexibility proves ship's essential attribute

Lt(N) Michael McWhinnie
HMCS Charlottetown

The locals refer to them as Siroccos: the southerly winds that lift fine particles of sand as they cross the Sahara Desert and convey them into the Mediterranean Sea. In the littoral waters of Libya the effect is like smog. A thin layer of beige powder covers HMCS Charlottetown's upper decks, and everyone, from pilots to lookouts, struggle against reduced visibility and other influences on the mission at hand.

The regional meteorological peculiarity is just one of many factors Charlottetown's crew must consider as they adapt to the varying demands of Operation Unified Protector.

"The mission comprises three main elements: enforcing a 'No Fly Zone' [NFZ], implementing an arms embargo, and actions to protect civilians," says Cdr Craig Skjerpen, Charlottetown's Commanding Officer. "The embargo is our primary role but we are also supporting the NFZ and finding ways to protect civilians both at sea and ashore."

NATO is conducting reconnaissance, surveillance and information-gathering operations to identify those forces that present a threat to civilians and civilian-populated areas. Under authority of United Nations Security Council Resolution 1973, this information can then be used by NATO air and maritime assets to engage targets on the ground or in the air. Charlottetown's sustained presence off the coast allows it to employ sensors and intelligence gathering resources to augment NATO's surveillance and command and control capabilities.

"Nobody could predict how the crisis in Libya would evolve. The need for flexibility and the ability to adjust to operational demands has come to define our deployment," says Executive Officer, LCdr Matthew Coates. "As we confront unanticipated challenges, it is the ability to analyse, think critically and seek creative solutions that is becoming increasingly valuable."

Since the official launch of the arms



Cpl Chris Ringius, Formation Imaging Services, Halifax
Lt(N) Adrian Armitage (seated) and Lt(N) Chris Devita (left) explain the Operations Room Officers duties to Capt(N) Scott Bishop, Canadian Forces Task Force Unified Protector; Italian Navy VAdm Rinaldo Veri; and LGen Charles Bouchard, Commander Combined Joint Task Force Operation Unified Protector, during a visit to HMCS Charlottetown off the coast of Libya.

embargo on March 23, Charlottetown has been cast in diverse roles, some familiar, others less so.

"We took the opportunity during the transatlantic crossing to train in anticipation of the mission. The emphasis was on maritime interdiction operations including boarding party training. That has been very useful but we are also facing a spectrum of other operational demands," says LCdr Coates.

NATO and coalition ships have conducted naval gunfire support missions, defended against small boat attacks and de-mined Misrata harbour approaches.

"Our deployment is very different from recent Canadian operations in the region. As we seek to develop tactics to influence the situation on land we must also incorporate strategies to defend against shore-based threats including missiles and artillery," he says. "We even had to consider the chemical weapon threat at one point when regime forces were reported to be distributing gas masks amongst their troops in Misrata."

The unique combination of multi-purpose frigate with shipborne helicopter and boarding party capabilities has made Charlottetown one of the more operationally flexible and responsive units in the Task Group. There are currently 21 ships and submariners from 12 allied countries including Belgium, Bulgaria, Canada, France, Greece, Italy, the Netherlands, Romania, Spain, Turkey, United Kingdom and the United States that are enforcing the arms embargo. Charlottetown is among a subset also contributing to the NFZ and taking actions to protect civilians.

"Charlottetown's ability to perform the types of duties you have been assigned is an invaluable resource to the operation," said the Task Group Commander, RAdm Gualtiero Mattesi during a recent visit to the Canadian warship. "While each day is different, the work you have done has been crucial to making a difference especially to reduce the military threat against the population of Misrata and allowing the flow of humanitarian assistance to continue through that port."

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COMMUNITY NEWS: MP WARNING

"Spice" and "Bath Salts" still illegal

MCpl Bernie Parker
Military Police K9

There are two new drugs on the rise in North America that are increasing in popularity due in part to the misconception that they're legal.

"Spice," which is already present in Canada to a slight degree, is one such drug; the other, known as "Bath Salts," has not, as of late, been reported here in Canada, but is proving to be an epidemic in the U.S. and is sure to rear its ugly head north of the border sooner or later.

Spice

"Spice" is a relatively new drug baring an uncanny similarity to Marijuana in both appearance and the physiological effects it has on the human body when ingested. This particular drug has not had a significant presence in Canada to date.

Contrary to popular belief, it is illegal. Though "Spice" is a new drug, there is Canadian legislation in place to govern it.

"Spice" has been construed by sellers as being "legal pot" and sold as incense; however, in reality, it is a combination of herbal substances laced with dangerous synthetic chemicals. These synthetic chemicals are designed to mimic the same effects one would experience after ingesting Marijuana.

While "Spice" is not Marijuana, it contains many of the same chemical compounds and characteristics, therefore categorizing "Spice" as a "Similar Synthetic Preparation" as defined in the Criminal Code of Canada.

That being said, "Spice" is illegal and considered a Schedule II drug under the Controlled Drugs and Substances Act in the Criminal Code of Canada.

Bath Salts

"Bath Salts" is another new "designer drug" enjoying an increase in popularity in the U.S. and many other countries. It has yet to catch on with any real significance in Canada.

"Bath Salts" is also referred to as "MCAT," "meow meow" or "miaow

miaow," the street names for what is actually Mephedrone. A synthetic stimulant drug, Mephedrone is commonly a white powder, or crystal form that, when ingested, produces similar effects to that of MDMA (ecstasy), amphetamines and cocaine.

Common side effects of Mephedrone can include, but are not limited to, breathing difficulties, discolouration of extremities, anxiety, paranoia, depression and death. Since 2008 there have been numerous fatalities linked directly to the use of Mephedrone in Sweden, the U.K. and the U.S., leading many countries to establish laws banning the drug's production, distribution and use.

As of yet, "Bath Salts" has not become a significant issue here in Canada. While the actual substance is not banned in Canada, the active ingredient, Mephedrone, is illegal to use and considered an "Analogue Drug" under Schedule III of the Controlled Drugs and Substances Act in the Criminal Code of Canada.

CFAV Glendale in Seattle for tug races

Shelley Lipke
Staff writer

With Canadian Forces Auxiliary Vessel Glendyne in refit, it was up to sister tug CFAV Glendale to bring home a win at the annual Seattle Maritime Festival Tug Boat Race on May 14.

Historically, neither ship has won. But this didn't stop the crew from readying the tug to show, manoeuvre and shine for more than 400,000 onlookers.

Last year, Glendale came in fifth, just behind

Glendyne's fourth place in the harbour tug category.

When asked what needs to happen for the tug to win the mile and a half race this year, chief engineer Glen Ridout piped up, "Our best bet is for the other competitors not to show up."

The competition is younger and faster – two to three times more powerful than the 1975 built Glendale. Still with a newly tuned up engine the crew was eager to race against the other tugs.

"We will compete with

eight to 13 tugs in the medium power tug category in the race," said Captain Kevin Cooper before leaving Esquimalt for Seattle.

Aside from the tug boat race, there was also a timed survival suit race in which four crew members from each tug jump into the water and swim to a life raft.

"We look forward to representing the Canadian military in a fun and supportive fashion," said Cooper. "We take extra lifejackets on board to allow people to join us for a ride on the tug."

Glendale is a Voith Water Tractor utilizing two Voith Schneider Cycloidal propellers in the bow area to provide its propulsion and steering forces. It has an 1,800 horse power engine and a large skeg in the stern that provides directional stability. The tug can direct thrust in 360 degrees and can crash stop within one boat length. Glendale also performs coastal towing of warships. In one year Glendale and Glendyne perform about 400 to 500 harbour moves.

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COMMUNITY: FUNDRAISER

Join the Westcoast Motorcycle Ride to Live

Shelley Lipke
Staff writer

Men and motorcycles, it's a natural fit.

That's why the Victoria Prostate Centre has teamed up with the Westcoast Motorcycle Ride to Live "Vancouver Island," an event designed to raise awareness and money for cancer research.

On Sunday, June 5, more than 1,000 men and women will suit up, saddle up and revv up their engines for the 180 kilometre fundraising ride.

"Last year this ride raised over \$89,000 in its first year with more than 450 bike riders participating. This year the target is 1,000 bikes and \$150,000," says Leanne Kopp, The Prostate Centre Executive Director.

Organizers of the ride feel very strongly about the funds raised remaining on the Island to help local men with cancer research, education and support.

On Vancouver Island in 2009, 775 men were diagnosed with prostate cancer and 116 of those died from the disease.

"Knowledge is power," says Kopp. "Ninety per cent of men who are detected early with this disease are able to be treated for a full recovery. Our hope is to bring awareness of this to the local population. We want to bring this issue into the limelight."

This year the ride starts at 10 a.m. at Steve Drane Harley Davidson in Langford. It's a poker race into Shawnigan Lake area and back down to Colwood with the race

Knowledge is power. Ninety per cent of men who are detected early with this disease are able to be treated for a full recovery.

-Leanne Kopp,
Prostate Centre Executive Director

ending in Sidney where a barbecue, band and prizes await.

"The sights and sounds of 1,000 bikes at the start line will be a wonderful attribute to this community event. For a small community like Victoria, this is a pretty big deal. We hope to get a lot of participation," adds Kopp.

Bikers are invited to sign up and get pledges for their participation at www.vi-ridetolive.ca via online pledging. Registration is \$25; however, if people raise more than \$100 their registration fee is free.

The Prostate Centre is a non profit association serving Vancouver Island and the Gulf Islands. "We provide support to men who have been newly diagnosed with prostate cancer, provide peer counselling and medical information and we talk to people in the community about the importance of the disease. Our centre is unlike any in the country, as we have retired medical professionals who volunteer their time to help the men and their families," says Kopp.

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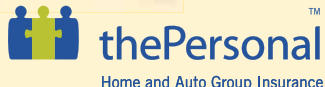
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TRIDENT FURY

From May 2-13 in the choppy waters just west of Vancouver Island, a host of Canadian and American military assets participated in the annual Trident Fury task group exercise.

With the exercise's main goal to advance Canada's ability to respond to offshore threats and unlawful acts from within a coalition environment, HMC Ships Nanaimo, Saskatoon, Winnipeg, Vancouver, Ottawa, Algonquin, Protecteur, Brandon, and Whitehorse were supported by the submarine HMCS Corner Brook, as well as Sea King helicopters from 443 Maritime Helicopter Squadron and a few CF-18 Hornets from nearby CFB Comox.

Trident Fury also aims to strengthen the communication and coordination of coalition forces during an international operation, which is why the participation of American assets was also welcomed. Led by Guided Missile Cruiser USS Lake Erie, American assets also included USCGC Orcas, a coast guard vessel, USS Warrior, a mine countermeasure ship, and MH-53 Sea Dragons, minesweeping helicopters.

Together the coalition convoy drilled their crews in a variety of taskings including boarding exercises, hailing exercises, live-fire exercises, anti-submarine exercises, mine countermeasures, and much more.

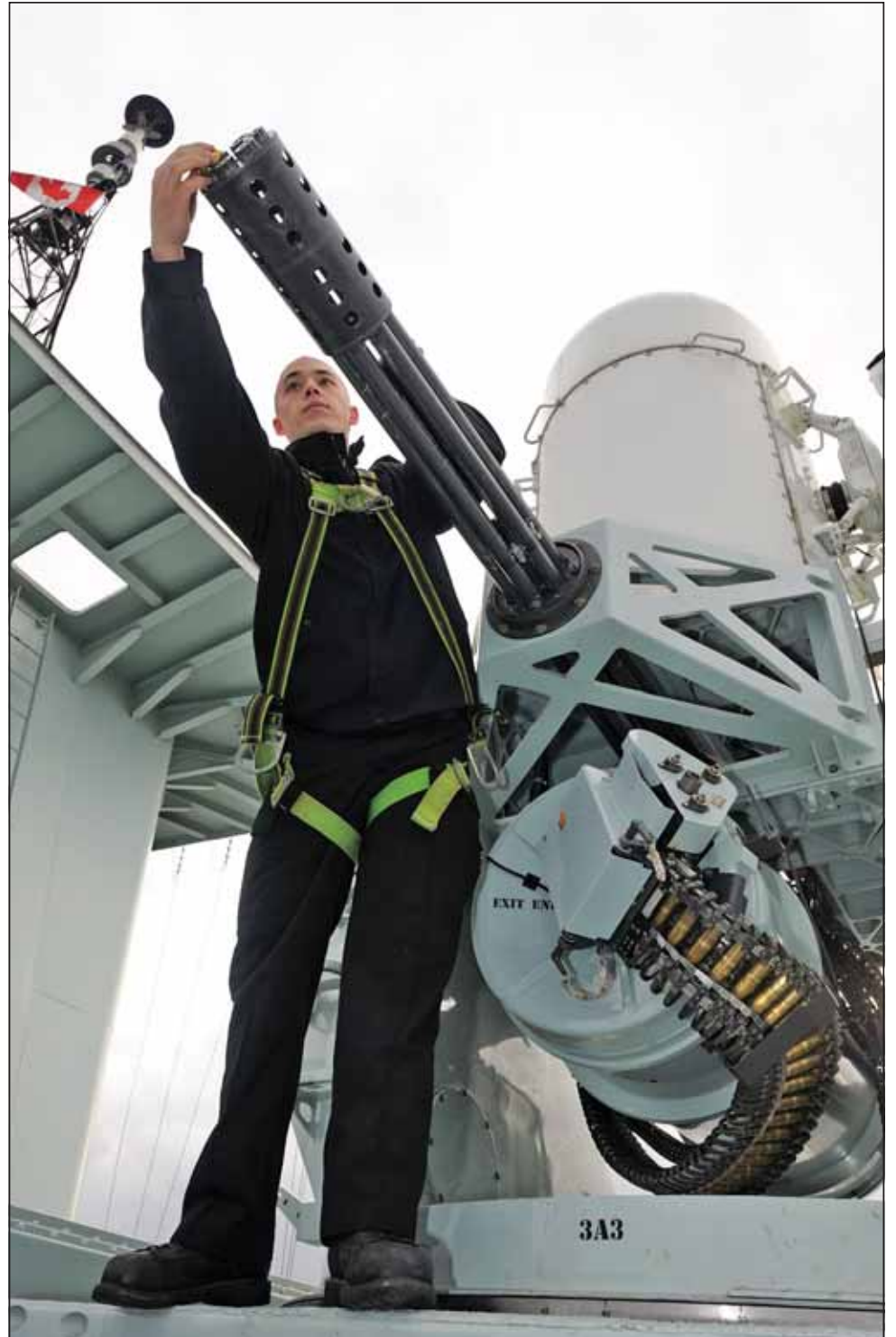




Top: LS John Mascunana, weapons technician in HMCS Algonquin, loads live rounds into a 76mm gun loading compartment.

Right: LS John Mascunana, a weapons technician in Algonquin, makes safe the closed-in-weapons system on the top of the ship.

Below: Algonquin's fire fighting team performs drills in the ship's engine room during a damage control exercise. The ship's crew was playing out a scenario in which it had been hit by a mine and required help with fire fighting and first aid.



TRIDENT FURY: SAILORS IN ACTION



Left: HMCS Winnipeg's boarding party begins a search of HMCS Saskatoon during a practice scenario. Boarding party members were tasked to board a suspect vessel. During the scenario, the team searched the vessel for contraband, identified and photographed the crew and assessed any possible illegal activities.

Right: LS Fraser, Naval Communicator in Saskatoon, is searched by PO1 Lightfoot of Winnipeg during the boarding party scenario.

Photos by MCpl Chris Ward, MARPAC Imaging Services

Mine hunters clear the way during Exercise Trident Fury

MS Emil D.P. Edwards
HMCS Brandon

On the surface, Victoria's marine traffic met with a significant naval presence from May 2 to 13 as various classes of naval vessels and helicopters appeared to pirouette, drive reciprocating paths, and loiter in various locations in the approaches to Esquimalt and Victoria.

However innocuous this behaviour appeared – or frustrating, depending on traffic density at the time – these units were working together to counter a simulated threat that lay beneath the calm, rolling waters regularly navigated by millions of dollars worth of shipping and hundreds of sailors daily.

Mine warfare made its return to Victoria, and it was a joint effort between Canadian and U.S. naval elements to stave off the threat posed by the simulated sinister sentinels lurking on or near the ocean floor.

While much of the surface fleet was conducting large-scale naval warfare off the west coast of Vancouver Island during Exercise Trident Fury, Kingston Class coastal defence vessels *HMC Ships Whitehorse* and *Brandon* were conducting subsurface surveys of the sea floor, looking for unusual, mine-like objects.

They were joined by U.S. Avenger Class Mine Countermeasure (MCM) vessels *Chief* and *Warrior*, and two 22-metre long MH-53 Sea Dragon heavy lift naval helicopters.

They used a battery of underwater systems, such as forward looking mine hunting sonars, towed variable depth side scan sonars, a remotely controlled Bottom Object Inspection Vehicle (BOIV) that employs underwater cameras and a high definition sonar, and clearance divers who practiced inspection, neutralization and recovery techniques. The combined force combed over 18 nautical miles of Victoria's waterways discovering



Left: Two U.S. Navy sailors get a feel for HMCS Brandon's towed side scan sonar during a ship's tour.



Right: A CH-53 Sea Dragon with a towed sonar array deployed surveys the waters surrounding Constance Bank.

objects that did not belong among the usual rocks, wrecks and crab traps.

When an object was deemed to be mine-like, or when a mine-like object was visually confirmed, a danger area was established around it until the simulated mine was either recovered or neutralized by divers, or by the underwater neutralization vehicle employed on the Avenger Class mine hunters.

For the crews aboard *Brandon* and *Whitehorse*, this task was a familiar one.

"Our last major employment for route survey was preceding the Vancouver 2010 Olympics where *Brandon* and *Whitehorse* surveyed and inspected the major waterways leading to Victoria and Vancouver harbours," LCdr Francois Laplante, *Brandon's* Commanding Officer. "Drawing from this experience, we have managed to produce an efficient, flexible team that is capable of collecting high-resolution imagery of the sea floor bottom and visually inspecting any objects of interest."

Brandon's current mission was not just that of surveying the sea floor, but included escorting major warships in and out of the harbour, a task that would be required for both naval and merchant shipping

if such a threat were real. As well, *Brandon* carried out surveillance of Victoria's waterways to prevent mine laying vessels from succeeding at compounding the danger.

"Mine warfare is very asymmetrical in both resources and effectiveness," said PO2 Joel Mullan, Operations Chief in *Brandon*. "To force an opponent into a state of attrition where they must devote time and many resources to follow up on a threat, a nation merely needs to imply that a waterway has been mined. This is something that cannot be taken lightly, unless one would dare risk losing high valued assets to a relatively inexpensive weapon."

Mines can be inexpensive since they can be improvised from common materials. Depending on the level of sophistication, they can be mass produced to effectively close off a seaway. This option provides nations of lower economic capabilities with a very cost-effective deterrent to a major industrial opponent. Even if a mine were to cost \$20-30,000 each, the fact that it could severely damage or sink a multi-million dollar warship is nothing to balk at.

This lesson has been re-learned the hard way during several major conflicts throughout the last cen-

tury – up to and including the first Gulf War where two U.S. major warships sustained heavy damage due to mine detonation. In fact, since the Second World War, the majority of naval casualties have been due to mines rather than from direct contact with an opposing navy.

With such lessons in mind, the exercise was met with determination by the crew of *Brandon*. During these periods of heightened mine readiness states, crew members sometimes ate cold meals, slept in messes if their cabins were below the waterline, and quietly performed their duties.

Brandon worked in 12-hour shifts each day, "closed up" in a heightened mine warfare readiness state while it navigated survey routes that resembled those of a "Zamboni" refreshing an ice rink surface after each period.

The messes on board the ship found it next to impossible to keep in exercise character during the hockey playoffs, as many let off cheers at each goal of their favourite teams. This outburst of enthusiasm was followed by a battery of hushed reminders that they were still under noise restrictions intended to prevent the inadvertent detonation of acoustic mines.

If engaged in the most restrictive readiness states, the majority of the ship fell silent. Entertainment, ventilation and the water systems – including the heads – were shut down for periods of up to two hours at a time as *Brandon* transited over an area simulating a known location of a mine.

In terms of force sustainment, mine warfare is certainly a battle of attrition. While the crews of mine counter-measure vessels have to endure long hours, uncomfortable conditions and the looming possibility that a mine may detonate, all the mines have to do is wait. Crew fatigue was monitored and considered during each phase of the exercise.

The exercise did allow for a few diversions, including a gun shoot in the Strait of Juan de Fuca, overnight anchorage, and a joint helicopter hoist exercise between a Sea King from Pat Bay 443 MH Squadron, *Brandon*, *Nanaimo*, *Saskatoon*, *Whitehorse*; and the U.S. Coast Guard Cutter *Orcas*.

As the 11-day exercise drew to a close, the crew of *Brandon* felt confident they had "worked up" their mine counter-measure organization into a part of a cohesive and versatile team ready to far the challenges of mine warfare.



HMCS Whitehorse, working in conjunction with USS Chief, surveys the water column surrounding the approaches to Esquimalt Harbour.

LOCKED & LOADED

Ships take aim at the Barracuda

Ben Green
Staff writer

As the daunting Ticonderoga-class Guided Missile Cruiser USS Lake Erie settles in front of HMCS *Winnipeg*, the Canadian frigate eases back its speed keeping a distance of about 500 yards.

Ahead of both ships, HMCS *Saskatoon* leads the way while HMCS *Protecteur* positions itself off all three vessels' portsides.

A second line comprised of HMC Ships *Nanaimo*, *Ottawa*, *Vancouver* and *Algonquin* make up another column along *Protecteur's* other side.

This afternoon's exercise is a SURFIREX, or a surface fire exercise, which sees the two columns each lock onto a High Speed Inflatable Towed Target (HSITT) dragged by a Barracuda, a small zodiac-like craft. Provided by the centrally positioned supply ship, the Barracuda can be remotely controlled, and tows the target that warships lock on to before firing.

At the back of *Winnipeg's* bridge, MS Chris Marion stares at the static feed coming from one of the two Barracuda's cameras.

Once *Protecteur* launches it, they can then relinquish control to another ship; this time MS Marion in *Winnipeg*.

"When we're finished shooting at it I'll bring it within 1,000 yards and relinquish control back," he says.

He skilfully moves the Barracuda and towed target about 4,000 yards off their column's starboard side, and

Winnipeg's massive 57mm gun, situated on its foc'sle, fires a five-round volley for calibration checks. The overlooking bridge shudders under the gun's sheer power...

ensures there's no danger of any ship accidentally blowing up the very expensive technology.

"There's a very little chance [of hitting it]; we program to offset," he smiles. "Even though we're pointing the gun at it, the offset makes it intentionally miss."

With the Barracuda and target in position, *Winnipeg's* massive 57mm gun, situated on its foc'sle, fires a five-round volley for calibration checks. The overlooking bridge shudders under the gun's sheer power while smoke temporarily seeps from the barrel.

As the 57mm once again turns to starboard to fire, the small target bobbing up and down is proving difficult for all the warships in the column to lock onto. As the inflatable target's tower becomes visible at the crest of a wave, the gun locks on for a second or two before losing it as the tower descends below the wave.

For several minutes *Winnipeg's* Fire Control

Radar searches for a lock. Located above the bridge, the radar echoes like a tribal drum beating through the hull as it tries to acquire the target. It can't make the lock.

In front, USS Lake Erie decides to transition to a manual lock before the exercise is called. Three puffs of smoke followed by tremendous noise rush past *Winnipeg's* bridge as three very accurate splashes can be seen around the target's perimeter.

As *Saskatoon* breaks off the lead, *Winnipeg's* 57mm returns to resting position and the Barracuda is guided back to *Protecteur*. The exercise is over and the convoy begins to spread back out; lowering heart rates on the other hand may take a bit more time.



photos by Ben Green, Lookout

Top: MS Chris Marion, on board HMCS *Winnipeg*, remotely controls the Barracuda targets for the exercise from the bridge of the frigate.

Bottom: Smoke billows from HMCS *Winnipeg's* .57mm gun following a thunderous volley of shots at the target.



Boarding party exercise a lesson in safety and communication

Ben Green
Staff writer

A voice crackles over HMCS *Winnipeg's* radio, echoing through the frigate's steel-encased bridge.

"In one minute we'll be firing our smaller weapon 1,000 yards across your brow if you don't comply. Do you understand?"

Winnipeg's smiling radio operator calmly replies, "Yup."

Under normal circumstances this would seem brazen and possibly dangerous, but today is the first day of exercise Trident Fury, and *Winnipeg* is communicating with nearby frigate HMCS *Vancouver*.

Peering off *Winnipeg's* starboard side, *Vancouver* can be seen gliding a few hundred yards away, brilliantly lit up by the early morning sun.

"They'll go to our starboard side and hail us [again]," explains Lt(N) Roy Blume, Information Management Director on board *Winnipeg*. "We're supposed to be non-compliant, so we don't answer them."

The two warships are practicing a BOARDDEX, or a boarding exercise, with *Winnipeg* serving as a vessel of interest. The plan is, after repeated hailings and controlled warning shots, *Vancouver's* 10-man boarding party is to approach

Winnipeg via rigid hull inflatable boats (RHIB) and take control of the bridge.

Winnipeg is pretending to be a Japanese merchant vessel suspected of having weapons on board. After ignoring repeated attempts to communicate, the six crew (sailors dressed in civilian clothing) will comply once *Vancouver's* party is on board.

"It's a written script we follow [for hailings]," says Lt(N) Blume. "You want to give them every

chance to comply."

A faint "tat-tat-tat" can be heard from *Vancouver* as it fires initial warning shots with their .50 calibre machine gun 1,000 yards in front of *Winnipeg*. No response.

Again a faint "tat-tat-tat" can be heard, this time only 500 yards in front. Still no response comes from *Winnipeg*.

A few minutes later a much larger and intimidating sound comes from *Vancouver* as they shoot their large 57mm deck gun 1,000 yards off *Winnipeg's* brow. A giant explosion hits the water's surface sending spray in the air. This time *Winnipeg* responds.

As *Vancouver's* crew prepares the RHIBs, the peaceful morning waters have turned quite choppy. With the waves causing a 15 degree roll, *Vancouver* makes the call to

put safety first and not send over their party. Instead, the two frigates will continue to practice hailing procedures and send their Sea King helicopters for a few deck evolutions (practice landings and refuelling).

A familiar voice crackles over *Winnipeg's* radio to continue the hailing procedure. They want to know the ship's cargo, crew manifest, and ship's destination among a host of other inquiries. *Winnipeg* responds immediately.

"There's weather considerations, ships will have issues, and these will affect whether you can do it or not [see an exercise through completely]; the schedule we go off is called a flex [for a reason]," explains Lt(N) Blume. "Especially when it's a multi-ship exercise, it's even more difficult."

A faint "tat-tat-tat" can be heard from Vancouver as it fires initial warning shots with their .50 calibre machine gun 1,000 yards in front of Winnipeg. No response.

Triton hockey looking for players

The Senior Men's Tritons hockey team is known for their quick puck movement, determined fore-checking, and high tempo play style within the Victoria hockey community. It's not surprising they've come out of the Regionals as champions two years in a row. The team works hard, receives sound coaching, and plays younger, faster teams on a regular basis.

This upcoming 2011-2012 season the team will take on even bigger challenges; they have set winning the National Championships as a primary team goal. They have also joined the Hockey 101

League, an umbrella adult league within Victoria which totals six tiered leagues. Tier one is highly competitive and the Senior Tritons are aiming to perform well and hone their skills in it. Paired with their entry into Tier one is an early season start in August where they hope to build the team with training and extra ice times.

The Senior Tritons are always looking to grow and build up their team, and the 2011-2012 season might be the best yet.

If you're interested in playing with them contact Coach Cam Armstrong or Mike Bell: Michael.bell4@forces.gc.ca 391-4255.

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- 3 pair x reading glasses
- 1 each x weight (barbell)
- 1 each x bike lock
- 1 each x canoe aluminum
- 1 each x digital camera
- 1 each x iPod
- 1 each x bicycle
- 1 each x mountain bike - child
- 10 each x mountain bikes

SEA TRAINERS RECALL

18th Annual Sea Training Dinner

Thursday, June 2 • 6:30 pm

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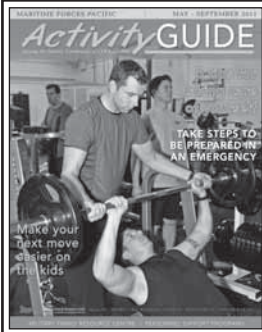
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Sailor of the Quarter: MS Champion

CPO2 David Bliss
Fleet Chief

The Canadian Fleet Pacific initiative to recognize a sailor for outstanding achievements has selected its first Sailor of the Quarter for 2011.

On April 11, the Commander Canadian Fleet Pacific, Cmdre Peter Ellis announced that MS Zachary Champion, a Sonar Operator in *HMCS Vancouver*, was CANFLTPAC's Sailor of the Quarter.

His file, along with 16 other submissions, were reviewed by a panel of Coxswains from the Fleet. MS Champion was ultimately selected for displaying excellence in performance, outstanding achievement, professionalism and his volunteer work, both in the ship and the community.

MS Champion was born and raised in Barrie, Ont. He joined the Canadian Forces in 2003 as a Sonar Operator directly after finishing high school. He was exposed to military life at a very young age as both his step-father and his father served in the CF.

In *HMCS Vancouver*, MS Champion is a very active member of the Combat Department. He acted as the Sonar Control Supervisor (SCS) for Port Watch during work ups and SOUTHPLY, and successfully performed all operational, administrative, and supervisory duties despite not having the formal QL6A training. He is also the Regulating Petty Officer (RPO) on board, and is a tenacious and dedicated worker often staying late and working many off watch hours to ensure that work is completed properly and on time.

During his spare time, MS Champion is the combat sports organizer and promotes health and fitness by organizing numerous sports days to ensure maximum participation. While in Ecuador, he coordinated an outreach fundraiser where he was directly responsible for multiple events and supervised all monies collected. When home in Victoria, MS Champion volunteers once a week with disabled individuals in order to provide them with companionship.



MS Zachary Champion

His Commanding Officer, Cdr Bradley Peats, noted that MS Champion "... should receive the utmost consideration for the Sailor of the Quarter Award. He has continually displayed his ability to perform as an excellent leader and sets the standard with his ability to conduct administrative and organizational affairs. His professionalism and motivation are second to none and he would make a worthy selection as Sailor of the Quarter."

The selection process for this prestigious award occurs in April, July, October and December while the Fleet Sailor of the Year is selected in January. The award for Sailor of the Quarter consists of a \$250 prize, official portraits, and an article in the *Lookout* and hometown newspapers. The winner is hosted at a luncheon, and presented a commemorative coin by the Fleet Commander.

MS Champion's performance, dedication, and volunteerism make him an outstanding choice as the Sailor of the Quarter and sets an example for others to follow. Bravo Zulu!

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HMCS Scotian wins Saunders' tournament

A/SLt Blake Patterson
PAO HMCS Scotian

HMCS Scotian took home the championship paddle this year from the Lt(N) Chris Saunders Memorial Hockey Tournament.

The tournament is held in Halifax each year in memory of Lt(N) Chris Saunders who died in October 2004 while serving in the submarine HMCS Chicoutimi.

The tournament is a fundraiser with each team paying a \$650 entrance fee to take part. The \$2,500 in proceeds from the tournament will go to the family of a submariner who is battling brain cancer.

LS Logan Horton, captain of the Scotian squad, said his team was thrilled to win, but took greater pride in simply being part of such a worthwhile event.

"After we won, to see his [Lt(N) Saunders] two kids come out on the ice and present the money to the submariner, it was pretty special," said LS Horton.

This year's tournament, April 7-10 at the Shannon Park Arena, featured 17 teams, including two teams from Europe – one from the



A/SLt Blake Patterson, PAO HMCS Scotian

SLt Mike Moody, Lt(N) Kyle Penney, LS Piero Balestra and LS Logan Horton of the HMCS Scotian hockey team take home the A Division championship paddle this year as winners of the Lt(N) Chris Saunders Memorial Hockey Tournament.

Royal Navy and the other from Central Europe.

One player who was especially honoured to be in the tournament was Lt Sean Carnew of the Royal Navy who took part in the rescue mission aboard *Chicoutimi* on Oct. 5, 2004.

Interviewed by CTV Atlantic at the tournament,

Lt Carnew said playing in the tournament "has been a bit emotional," but added, "it's always nice to meet guys that you met a few years ago when you had a harrowing experience with them."

Tournament organizer, Sebastien Latulippe, who served in *Chicoutimi* with Lt(N) Saunders, told CTV the tournament is a fitting way to pay tribute to his friend.

"You're showing everybody that this is the way to live your life," said Latulippe. "Enjoy the moment, celebrate life. So I think we're celebrating Chris' life by doing this every year."

Scotian was a late entry in the tournament, but prevailed as the A Division champion after defeating the Fleet Club 1-0 in the final. To reach the final, Scotian defeated MOG 5 in the semi-final. As for the Royal Navy team, they also did well in the tournament, reaching the C Division final before falling 5-3 to the Kodiaks.

LS Horton said it's fitting that navy teams did well in the tournament.

"I think the fact that Chris Saunders was navy himself, it's really a good thing to keep it here," he said. "Hopefully we can win it again next year."

Commuter Challenge is on for next week

For the first time, the commuter challenge will be held one week before Bike to Work Week, on Wednesday May 25. Pre-Registration a must.

The Commuter Challenge is a great event that compares the travelling time between a car and bicycle. This friendly "race" requires a cyclist and car driver to begin from a common point (of their choosing) and end at Starbucks Coffee at Fort and Blanshard Street between 7:45-8:15 a.m. to a cheering crowd of enthusiastic supporters.

The Commuter Challenge will help promote Bike to Work Week. There will be special prizes and free Starbucks coffee. Participants must follow all rules of the road, legally park and pre-register. To pre-register for the Commuter Challenge contact 250-920-5775 or frank@biketowork.ca.

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Above: RAdm Nigel Greenwood, Commander Maritime Forces Pacific/Joint Task Force Pacific, receives the Going the Extra Mile (GEM) award at the Union Club in downtown Victoria on May 5 from Ian Haddow of the Victoria Hospitality Award Program. The award is in honour of the outstanding International Fleet Review and other community events that took place during last year's Naval Centennial festivities.

Right: The award was presented over breakfast at the Union Club. Left to right): Base Commander Capt(N) Craig Baines, Naval Centennial coordinator Capt(N) (Ret'd) Richard Harrison, Jamie Webb, RAdm Greenwood, Lt(N) Chantal Desormeaux and Ian Haddow, a member of VHAP.



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